

Miramichi Advance.

CHATHAM, N. B., AUGUST 9, 1894.

"A Word To The Wives Is Sufficient."

For Rendering Pastry Short or Friable.

COTTOLENE

Is Better than Lard Because it has none of its disagreeable and indigestible features.

Endorsed by leading food and cooking experts.

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GROUP, WHOOPING COUGH, COUGHS AND COLDS.

OVER 40 YEARS IN USE. 25 CENTS PER BOTTLE.

ARMSTRONG & CO., PROPRIETORS, ST. JOHN N. B.

NOTICE TO HOLDERS OF TIMBER LICENSES

CLERK LAW OFFICE, 23 JUNE, 1894. The attention of all holders of Timber Licenses is called to Section 10 of the Timber Regulations...

Notice To Debtors.

In the matter of the estate of John A. Babin, Executor of the last will and testament of the said John A. Babin, deceased, notice is hereby given...

HOUSES TO RENT.

Houses known as the Birch, Burbridge house, corner Howard and King streets, at present occupied by Mrs. J. H. Patten, New Brunswick, are hereby offered for rent...

I'M TELLING SQUARE-EDGED TRUTH



W. T. HARRIS, CHATHAM.

For over two years, and I have never had better satisfaction in my life.

He keeps a full line of GROCERIES, BOOTS & SHOES, DRY GOODS, READY-MADE CLOTHING, GENTS' FURNISHINGS, FLOUR, MEAL, HAY, OATS, SEED GRAIN, GARDEN SEEDS, &c.

TENDERS FOR NEW ENGINE HOUSE.

SEALED TENDERS addressed to "The Engine House Building Committee," marked "Tender for New Engine House" will be received at the office of Alex. Robinson, St. John Street, up to and including August 15th next, for the building of an engine house...

NOTICE OF SALE.

To Alexander A. Cowden, of the Parish of Nelson in the County of Northumberland and Province of New Brunswick, and all others whom it may concern: Notice is hereby given that under and by virtue of a power of sale contained in a certain indenture...

are on the lists prepared by the revising barristers. No man should want to have some political busybody look after this matter for him, as if he were an incapable. The man who is fit to vote is also fit to see, for himself, that he is on the list.

The Chatham Post Office Matter.

The people of Chatham will doubtless be pleased to know that the complaints made in their behalf against the postmaster closing the post office delivery window when he pleased during the day, have had the effect desired. The editor of the ADVANCE has, apparently, incurred the displeasure of the official at fault, as was shown by the latter's vulgar letters, chiefly made up of personal abuse, which he has published within the past fortnight or more. The editor, however, followed the ADVANCE's remonstrances up by directing the Postmaster General's attention to the Chatham postmaster's neglect of duty, and the Minister has, apparently, seen the matter in its proper light, as the following letter shows:—

POST OFFICE DEPARTMENT, CANADA. OTTAWA 6TH AUGUST, 1894. Sir: Referring to your communication of the 21st, 28th and 30th ultimo, on the subject of the closing of the Chatham post office at certain hours of the day, I am directed to inform you that this has been done without the Postmaster General's permission, and that strict instructions have been given to the postmaster to see that the post office is not closed to the public at any hour between opening in the morning and final closing at night.

I am, Sir, your obedient servant. Mr. D. G. Smith W. D. LESCEUR, Secretary.

The general public of Chatham will appreciate the prompt action of the Department, while they cannot also fail to remember that we have been able to effect the reform asked for in the face of the abuse of Postmaster Adams who has been backed up by the World and Advocate, who appear to be more anxious to make a point against Mr. Smith than to promote the efficiency of the public service amongst the people to whom they look for support. There are other matters of complaint in connection with the postmaster's neglect of duty, and we have reason to hope that these also will have the department's attention and further reforms be effected.

Japan's Position as a Fighter.

