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The Maritime Board of Trade.

AUGUST 24, 1899,

The annual meeting of the Maritime Board of Trade at St. John last week demonstrated the usefulness of that body, its growing importance and the interest which our best commercial men take in its deliberations. The president's opening address, which, it is to be hoped, will be published in full for general circulation, was an admirable and exhaustive paper on a number of very important public questions, giving evidence of careful and thorough study

There were several important mat-

of the subjects dealt with.

ters on the programme for discussion and action which were passed over, largely because time would not admit of their being dealt with, but a number of others, equally important, received attention, and the discussions on them were thorough and educative; so that those who were well informed felt that they were in a position to benefit their fellow delegates by enlarging the scope of their commercial knowledge, while those who needed information received it in a practical, businesslike way. There was a general tone of courtesy and mutual respect, and an entire absence of anything like "politics" in the deliberations and intercourse of the delegates, so that all who participated in the convention were delighted with their experiences and, no doubt, look forward to the next annual meeting with pleasant anticipations.

The St. John Board of Trade gave the visitors an excursion up the St. John river on the steamer Victoria, with a dinner on board. This hospitable feature of the occasion was one that would do credit to any city, any where. The steamer is a magnificent eighteen-mile side-wheeler with spacious saloons and state rooms. St. John's leading citizens joined in honoring the local board's guests by accompanying them. The day was a charming one and the evening clear and moonlit, and the magnificent river, with its alternations of industrial works, rugged and and suburban residences presented a panorama of interest and beauty not excelled anywhere.

With such all-round experiences it is natural that those who attended the St. John meeting realised that the Maritime Board of Trade is deservedly forging ahead and taking rank amongst the organizations of the country which are contributing to its progress and

The Crown Land Sale.

[St. John Gazette. The sale of Cown Lands which commences on the 30th of August, at Fredericton, will be by all accounts, the most important event of the kind which has taken place in the province for a number of years past. The proposal of the government is to license all the vacant timber lands in the province, an area of something over 3,000 square miles. The government is fortunate in the selection of N. S. the time to put these lands under license. The price of lumber is higher now than it has been for some years past, and the prospects for a still further increase are better than they have ever been. Our people are just beginning to realize that in the spruce lands of the province they have a very valuable asset and one that is makes flowers and plants beautiful, strong likely to increase rather than diminish in value during the next quarter of a century. So far as the New Brunswick spruce has been made into pulp, it has turned out satisfactory; indeed it has been said to be superior in this respect, to the spruce of northern Europe, which is the principal CARPET AND CLOTH POW-DER disinfects rooms, purifies the air, time. As the finished product of pulp is more valuable than deals, there will have to be an increase in the price of this latter commodity, or the wood will not be sawn up, but held for reduction into the more valuable product.

Senator Snowball Interviewed.

was in the city yesterday on his return Dykeman, C. E. Macmichael, T. H. Somerhome from Ottawa. He expressed the opinion that it was the last time that the Senators and members would sit out a five months' session for \$1000.

A great deal of pressure was brought to bear on Sir Wilfrid and his colleagues from various quarters to have the indemnity raised to \$1500, but it does not appear to have been a united effort, and thus the idea fell through. The Senator is enthusiastic over the in-

creased prosperity of New Brunswick. He represents that part of the province which in the days of "The Battle of the Routes" between Peter Mitchell and S.L. Tilley was known as the black north. The latter triumphed, and the building of the I. C. R. assured its future. During the last five years especially, a great change for the better has come over northern New Brunswick. Chatham, especially, has forged ahead, and with a claimed population of eight thousand, has surpassed Fredericton, and stands to-day directly atter Moncton, and the third town in population and commercial importance in the Province of New Brunswick. Shipbuilding has, of course, declined, but the lumber trade is still to the fore, and the fisheries, not only of the river Miramichi, but of the Gulf are very productive and profitable to the people of the north shore. The price of lumber is higher in England this year, but and on the main line of the Intercolonial Rsilway, the freight rates are also higher, and as the lumber is not carried in Canadian ships, this country fails to reap the advantage of those increased carrying rates that would otherwise be the case, Senator

Snowbail was asked for an opinion as to

the possibility of Canada ever becoming

an iron shipbuilding country. "It would

almost seem;" replied the Senator, "that

Great Britain had got to omuch of a start.

