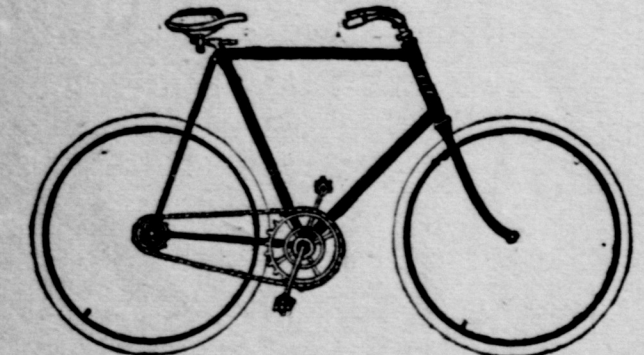


General Business. AT THE CHATHAM CARRIAGE... Agricultural Warehouses... \$85.00 - \$85.00. The '97 Model. MASSEY, HARRIS BICYCLE



Beautiful in Design! Faultless in Construction! Dupont Tires, Perry Chain, Christy Saddle.

FEATHERSTONE BICYCLE '97 MODEL. COMBINATION TANDEM. The Duke \$80; The Duchess \$80; The Prince \$80; The Princess \$80; The Midget \$80.

WOOD-GOODS! WE MANUFACTURE AND HAVE FOR SALE Laths, Palings, Box-Shooks, Barrel Heading, Matched Flooring, Matched Sheathing, Dimensioned Lumber, Sawn Spruce Shingles.

THOS. W. FLETT, NELSON.

IMPROVED PREMISES. Just arrived and on sale at Roger Flanagan's

Wall Papers, Window Shades, Dry Goods, Ready Made Clothing, Gents' Furnishings, Hats, Caps, Boots, Shoes &c. &c.

Also a choice lot of GROCERIES & PROVISIONS. R. FLANAGAN, ST. JOHN STREET CHATHAM.

CANADA'S INTERNATIONAL EXHIBITION. ST. JOHN, N. B. SEPT. 14TH-24TH 1897.

\$12,000 IN PRIZES IN LIVE STOCK AND AGRICULTURAL CLASSES. Exhibits will be on display from 10 o'clock to 5 o'clock, every day of the week.

LAST CALL FOR ENTRIES. Remember, besides all our wealth of Industrial, Mechanical and Agricultural exhibits, including many novelties, we show unparalleled special attractions in the Magnificent of our FIREWORKS (EX-NIGHTS) and the Comedies in our Amusement Hall.

Excursion Rates on L. C. R. and Branch Lines. From Stations north of Montreal in N. B., every day except 15th and 22nd Sept., good going, day of return and return within 20 days.

WANTED. MEN TO SELL FOR THE PONTIAC NURSERY. OVER 700 ACRES OF CANADIAN GROWN STOCK.

WANTED. We import no stock from the States. Farmers, Fruit Growers, Sons, Implement Agents, Stationers, Teachers, Retail Milliners, Dressmakers, etc. who wish to make advancement and the work of selling HARDY, HOME-GROWN Nursery Stock, please call on us.

AUCTION. CHURCH LOT. To be sold at public auction on Monday, the twenty-seventh day of September next in front of the post office Chatham, twelve o'clock noon, the Glebe Lot, Church Point on the south side of Chatham River, formerly granted to the Trustees of St. Andrew's Church, Tatamouche. Terms cash.

By order of the Trustees ANDREW McLEAN, Secretary to Trustees, Chatham, N. B. 27th August, 1897.

WOVEN WIRE FENCING. WIRE ROPE SELVAGE. Manufactured and Sold by THE ONTARIO WIRE FENCING CO., LTD. Toronto, Ontario.

Miramichi Advance. CHATHAM, N. B., SEPTEMBER 9, 1897. THE YOUKON! MR. CARL KELLY ON THE KLONDIKE!

He speaks from three years' experience in the Country! HOW TO GET THERE. Distances Between Principal Points and Cost.

MODES OF TRAVEL. Mr. Carl Kelly—son of the late Hon. W. M. Kelly who was a representative of Northumberland and Chief Commissioner of Public Works of New Brunswick from April 1869 to May 1878—has been in Chatham several days renewing acquaintance with many who know him only as a little boy, when the family left here seventeen or eighteen years ago.

