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Save Your MONEY.

Fredericton, N. B.

To save your money, by getting more for it. ask your dealer in medicine to show you the new 50 cent size bottle of Johnson's Ano-DYNE LINIMENT. It contains over three times as much as the old 25 cent style, which is a great saving to those who use this valuable family medicine. The superior quality of this old Anodyne has never been equaled.

Fifty years ago this month, Dr. Johnson left with me some Johnson's Anodyne Liniment. I remember him distinctly, and could tell you just how he was dressed on that day. I have sold Johnson's Liniment ever since. Can truly say it has maintained its high standard from that time to this. No medicine today possesses the confidence of the public to a greater extent. JOHN B. RAND, North Waterford, Me., Jan., 1891.

As a family remedy it has been used and indorsed for nearly a century. Every Mother should have it in the house for many common ailments, Internal as much as External. Our book on INFLAMMATION free. Price 25 and 50c. I. S. Johnson & Co., Boston, Mass.

still hold a prominent place for

PRESENTS

-AND TIME

TO SIT FOR THEM AT

Mersereau's Photo. Rooms, Crayon, Water color &c. MERSEREAU.

Chatham, Nov. 23rd 1898

TIME TABLE Miramichi time

On and after Monday, 18th Sept. 1899, Str. "Miramichi" CAPT. GOODFELLOW. Will leave Chatham every morning (Sundays excepted) at 7.10 a.m. for Newcastle, and leave Newcastle at 7.45 a m. and Chatham at 9 a.m. for

points down river, viz :—Loggieville, Burnt Church, and Neguac, calling at Escuminac on Mondays, and Wednesdays and Bay du Vin on Tuesdays, Thursdays and Saturdays.

Str. will not call at Bay du Vin on the way down unless to land passengers who are to return the

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

Str. "Nelson" CAPTAIN BULLICK. On and after Monday, Oct. 9, 1899, Will leave Chatham Leave Nelson Leave Newcast 9,50 a.m. 9.00 a.m. 11.00 " 2.00 p.m. 4.30 " 12.15 p.m. 2.50 p.m. 5.10 "

ALL FREIGHTS MUST BE PREPAID. J. ARCH'D HAVILAND, Manager.

3.30 " 5 30 "

Call to___

FOR ANY OF THE FOLLOWING

PERSIATIC PLANT FOOD, makes flowers and plants beautiful, strong and healthy. PLANT SPRAY kills all kinds of

insects on trees, shrubs and flowering plants without any injurious effect. FLY AND INSECT POWDER quickly rids houses and out-buildings from all sorts of flies and insects.

CARPET AND CLOTH POW-DER disinfects rooms, purifies the air, destroys disease germs and moths in carpet and clothing. BED BUG EXTERMINA-

TOR is a pertect killing all sorts of bugs. DOG WASH for the cure of mange and also for killing fleas, lice and other vermin that infest dogs.

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

1874 NOTICE

That F. O. PETTERSON Merchant Tailor,

IS STILL AT THE SAME BUSINESS Quarter of a Century

HE HAS BEEN DOING IN CHATHAM. Always on hand a large stock of the most FASH-IONABLE CLOTHS 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 Rsilway,

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' thus offering intending pupils the comforts of a refined Music, sacred and secular, Painting, Drawing,

Miramichi Advance.

OHATHAM, N. B., - . OCTOBER 12, 1899,

A portion of the press of Canada is becoming very "vellow" 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. The government of Canada is being roundly berated because it realises its responsibilities in the matter and is calm amid the "tempest in a teapot".

Hysterical Patriotism

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 ing colony of the empire in the Political leaders such as Sir Charles Tupper and Hon. Mr. Foster are going as far as they dare in pretending to believe that cable despatches which are manufactured in the interest of their party are true, and they join, with a willingness that is contemptible, in making political capital out of a bogus patriotism which cannot but remind the Canadian public of the circumstances which made them the laughing stock of the Dominion as "old flaggers," some years ago.

