

General Business.

FREDERICTON The Business COLLEGE. W. OSBORNE PRINCIPAL. The long experience as a practical Accountant and Commercial teacher...

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

Pullets EGGS Wanted NOW. Sheridan's Powder. It causes perfect assimilation of the food elements...

PHOTOGRAPHS still hold a prominent place for PRESENTS. NOW IS THE TIME TO SIT FOR THEM AT Mersereau's Photo. Rooms.

M. S. N. CO. TIME TABLE. Miramichi time used—30 minutes faster than Eastern Standard.

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES. Str. "Miramichi" CAPT. GOODFELLOW.

Str. "Nelson" CAPTAIN BULLOCK. Will leave Chatham every morning (Sundays excepted) at 7:45 a.m. and Chatham at 9 a.m.

Call to HICKEY'S DRUG STORE FOR ANY OF THE FOLLOWING: PERSIATIC PLANT FOOD, PLANT SPRAY, FLY AND INSECT POWDER, CARPET AND CLOTH POWDER, BED BUG EXTERMINATOR, DOG WASH, HORSE WASH.

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 HATS and TRIMMINGS...

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.

Extracts from Act of Assembly 60, Vict. A. D. 1897. The property to the amount of Five Hundred dollars of a wife deceased by her husband and committed to the care of her husband...

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

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

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

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

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

Miramichi Advance.

CHATHAM, N. B., OCTOBER 18, 1899.

The Dinner in Politics.

The dinner is the order of the day just now as a mark of appreciation of the public man. The Liberals in New Brunswick have been and are dining Hon. A. G. Blair...

By all means let the good work of breaking bread together go on between the leaders and the rank and file of the parties. At proper times there is much good to be accomplished in power getting their legs under the same table with their more successful political opponents...

War in the Transvaal. Great Britain, as a matter of course, declined to comply with the Boer ultimatum the gist of which we published last week...

Dear Sir Wilfrid Laurier.—I regret to learn that the telegram I sent you from Yorkmouth on the 5th instant was not received by you until yesterday, owing to some delay in transmission at Halifax. The announcement is made to-day that the government of Canada has consented to send a Canadian contingent to the Transvaal...

Dear Sir Charles Tupper.—I have the honor to acknowledge the receipt of your letter of this day. It is quite true that your telegram addressed to me from Yorkmouth on the 5th of the month, never reached me until yesterday. When after enquiries made at my request at the telegraph offices in this city—it was found that it had never been made familiar with it, along with the whole people of Chatham, to whom you had taken the precaution of communicating it. I am sorry to hear from you that the action which the government have taken seems to you insufficient...

Dear Sir Charles Tupper.—I have the honor to acknowledge the receipt of your letter of this day. It is quite true that your telegram addressed to me from Yorkmouth on the 5th of the month, never reached me until yesterday. When after enquiries made at my request at the telegraph offices in this city—it was found that it had never been made familiar with it, along with the whole people of Chatham, to whom you had taken the precaution of communicating it. I am sorry to hear from you that the action which the government have taken seems to you insufficient...

Dear Sir Charles Tupper.—I have the honor to acknowledge the receipt of your letter of this day. It is quite true that your telegram addressed to me from Yorkmouth on the 5th of the month, never reached me until yesterday. When after enquiries made at my request at the telegraph offices in this city—it was found that it had never been made familiar with it, along with the whole people of Chatham, to whom you had taken the precaution of communicating it. I am sorry to hear from you that the action which the government have taken seems to you insufficient...

doing all that could be done, while the irresponsibles of the opposition were indulging in their questionable tactics.

General Buller's mission is nearly in keeping with the spirit of the colonial office. Rightly or wrongly, believing war to be the only possible method of solving the Transvaal trouble, the officials have made no attempt to conceal their satisfaction at receiving an ultimatum from President Kruger...

One thing that surprises an impartial observer is that the Transvaal president did not adopt this course weeks ago, before British reinforcements arrived. The only explanation of his failure to do so lies in the fact that he overestimated the strength of the British peace party.

Speaking of the war of 1881, it should be remembered that Gen. Colley's entire force amounted to less than 2,000 men, while the Boers had nearly 12,000. Gen. Sir George Stewart White, the British commander in Natal, is not likely to fall into Gen. Colley's error of a premature advance.