Mr. Kelly ranks as one of the first Canadians to go through to Klondyke by way of Juneau, Lyne Canal, Chilkoot Pass and Lake Bennett. As he made the trip on three occasions, returning to Victoria, B. C. each winter, his experiences and observations are of interest at the present time, when so many eyes are turned towards the new Eldorado, and so many from all quarters are hastening to it in the hope of enriching themselves.

We had quite a long interview on the subject of the Klondyke, the ways of getting there, the distances to be travelled, the modes of conveyance and the expenses to be met with on route, the substance of which is as follows:— One who sets out from Chatham for the Klondyke must travel 2,000 miles by steamer from Victoria to Juneau and 863 miles from Juneau to Klondyke, or Dawson City, a total of 3,700 miles from Chatham. It is, however, the last 863 miles of the journey—from Juneau to Klondyke—that is the most interesting to intending travellers.

Mr. Kelly does not think the route he himself travelled in his three visits to Klondyke the best that can be taken, but prefers another, to which we will refer again. He says, however, that it is the fashion at present to take the route via Juneau, and he supposes it will continue for a year at least.

He advises prospective miners not to purchase their outfit, such as packs, pans, etc., until they get to Juneau, as the dealers there best understand what is necessary, and they furnish it at moderate cost—say \$40 for the outfit, including rubber boots, etc. Provisions, he says, can also be got at Juneau to take them through to the next point. The cost of transporting provisions makes it necessary to have them in as condensed and portable form as possible, and it is therefore best to buy them from the Alaska Trading Company at Circle City, which is in United States territory. The young man who goes to Klondyke by this route, over the Chilkoot Pass, will find his clothing and pork, bacon, oatmeal and compressed tinned corn, all packed up with him. If he carries them himself, he will have to make two or three trips over the most difficult and dangerous part of the Pass. He will find that about 15 or 20 lbs. is all he can get along safely with his blanket and personal "grub" will weigh that. He is obliged, as a rule, to engage a regular Indian carrier, who can take 50 lbs. but the average is not more than that and the Indian's wages is \$5 a day.

The first stage of the journey, is from Juneau to Chilkoot, 80 miles, which is made by a small screw steamer to head of Lyne Canal, where the mouth of the Chilkoot river is entered. From that point transportation is by Siwash (Indian) boats or canoes, which are built somewhat like our dug-outs, but more symmetrical in form and better finished. They are large, and will carry 3,000 lbs and upwards and are good for fifty men. These take the traveller up to Dyes, which is 26 miles from Chilkoot, or 106 miles from Juneau. Here is the foot of the mountains, and the end of civilization. Beyond is the much-talked-of Chilkoot Pass, to the summit of which the distance is 9 1/2 miles. It is a steep climb, it is not correctly speaking a pass, for it is so nearly perpendicular in some places that one keeps his balance with difficulty, as he cautiously picks his way around projections of ice, having meagre footholds, a slip from one of which, or a mistep would send him down perhaps to destruction. Before the summit is reached, the route is through perpetual ice and snow, and at the summit, the scene and atmosphere are delightful.

Mr. Kelly speaks thus of the journey only in late April or May, when he says, the temperature on the summit of Chilkoot mountain is like that of our summer, although, underfoot, the snow lies deep, under deeper ice, and the travelling is, therefore, very fatiguing. Once the summit is reached, however, the way seems comparatively easy after the laborious nine-mile climb from Dyes and one goes downward 14 miles to the head of Lake Bennett. The time for the journey from Juneau to the head of Lake Bennett is three days, so that, after all, the dreaded Chilkoot Pass is got over by an actual expenditure of say \$15 for the carrier with his 50 pound load, and the personal fatigue of the traveller with his blanket and personal "grub." If one wants more than 50 lbs. carried over, he has dollars to add to his expense account fifteen dollars for every fifty pounds which he may wish to have conveyed from Dyes to the head of Bennett Lake, where he must, necessarily, stay for several days, for here, he prepares for his trip of 734 miles down to Klondyke or Dawson city. The charge from a "grade and wallow" characterise the route over the Pass in the early summer season, to the comparatively easy work involved in the down river run is restful, even in contemplation. Here, however, at the head of Lake Bennett, voyagers must build or buy their boats in which to go to Klondyke. There is a small saw mill where white pine lumber is purchased at about \$1.25 per superficial foot and nails, tar, oakum and