but if iron ships are ever built in Canada

where coal abounds in abundance, and

The chairman appointed a committee of one member from each board represented to arrange the order of subjects for discussion. it will most likely be in Cape Breton, Mr. deWelfe, of Halifax, was named convener of the committee.

twelve tons of coal per day had produced over 30 per cent. profits per annum carrying deals .- [Montreal Star, 14th. Then, president Jarvis read his annual address which was a masterly one. He

Concluding he said :-

not, I think, altogether a selfish

financial help outside themselves. If their

members give their time to the consideration

of public questions it is done without charge.

tal is an absolute necessity.

we need. We should join hand in hand,

published. Mr. DeWolfe strongly eulogized

The motion was put by Mr. Haszard

Charlottetown and carried unanimously, and

President McLaughlin of the St. John

board extended on behalf of the board an

invitation to the delegates to a sail

Adjourned until 10 a.m. Thursday.

Board by Mr. W. S. Fisher whose wife

The nominating committee reported and

President, M. G. DeWolfe, Kentville;

vice-presidents, D. J. McLaughlin, St. John,

and W. H. Aitken, Charlottetown; secre-

motion to amend the constitution of the

board by reducing the affiliation tax to ten

S. Schofield moved that the council of

the board be authorized to consider the

desirability of publishing an annual report.

suggested that arrangements might be made

to provide the newspapers with printed

extras containing the president's address,

etc., so that a wider circulation could be

The president thought the board should

The question of marine insurance rates

was taken up, and J. E. DeWolfe moved a

resolution protesting against discrimination

in rates of marine insurance against mari-

time province ports as compared with the

St. Lawrence and United States ports. Mr.

DeWolfe spoke in support of the resolution.

chael, W. S. Fisher, D. G. Smith and others

spoke to the resolution and Mr. Smith

finally moved as follows, seconded by Mr.

"That the subject of marine insurance be referr ed

to a committee of five who are requested to prepare

a paper to be forwarded to the British underwriters,

iving reasons why discrimination should not be

made by them against risks in the trade from the

maritime provinces, such paper to include statistics of casualties happening to vessels running between

the maritime provinces, as distinct from other

Canadian ports, and transatlantic points. The

paper to be forwarded by the president and secretary

Mr. Smith said that the maritime prov-

nces were discriminated against because of

the losses which had taken place in risks on

vessels in the St. Lawrence trade, the under-

writers failing to distinguish between these

and those doing business with maritime

province ports. It could be shown to the

satisfaction of Lloyds and other underwrit-

ers that there was comparative immunity

rom casualties amongst transatlantic vessels

engaged, in the deal trade for instance, at

New Brunswick and Nova Scotia ports, and

statistics on the subject coming from this

Board would no doubt have due weight and

lead the underwriters to a better and more

Mr. DeWolfe said in view of this he would

The president heartily endorsed the pro-

position of Mr. Smith and Mr. Schofield.

and after further discussion by Messrs.

Hazard, Teed and Carmichael, the motion

passed unanimously and the following were

named as the committee :- J. M. Carmi-

chael, S. Schofield, J. E. DeWolfe, H.

Haszard, W. M. Jarvis, W. S. Loggie, G. H.

The Board adjourned until 9 a.m. Friday.

There were three sessions on Friday. The

first began at 9 a.m. and the last closed at

Dobson.-W. M. Jarvis, chairman.

enlightened understanding of the subject.

withdraw his resolution.

this board to the British underwriters."

W. M. Jarvis, S. Schofield, J. M. Carmi-

have a government grant to assist in the

publication of its reports.

D. G. Smith seconded the motion

tary-treasurer, J. E. Calkin, Kentville.

other as occasion may arise."

the report and the author of it.

in a brief, felicitous speech.

to leave Indiantown at 3.30.

for the purpose.

News and Notes board, and pointed out with admirable clear-In the first race for Canada's Cup at Toronto on Monday, the Canadian yacht. Beaver, broke her boom shortly after the start, the American boat Genessee going over the course alone.

Mr. Alex. McNaughton, ex-travelling auditor of the I. C. R., died at Moncton Sunday. Mr. McNaughton for a year on account of ill health has been working in the audit office. He was 74 years of age and was from St. John. He leaves a family of four ch ldren. He was engaged in railway work nearly all his life, and was well known and highly respected.