There isn't so much of the little dog defying the big one in Japan's belittled attitude toward China as one might conclude from a glance at the geography. Japan is small, but she is chock full of fight and patriotism. Few of her citizens go abroad for business or study give their citizenship, no matter how long they remain abroad. They feel that Japan deserves the best the world affords. Her students are to be found in the best universities of the world. Many have been sent abroad to study at the expense of the state. This liberal spirit does much toward making Japan the progressive nation she is. While China has had her wall and her foreign policy of discouragement to foreigners who were ready to put at her disposal the most advanced improvements, Japan has welcomed them.

K. Hirata was, until recently, connected with the war department of Japan. In speaking of the chances of war, should his country and China really pitch in earnest, he said: "I think that every Japanese would rather have this war come now than 20 years later, if it must come, and I have very little doubt as to the result. Japan can whip China now. She is independent of outside aid, and she is thoroughly well prepared. We have been making our guns and our own gunboats. I don't believe there is much that any nation can teach Japan in naval architecture. But within the past few years China has been slowly awakening to her opportunities, and a struggle between the two countries twenty years later would be an unequal one. Just now China's army is a rabble without system and without training. I served in the map department of the Japanese war department. I know how well prepared in that way we are for trouble with China. We have complete war maps of all China, accurate and brought up to date. On the other hand, I don't believe China has a single war map of Japan. Our soldiers and sailors are far superior to the Chinese and are better drilled. We have a standing army of more than 65,000 men. The tone of our army has changed in the past twenty years. We have sought the best models that we could find. First we took the English, then the French, and now the Japanese army in its training and discipline resembles the German more than the French or the English. We have, however, some of the good features of each. Of course, our standing army doesn't by any means represent our available military force. The conscription system prevails, and at present all males of the age of 20 are liable to serve for seven years. There is probably now a reserve force of well-drilled men in Japan numbering more than 200,000."

Not the Largest.

The London Timber Trades Journal says: We notice that the "Zanzibar" (s), a 1,200 standard box, has been fixed from Miramichi to Liverpool at 45s. for deals, with not exceeding 10 per cent. of scantlings. This is the largest boat that we ever heard of being fixed for a full cargo of deals from that port.

The Zanzibar is not, by any means the largest steamer that has loaded a full cargo here, for, even this season, a bigger one, by more than one hundred tons has cleared with nearly one hundred standards of deals more than that vessel. The Zanzibar is a boat of 1919 tons and she cleared on 4th inst. with 1157 standards on board. On 31st May, however, this season, the Undaunted, 2026 tons, cleared, with a cargo of 1251 standards. We think the biggest steamer that ever loaded a full cargo here was the River Indus, of 2255 tons, which cleared on 19th Sept. 1889 with 1274 standards on board. The Zanzibar, for her tonnage is not even the best carrier of the lot.

A RECEPTION, for which cards are now issued, is to be held on Wednesday next at 10 p. m. by His Honor the Lieutenant-Governor and Mrs. Fraser, in the legislative building, Fredericton, and an At Home will be held on Thursday, both in honor of their Excellencies the Governor-General and the Countess of Aberdeen.

Revising the Lists.

Mr. E. T. C. Knowles, revising barrister of St. John city and county, and all revising barristers throughout the county have begun the revision of the Dominion electorates. In St. John city the assessment roll is the basis of the preliminary list. The revising barrister takes from the assessment books the names of all persons qualified to vote in Dominion elections, and up to the 15th of October he will receive applications from persons who are qualified to vote, but whose names do not appear on the assessment lists. Every person has the right to be registered who is of age and a British subject who owns real estate in this city valued at \$300. In the country persons are qualified who own real estate in a town of the value of \$200, or real estate in a town of the value of \$150. Persons not owning real estate can also qualify if they pay a monthly rent of \$2, or a yearly rent of \$20, and have paid that amount of rent for one year. Farmers' sons living at home are also qualified to be registered under certain conditions, also any person in the receipt of an income of \$300 in money or money's worth, or partly in money and partly in money's worth. Men who wish to be in a position to vote at the next Dominion Election—and it may take place during the present year—will do well to see that their names

whole much more efficient than that of China. She has, all told, nearly forty cruisers, some of them well armored and carrying modern guns, and a fair sized torpedo fleet. Two of the new cruisers have made 22 1/2 knots, and she has others building that promise even better speed.