other necessities for boat building may be had at proportionate rates. Mr. Kelly says the descent of the river is easy going, with exception of White Horse rapids, 100 miles from the head of Lake Bennett, and Five Finger Rapids. These are overcome by portages, and there are several other shorter portages made by those who are not expert boatmen. All the rapids however may be run if one has experience and good luck, although even the best qualified boatmen have, at times, come to grief and lost their own and others' belongings, and, sometimes, their lives. The safest way is not to take risks of this kind for it is hard to replace lost outfits and provisions after leaving Lake Bennett. After the rapids are passed, there is over 400 miles of easy river sailing. The boats used are similar to the skiffs on the Miramichi which accompany river-drivers—sharp and high at each end, and having a wide bottom and flaring sides.

While Tesla is preparing to telegraph without wires, a Chicago inventor has devised a plan for constant communication with a moving train. When both systems are perfected there need never be a moment when the traveller by sea or land is cut off from communication with his correspondents.

Court methods in the United States are very much up-to-date, as witness a procedure to be presented in the Lutegrot murder trial, now taking place in Chicago. In trying to break down the theory of the prosecution, experts will boil a human body in an acid bath for several hours, in the presence of the judge and jury. This is realistic carried to the extreme.

Ten thousand people, miners and their families, are threatened with starvation in Ohio. This state of affairs is all the more startling in view of the abundant harvest with which the country has been blessed. It is little wonder that the fate of slow starvation at work should breed feelings of desperation inimical to the state of life and property.

The strike among the British engineers still prevails and the ship-building industry is suffering. These men are well equipped for fighting capitalists. They have cash investment of \$1,800,000, and an additional revenue of \$80,000 a week from members at work. With so much money at their backs the engineers can protract the lockout almost indefinitely.

English papers are apprehensive that the Amer of Afghanistan is not sincere in his assurance of good faith, and that he is back of the treasons in their rebellious incursions into British territory. More startling still is the report that back of the Amer stands the Czar, with the Sultan as a side partner, weak in physical force but terribly strong as the commander of the faithful. The objective point of the strategy is India. The Sultan will summon Victoria's Mahomedan subjects, estimated at 50,000,000, most of them in India, to revolt against her government, and the Czar will attempt to march his troops through Afghanistan and through the Khyber Pass into India. The Russian bear has had his eye on Britain's Indian possessions for many years, but the opportunity has not yet presented itself.

There are now in Hawaii about 25,000 Japanese, one half of whom are ex-military men and more will soon be landed under the protection of the Japanese man-of-war. When the Queen was deposed by the crew of the American cruiser Boston the islands had about 2,500 American inhabitants. They proposed to hold the natives, the Japanese and the Chinese in a sort of serfdom or slavery or to exterminate them. It is no wonder that the Japanese government resents such an outrage upon its people and in the interests of civilization it is hoped that Japan will protect its subjects in the enjoyment of their inalienable rights. Japan appears to have no desire to acquire territory in the Pacific; to protect the rights of its people seems to be the aim of the government and there is a possibility that with this end in view the queen may be reinstated. The naval power of Japan is such that resistance on the part of the United States would be useless. The barbarism of the civilized is likely to be held in check by the civilization of the barbarian.

Someone said the other day that Britain was losing her trade with China. Sir Nicholas Hamden, the British consul-general at Shanghai, however shows that at that great port the import trade from Britain was 79 per cent. of the whole, or three times as great as that of all other countries put together. A country that maintains that standing in conducting business with the Chinese empire, is in the face of severe competition, must be conceded to have a pretty liberal share.—London Advertiser.