There is little doubt that the first losses on our side will be heavy. Our troops will be compelled to accept the role of attack on prepared positions, while the Boers, at the very outset, by means of their mobility, may be able to make a dash into Natal, retiring with comparative ease if pressed.

Dear Sir Wilfrid Laurier.—I regret to learn that the telegram I sent you from Yorkmouth on the 5th instant was not received by you until yesterday, owing to some delay in transmission at Halifax. The announcement is made to-day that the government of Canada has consented to send a Canadian contingent to the Transvaal...

Dear Sir Charles Tupper.—I have the honor to acknowledge the receipt of your letter of this day. It is quite true that your telegram addressed to me from Yorkmouth on the 5th of the month, never reached me until yesterday. When after enquiries made at my request at the telegraph offices in this city—it was found that it had never been made familiar with it, along with the whole people of Chatham, to whom you had taken the precaution of communicating it. I am sorry to hear from you that the action which the government have taken seems to you insufficient...

Dear Sir Charles Tupper.—I have the honor to acknowledge the receipt of your letter of this day. It is quite true that your telegram addressed to me from Yorkmouth on the 5th of the month, never reached me until yesterday. When after enquiries made at my request at the telegraph offices in this city—it was found that it had never been made familiar with it, along with the whole people of Chatham, to whom you had taken the precaution of communicating it. I am sorry to hear from you that the action which the government have taken seems to you insufficient...

Dear Sir Charles Tupper.—I have the honor to acknowledge the receipt of your letter of this day. It is quite true that your telegram addressed to me from Yorkmouth on the 5th of the month, never reached me until yesterday. When after enquiries made at my request at the telegraph offices in this city—it was found that it had never been made familiar with it, along with the whole people of Chatham, to whom you had taken the precaution of communicating it. I am sorry to hear from you that the action which the government have taken seems to you insufficient...

Hon. William Court Gully, returned to the Chamber of Committees, the House adjourning at 4 o'clock.

Mr. Henry Stetson-Kerr, Conservative member for St. Helens, Lunenburg, has given notice of a question for Thursday concerning the alleged disloyal utterances of certain Irish Nationalist members of the House, which, he will contend, are in violation of the oath of allegiance.

It is usual at this time of the year for deal prices to be higher in the British market, and the experience of the present season is no exception to the rule. Indeed, the position of the freight market is such that it required a rise of from £1 to £1.5 above the prices current last year to meet the advances in that item alone...

Some of the other companies are hampered by the want of rolling stock, which is blocked up the country. "Pitch pine timber, especially sawn, is going rapidly into consumption, and though the import has amounted to 239,000 cubic feet during the month, the consumption has kept pace with it.

With the drainage of steam tonnage for transport purposes, we are likely to see still higher rates of freight, and with this a corresponding increase in price. Added to this, is the sudden jump in the bank rate, a factor which always tells heavily in the transactions of the timber trade with its long-dated bills.

WANTED—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 confined to home. Reference. Enclose self-addressed stamped envelope. THE DOMINION COMPANY DEPT. 3, CHICAGO—1,400.

The non-existence for so long a time of sufficient wind to enable the yachts Columbia and Shamrock to sail over the three-mile course in the time stipulated in the rules, while it was not satisfactory to the general public, did not prevent the critics from commenting on the merits, as yachtsmen, of those handling the two boats. On one occasion in particular—the third trial, which took place on Saturday 7th—was generally stated that the Shamrock was the better handled of the two, and even the newspapers which manifestly wished the Columbia to win, criticised the work of Capt. Barr and his men as comparatively inferior to that of Capt. Hogarth and the crew of the Shamrock.

On Saturday there was not sufficient wind to start the race, and it was declared off. On Monday the first of the series of races was completed in a fine whole-sail breeze, over a windward and leeward course—fifteen miles out and return. A New York despatch says:—The Columbia bounded across the finish line fully a mile and a half ahead of the challenger, defeating her by ten minutes and 14 seconds actual time, or ten minutes and 8 seconds corrected time, after allowing the six seconds handicap, which the Columbia must concede to the challenger on account of her longer water line.

