

General Business.

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

Save Your Money. To save your money, by getting more for it, ask your dealer in medicine to show you the new 50 cent bottle of Johnson's Anodyne Liniment...

Johnson's Anodyne Liniment. Fifty years ago this month, Dr. Johnson left his home in London, England, to visit the United States...

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M. S. N. CO. TIME TABLE. Miramichi line used—30 minutes faster than Eastern Standard. On and after Monday, 18th Sept. 1899, Str. "Miramichi"...

Call to HICKEY'S DRUG STORE FOR ANY OF THE FOLLOWING: PERSIATIC PLANT FOOD, PLANT SPRAY, FLY AND INSECT POWDER...

DOG WASH for the cure of mange and also for killing fleas, lice and other vermin that infest dogs.

HORSE WASH for the cure of scratches, ring worms, eczema and all skin diseases.

1874 NOTICE 1899. That F. O. PETERSON, Merchant Tailor, IS STILL AT THE SAME BUSINESS AS FOLLOWS: Quarter of a Century HE HAS BEEN DOING IN CHATHAM.

Always on hand a large stock of the most FASHIONABLE CLOTHES AND TRIMMINGS and a select stock of GENTS' FURNISHINGS.

Convent of the Congregation de Notre Dame, NEWCASTLE, N. B. This Institution overlooking the Miramichi River, and on the main line of the Intercolonial Railway, resumes class-work on the First Monday in September.

A solid and refined Education, in which Greek, Latin, French, Drawing and every kind of Needlework are included. The building, having been recently constructed, is equipped with all modern improvements...

Miramichi Advance.

CHATHAM, N. B., OCTOBER 12, 1899.

Hysterical Patriotism.

A portion of the press of Canada is becoming very "yellow" on the subject of sending a Dominion military force to the Transvaal, where there is, fortunately, no war, so far, and it is evident that the Home authorities are doing everything possible to avert one.

Such papers as the Montreal Star, the Toronto Mail and Empire and the St. John Sun are leading in campaign of hysterical abuse and misrepresentation, which is the only feature of the situation calculated to lower the leadership of the empire in the estimation of other civilized peoples.

Meantime, we may all rely upon the government of Canada to do all that is necessary and right in responding to the call of duty in support of the integrity of the empire or the protection of the rights and liberties of our fellow subjects.

And, yet, the announcement was publicly made, only two days before the foregoing appeared in the Sun, that Mr. Ruddeck, of the Miramichi Foundry and Machine Works had been awarded the contract for building the big Marysville steel bridge across the Nashwaak.

Geo. E. Calkin, secretary-treasurer, has issued the following circular letter: Entering upon the sixth year of its existence, the maritime board of trade has won its way to general approval and become an acknowledged factor in the material progress of these provinces by the sea.

An Important Mission. Mr. W. A. Hickman, the agent of the government of New Brunswick, who is going to the United Kingdom for the purpose of disseminating information in reference to the resources, products and general conditions of life in the Province, has been in Northumberland and Gloucester Counties during the past fortnight.

Chatham, Newcastle, Loggieville, Bay du Vin, Neguac, Tabusintac, the Northwest and other places in Northumberland have been visited by Mr. Hickman, who has also gone over the route to Tracadie and thence to Bathurst. In a few weeks he intends to return to the Southwest Miramichi, and will visit Boiestown, Doaktown Blackville, etc. later.

Mr. Hickman is instructed by the government to note particularly any farms that may be for sale in any part of the Province, and to ascertain the prices which the owners thereof will take for them.

The Dawson News rails at the government for stopping the importation of vast quantities of whiskey into the Yukon, all not actually in transit on April 13th having been excluded. The Toronto Mail and Empire expresses hearty agreement with the complaint of the Dawson paper, but, as the Hamilton Times observes, "a good many decent Conservatives will probably be not too severe on the government for stopping that traffic even if ex-governor Dewdney did lose a chance of making a pile of money."

are desirous of securing improved lands, and are able and willing to pay for them. Mr. Hickman, who is to leave for the United Kingdom in January, may be addressed at 127 Princess Street, St. John, or the Crown Land Office, Fredericton. We may remark, that no expense whatever is to be incurred by the owners of farm lands for any services of Mr. Hickman in making sales for them.