The London Times Journal of 28th Aug. says its Liverpool report:—"We have heard more hard language this week about the slump in the spruce deal trade than has been our misfortune to listen to for some years. And this too has not been from the unfortunate importers who made their contracts early in the year, but it has been from shippers themselves who produce only a moderate supply of these goods, and who suddenly find themselves in the unpleasant position of dropping something like a pound a given area at the smallest possible cost. Elements that are necessary to vegetation are washed by the water and are absorbed in the strength, blood and bones of animals so that even if all of a farmer's crops are consumed on his own land, his land deteriorates. The most important of these elements are phosphoric acid and lime. These are supplied in perfect combination in Alberts' Thomas-Phosphate,

policy if they were to resp the consequences of their reckless proceedings."

News and Notes. EDINBURGH, Sept. 4.—A snowstorm has swept over Scotland. The Grampian hills are completely covered with snow.

SALT SPRING, Sept. 6.—News from New Mitchellpoten gold fields corroborates the previous stories of the wealth of the region. Some assays show \$300 of gold to the ton of quartz. Prospectors are flowing into the region by hundreds.

A vinegar and pickle factory is among the contemplated new industries at the North End.

A little weakening is reported in the flour market. Gouddies and some other Ontario millers have reduced prices 15 cents per barrel, but Manitoba flours remain firm at last quotations. Oats and cornmeal are also firm at prices last quoted. Barley has advanced to \$3.25 per barrel and the pork and beef markets are excited. Some packers are asking an advance of \$2 per barrel on pork and beef is generally held at \$1 higher than a fortnight ago. Lard has advanced 1 cent per pound and refiners are only offering in limited quantities. Yellow sugars are scarce; a few carloads have lately arrived and are selling at 33 cents. Eggs are very scarce and are in urgent demand at 13 cents; choice butter is readily bought at 15 cents. Apples, principally soft and windfalls of very poor quality are coming forward in small lots. Astrakans, No. 1, sell at \$1.75 to \$2 per barrel. Some No. 1 sweet fruit is quoted at \$3.

A young St. John man wants a divorce from his wife who is an actress.

An excursion party of about 40 persons will arrive here on the 8th inst from Boston and will have their headquarters at the Royal.

Musically inclined visitors to the exhibition will be interested in the stock of violins, guitars, banjos, mandolins, flutes, piccolos, cornets, drums, etc., carried by E. A. Peters, Jr., at 107 Princes street. Mr. Peters makes a specialty of orchestra and band supplies, strings, parts, &c., and is gaining a large trade furnishing bands, etc., with instruments. New hands forming can, he claims, save him 20 per cent. by buying from him. He carries high class American pianos, the leader of which, the "Herdman," first built in 1842, is now in use in 50,000 households.

Three marriages and 23 births were reported in the city last week. St. John, Sept. 6.

A Modern Monarch. We quote below from the text of a letter addressed by a reigning sovereign to his subjects, in a certain sense, belongs to the private papers of the ruler. It should spend my money thus, that I should leave you a fortune, for your education is of lasting value, and you can not be robbed of it. I consider it as the most valuable inheritance, and will give the same good education even to the least developed of my sons.

recreate old dresses and make them to look like new.

If you would have a smiling face, a happy heart and an easy mind, do thy coloring at all seasons of the year with the Diamond Dyes; they never cause worry or grief to those who make use of them.

Accounts of the Town of Chatham up to 31st December, 1896.

Table with columns for RECEIPTS, EXPENDITURE, RECEIPTS FROM BOND ISSUE, and STREET ACCT. Lists various financial items and amounts.

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how much money I spent on doctors and medicine, but it amounted to a considerable sum, and yet I would most willingly have given my farm to rid of the terrible pain I was forced to endure. But all my expenditures seemed of no avail, and I began to despair of a cure. At this juncture, acting on the advice of a friend, I began using Dr. Williams' Pink Pills. The first six boxes I used seemed from outward appearances to have had no effect, and I felt almost like giving up in despair. Although, however, that possibility that was not a fair trial for one in my condition and I procured a further supply. By the time I had used three boxes more was a considerable improvement noticeable, and from that on each day found me growing better. I continued using Dr. Williams' Pink Pills until I had taken eighteen boxes by which time every vestige of the pain had left me, and I was feeling in every respect a new man. I believe, too, that the cure is permanent for I have not known what it is to suffer with rheumatism since.