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. The government, no doubt realises, first, that there may be war and, second, that the British forces the builders, the work has been suswhich are already near the Transvaal, or on the way thither may, in the event of war, subdue the Boers in a very short time. If however war will be quite time enough for the Mr. Ruddeck, of the Miramichi government of Canada to ask parlia- Foundry and Machine Works had been ment to authorise the sending of a

Mother Country. Charles and his contingent of Jingoes to assist their yellow press in promoting the campaign of military hysteria at home for political purposes. The people of Canada generally will, however, see through the game, and while they continue to rejoice in the existing good government and prosperity of the country, will profoundly regret that a certain class of political leaders and press have degenerated into the sea mountebanks for party hysterical purposes.

An Important Mission.

Mr. W. A. Hickman, the agent 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. Before leaving for the Mother Country he is acquainting himself personally with all the parts of the Province with which he was not already familiar, reaching some places by railway, some by steamer, others by wagon and still others by canoe or even on foot. He carries with him, amongst other things. a very complete photographing apparatus, and intends to illustrate a series of addresses which he is to give in England, Ireland and Scotland with original stereoscopic views.

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. He is, mean time, to go to Carleton, Charlotte and other southern counties, and also to Victoria and Madawaska. Next week he will make the journey from the St. John River from, perhaps, St. Leonard's, via the Grand River portage to the upper waters of the Restigouche, and will canoe down the latter river from a point about 100 miles above Campbellton. This will enable him to get notes

and views of a very fine forest section of the Province, embracing some of its best lumber lands, angling waters and varied scenery. 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. He does not, of course, waste time with the class who hold farms and farm lands for speculative observes, "a good many decent Conpurposes, or who want fancy prices for their holdings, but he is, in behalf of the Surveyor-General, taking octions on farms which are bona fide for sale at reasonable market values. He has already secured options on quite a number of farms, and if any of ADVANCE's readers anywhere in province have farms for sale, and will inform Mr. Hickman of the facts. First Monday in September, giving him the prices at which they are willing to sell, he will forward option blanks to them for signature. of studies, comprehensive and thorough, embracing, as it coes, the usual branches of is that Mr. Hickman, as agent of New Brunswick government, may not only be able to give information to the class who are thinking of coming from the Mother Country to Canada. respecting our settlement Crown Lands,

are desirous of securing improved lands, and are able and willing to pay 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 mak ing 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 New Brunswick better known than is in the Mother Country. It is well known that nearly all the large immigration expenditure of the Domin ion 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 that 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 pended to a more opportune time for

And, yet, the announcement was publicly made, only two days before should break out and be prelonged it the foregoing appeared in the Sun, that awarded the contract for building the regiment or two to Africa, to aid the big Marysville steel bridge across the Nashwaak. The Sun, of course, can-Meantime, the situation will, no not help making such exhibitions of its doubt, be taken advantage of by Sir | mendacity in the interest of its great political leader, Mr. Foster, of Moncton

Maritime Board of Trade.

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 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 organised, though doing good work in their own location, are yet affiliated

with the larger organization and thus

stand in the way of their greater useful-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 benefitted by united and intelligent efforts, whether these look to methods or legislative enactments as relative to our home industries or foreign trade. Tourists travel and the encouragement of immigrants suitable for these provinces are also subjects worthy

of careful consideration. Now can we not during this year? towns where such an organization would Chatham, Newcastle, Loggieville, be beneficial both locally and in the dustries of this upon the wider field

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

carefully arrange our work, both ad- gloat, over the desministrative and deliberative, that the truction of Canadian 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, our motte being "non sibi sed patriae." In conclusion let me ask you, at your earliest convenience.

1st. To report the name of the member appointed by your board as member the council of the maritime board. 2nd. Report membership of your

board and its state of efficiency. 3rd. Remit any arrears of per capital tax due the M. B. T.

News and Notes.

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 servatives 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.' Mr. Dewdney was the man who broke down the old Northwest prohibitory

Two men had robbed a store at Wentworth, N. S., and I. C. R. policeman Jones of Amherst was notified to be on the look out for them. He attempted to detain two suspicious characters who came into the Amherst railway station on Friday evening, but they drew revolvers on him and fired, one shot striking him in the breast. He went outside and held the door to prevent their escape when one

named Jas. Stewart in the heel. Then both made their escape to the Marsh near Quite a large number of persons of this republic be instantly withdrawn. were in the waiting room at the time but desperados who, up to Saturday afternoon