It is evident, from the scope of the work Mr. Hickman is to do, that the government has devised a very effective method for making the Province of New Brunswick better known than it is in the Mother Country. It is quite well known that nearly all the large immigration expenditure of the Dominion for agents in Great Britain and on the Continent is so influenced by the big railway companies that the interests of the western provinces are promoted, to the practical exclusion of those of the Maritime Provinces, and it is hoped that the mission entrusted to Mr. Hickman will, to some extent, have the effect of directing the attention of prospective settlers who are looking for information about Canada, to New Brunswick, which offers homes for thousands under all round conditions which are, we believe, more favorable than can be found anywhere else in the Dominion.

Another Sun-Spot. As if to prove its unreliability and untruthfulness, the St. John Sun of Saturday said: "The provincial government is not building steel bridges at present. The price of steel has gone up, and the contractors could not make one hundred per cent. profit at the old two-price rate. As the principal object of the bridge building is to make money for the builders, the work has been suspended to a more opportune time for them."

And, yet, the announcement was publicly made, only two days before the foregoing appeared in the Sun, that Mr. Ruddeck, of the Miramichi Foundry and Machine Works had been awarded the contract for building the big Marysville steel bridge across the Nashwaak.

Meantime, the situation will, no doubt, be taken advantage of by Sir Charles and his contingent of Jingoos to assist their yellow press in promoting the campaign of military hysteria at home for political purposes.

Geo. E. Calkin, secretary-treasurer, has issued the following circular letter: Entering upon the sixth year of its existence, the maritime board of trade has won its way to general approval and become an acknowledged factor in the material progress of these provinces by the sea.

While the promoters of the scheme of union of the various maritime boards may honestly congratulate themselves upon the measure of success so far attending their efforts, the fact must not be forgotten that much still remains to be done.

Many important business centres are yet without an organized board, while scarcely half of the local boards already organized, though doing good work in their own location, are yet affiliated with the larger organization and thus stand in the way of their greater usefulness.

No community, or individual in it, but is vitally interested in one or more of the half-dozen interests upon which we as a people depend. The farmer, fisherman, lumberman, miner, manufacturer and ship owner all stand to be benefited by united and intelligent efforts, whether these look to methods or legislative enactments as relative to our home industries or foreign trade.

Now can we not during this year? I. Promote the formation of boards in those where such an organization would be beneficial both locally and in the wider field.

II. Induce all boards of the maritime provinces to come into line with the maritime, i. e., affiliate and work.

III. So perfect our organization and carefully arrange our work, both administrative and deliberative, that the best results may be obtained, ever remembering that we are working for the material advancement of the maritime provinces, while at the same time we are not to forget the moral and uplifting tendencies which our efforts should have as their motto being "non sibi sed patrie."

In conclusion let me ask you, at your earliest convenience: 1st. To report the name of the member appointed by your board as member of the council of the maritime board.

2nd. Report membership of your board and its state of efficiency. 3rd. Remit any arrears of per capita tax due the M. B. T.

The Dawson News rails at the government for stopping the importation of vast quantities of whiskey into the Yukon, all not actually in transit on April 13th having been excluded. The Toronto Mail and Empire expresses hearty agreement with the complaint of the Dawson paper, but, as the Hamilton Times observes, "a good many decent Conservatives will probably be not too severe on the government for stopping that traffic even if ex-governor Dewdney did lose a chance of making a pile of money."

shot Jones in the leg, and also a man named Jas. Stewart in the heel. Then both made their escape to the Marsh near by. Quite a large number of persons were in the waiting room at the time but nobody seemed to have the disposition to do anything to kill or even detain the desperado who, up to Saturday afternoon was not captured.