It will thus be seen that Dr. Williams' Pink Pills released Mr. Davis from the painful thralldom of rheumatism at a comparatively small expense after doctors and other medicines had utterly failed to give him even a fair measure of relief. It is obvious therefore that if Dr. Williams' Pink Pills are given a fair trial they are sure to bring relief and a cure. Every box of the genuine Pink Pills has the trade mark on the wrapper around the box, and the purchaser can protect himself from imposition by refusing all offers. Sold by all dealers at 50 cents a box or six boxes for \$2.50.

W. T. Harris again gives away a handsome PIANO ORGAN. From now until the 2nd of Dec. 1897, with each dollar's worth of goods you buy and pay for at either our Grocery store or Boot & Shoe Store you will receive a TICKET FOR A HANDSOME PIANO ORGAN which will be given away on the 2nd of Dec. 1897.

It will be conducted in the same manner as it was in 1895 and 1896, which proved very satisfactory and was admitted by all to be a square transaction. On each ticket for the PIANO ORGAN will be printed Piano coupon and number. You get full value for every dollar you spend and some one is sure to get the PIANO ORGAN in addition. The PIANO ORGAN is on exhibition at the RED STORE and is very handsome. W. T. HARRIS, Chatham, N. B.

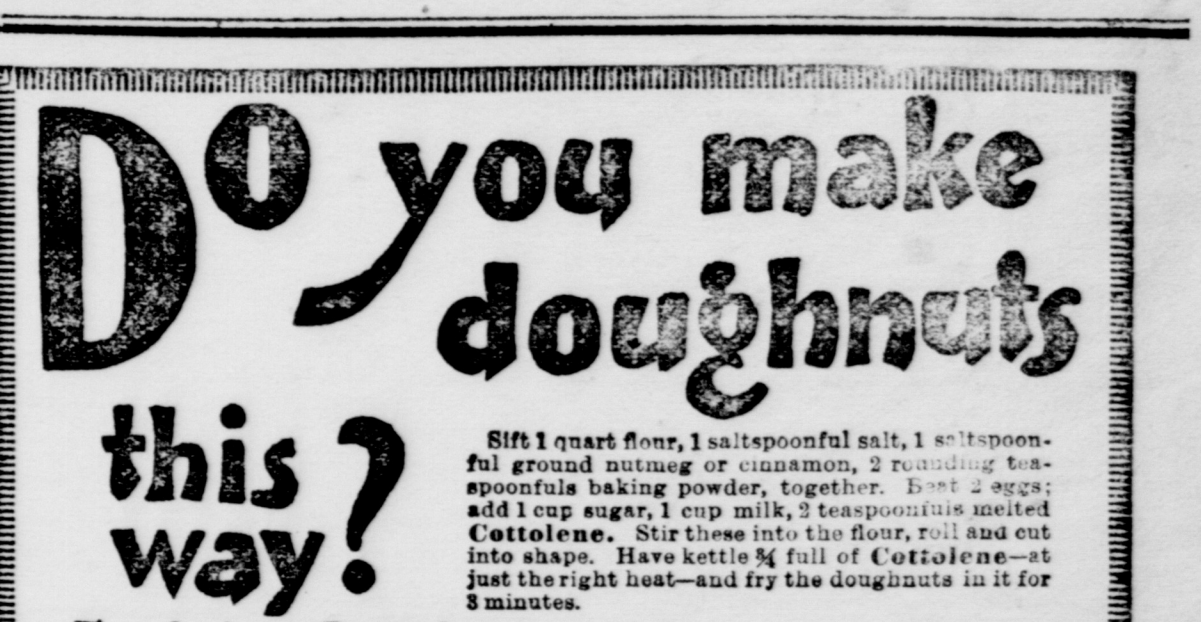
"De Nice Lettie Canadiane." You may pass on the world, wherever you like. Tak' de steamboat for ag Angleters, Tak' car on de State, an' den you come An' go all de place, I don't care— Ma fren, dat's a fak, I know you will say 'Wen you come in dis intree agone, Dere's no gim can touch, wa't we see ev'ry day. De nice lettie Canadiane!