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 amill and erect a dam on the Tobique river. Practically he gets possession of the entire stream. Now, the Provincial government is attacking the legislation. torney General White has applied to Mr. Justice Barker for an injunction to restrain the company. The contention 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 be navigable the Dominion Parliament ought not to allow anyone to dam it. If it be 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 con strued as a triumph for Great Britain, which acquired the whole of the River Cuyuni, including a site which Venezuel alleged to be a fort at the junction of the Curumi and the Cuyuni. A district has been awarded to Venezuela, possibly 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 B itain has substantia ed 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 con ference 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 comwhich have been adhered to throughout These rules are the same as were proposed by the Russian government for the conference at The Hagne and approved there in July. As they had been laid down by the arbitration tribunal January, they were applied long before the convention at The Hagne took them into consideration. Another point of great importance is that ever since 1873 all awards had been decided by a majority but this is the first occasion where the decision was unanimous, notwithstanding the great interests involved .- Halifax Chronicle.

Tupper vs. Tupper.

TARIFF IN 1897.

SIR CHARLES TUP-PER IN 1899. (In the House of (At H'f'x. Provincial Commons.) "The result "There is no part of this great confederation that has-

- more

prosperity, than the

province of Nova

"I do not intend

giving you the facts

and statistics that

have established the

ada is making; it

has reached a point

when it is going

which I am sure will

ent government, and

and that is the bud-

Canadian when

looks at the eviden.

Conservatives.

an authority

to detain you

that this tariff goes into operation, and knows that the in- distance, but right country are already hold . paralyzed in consequence, while honorable members III. So perfect our organization and gloat, vindictively Scotia.

I was reading the progress that Canwail, the sorrowful wail, of those industries in the Monahead by leaps and treal Gazette, where one manufacturer bounds. I refer you after another declar- to ed that those industries were ruined, be accepted by all that their mills friends of the presmust close and that they saw staring I commend them to them in the face a the consideration of return to the de- all plorable state of things that existed get speech made by hon. Mr. Fielding (Cheers when the gentleman who last and applause.) addressed the house you want to know was in charge of the what Canada fiscal policy of this attained. If you country. I say that want to know the a deeper wrong was pride that may fill never inflicted upon the breast of ever

"I feel that, so prosperity which are far from rejoicing at presented in this it from a party wide Dominion tostandpoint, I deplore day, all he has to de

liquor law by the lavish and indiscriminate issue of liquor permits. It is not likely that anybody, Liberal or Conservative, will shed tears over the balking

from the bottom of is to read that able my heart the ruin and interesting inflicted upon the satisfy himself that of his scheme to flood the Klondike with best interests of his pride is well Canada and upon placed when placed its great industries." upon the country to which he belongs."

The Transvaal Difficulty

F. W. Reitz, Secretary of State in the

Transvaal government has sent an ultimam to the British government which concludes with the following demands :-First-That all points of mutual differ-THE REV. SUPERIORESS. | meet the requirements of those who door and began firing permiscously. He arbitration or by whatever amicable way Steamers, tugs and yachts hurried across with the railway at this place."

shot Jones in the leg, and also a man may be agreed upon by this government | the course and lined up to leeward, waiting and Her Majesty's government. Second-That all troops on the borders

Third -- That all reinforcements of nobody seemed to have the disposition to troops, which arrived in South Africa do anything to kill or even detain the 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, within a period of time to be subsequently agreed upon between the governments and this government will, on compliance therewith, be prepared to withdraw the armed Burghers of this republic from the

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 the five races which are to decide the America Cup match for this year, between the challenging Irish yacht, "Shamrock" and the American defender, "Columbia". took place off Sandy Hook, New York or Thursday last and, like the first, resulted in

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 amongst lazy zephyrs many be so termed. In this windward work and manoeuvering, the Irish boat outdid her rival and secured and maintained the lead. A correspondent,

referring to the close of the day's racing

The most dramatic, picturesque and teresting incident of the day occurred just at the ficish, and it repaid the thousands of experiencing. Just as the regatta committee boat hung out the balloon the triatic stay, which declared the race off, the which boat was ahead, were watching the vachts with intense interest. They had split tacks and now the 'Columbia' was sailing toward the Irish boat on the port tack the evident intention of crossing The water between them grew narrower until she was close enough o pass a line abroad. Everybody aboard he excursion fleet expected her to cross the 'Shamrock's' bow, but Captain Barr found it too risky, and, as the American hampion rose in a queenly fashion on eavy swell, he put his helm down and came over on the starboard tack under 'Shamrock's' lee. It was a disappointing move for the patriots. Although challenger lapped her and held the weather Just at this instant the signal was sent up declaring the race off, and before the astonished spectators realised what had happened they saw both yachts, whose ekippers 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, under the agreement between all the parties, the race could take place. Bemunicated to counsel as obligatory-rules | sides, 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 incompleted 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, Tuesdays, Thursdays and Saturdays."