S. C. Phillips, a leading publisher of London, makes the following statement, which is of interest to Canadians: "Many of our paper manufacturers who have used the pulp on a large scale, state most emphatically that it is longer and stronger in fibre than the Scandinavian product, and fitted more for making reel newspaper for fast running work than any other, and more than one of these gentlemen have stated that they would rather give \$2.50 per ton more for the Canadian than any other."

At the last session of Parliament an act was passed giving to a company in which Mr. Hale, member for Carleton county, was prominent certain privileges on the Tobique river. There was a good deal of opposition to the measure, but it finally became law. Mr. Hale organized a company and has gone to work to put up a mill and erect a dam on the Tobique river. Practically he gets possession of the entire stream. Now, the Provincial government is attacking the legislation. Attorney-General White has applied to Mr. Justice Barker for an injunction to restrain the company. The contention of the Provincial authorities is that the legislation was beyond the power of the Dominion Parliament. This raises the question whether the Tobique river is a navigable river. If it is navigable the Dominion Parliament ought not to allow anyone to dam it. If it is not navigable, it is an interference with Provincial rights for the Dominion to legislate it to a company.—St. John Globe.

The Venezuela Award. The Venezuela award, while in the nature of a compromise, must be construed as a triumph for Great Britain, which acquired the whole of the River Cayun, including a site which Venezuela alleged to be a fort at the junction of the Orumai and the Cayun. A district has been awarded to Venezuela, possibly on the principle of national security, but with the condition that the Orinoco shall be a free waterway to all nations. This piece of land covers about thirty square miles. It has been offered with much more land by every British foreign minister since the time of Lord Aberdeen. Great Britain has substantial almost all her extreme claims. All the valuable plantations and gold fields are now indisputably settled as within British territory. This tribunal of arbitration is of exceptional importance inasmuch as it is the first tribunal after the peace conference at The Hague. It is also important because it is the first tribunal of the kind in which certain rules of procedure have been laid down and communicated to counsel as obligatory—rules which have been adhered to throughout. These rules are the same as were proposed by the Russian government for the conference at The Hague and approved there in July. As they had been laid down by the arbitration tribunal in January, they were applied long before the convention at The Hague took them into consideration. Another point of great importance is that ever since 1873 but this is the first occasion where the decision was unanimous, notwithstanding the great interests involved.—Halifax Chronicle.

Tupper vs. Tupper. SIR CHARLES TUPPER CANADIAN PROSPERITY, AS SEEN BY SIR CHARLES TUPPER IN 1899. (In the House of Commons.) (At Halifax, Provincial Exhibition, 1899.) "There is no part of this tariff goes to that great confusion that has not loomed in the distance, but right upon the threshold of our country are already paralyzed in consequence, while honorable members gloat, with vindictive glee, over the destruction of Canadian industries."

I was reading the sorrowful wail, of those industries in the Montreal Gazette, whose names were ruined, that their mills must close and that they saw staring them in the face a return to the deplorable state of things that existed when the hon. Mr. Fielding (Cheers and applause.) If addressed the house was in charge of the fiscal policy of this country. I say that a deeper wrong was never inflicted upon Canada.

"I feel that, so far from rejoicing at it from a party standpoint, I deplore from the bottom of my heart the ruin that is going to be inflicted upon the best interests of Canada and upon placed when placed upon the country to which he belongs."

The Transvaal Difficulty. F. W. Reitz, Secretary of State in the Transvaal government has sent an ultimatum to the British government which concludes with the following demands:—First—That all points of mutual difficulty are regulated by friendly recourse to arbitration or by whatever amicable way

may be agreed upon by this government and Her Majesty's government. Second—That all troops on the borders of this republic be instantly withdrawn. Third—That all reinforcements of troops, which arrived in South Africa since June 1, 1899, shall be removed from South Africa within a reasonable time to be agreed upon with this government and with the mutual assurance and guarantee on the part of this government that no attack upon or hostilities against any portion of the possessions of the British government shall be made by this republic during the further negotiations, with- agreed upon between the governments; and this government will, on compliance therewith, be prepared to withdraw the armed Barbers of this republic from the borders.