An accident happened at South Mait land, N. S., on Sunday by which four men lost their lives by drowning. The Engineering Contract Co. of New York are building a bridge there for the Midland railway and use a coffer dam in connection with the work. Owing to high tide in the Shubenacadie river the water rushed in and drowned four men. Two others were injured.

Mr. Chas. J. McDonald, Post Office Inspector for Nova Scotia and the Magdalen Islands, is expected at Charlottetown shortly. He will hold a rigid investigation into the matter of the mail bag which was found near Souris, P. E. I., the other day, after being robbe 1 of \$1,000. The money was being forwarded by a Mr. Tidmarsh to the Magdalen Islands. The bag in which was the money was trace l as far as Souris, but no farther.

Dr. Kendall, M. P. P., Cape Breton, has arrived in Octawa from the Atlantic coast, where he has been conducting experiments on his new cold storage process for the preservation of fresh fish without freezing or the use of chemicals. He suceded in keeping lobsters for 30 days in perfect condition. He believes he has thus solved the problem of a remunerative trade in fresh fish between the Maritime through which only our natural resources and Upper Provinces. But the doctor's most ambitious project is one for the establishment of cold storage stations along the coast for bait fishes. This has got so well under way that before long he expects to have a line of these stations in operation shortly from Anticosti to Cape Sable. At the session just closed Parliament voted a substantial sum towards the scheme. Dr. Kendall is here to make a pastoral scenery, farms, summer villas progress report to the Minister of Marine and Fisheries.

Board of Trade of the Maritime Provinces.

The annual meeting of the Maritime Board of Trade was held in St. John las week, beginning on Wednesday evening and closing on Friday evening. Sessions were held on Wednesday evening. Thursday forenoon and Friday morning, afternoon and evening. Thursday afternoon and evening were spent in making an excursion up the St. John river.

At the opening meeting on Wednesday evening there was an excellent representative gathering. The St. John Sun of Thursday said that with sixteen boards of trade represented at the opening, it was the most important and generally representative annual meeting yet held. Eight Nova Scotia boards sent delegates, and Charlottetown sent two representative men. The boards not represented were those of Moncton, St. Andrews and Newcastle in N. B. and Amherst, Londonderry, Lunenburg, Sydney, Parrs. boro, North Sydney, Truro and Windsor in

Among newspaper men present were William L. Edwards, editor of the Canadian Grocer and of Hardware; J. B. McKenna of the Halifax Herald; D. G. Smith, of the Chatham ADVANCE; T. C. L. Ketchum, of the Woodstock Dispatch; and F. E. Cox of the Middleton, N. S., Outlook.

Following is a list of the delegates wh answered to their names : Berwick, N. S .- W. V. Browne, J. D.

Clarke, jr. Bridgetown-John Ervin. Charlottetown-H. Haszard, Geo. Hughes. Chatham-D. G. Smith, W. S. Loggie.

Dartmonth-J. B. McKenna. Fredericton-Wm. Lemout. Halifax-J. E. DeWolfe, C. M. Creed. Kentville-C. T. Dodge, M. G. Seely,

G. E. Calkin, M. G. DeWolfe. Wolfville and Fruit Growers' association -Peter Innes.

Middleton-O. E. Rogers, F. E Cox. New Glasgow-G. F. Conrod, J. M. Carmichael, D. McDermott.

St. John-W. M. Jarvis, S. Schofield D. J. McLaughlin, W. S. Fisher, W. F. Burditt, Geo. Robertson, J. A. Likely, Senator Snowball, of New Brunswick, T. H. Estabrooks, W. F. Hatheway, F. A. ville, T. H. Hall, H. A. Harvey, James Jack, F. L. Potts, T. B. Robinson. St. Stephen-G. W. Ganong, M. P., A. I Teed, E. N. Vroom. St. Martins-W. H. Moran.