China has enough modern men-of-war to make a lively fight, and if she and Japan decide that they must fight it out to a finish the opportunity to test modern warships and the latest guns will be one such as naval officers have looked forward to impatiently.

"Japan," said Mr. Hirata, "has been building some wonderful guns. You know we excel in working steel. We are much further advanced than China in that art."

Japan has borrowed for her naval architecture the ideas of western nations, and she still orders ships from Europe. Long ago Japan realized the fact that her navy was of much more importance than her army, and she has made liberal appropriations to strengthen it. Her three principal coast defense ships are the Hashidate, the Itatsukushima and the Matsushima. They are of the same class. They displace 4277 tons each, and are 295 feet in length. They were designed by M. Bertin of the French navy. Their armament is the best Japan could buy.

"But it is the Japanese spirit," continued Mr. Hirata, "even more than her ships and her army that makes us confident of victory in a war with China. If a crisis has arisen Japan the world over will go home to fight. We all feel that we are ultimately going back to Japan and that we are going to bring 'to her whatever we have learned.'"

News and Notes.

A CLOSE CALL:—A Lehigh Valley freight was running down a heavy grade near Wilkesbarre, Pa., the other day, when the engineer saw the roadbed about a hundred feet ahead drop suddenly into an old mine-working. The train could not be stopped, and Engineer Titus clapped on a full head of steam. The hole by this time was twelve feet wide, but though the ties were unsupported, the train reached the other side in safety before they, too, dropped into the mine.

AN AUTOMATIC GALLOW:—The automatic gallows at the Connecticut state prison is completed and everything is now in readiness for the execution on August 24 of John Cronin, the murderer of Albert Skinner of South Winoles. The execution device is automatic, fine shot running out of a valve, and at the end of 40 seconds a heavy weight is released, jerking the man's body into the air. This will be the first execution in the east with the new gallows, copied after the instrument in use in Colorado.

EXODUS FROM THE UNITED STATES:—Our good friends in the United States, says the Telegraph, are now having an exodus of their own, in fact, to quote an expression that has been heard in another country, "The people are flying from that land as if from a pestilence." The Boston Post, in a recent editorial, remarks:—

The situation, at present, indeed, is without precedent of recent years. Immigration has fallen off greatly within the past year, and is now at a very low ebb, while emigration has increased at a pace heretofore unknown and now amounts almost to an exodus. The Census bureau has reported that 2,000 from Boston on her next trip; while at New York, where the greater number arrive and leave, the last month for which statistics are obtainable shows about 9,000 leaving that port to about 15,000 arrivals.

A STRANGE CASE:—The town of Morden, Manitoba, has a supposed romantic sensation. When farmer Vanalstine and his wife who live near Morden, started for church on Sunday evening, 29th ult., they left two farm laborers, Ed. Cannuff and Sam. Land, in charge. On their return Land was missing. The other said he had gone out to pick berries and refused to return. Little was thought of it at the time, but on Monday, after Vanalstine and Cannuff had gone to the windmill, 16 miles away, to cut hay, Mrs. Vanalstine discovered a bullet hole in the window glass and blood stains on the floor. Neighbors were called in and decided to send for a constable, who, after taking in the situation, made search and soon discovered a newly made grave. He at once proceeded to the marsh and took Cannuff into custody, who then confessed that he had accidentally shot his companion and through fear had buried the body. The body was taken up and a coroner's jury has decided that Cannuff committed murder.

The New Dominion Cruiser.