Fourth—That Her Majesty's troops which are now on the high seas shall not be landed in any part of South Africa.

The Great International Yacht Race. The second attempt to sail the first of the five races which are to decide the America Cup match for this year, the challenging Irish yacht, "Shamrock" and the American defender, "Columbia," took place off Sandy Hook, New York on Thursday last and, like the first, resulted in a race.

Briefly stated, it was practically a drifting contest from the start until it was called off. In the start the Columbia got over a few seconds in advance and to windward of the Shamrock. Sailing free with a light wind, the Columbia drew away, but a little air coming from the south made it necessary for them to beat to windward, if sailing against lazy zephyrs may be so termed. The Irish boat outdied her rival and secured and maintained the lead. A correspondent, referring to the close of the day's racing says:—

The most dramatic, picturesque and interesting incident of the day occurred just at the finish, and it repaid the thousands of sightseers for the disappointment they were experiencing. The Shamrock, which had been hung on the Irish boat, was in the triatic stay, which declared the race off, and the spectators, all of whom were in doubt as to which boat was ahead, were watching the yacht with intense interest. They had split tracks and now the "Columbia" was sailing toward the Irish boat on the port tack, the "Shamrock" on her starboard, crossing her bows. The water between them grew narrower until she was close enough to pass a line ahead. Everybody aboard the "Shamrock" expected her to cross the "Columbia" bow, but Captain Barr found it too risky, and, as the American champion rose in a queeny fashion on a swell, he put his helm down and came over on the starboard tack under the "Shamrock's" lee. It was a disappointing move for the patriots. Although the "Columbia" had her nose in front, the challenger lapped her and held the weather gauge. Just at this instant the signal was sent up declaring the race off, and before the astonished spectators realised what had happened, the two yachts, whose skipper had evidently been waiting for the signal, turn about and head for home.

It blew so hard at Sandy Hook on Friday morning that the Columbia was obliged to change her anchorage in order to be safely sheltered, but that was not one of the days on which, after the agreement between all the parties, the race could take place. Besides, there was a thick fog and heavy rain. A bulletin was posted in the New York Yacht Club's quarters in which a statement in reference to Thursday's race was given and it was also announced that there would be another trial for the first race on Saturday. The statement also said that "the agreement between the Royal Ulster Yacht Club and the New York Yacht Club was very positive on the point, that an incomplete race shall be proceeded with until it is finished. There could be no change in this, nor could the other rule be changed, which fixes the days for the racing, Tuesday, Thursdays and Saturdays."

On Saturday, the despatches say, the early morning was full of promise for a glorious wholesale breeze. A stiff 20-knot blast from the northeast covered the bay with whitecaps, but before the excursion fleet had reached the stake boat the breeze faded to moderate. The sky was cloudless and the atmosphere was so clear that the foot of the course was visible to the thousands watching on the Jersey hills. From the shore every movement of the race was followed by the sharp with glasses, and the result was known there long before it was flashed by wire from the cable boats. Outside, the long ground swell rolling in from the Atlantic, a result of the gale that swept on the coast on Friday, piled up a lumpy sea which brought grief to many of the sightseers ashore.

The Columbia had all the better of the start, she bounded across the line with mainmast, staysail and staysail drawing, spinnaker down and ready for the race before the wind, and 10 seconds after her bellows jib broke out in the Shamrock went over 17 seconds later with the same rig. The patriots were mad with delight, but their enthusiasm was short lived.

The English skipper luffed up to run through the Yankee's lee for the weather gauge. Captain Barr tried to head off this movement by luffing also. This sent both boats off at almost right angles to the course, straight in for the Jersey coast and straight for the mob of 500 vessels gathered to the right of the line. The torpedo boats charged down upon them to clear the way for the yachts. "Never was there such a scampering of ships, and several serious collisions were narrowly averted."