Sussex-C. G. Armstrong, J. D. O'Connell, W. B. McKay, Murray Huestis. Woodstock - Alex, Henderson, James

Carr, T. C. L. Kitchen. J. T. G. Carr of Hartland was present, but not as a representative, the board at that place not yet being organized. A number of prominent merchants and

aldermen of St. John were also present. President W. M. Jarvis said it was subject for congratulation that this was the largest representative meeting of the Maritime Board yet held, and the fact would be accepted as evidence of its increasinfluence and usefulness. More boards were represented than at any previous meeting. The report of the secretary treasurer, F. O. Allison, showed a balance

of \$67.80 on the right side of the account It also appeared, from the report that the meeting of council to decide the place of th annual meeting for 1899, was held at St John on 15th September last, and was at tended by representatives of Halifax, Kent ville, Sussex and St. John only and St. John was decided upon as the place of meeting Enquiry by Mr. D. G. Smith elicited the fact that although Chatham had beer favored at the annual meeting of 1898 as the place for that of 1899, it was superseded by St. John, as no representative from Chatham was present at the meeting of 15th

A telegram was read from the Sydney, C. B., board of trade stating that the delegates from Sydney were unable to attend. An invitation was extended for the maritime board to meet next year at Sydney. The Kentville board sent best wishes and

an invitation to meet at Kentville next year.

Music, sacred and secular, Painting, Drawing, where the steel works are about to be On motion of Mr. Ervin it was decided to munication with P. E. I. He showed that subscribers to the ADVANCE who send their prosecuted. started." He had been informed by leadappoint a committee to nominate officers, the Anglo-American Company, which had a Biggle Books may also be obtained through

Engagements for the river for stated to the Anglo-American Company, which had a Biggle Books may also be obtained through ing firms that a steamer burning about The committee named on the order of sub- monopoly gave no night service, charged \$1 this office at the advertised price.

jects was appointed also to conduct the for messages of ten words to Boston and gave the press no adequate service. Several speakers endorsed Mr. Haszard's statements VERY FAST RUN ON THE I. C. R. BETWEEN on motion of S. Schofield a committee referred to the organization of the maritime was appointed to forward a memorial on the

subject to the Dominion Government.

ness its field of usefulness; dealt with the The subject of freight rates, particularly growth of the maritime provinces in all lines on apples and other fruits was introduced of industry, pointed out the chief hindby Mr. Peter Innis who at first moved a rances to progress, and reviewed present long resolution, which he subsequently conditions. He took up and discussed most divided. The first passed, as follows :ably the subjects of steamship subsidies. Resolved, that the muritime board ask the Dominion government to appoint a permanent preferential trade within the empire, comrailway commission with powers and authority munication between P. E. I. and the mainsomewhat similar to those of the English railway commission or the U.S. interstate commerce con land, the safety of passengers travelling by sion, which would fix reasonable rates and grant steamboats and railways, railway extensions

st redress on the application of individuals or

calities having grounds of complaint, and additional railway facilities, fire and The matter was discussed by Messrs marine insurance, municipal taxation, etc. Innis, Schofield, DeWolfe, Carmichael Jarvis, D. G. Smith and other, Mr. Smith "We have a common end in view, the depointing out that the governm nt was now velopment of the maritime provinces of dealing with the subject and it might be Canada in which we have our home. It is well to ascertain what they were doing i reference to it before any action was taken although we all hope, and we may legitiby this Board. mately hope to gain as the general interests The resolution, however, passed by a vote advance. The board of trade ask for no

Mr. Innis next moved as follows : -

Whereas, the subsidizing by the Dominion govern-

ment of the Parness Line of steamers has created a

monopoly and has led to the charging of excessive rates of freight on apples to Great Britain from the If they gather information or even venture to send delegations where personal contact ports of Halifax and St. John ; and Whereas, it may be in-xpedient in the meantime with the central authority may be required. scontinue such subsidies: it is at their own expense. The great prin-Therefore, resolved that this board ask the vernment to exercise supervision and control ciple which underlies this maritime board is over the rates charged by subsidized steamers, so that at no time they shall exceed corresponding that the maritime provinces can prosper rates from competing Atlantic, Portland, Boston only with the growth of each of the parts of and New York ports, and further that the government appoint inspectors to sup erintend the loading which they are composed. I have pointed of apples in such steamers and see as to their tion and general suitability for carrying the out some of the advantages we possess. I

have ventured to speak of what seem to me long discussion took place on this to be stumbling blocks in the path of future resolution in the course of which the handiprogress. If I have done so it is only with caps against which steamers in the carrying the hope that the existence of those hin !- trade between Halifax and St. John and rances, if such they be, may be considered, European ports were stated by Messrs. S and such steps taken that in course of time Schofield, J. E. DeWolfe, Carmichael and they may be removed. I am no advocate others. for the mere selfish accumulation of wealth.