The new cruiser Aberdeen, which was built at Paisley, Scotland, by Messrs. Fleming & Ferguson, for the Dominion Government is expected to reach Halifax about Aug. 10th. She is meant for fisheries protection, buoy service, and light-house supply. The Aberdeen has the following dimensions: Length between perpendiculars, 180 ft; breadth moulded, 31 ft; depth of hold moulded, 16 feet 6-10; draught 12 feet. She is constructed throughout of Siemens-Martin ship steel, and was built under special survey of Lloyd's register of British and foreign ships, and is fitted and equipped in all respects to the requirements of the imperial board of trade and steamboat inspection act of Canada. She has a double bottom running the whole length, including the bottom tank main deck of steel, caulked with pitch pine. The crew's quarters are arranged under the forecastle deck, with space for 18 men. She has steam steering gear. The accommodations for captain and officers are arranged between decks. The hoisting gear consists of one derrick attached to the foremast, with gear of sufficient strength to hoist 12 tons, and one powerful steam winch. The boat is wired throughout for electric light dynamo and all necessary apparatus provided, and also has a search light. The engines are quadruple expansion, designed and of high speed to maintain a speed of 12 knots per hour. There are a surface condenser on the latest improved principle and tubes of the best improved make, three-quarters of an inch external diameter. The boat has two patent water-tube boilers, to be fired in the latest and most improved manner. The platings and stays are of Siemens-Martin steel and the boiler is of such dimensions as to supply a constant full pressure of steam at 200 pounds per square inch, and to give the vessel and maintain the required speed. Her cost will be \$30,000.

"Vigilant" This Time

The multitude of eighteens in which royalty was well represented gathered here this morning in all manner of floating things to see the contest between the yankee sloop Vigilant and the Prince of Wales' cutter Britannia. There has never been a more resplendent fleet of pleasure craft in the Solent in any previous race in British yachting annals. The finish and start of the contest were visible from several points of land and the villas and hotels were crowded with guests, some of whom had paid fabulous prices for rooms. The sky was cloudless when the gale sailed out to the starting point. There was a good breeze from the southwest. The start was one of the clearest ever seen hereabouts. The yachts came for the line on the port tack, the Britannia to windward. The starting gun boomed at 10.30 and five seconds later both boats crossed the line so evenly that one obscured the other and at a distance they appeared like a single yacht. It was a short heat to the Lepe against a strong ebb tide with two long legs and a short one. Time: Vigilant, 10.55.05; Britannia, 10.56. In the run from Lepe to Warner Lighthouse with the wind, which was freshening a bit over the starboard quarter, the centboard increased her lead one minute and ten seconds. Time: Vigilant, 11.01.16; Britannia, 11.04.26. The increase in wind favored the Britannia, but she lost a few more seconds on the way out. At the Warner the Vigilant was one minute and forty-five seconds ahead, having gained fifty seconds since she jibed around the Lepe. Time at the Warner: Vigilant, 11.48.20; Britannia, 11.50.05. In the twelve mile stretch back to Lepe, close hauled, the Vigilant made the hearts of hundreds of Americans rejoice by her performance. The yachts were seen only indistinctly from the shore after rounding the Warner, as a misty rain set in. The breeze shifted a trifle to the southward and white caps began to lighten the already lumpy surface of the Solent. The yachts passed the club house bound for the Lepe with the sea sprucing from their weather bows, leaning far to starboard. The Vigilant led by three minutes and fifty-two seconds. Time: Vigilant, 12.33.32; Britannia, 12.42.24. After passing the club house the yachts made a broad reach of it to the Lepe, and the centboard was five minutes and fifty seconds ahead as she jibed around the Lepe markpost. Time: Vigilant, 12.49.15; Britannia, 12.55.05.

Mr. Ferguson, late second engineer of the Stanley, has been appointed chief of the boat, and is now on board of her with four firemen, whom he took across with him. Mr. McKean, who was first officer of the Vigilant, has taken charge of her and Mr. Roland Elliott, of St. John, has been chosen as his first lieutenant. Second Officer McKean, of the Vigilant, has been transferred to the Stanley and will serve there in the same capacity, and Mr. Sutherland, who was second officer of the Stanley, takes Mr. Meikle's place as first officer of the Lansdowne. Mr. Curry, third engineer of the Stanley, has been promoted to second of that boat, in place of Mr. Ferguson, and Mr. Brown, of Green sound, will act as third. Bowdwin Smith, of the Stanley, will become second officer of the Newfield.

The Wellman Party.