But the fleet soon scattered. The Shamrock got the better of the luffing match, blanketing her rival and getting to windward of her. Then when both had squared up on their course and let the staysails, thousands waited and watched. Slowly the Columbia drew away from the Shamrock's repeated efforts to blanket her. Once clear, the Columbia forged ahead rapidly, her three great balloons drawing, the wind coming from mainmast to spinnaker and from spinnaker to balloon jib. She had established a comfortable lead when the breath lightened and hauled more to the northward. Wrinkles began to trickle down the sides of the Columbia's balloons and several times all three sails collapsed.

The Shamrock profited by the seemingly light air and began to crawl up. Captain Hogarth took in his spinnaker when the mark was sighted, eyed the Shamrock and trimmed down the balloon jibtop sail rapidly and with everything drawing splendidly, he was luffing up towards the Columbia, Captain Barr on the Columbia followed suit, but the Shamrock had passed him and was to windward. Captain Hogarth then set his spinnaker to port and increased the lead. Capt. Barr waited almost 15 minutes, while the Shamrock passed him before he followed suit. The Shamrock was a hundred yards ahead before he had got his sails trimmed to the new conditions. Soon after the wind hauled around still further, making it a broad reach to the mark. Both took to their spinnakers and eased their sheets. Then the Columbia gained steadily. The yachts were now about a mile and a half from the outer mark. Steamers, tugs and yachts hurried across

the course and lined up to leeward, waiting to see which would round the mark first. The Columbia rapidly ate up the distance between her and the Shamrock until when the mark was but a quarter of a mile away less than a hundred yards separated them. The Shamrock was to windward a hundred feet away, and the Columbia had closed the gap. Her prow just lapped the Shamrock's stern. Under the rules they must pass the float with the red ball on the starboard side. As the balloons rattled down on both boats, preparatory to the gybe, the spectators held their breath. It did not seem possible that the Columbia could squeeze in between the mark and the Shamrock. It seemed inevitable that unless the Yankee boat kept away under the stars of the Shamrock there would be a collision, or the Columbia would foul the float. But Oliver Iselin played the limit. On he came forcing the Shamrock to go wide around while the Columbia seemed to escape the float as she wore about with her helm hard down. Though the Shamrock rounded first by 9 seconds, they swept around so far on the outside that at both boats came up and their sails filled away on the starboard tack Columbia not only had the weather gauge, but was in the lead. No more reckless piece of courage was ever seen in an international race. Had the Columbia so much as touched the float she would have been disqualified. The patriots cheered and the excursion steamers blew their whistles.

A few minutes later, after a few short tacks, the Shamrock tried to cross the defender's bow, but failed. The beat to windward was by far the most interesting portion of the race while the Shamrock. Close hauled, the two yachts slashed straight out to sea through the long, heavy swell, heeling to the breeze with their crews piled up on the weather rails.

There was plenty of spray and every man aboard was as wet as if he had been under a shower bath. The Columbia careened less to the wind than her rival. As the wind began to die out and hope of finishing the race began to vanish, the two boats split tracks and did not come together again for a long time, keeping every one guessing as to which was ahead. During this fluky period, everybody agreed that the Shamrock was the better hand.

Twenty minutes before the race was declared off, the Shamrock headed across the Columbia's bow. No one knew until the yachts were within 100 feet of each other which would have to give way. When the Shamrock put her helm up, unable to make it, from both sides of the course came the shrieks of thousands of whistles, the shouts of multitudes and the clash of bands. The yachts sailed the last 20 minutes neck and neck, but with Columbia to windward and perhaps half a length ahead. When the race was declared off and the excursion fleet started homeward the Columbia's crew stripped the mainsail from the boom and gaff while the "C" was being towed into the Horsehoe.