Will the Bicycle be Supplanted. The bicycle has a formidable rival in the horse and carriage. The horse and carriage are the silent wheel is doomed despite any advantages it may gain from contemplated improvements such as the abandonment of the chain. Put on the market but a few months ago as a toy the bicycle stakes have already been found to be of practical value. Their users are few, but all are enthusiastic and they declare their weight will supplant the bicycle for all the ordinary purposes of travel and exercise. Their advantages are declared to be: greater convenience, equal comfort and a more healthy form of exercise with the same or greater speed at less cost.

The Queen's New Yacht. Glasgow, Sept. 1st.—Queen Victoria's new steam yacht is not to be a regular ironclad, ready to ship the armament of a battleship if need be. The yacht is to be an up-to-date steam yacht, built in the shape of a motor launch, but with a tonnage of 200 tons, and to weigh twenty tons more than the yacht built at Pembroke's government dockyard in Milford Haven, on the Bristol Channel where yacht-building is unknown, and which probably will have more of the look of a man-of-war than even the German Emperor's yacht, the Hohenzollern. The tonnage is to be 4,600, and it is to cost £250,000. The over-all length is to be 380 feet, beam 50, and draft 18 feet. She promises to be a very different vessel from the old "Victoria and Albert," paddle yacht, which has not been repaired more than the yacht cost when built. The internal fittings have not been explained, but it is said that they will not be more superb than the decorations of the two steam yachts built at Glasgow for Lyden Goslet, and Robert Goulet, of New York. However, Americans are not content with the very best china country can supply, but must have skilled decorators from the various capitals of Europe.

And Family Grief that can be Avoided. Paine's Celery Compound Brings Health, Joy and Happiness. You are willing to confess, poor sufferer, that you have been bitterly disappointed with past efforts, and that in your estimation your future seems dark and gloomy. You and your friends alone are to blame if disease is tightening its chain around you, making you a mere husband for the dark and dreared grave.

It is doubtful if there is any occupation more trying to the constitution than that of the thresher. Exposed to the rains and storms of the autumn season, and at the same time choked with the dust consequent upon threshing, he easily falls a prey to disease. Mr. Jos. H. Davis, a resident of the township of Wicklow, Hastings county, follows the threshing machine for some months every fall. For eight or nine years he was subject to attacks of inflammation of the joints, the disease usually made its appearance in the fall, and continued throughout the winter, causing not only much suffering but great inconvenience. Mr. Davis' most serious attack occurred during the winter of 1893. It first made itself manifest by the swelling of the right hand, and before twenty-four hours had passed the disease appeared to have gone through the whole system, and the legs were swollen to an abnormal size, so much so that the joints were not visible through the swellings. For ten months the trouble continued and during that period Mr. Davis was unable to put on his own clothes, and the pain he endured almost passed comprehension. One doctor (after another) was tried but without any beneficial results. Then advertised medicines were tried but with no better success. "I can hardly say," said Mr. Davis,



For frying, Cottolene must be hot, but don't let it get hot enough to smoke or it will burn. To find if it is hot enough, throw into it a single drop of water. When at just the right heat, the water will pop. Genuine has trade marks "Cottolene" and "Red" and comes in one-pound tins every tin. Just the right heat—and fry the doughnuts in it for 3 minutes.

THE N. K. FAIRBANK COMPANY, Wellington and Astor Sts., MONTREAL.

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Four Quality of Klondyke Gold. NEW YORK, Sept. 5.—The first assignment of gold from the far-off Klondyke, so far as its intrinsic value is concerned, is disappointing to the assignee, the Bank of America.

The Queen's New Yacht. Glasgow, Sept. 1st.—Queen Victoria's new steam yacht is not to be a regular ironclad, ready to ship the armament of a battleship if need be. The yacht is to be an up-to-date steam yacht, built in the shape of a motor launch, but with a tonnage of 200 tons, and to weigh twenty tons more than the yacht built at Pembroke's government dockyard in Milford Haven, on the Bristol Channel where yacht-building is unknown, and which probably will have more of the look of a man-of-war than even the German Emperor's yacht, the Hohenzollern.

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