On motion of W. M. Jarvis it was finally But for the progress of the community capi- ordered :-

"That the resolution already passed b "Of the three great requisites of produc- referred to a committee to carry the sam tion we have the land in abundance. It is into effect, and that such committee b in many parts of these provinces a fertile further requested to take into consideration land, and it is a land too which teems with the resolution now proposed and to take mineral wealth. We have our rivers giving a ready access to the interior. We have of fair and equitable rates of freights and commodious harbors on our coasts. If we proper provisions for the handling of apples are to have the labor and the capital by any subsidized steamship line."

The following committee was appointed can be developed, we must encourage them C. L. Dodge, three members of the Halifax to continue with us, and be very watchful of board of trade (to be named by the board), whatever may tend to drive them away. S. Schofield, D. J. McLaughlin, W. S. We must not give way to the feeling that Fisher, R. S. Eaton, Fred E. Cox and S. C. our advantages exist only for those who may Parker. now be resident among us. We must en-

D. G. Smith moved that if the committee deavor to encourage immigration of the kind failed to agree they report back to the board. This was seconded by Mr. Jarvis. Mr. Innes and Mr. Dodge said they, on

not merely in advancing such interests as we have in common, but in helping each behalf of the fruit growers association would prefer an adverse vote to a committee The president's address was heard with that would not be got together. Mr. Smith's deep interest and heartily applauded. It was referred to the general committee, and W. S. Loggie introduced the subject o

Mr. Ervin of Bridgetown, seconded by Mr. the lobster industry. He sald if the in DeWolfe of Halifax, moved a cordial vote of dustry is conducted as at present, it will be thanks to President Jarvis. Mr. Ervin said, destroyed in a few years. He moved the if possible, the address should be published in full for general circulation. He hoped Whereas a very large amount of capital is in vested the council would be authorized to have it in the lobster packing industry, which cannot be

withdrawn therefrom without serious loss to the investors thereof: and Whereas, The record of declining catches and total extinction of the industry in localities where i formerly flourished lead to the conviction that the resent regulations as to length of open season and size of lobster which may be legally taken are calculated to destroy the industry in the maritime Mr. Haszard presented the vote of thanks size of 9 inch and larger only, was permitted, or made as it is on the New England coast, in order industry from extinction, it would be impossible to carry on the industry; and Whereas, The extension granted the past season

the Straits of Northumberland was prejudicial to dinner on the steamer Victoria for Thursday, and destructive of the interests of the industry, as well as inequitable, inasmuch as it was practically a discrimination against other localities on the coast and in harbors where lobsters come in sometimes more plentifully towards the middle of July; there-Sweet peas and other flowers were present-Resolved, That in the opinion of this board (1) no ed in profusion to the members of the

extension beyond the regular reason fixed by the regulations should be granted under any circumstances, in any locality; (2) that the season for packing for next year be five days shorter all round thoughtfully sent in a big basket of blooms our coast line than in 1898, and that of 1901 ten days shorter than said season of 1898, that of 1992 fifteen days shorter than said season, and that this policy of shortening the season be continued each year until it is found that the existence of lobsters the officers for the current year were on our coasts as a paying natural product is no longer imperilled; (3) that fishermen taking lobsters with spawn on out of traps be compelled under penalty to return them immediately to the sea, and that packers be placed under obligation as far as practicable that fishermen under their centrol carry out a regulation to this effect; (4), that no bsters be taken by "curlies" as only small ones are so taken as a rule; (5), that the fishing for canning be prohibited altogether in the rivers and river

A cordial vote of thanks was extended to bays in the month of July, when the lobsters resort Mrs. W. S. Fisher for the beautiful flowers thereto for the purpose of spawning or casting sent for distribution among the members of D. G. Smith seconded and strongly supported the resolution. John Ervin of Bridgetown gave notice of

Mr. Haszard of Charlottetown pointed out that the date of opening of the season on | are kept steadily at it and make big money. P. E. Island varied very much from year to In fact, no other occupation is more honorresolution shortening the season for an in- life school. Many men and women in definite number of years.