New York, Oct. 8.—By a mutual agreement between the representatives of the New York Yacht Club and the Royal Ulster Yacht Club, the Columbia and Shamrock will sail every day after next Thursday until the question of international yachting supremacy is established.

It was quite confidently expected that Tuesday would bring with it weather conditions favorable to the race, but a thick fog and hardly wind enough to make a ripple on the water was the reality for the day. At 11:25 the race was declared off until to-day, Thursday.

Sportsmen's Luck. Messrs. J. W. Y. Smith and C. W. Price returned yesterday afternoon from a ten days' shooting trip along the Upsquich river, the well-known moose hunters' territory. They were accompanied by Mr. E. B. Price, of Campbellton, and were successful in securing some big game. The Montreal men brought back with them two fine specimens of Caribou and the Campbellton hunter also secured a good sample of the same kind of game. The party had traces of moose, but were unable to get a shot at this coveted game. The weather was fine during the most of the time but the wind operated a little against the hunters in their efforts to entrap the king of the New Brunswick forests. Messrs. Smith and Price report a very pleasant trip. Mr. R. Clark, manager of the Bank of Montreal has also been in search of game in the haunts of the moose and the bear in the woods of Northern New Brunswick and Quebec for the last eight or ten days.—Moncton Times.

Mr. Wilber McLeon and P. Campbell Johnson returned from a shooting trip to Tabusintac last week. They report having killed 12 geese, 6 ducks, about 40 shore birds and two partridges. Other parties were there and had as good, or even better luck.

WANTED—SEVERAL BRIGHT AND HONEST persons to represent as Managers in this and close by counties. Salary \$900 a year and expenses. Straight, bonus-free, no more, no less salary. Position permanent. Our references, any bank in any town. It is mainly office work conducted at home. Reference. Enclose self-addressed stamped envelope. THE DOMINION COMPANY Dept. 3, Chicago.—1,400.

Their Candid Judgment of Hon. Mr. Blair. Colonel Montgomery Campbell and other prominent Conservatives subscribed to an address to Hon. Mr. Blair at Sussex last week, in which they said, amongst other good things: "The thirteen consecutive years during which you successfully led the Local Government, naturally made your name almost a household word throughout the Province, and justified the anticipation, since so fully realised, that when you entered the broader field of federal politics to become a leading member of the Dominion cabinet, you would continue to cherish and promote the best interests of our province, and devote to the service of Canada, the same patriotic zeal and ability that distinguished your career as premier of New Brunswick."

"Under your management, the Intercolonial Railway has been extended westward and is developing in directions which we trust are destined to bring a large and ever increasing traffic for shipment both inward and outward at St. John, in addition to furnishing fuller and better facilities for local business. St. John is not only the chief commercial city of New Brunswick, but is located so near us that our interests are very closely and directly allied with its prosperity, and we therefore naturally feel greatly pleased to observe that it is a recognised part of the policy pursued under your direction to make that city a terminal, and to provide there the extensive railway, wharf, elevator, and general expert facilities now in course of construction."

"We wish you to also know that we are not unmindful of the readiness, and evident pleasure with which you yielded compliance to our requests in reference to some local changes and improvements in connection with the railway at this place."

