

General Business. Fredericton Business College. The popular college of the Maritime Provinces. Present attendance more than double that of last year.

Miramichi Advance. CHATHAM, N. B., JUNE 1, 1899. The Miramichi Pilote Question.

Outlook, which says:—"We have heard it all before at Washington these 33 years ever since the United States, out of not unavailing political spite against England, abrogated the Elgin reciprocity treaty and set themselves to thwart Canadian national ideals and drive the Dominion into the republic. We do not believe a word of it. Canadians will not be jockeyed at Washington or anywhere else. They will be fairly treated and will have no more such surrenders of Canadian rights at the bidding of careless and ignorant British statesmen as past years have seen. The public will await the hearing of the Canadian side of the case."

offer for these cars on the ground that orders they had then on hand from the Intercolonial railway were all they could fill within the time allowed. The first two companies would not undertake the work as their shops were overcrowded with their cars for the opening of the tourist season this spring, and had no alternative than to place these orders with the Wagner Palace Car Company whose tender was the lowest of United States firms.

actor was enough to drown the chances of any Conservative in the Brookville election. Mr. Costigan concluded by saying that he had been faithful to Sir John Macdonald and the succeeding Conservative premiers and would still support Sir Mackenzie Bowell, who had been bullied, betrayed and driven out of office when he had a strong majority at his back. He felt sure that while he was a member of the Conservative party he would be faithful to Sir Mackenzie in his honor, and Sir Charles Tupper as he had, "I have not fired my last shot or struck my last blow," were his last words.

ously and crumbled to a mass of red embers. From the tall clock block at the corner of Main and Bridge streets, a column of flames shot high into the air. This building presented a beautiful but terrible sight. The fire seemed to blaze from every window. Corners and corners were licked by long tongues of fire. The building stands alone as a frame of glowing timbers, the wreck looking like a pyrotechnic set piece. The Star Line and May Queen warehouses and wharves remained untouched by flames long after the buildings across the street were on fire.

The wind was blowing the flames away from the water edge, as the embers accumulated intense heat effects on the wharves piled of household goods into the wharves began to smoulder. Then men and women began their toil anew, with the most terrific heat beating against their faces, almost scorching the skin from the flesh, they piled boxes, barrels and all of the effects they had been able to move on tugs, and into small boats which swarmed about the wharves. In this way a great deal of stuff was taken across the river to Pleasant Point and saved. Several wood boats were lying at the wharves and these proved very useful as repositories before they were hauled out into the stream, away from the flames.

That Book Agent. The Pastor. "Good morning, Bro. Roberts, what makes you look so sad this morning?" Bro. R. "I have come to my good-bye, Mr. Brown, for I am out of employment, and must go back to England."

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Officials here deny that Canada has shown an impossible attitude, and deplore the bad and unjust effect of Mr. Smallley's message. LONDON, May 26.—The Foreign Office officials confirm the statements made by the New York correspondent of The London Times to the effect that the negotiations with the Canadian Government on the subject of Alaska have reached an almost hopeless stage, owing to the insistence of the Canadians that they receive a slice of Alaska, which apparently precludes any agreement being reached on the subject between the American and Canadian High Commissioners.

The evening newspapers here reproduce the New York despatch, with comment generally regretting the situation, but objecting to the conclusions that Canada is blamable. The Globe says:—"The Canadians would be far less patriotic than they are if they yielded to what they consider to be an unjust and indefensible demand for the sake of the establishment of more friendly relations with their big neighbor."

Mr. Costigan said he had witnessed the course pursued by Mr. Costigan with the very deepest possible regret. His regret was not personal or with respect to the Conservative party, but from the bottom of his heart he had deplored the fact of an honorable gentleman, occupying the position Mr. Costigan had so long occupied, reaching the position he had now reached. Mr. Costigan would have consulted his own character, standing and honor if he had done so.