On Tuesday there was again a good breeze and the yachts started ten seconds apart, the Shamrock leading. The course was a triangular one—three sides, of ten miles each. Columbia overtook and got windward of Shamrock in eight minutes after the start. Twenty-three minutes after crossing the line the Shamrock's topmast broke close to the mast-head. No one was hurt. The mishap, of course ended the race.

The Deal Market.

It is usual at this time of the year for deal prices to be higher in the British market, and the experience of the present season is no exception to the rule. Indeed, the position of the freight market is such that it required a rise of from £1 to £1.5 above the prices current last year to meet the advances in that item alone...

Some of the other companies are hampered by the want of rolling stock, which is blocked up the country. "Pitch pine timber, especially sawn, is going rapidly into consumption, and though the import has amounted to 239,000 cubic feet during the month, the consumption has kept pace with it.

With the drainage of steam tonnage for transport purposes, we are likely to see still higher rates of freight, and with this a corresponding increase in price. Added to this, is the sudden jump in the bank rate, a factor which always tells heavily in the transactions of the timber trade with its long-dated bills.

WANTED—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 confined to home. Reference. Enclose self-addressed stamped envelope. THE DOMINION COMPANY DEPT. 3, CHICAGO—1,400.

The non-existence for so long a time of sufficient wind to enable the yachts Columbia and Shamrock to sail over the three-mile course in the time stipulated in the rules, while it was not satisfactory to the general public, did not prevent the critics from commenting on the merits, as yachtsmen, of those handling the two boats. On one occasion in particular—the third trial, which took place on Saturday 7th—was generally stated that the Shamrock was the better handled of the two, and even the newspapers which manifestly wished the Columbia to win, criticised the work of Capt. Barr and his men as comparatively inferior to that of Capt. Hogarth and the crew of the Shamrock.

On Saturday there was not sufficient wind to start the race, and it was declared off. On Monday the first of the series of races was completed in a fine whole-sail breeze, over a windward and leeward course—fifteen miles out and return. A New York despatch says:—The Columbia bounded across the finish line fully a mile and a half ahead of the challenger, defeating her by ten minutes and 14 seconds actual time, or ten minutes and 8 seconds corrected time, after allowing the six seconds handicap, which the Columbia must concede to the challenger on account of her longer water line.

On Tuesday there was again a good breeze and the yachts started ten seconds apart, the Shamrock leading. The course was a triangular one—three sides, of ten miles each. Columbia overtook and got windward of Shamrock in eight minutes after the start. Twenty-three minutes after crossing the line the Shamrock's topmast broke close to the mast-head. No one was hurt. The mishap, of course ended the race.

paper men see, or thinks he sees, points of superiority, or the reverse, on one side or the other it is hardly in human nature to expect that he will be restrained from telling of it through his paper, although he may feel that some interest may suffer or somebody's reasonable claims may be thereby ignored.

On Thursday last there was very little wind and a good deal of fog in New York harbor, and off Sandy Hook. At 8 a. m. the steamer William F. Peltier, with Sir Thomas Lipton's guests on board, en route for his steam-yacht Erin, ran head on into the ferry boat West Brooklyn just off Governor's Island. Both boats were considerably damaged, but nobody was hurt.

The wind did not materially increase, nor did the fog lift up to eleven o'clock a. m. Then, the race was declared off for the day. A New York despatch, referring to the events of Thursday says:—"Mr. Ilesin's interview in this morning's paper, protesting against the criticism of the Columbia which has been liberally indulged in by some of the newspapers, and appealing for support for the Yankee boat and her crew until the series is completed, is an instance of a patriotic spirit, for on the way back every excitement, for on the fleet sailed alongside and saluted, while the passengers gave the white beauty three rousing cheers and a tiger."

"Not since the victorious yacht defender was towed home from Sandy Hook lightship after her final race with the Valkyrie has there been such a popular demonstration as was tendered the Columbia today on her way from the lightship to the entrance to the Swath channel. In tow took the lead at 12 o'clock, was declared off, the Shamrock following half an hour later. The fleet of excursion steamers and fast private yachts closed in on the racers, discharging themselves upon their starboard and port sides."