Mr. Loggie said he was quite willing to of his claim, in fact, it is conceded on all make it apply only until the year 1902. He hands, that one year's experience with this so amended his resolution and it was then Firm is worth more to any young man or adopted on division, after A. A. I. Teed, woman, than two or three years at College, Mr. Haszard and one or two others had ex- from an educational point of view, and pressed a desire for fuller information on financially, it is all that can be desired. he whole subject.

John Ervin, of Bridgetown, N. S. seconded by Fred E Cox, moved a resolution favoring the proposed Victoria Beach and Middleton railway which passed unanimously.

W. F. Hatheway moved a resolution affirming that all canned meats, vegetables, fruits, fish, packets of tea, tins of lard, etc. should show in plain lettering the weights of contents; that penalties should be im posed upon all packers and canners who do not so stamp their goods, and also that penalties should be imposed on all dealers and traders who expose such unstamped penalties should be imposed on all dealers goods for sale. This was supported by several speakers and passed unanimously. Tourist travel was next taken up by J. D. McKenna of the Halifax Herald, delegate also from Dartmouth board of trade. He

moved as follows: "Resolved, that this meeting views with favor the earnest efforts of the many towns of the provinces to encourage the coming of tou ista, and yould impress on delegates the importance of the construction of summer hotels and the more general advertising of the natural heauties and advantages of Nova Scotia, New Brunswick and rince adward Island from a tourist's standpoint, and that special attention should be directed to the eucouragement of this class of travel from Quebec

J. E. DeWolfe seconded the resolution and after a long and very interesting dis cussion it passed unanimously. Geo. Robertson moved as follows Whereas, since the last meeting of this board statutory conditions for fire insurance policies have been established in Nova Scotia by law; Resolved, that committees be appointed to confer

with the fire insurance companies to secure similar egislation in New Brunswick and Prince Edward This was seconded by D. G. Smith and D. J. McLaughlin gave notice of motion

as follows: That no question for discussion by the maritime poard shall be considered by the board unless notice of at least one month shail be sent to the secretary, to be forwarded by him to each affill ated board, of the intention to indroduce such sub ject for discussion at the annual meeting of the mari-

Kentville was named as the place of the next annual meeting, D. G. Smith saying Chatham had been passed over this year, but would surely expect the board in 1901. Votes of thanks were passed, the meeting adjourned, and Auld Lang Syne was sung at

A Good Offer.

The Farm Journal advertised (together At the morning session Mr. Haszard inwith the Biggle Books) in another column, Record-Breaking Trip.

HALIFAX AND ST. JOHN. A special train on the I. C. R. left Halifax at 11 o'clock, standar !, Sunday night and rushed into the station here at 5.15 this morning, having covered the 275 miles in 375 minutes or 320 minutes actual running time. This is a record breaking trip for the I. C. R. and one of the fastest long distance runs ever made on any Canadian road and shows what the I. C. R. can do when occasion requires it. This trip was made to enable Mr. George H. Mahoney, of Troy, N. Y., who, with a sister, aunt and other friends have been visiting the provinces, to reach home on Tuesday morning. At Halifax Sunday evening he received news of the death of his father, manager of Mahoney Manufacturing Company, of Troy. To get home on Tuesday it was necessary for him to catch the Flying Yankee, leaving here at 7 o'clock this morning. The I. C. R. authorities at Halifax were appealed to at 9 o'clock Sunday evening, and at 11 o'clock their special, an engine and one car shot out of the station. Besides Mr. Mahoney and his friends there was on board Mr. W. McConnell, travelling passenger agent of the I. C. R., and Conductor George Margeson, while Engineer John McClelland was at the throttle. The train covered the distance to Truro, 62 miles, in 68 minutes. There was a detention of 5 minutes, making the actual nunning time 63 minutes. Here a new engine was put on and another car added to steady the train. Engineer John B. Champion took the throttle, and with Conductor Newton Hopper in charge of the train, the 124 miles to Moncton were made in 175 minutes. The detention was 25 minutes, making the actual running time 150 minutes for the 124 miles. At Moncton the engine and train crew again changed, and with George Anderson as driver and H. B. Gordon as conductor the 89 miles to St. John were covered in 122 minutes, or deducting 15 minutes detentions made the actual running time 107 minutes. The total distance covered is 275 miles, and the total time of the trip, including time lost in changing engines at Truro and Moncton, was 375 minutes, or 320 minutes actual running time. At some places, where curves and grades are steep, the speed of the train had to be greatly slackened, while at others, where there were good stretches of road bed, nile after mile was covered at from 50 to 60 seconds: Mr. Mahoney and party had a good hour and three-quarters time to breakfast before resuming their sad but rapid journey homeward .- [St. John Globe.