NEWS OF THEIR DOINGS HAS COME AT LAST. London July 28.—Mr. Carl Sierwicz, the Norwegian Arctic enthusiast has received a telegram from the captain of the "Erling," a Norwegian sealer, which arrived to-day at the Island of Tromsø, Fianmark, Norway. The captain said that near Amsterdam Island, in Lat. 84 N. and Long. L., the "Erling" spoke the "Ragnvald Jarl," the steamer conveying the Wellman party to the edge of the pack ice. The "Ragnvald Jarl" signalled: "Please report nearest touching place. All well on board 'Ragnvald Jarl,' and full of hope. The 'Ragnvald Jarl,' the captain of the 'Erling' also telegraphed, had been beset by pack ice which had delayed her progress considerably. But when spoken Wellman and his party were free of the pack ice and they should now be well on their way to the North Pole.

It is only three months since the "Erling" left the vessel which carried the Wellman party, sailed from Bergen, Norway, to explore the polar sea. It was Wellman's intention to reach the pole itself by sledging—that was the especially distinctive feature of the expedition. He pushed forward with the vessel rapidly, against the advice of his captain, Emil Pedersen, one of the best pilots of the polar sea. The equipment of the party gives a gleam of hope; three small boats were constructed of birchbark, equal to the very best iron in strength, and only one-third its weight. This metal was also used in the construction of the sledges and of bridges, which they took with them for the crossing of ice ridges.

The itinerary which Mr. Wellman proposed to follow was briefly as follows:—The "Ragnvald Jarl" was to proceed first along the Norwegian coast to Tromsø, and thence as rapidly as possible due north to Eane's Island, Spitzbergen, which, it was expected, would be reached about the middle of May. Here the explorers would reach a point exactly half way between civilization at Tromsø and the North Pole, the distance being seven hundred miles in either direction. At Eane's Island they were to establish their headquarters in a shooting box lent for the purpose by Mr. Pike, an English gentleman, Professor Oyen, of Christiania, the well known geologist, remaining in charge. The steamer was then to proceed to the edge of the ice-pack, probably between 80 and 81 degrees north latitude, and somewhere about May 20 Mr. Wellman expected to disembark with four men, fifty dogs, six sledges and three boats upon the ice pack. The steamer was then to return to Eane's Island to await the party, while the expedition went forward with its sledges drawn by dogs over the ice.

The preliminary part of these plans was successfully accomplished. The expedition reached Eane's Island on the evening of May 7, after making an exceedingly rapid passage from Tromsø, and without any untoward incident beyond the loss of a few sledges. These days were spent in establishing headquarters in Mr. Pike's house, where Professor Oyen was to await the return of the explorers. On May 10 Mr. Wellman and his party of fifteen, with the crew of nine, left in the "Ragnvald Jarl" for Seven Islands.

Mr. Walter Wellman, the organizer and captain of the expedition, was a native of Ohio, and came of New England stock. He was thirty-five years of age, and five feet, ten and one-half inches in height. He was a journalist well known in Washington, and three years ago was the leader of an expedition to discover the spot where Columbus landed in the West Indies. All his life he had been interested in the literature of arctic exploration, but two years ago took up the study seriously, with a view to an expedition of his own. Last summer he went to Denmark and Norway to glean information as to the Spitzbergen route, and made all his preliminary arrangements. Returning to America, he organized his expedition, constructed his outfit, which contained several novel features, chartered a steamer in Norway and made up his party. Next he went across to Belgium by dog dogs, and then proceeded to Norway, whence he started upon his northern journey.