BIGGLE BOOKS. A Farm Library of unequalled value—Practical, Up-to-date, Concise and Comprehensive—Hand-somely Printed and Beautifully Illustrated. By JACOB BIGGLE. No. 1—BIGGLE HORSE BOOK. All about Horses—a Common-sense Treatise, with over 74 illustrations; a standard work. Price, 50 cents. No. 2—BIGGLE BERRY BOOK. All about growing Small Fruits—read and learn how; contains a colored life-like reproduction of all leading varieties and 100 other illustrations. Price, 50 cents. No. 3—BIGGLE POULTRY BOOK. All about Poultry; the best Poultry Book in existence; tells everything; with colored life-like reproductions of all the principal breeds; with 103 other illustrations. Price, 50 cents. No. 4—BIGGLE COW BOOK. All about Cows and the Dairy Business; having a great deal to say about the best breeds of each breed, with 123 other illustrations. Price, 50 cents. No. 5—BIGGLE SWINE BOOK. All about Swine; the best Swine Book in existence; tells everything; with colored life-like reproductions of all the principal breeds; with 103 other illustrations. Price, 50 cents. The BIGGLE BOOKS are unique original works—no one ever saw anything like them—so practical, so sensible. They are having an enormous sale—East, West, North and South. Everyone who keeps a Horse, Cow, Hog or Chick or grows Small Fruits, ought to send right away for the BIGGLE BOOKS. The FARM JOURNAL. Is your paper, made for you and not a misfit. It is 22 years old. It is the great best-seller, hit-the-nail-on-the-head, quit-after-you-read-it, Farm and Household paper in the world—the biggest paper of its size in the United States of America—having over a million and a half regular readers. Any ONE of the BIGGLE BOOKS, and the FARM JOURNAL 3 YEARS (remainder of 1900, 1901, 1902 and 1903) will be sent by mail to any address for \$4.00. Address, FARM JOURNAL, PHILADELPHIA.

CANADA EASTERN RAILWAY, SUMMER 1899.

Until further notice, trains will run on the above Railway, daily (Sundays excepted) as follows: Between Fredericton Chatham and Loggieville. Connecting with I. C. R.

Table with columns for Train Name, Direction, and Time. Includes sections for GOING NORTH and GOING SOUTH.

The above Table is made up on Eastern standard time. The trains between Chatham and Fredericton will also stop at the following flag stations: Derby Sliding, Upper Nelson, Belmont, St. John, Upper Blackville, Black Creek, Covered Sliding, Kioville, Durham, Nashwaak, Manser's Sliding, Fenwick.

Express Trains on I. C. R. run through to destinations on Sunday. Express trains run Sunday mornings but not Monday mornings. CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY Stations—Derby Sliding, Upper Nelson, Belmont, St. John, Upper Blackville, Black Creek, Covered Sliding, Kioville, Durham, Nashwaak, Manser's Sliding, Fenwick.

LEAVES MONTREAL REACHES VANCOUVER 9:30 A.M. EVERY DAY 1:05 P.M. ON THE FOURTH DAY. LEAVES VANCOUVER REACHES MONTREAL 1:00 P.M. EVERY DAY 6:10 P.M. ON THE FOURTH DAY.

FOR BOSTON INTERNATIONAL S. S. COMPANY!

COMMENCING JULY 5. The Steamship "ST. CROIX" will resume the popular DIRECT TRIPS TO BOSTON next day. The Steamers "Cambridge" and "State of Maine" will call from St. John for EASTPORT, PORTLAND and BOSTON every MONDAY, WEDNESDAY and FRIDAY mornings, at 8:30 A.M.

Through Tickets on sale at all Railway Stations, and Baggage checked through. For folders, rates and further information write to C. E. LAECHLER, Agent, St. John, N. B.

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NOTICE. THE LONDON GUARANTEE AND ACCIDENT CO. The only British Co. in Canada issuing Guarantee Bonds and Accident Policies.

Extracts from Act of Assembly 60, Vict. A. D. 1897. The property to the amount of Five Hundred dollars of a wife deserted by her husband and dependent on herself; and where the whole property owned by her husband, as well as the value she resides as elsewhere, is under the value of \$1000, her property in the parish where she resides shall be exempt from taxation to the extent of Five Hundred dollars; and also to the extent of One Hundred dollars for each minor child wholly supported by her. If she has no property in the parish where she resides, such exemption shall be allowed in the place where such property is situated; but such exemption shall not apply or extend to school taxes.

GO TO PORTLAND, BOSTON, ETC. VIA THE Canada Eastern Railway and Fredericton. Pullman Sleeper runs through from Fredericton Junction to Boston.

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