"The big Fall River line steamer Plymouth, her upper decks black with people, appropriately set in motion a display of patriotism that seems to have been lacking since the races have been inaugurated. A band on the main-deck struck up the refrain strains of "Hail Columbia" and the refrain was echoed by a thousand voices on board amid cheering and shaking of hands. Mr. and Mrs. Ilesin sat on the deck near the companion way. Moving around the deck the gaze of the enthusiastic spectators, who were leveling the glasses at them, was attracted to the feeling and following of the ship must have warmed the couple, not to mention the crew, which was ranged up forward in white duck suits and black hats and caps. No demonstration came from these caps. No demonstration, the tribute being received in silent gratification, nevertheless."

Under the change made in the rules governing the race, and by which every day after Thursday last has become a racing day until the decision is reached, preparations were made for a contest on Friday. It was the same old story, or even worse, for the conditions of fog and absence of wind kept both yachts at their anchorages inside the Hook. Referring to the effect of the frequent failures to bring off the first race of the series an associated press despatch says:—From 6,000 people who went out on the first day, the crowds have dwindled until less than 5,000 persons were about to-day. Some of the excursion boats have sold tickets for the series of races were trying to-day to redeem them, with the intention of abandoning their excursions altogether. The repeated postponement has annoyed the owners of the two yachts. The crews of the two yachts, equally trying upon the crews of the other, have been kept up to racing pitch and they are beginning to feel the effects of the strain. Wind is what everybody is praying for."

The Shamrock beat a new club topmast on Friday, just to stretch it. It was said to contain about 800 more square feet of canvas than the similar sail of the Yankee boat. Add to this the extra of sail area of her lower sails and the Shamrock is capable of spreading about 1,200 square feet more of canvas than the Columbia. In light airs, therefore, the Shamrock must have a great advantage.

On Saturday there was not sufficient wind to start the race, and it was declared off. On Monday the first of the series of races was completed in a fine whole-sail breeze, over a windward and leeward course—fifteen miles out and return. A New York despatch says:—The Columbia bounded across the finish line fully a mile and a half ahead of the challenger, defeating her by ten minutes and 14 seconds actual time, or ten minutes and 8 seconds corrected time, after allowing the six seconds handicap, which the Columbia must concede to the challenger on account of her longer water line.

On Tuesday there was again a good breeze and the yachts started ten seconds apart, the Shamrock leading. The course was a triangular one—three sides, of ten miles each. Columbia overtook and got windward of Shamrock in eight minutes after the start. Twenty-three minutes after crossing the line the Shamrock's topmast broke close to the mast-head. No one was hurt. The mishap, of course ended the race.

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. No. 2.—BIGGLE BERRY BOOK. No. 3.—BIGGLE POULTRY BOOK. No. 4.—BIGGLE COW BOOK. No. 5.—BIGGLE SWINE BOOK. FARM JOURNAL. Any ONE of the BIGGLE BOOKS, and the FARM JOURNAL 5 YEARS (remainder of 1899, 1900, 1901, 1902 and 1903) will be sent by mail to any address for a DOLLAR in advance.

CANADA EASTERN RAILWAY. SUMMER 1899.

Between Fredericton Chatham and Loggieville. Connecting with I. C. R. GOING NORTH.

Table with columns for Mixed, Express, and Freight services between Fredericton, Chatham, and Loggieville.

Table with columns for Mixed, Express, and Freight services between Fredericton, Chatham, and Loggieville.

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 for all points East and West, and at Fredericton with the St. John and all points West, and with the C. P. RAILWAY and the Grand Falls, and at Grand Falls with the Grand Falls and Grand Falls Junction.

Montreal and Vancouver ONLY 100 HOURS APART. THE IMPERIAL LIMITED TRAIN COMMENCES RUNNING JUNE 18th, 1899.

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 OCT. 2. The Steamers of this Company will leave ST. JOHN for EASTPORT, LUBEC, PORTLAND and BOSTON, every MONDAY, WEDNESDAY and FRIDAY morning.

On Wednesday trip the Steamer will not call at Portland. 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.

Established 1866. Dunlap Bros. & Co., AMHERST, N. S. DUNLAP COOKE & CO. MERCHANT TAILORS, DUNLAP, McKim & Downs, WALLACE, N. S. DUNLAP, COOKE & CO., AMHERST, N. S.

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

NOTICE. Extracts from Act of Assembly 60, Vict. A. D. 1897. The property to the amount of Five Hundred dollars of a wife deceased by her husband and committed to the care of her husband...

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

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

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

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

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

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

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

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

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

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

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

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