On Saturday, the despatches say, the early morning was full of promise for a glorious wholesail 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 began to moderate. The sky was cloudless and the atmosphere was so clear that every 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 sharps 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 which brought grief to many of the sight-

The Columbia had all the better of the start. She bounded across the line with mainsail, clubtopsail and staysail drawing, luck. spinnaker down to starboard ready for the race before the wind, and 10 seconds afterward her balloon jib broke out. 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 guage. 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 meb of 500 vessels gathered to the right of the lines. 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 Sham-

rock get the better of the luffing match, blanketing her rival and getting to windward of her. Then when both had squared off on their course and let go their spinnakers, thousands waited and watched. Slowly the Columbia drew away despite the Shamrock's repeated efforts to blanket her. Once clear, the Columbia forged ahead rapidly, her three great balloons drawing, the wind caroming from mainsail 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 semingly light air and began to crawl up. Captain | we trust are destined to bring a large and Hogarth took in his spinnaker when the mark was sighted, gyped the Shamrock and trimmed down the balloon j btopsail 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 interests are very closely and directly well to windward. Captain Hogarth then allied with its prosperity, and we therefore set his spinnaker to port and increased the naturally feel greatly pleased to observe lead. Capt. Barr waited almost 15 minutes, that it is a recognised part of the policy while the Shamrock passed him, before he pursued under your direction to make that followed suit. The Shamrock was a hundred yards ahead before he had got his extensive railway, wharf, elevator, and sails trimmed to the new conditions. Soon general expert facilities now in course of afterward, the wind hauled around still further, making it a broad reach to the mark. Both took in their spinnakers and not unmindful of the readiness, and evident eased their sheets. Then the Columbia pleasure with which you yielded compliance

to see which would round the mark first. The Columbia rapidly ate up the dis-

tance 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 balloon jibs 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 ineviable that unless the Yankee boat kept away under the stern 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 as 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 whist'es. A few minutes later, after a few short tacks, the Shamrock tried to cross the windward was by far the most interesting portion of the race while the breeze lasted.

defender's bow, but failed. The beat to 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 tacks and did not come together again for a long time, keeping everyone guessing as to which was ahead. During this fluky period, sightseers for the disappointment they were everybody agreed that the Shamrock was the better handled.

Twenty minutes before the race was declared off, the Shamrock headed across the Columbia's bow. No one knew until the vachts 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 vachts 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 she was being towed into the

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 today, Thursday.

Sportsmen's Luck.

Messre, J. W. Y. Smith and C. W. Price eturned yesterday afternoon from days' shooting trip along the Upsalquich river, the well-known moose hunters' territory. They were accompanied by Mr. E. B. Price, of Campbeilton, and were successful in securing some big game. The Moncton men brought back with them two fine spacimens 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

Mr. Wilber McLoon and P. Campbell Johnson returned from a shooting trip 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

Brunswick and Quebec for the last eight or

ten days .- Moncton Times.

TATANTED-SEVERAL BRIGHT AND HONEST persons to represent us as Managers in this and close by counties. Salary \$900 a year and expenses. Straight, bona-fide, no more, no less salary. Position permanent. Our references, any bank in any town. It is mainly office work conucted at home. Reference. Enclose selfaddressed stamped envelope. THE DOMIN-ION COMPANY Dept. 3, Chicago. -1,4,00.

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 cherish and promote the best interests 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 Inter-

colonial Railway has been extended westward and is developing in directions which 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 city a terminal, and to provide there the "We wish you also to know that we are

which are to be had free, but also to of them broke out the side-light of the ence be regulated by friendly recourse to about a mile and a half from the outer mark. changes and improvements in connection

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