"The Shamrock" Arrives.

NEW YORK, Aug. 18.-With Sir Thomas Lipton's private sigual—a shamrock on a gold ground, bordered by a broad band of green -at her topmast truck, and the British naval reserve ensign at her jigger masthead. the hull of the challenging yacht Shamrock, swinging at anchor to the ebb of Tompkinsville, this morning, bore a striking resemblance to that of the Columbia. She is painted a light green. If painted white it would be a difficult matter at a distance to distinguish the yachts by their hulls.

The challenger arrived this morning after | 11 05 passage of 15 days. A great deal of the 12 35 pm green paint has been washed off the bows of the yacht, where she pounded in the heavy swells, leaving her bronze plates bare and showing the fine, smooth riveting work done by the builders. Besides a big lap streak cutter carried on a pair of flat brass davits, the Shamrock carried two collapsible life boats on deck.

The crew are a sturdy looking lot of Scotchmen and Englishmen. They wore blue jerseys bearing on the breast the words "The Shamrock, R. U. Y. C." The same words appear on the yacht's stern.

FEW MEN ORIGINAL.

Did you ever notice how few people are riginal in things they say and do? For nstance, one man makes a fortune out of a simple thing; immediately hundreds of others try it. This is human nature While it is gratifying to be the "first man to bring out an idea, the great mass must be content to follow their leaders. There one line that is always original, however, and that is the business of Bradley-Garretson Co., Limited, of Brantford, Ont., because they continually bring out publications, to suit the times and seasons, thus their agents to year, and any fixed season would be in- able, healthful, lucrative, or offers half as jurious. He objected to that part of the many opportunities for promotion. It is a Canada, to-day, testify to the truthfulness

> Agents :- Did you ever think of handling our latest work "The Light of Life"? If not, now is a good time to start. \$3.00 a day sure; some make twice that. Experience or capital unnecessary.

> > THE BRADLEY-CARRETSON CO., LIMITED. BRANTFORD, ONT.

Mammoth Millinery ——AND—

READY TO WEAR Garment Establishment.

My constant aim to give my customers the very atest styles in London, Pairis and New York productions has met with such great success and my business so increased that to-day I carry the largest and most reliable stock in my line

This fact at once convinces the shopping public of the advantage found in trading with me. In a position to buy so largly for cash enables me to offer an assortment of fine goods at the prices quoted by others for immitations. Every piece of millinery and ready to wear garments is made under my own personal supervision and leave my estab. lishment with the fullest assurance to the wearer

Thanking the public for their appreciation of my

former efforts and assursing them, that in my stock

at all times will be found their requirements at a

lesser price than quoted by dealers of the large SPECIALS THIS WEEK are Pique discount. All Sailor Hats, half price.

NOTICE TO ANGLERS.



Having leased the Bartibogue as well as the Tabusintac river, I am prepared to let all parties fish the Bartibogue at the rate of one dollar for All permits will be issued at my house : troduced the subject of telegraphic com- is offered free for five years to all new person found fishing without a permit will be Engagements for the river for stated periods and JOHN CONNELL, Lessee of the Bartibogue and Tabusintac rivers. Chatham Aug. 4th 1899.

A Farm Library of unequalled value-Practical. Up-to-date, Concise and Comprehensive-Handsomely 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 43 colored life-like reproductions 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 23 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 sale; contains 8 colored life-like reproductions of each breed, with 132 other illustrations. Price, 50 Cents. No. 5-BIGGLE SWINE BOOK

Just out. All about Hogs-Breeding, Feeding, Butchery, Diseases, etc. Contains over 80 beautiful halftones and other engravings. Price, 50 Cents. The BIGGLE BOOKS are unique original useful-you never saw anything like them-so practical, so sensible. They are having an enormous sale-East, West, North and South. Every one who keeps a Horse, Cow, Hog or Chicken, or grows Small Fruits, ought to send right away for the BIGGLE BOOKS. The

quit-after-you-have-said-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 5 YEARS (remainder of 1899, 1900, 1901, 1902 and 1903) will be sent by mail to any address for A DOLLAR BILL. Sample of FARM JOURNAL and circular describing BIGGLE BOOKS free. WILMER ATKINSON. FARM JOURNAL

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There is ONLY ONE IMPERIAL LIMITED,

DUNLAP COOKE & CO. MERCHANT TAILORS,

PHILADELPHIA

GENTLEMEN'S OUTFITTERS AMHERST.