The House adjourned at 6 o'clock. OTTAWA, 29th May.—In reply to Mr. Foster Mr. Blair said:—"No promise has been made or given by or on behalf of the government either directly or indirectly to purchase the Canada Eastern Railway. In answer to addresses which have been presented to me both publicly and privately by boards of trade in New Brunswick urging the taking over of the Canada Eastern Railway in the interest of the public and of the government railway I have stated publicly and privately that while not authorized to speak for the government or otherwise than for myself individually, I had come to the conclusion that I would personally favor the government ownership of that railway if the same could be had upon proper terms, and that upon an opportune occasion I would take up the subject with my colleagues and submit the same for their consideration. I have not made any further or other promise or statement to any one connected with or interested in the Canada Eastern Railway."

When the May Queen got down all of the warehouses were burning and apparently every house in Indian town was on fire. As far as could be seen from the boat the city was wrapped in dense smoke, from which darting tongues of flames showed only too plainly, the smoke had not been blown over the town from the burning waterfront. Sad sights indeed were on all hands back of Victoria street. Many people no doubt are hardly aware of the fact that there were but two or three blocks of buildings between the north side of Main street and the open country. These were all of dry wood and as the flames devoured them people fled with what they could save to the rocky hill or beyond into the wet, marshy valley. Here seemed to be a great many old people and a great many heavy loads. Wearily old men and women carried the ragged rocks part of the few belongings which they had been able to accumulate during their years of toil which had during their declining days made existence more bearable. One load deposited from what was thought to be a safe distance from any possible danger, the saving of another load was imperative and another hurried there like mad. Frequently arriving at the place where the first load had been deposited it would be found flying embers had ignited it, and the poor little load was lost. More frequently the first place chosen was found to be too close and goods had to be taken further away. In more than one case after goods had been moved two or three times, they were finally abandoned to the devastating flames by their owners.

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NOTICE. Notice is hereby given that I propose building an extension to the Mill bridge at the front of the wharf at the Richards Mill on the north side of the River Miramichi. Plans of the same have been filed as the law directs. Chatham, N. B., April 22, 1899. WILLIAM RICHARDS.

On the other hand, it is equally manifest that the pilots needlessly took unfair advantage of the owners of the steamers which required their services to enable them to leave the port, by refusing to pilot them out. The pilots on steamers, neither in nor out, was affected by the new regulations, and it was, therefore, a short-sighted policy for the pilots, because they claimed that the commissioners had unfairly attacked their interests in other respects, to punish the steamship interest, which had not only done them no injury, but was manifestly in sympathy with them.

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1874 NOTICE 1899 That F. O. PETERSON, Merchant Tailor, IS STILL AT THE SAME BUSINESS AS FOR A QUARTER OF A CENTURY HE HAS BEEN DOING IN CHATHAM. Always on hand a large stock of the most FASHIONABLE CLOTHS and TRIMMINGS and a select stock of GENTS' FURNISHINGS. MORTGAGEE'S SALE.

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Grand Opening of Paris London and New York MILLINERY Josie Noonan, the BOUQUET. The Ladies are flocking to my show room and see the greatest display of artistic Hats and Bonnets ever shown in this town. Only a look at my display will give you the faintest idea of the splendor there. Come early that you may see all, select one, or go away charmed with the elegance of the combination, style, workmanship and price. JOSIE NOONAN. NOTICE TO ANGLERS.

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CALL AND SEE US! We are offering them at surprisingly low rates for the month of May. Beautiful Overcoats, Suits and Pants Going at Wholesale Prices For Cash. Don't miss the chance of your life. W. L. T. WELDON, MERCHANT TAILOR, Water St., Chatham, N. B. Sole Agents for Tyke and Blenheim serges for Chatham.

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VALUABLE REAL ESTATE By Auction. I am instructed by Mrs. F. L. Loken to offer on Saturday 3rd June next at 12 o'clock noon, on the premises of the late J. H. Loken, deceased, situated on St. John and Chatham streets, a lot of land containing 2 1/2 acres, with a house and garden, and a well, and a large quantity of timber on the premises, well situated for agricultural purposes. Terms: 10 per cent. of purchase money down on the day of sale, the balance on delivery of deed. For further particulars, apply to the subscriber, Chatham, 15th May, 1899. S. KERR & SON.

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