CHRISTIANA, August 2.—The fishing vessel Malagon has arrived at Tromsø from North Spitzbergen with Capt. Bottfossen and three men of Wellman's Ragnvald Jarl aboard her. They reported that after several struggles in the ice the Ragnvald Jarl arrived May 12th at Table Island, one of the Seven Islands. The ice compelled the party to return to the western side, May 24th Wellman set out with thirteen men, forty dogs and provisions for 110 days. Four days later the Ragnvald Jarl was crushed by the ice. Only some stores were saved. A message concerning the disaster was sent to Wellman and it reached him on Martin's Island. Wellman, Dodge and two others returned to Walden island. They built there a solid hut of the wreck. The hut accommodated them and will afford ample shelter to the explorers should they be compelled to winter on Walden island. Wellman departed May 31st for Martin's Island. The last news from Wellman was received June 17th, when Winship and another left the expedition five miles east of Platen Ice. There the party had come upon an impassible ice field. Wellman was waiting for the opening and was well. A new vessel will be chartered to bring back the expedition. Meanwhile Wellman and his companions are crossing the ice, probably in the direction of Filleland. The ice conditions were exceptionally unfavorable. Sigve Haverdahl, the young philologist student who accompanied the expedition, has gone to Eane's island to join Peter Oyen, the geologist.

LONDON, Aug. 4.—Baron Noronkewald, Swedish explorer, has telegraphed to the Geographical Society that an expedition for the relief of the Wellman party would be very desirable, as they probably will return very much exhausted to Mossel Bay. The Times says: "It is too late to express an opinion of the foolishness of this expedition. It was undertaken by men who were absolutely inexperienced. Doubtless, Mr. Wellman's countrymen will take immediate steps to prevent a possible disaster."

The Flag Remained Up.

GREENPORT, L. I., Aug. 3.—The sight of the three-masted Canadian schooner Mary Collier, Capt. William McConnell, from Bay Chaleur, Canada, sailing up to a dock in this place with the British flag at full mast, while the Stars and Stripes were nowhere to be seen, aroused the wrath of the patriotic portion of this community, and a committee went down to the dock and interviewed the captain on the subject. They said that the captain was not showing proper respect to the port or nation by his display of bunting, and they wanted to know if he had a United States flag in his lockers. If he had it the committee wanted to present him with one. The committee's good intentions were not taken kindly by the captain, and some strong words were said on both sides, when the committee withdrew to the dock and held a council of war. Some of the committee favored hauling down the British flag, but wiser counsels prevailed, and the British flag was permitted to have his way. Captain McConnell is the man who brought the Esquimaux to the World's fair. He has been trading in Greenland for many years. At present his cargo of cedar railroad ties from Bay Chaleur, Canada, is being unloaded in paces.

COMING! COMING!

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JUPITER THE RIDING LION!



50 CAGES RARE AND VALUABLE ANIMALS!

A Herd of Elephants! - - A Drove of Camels!

100 ACTS! - - - 20 AERIAL ARTISTS!

50 Acrobats! 30 Hurricane Riders!

5 MILITARY BANDS! - - A REGIMENT OF CLOWNS!

Enough Trained Animals Alone to Equip a big Menagerie.

THE FINEST HORSES OF ANY SHOW ON EARTH!

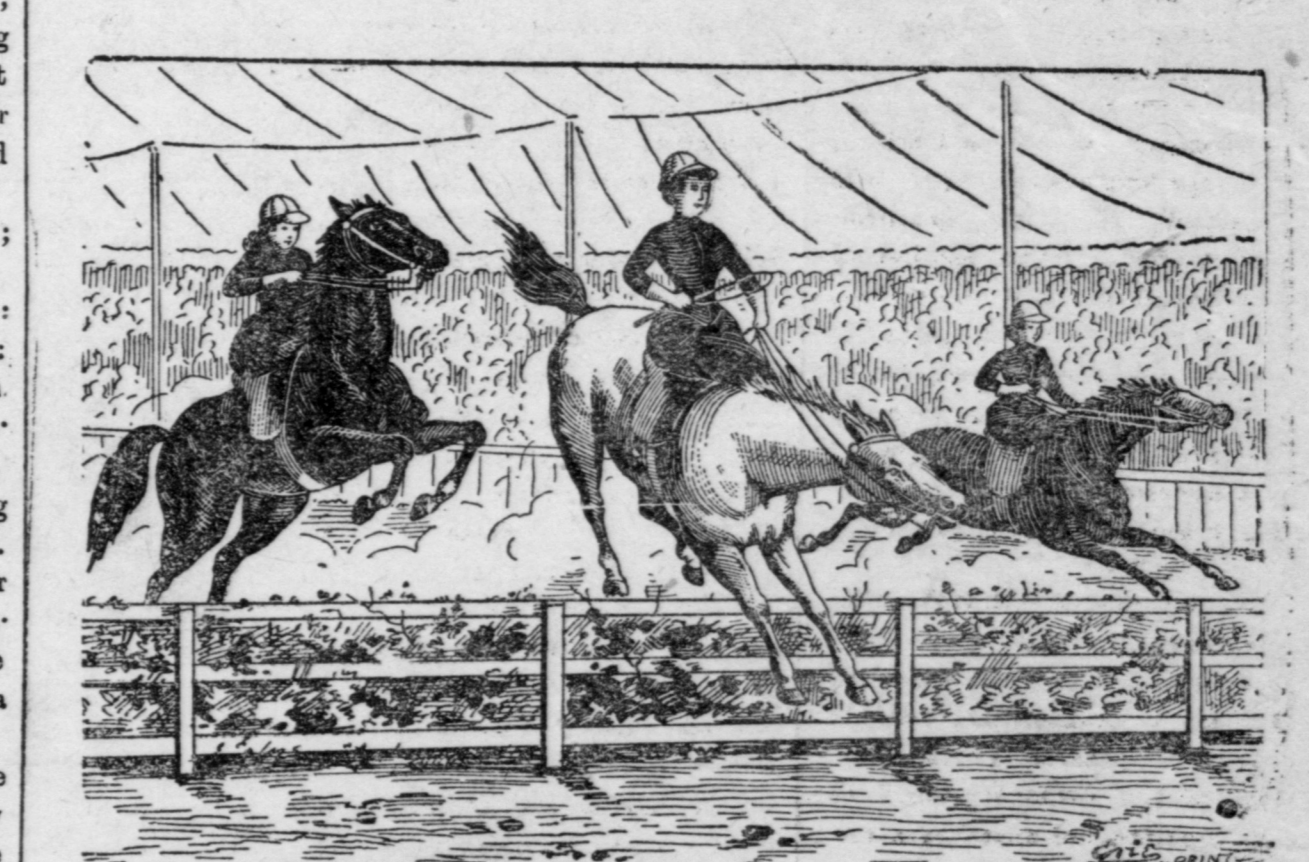
IN OUR THREE RINGS, TWO ELEVATED STAGES, AND HALF MILE HIPPODROME TRACK YOU will see everything you ever saw before at a Circus, but more that has never been presented to the American public by any Show but this.

UNEQUALLED! UNSURPASSED!

An Exhibition of Sublimity and Grandeur never to be forgotten.

The Finest and Most Expensively Costumed Hippodromic Spectacle ever Witnessed under Canvas! A Mighty Feature of the Mightiest Amusement Enterprise in the Civilized World.

50 FREE EXHIBITIONS!!



ON NO ACCOUNT FAIL TO WITNESS THE THRILLING PERFORMANCE OF JUPITER, THE EQUESTRIAN LION! It has cost \$20,000 and Five Years Labor to Produce this Feature, the Greatest Spectacle ever Offered the Public by Amusement Managers! A Startling and Unique Performance that Staggers Belief and Silences Criticism! Seen 'on the Midway Plaisance' at the Great World's Fair this Spectacle, Astonished and Delighted Thousands. He is the Greatest Trained Animal Alive and Performed at each exhibition of this.

Foremost Show of the World!

DON'T MISS THE PARADE! 10.30 A. M.

MORE BANDS! MORE SILVER AND GOLD WAGONS! MORE OPEN DRESS, MORE MAGNIFICENT COSTUMES, MORE CLOWNS, MORE ENTERTAINING AND INSTRUCTIVE FEATURES THAN YOU WILL EVER GET A CHANCE TO SEE AT ONE TIME AGAIN AS LONG AS YOU LIVE!!!

EXCURSIONS RUN ON ALL RAILROADS.

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Monday, August 13.