12 50 p. m.

1.30 "

Ar. Chatham Junction,

-AND-

N. S. This firm carries one of the finest selections of Cloths inc' ling all the different makes suitable for ane trade. Their cutters and staff of workmen employed are the best obtainable, and the clothing from this establishment has a superior tone and finish. All inspection of the samples will convince you that

CANADA EASTERN RAILWAY.

SUMMER 1899. TYNtil further notice, trains will run on the above Railway, daily (Sundays excepted) as follows

Between Fredericton Chatham and Connecting with I. C. R. Loggieville. GOING NORTH. EXPRESS. FOR CHATHAM FOR FREDERICTON 10.25 p m. (read (up) MIXED MIXED Ar. Chatham Junc., 11.05 1.30 " 11.45 ...Gibson,..... 12 12p m 3 57 2.10 ** Ar. Chatham. 12.05 a.m .. Cross Creek, .. 10 50 .Boiestown ... 10 00 12 20 p m GOING SOUTH. . Doaktown ... 9 00 11 10 EXPRESS. ...Blackville 7 50 9 40

9.40 " 7 40 1.50 " 2.16 " 10.25 " . Chatham . . . 6 12 10.45 " Loggieville Lv 6 00a m 7 00 a m Ar. Chatham The above Table is made up on Eastern standard time,

6 50 8 20 6 42 ar8 00

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac. Express Trains on I. C. R.run through to destinations on Sunday. Express trains run Sunday mornings CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St. John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmunds and Presque Isle, and at Cross Creek with Stage for Stanle

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager Montreal and Vancouver

ONLY 100 HOURS APART. THE IMPERIAL LIMITED TRAIN

LEAVES MONTREAL 9.30 A.M. EVERY DAY **REACHES VANCOUVER** 1.05 P.M. ON THE FOURTH DAY. LEAVES VANCOUVER I.OO P.M. EVERY DAY REACHES MONTREAL

> CANADIAN PACIFIC RAILWAY. FOR BOSTON



COMMENCING JULY 5.

The Steamship "ST. CROIX" will resume the popular DIRECT TRIPS TO BOSTON

The Steamers 'Cumberland" and "State of Maine" will sail from St. John for EA STPORT, PORTLAND and BOSTON every MONDAY, WEDNESDAY and FRIDAY mornings, at

CANADIAN O PACIFIC KY.

5000 Laborers Wanted In The Wheat Fields of Manitoba and Assiniboia.

Rate \$14.00-From all Stations in the Provinces to all west and North-west of Winnipeg, as far as Moose. jaw, Estevan, Binscrath and Dauphin inclusive. August 14th, from stations Harcourt to DATES Campbellton, N. B August 15th from all (stations in New Brunswick, (except above) RETURN At \$14,00 - After working for a farmer, for a month or more. Limited - Nov.

TICKETS .- Are Second Class Throughout and not

A. J. HEATH Dist. Passr Agent After. Wood's Phosphodine, The Great English Remedy.

good on the Imperial Limited (Westbound.)

lruggists in Canada. Only relipackages guaranteed to cure all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package \$1, six, \$5. One will please, ix will cure. Pamphlets free to any address.

The Wood Company, Windsor, Ont. Wood's Phosphodine is sold in Chatham by J. D. F. Mackenzie, in Newcastle by H. D. Peters.

Town Schools.

Town Schools will reopen on Monday, Aug. 28th Applications for permits must be made In accordance with Regulation 44 of the Board of Education, all pupils in the Primary Department must be enrolled before September 8th, GEORGE SEOTHART, Secretary to School Trustees.

Vin on Tuesdays Thursdays and Saturdays. On Tuesdays, Thursdays and Saturdays, Steamer's passenger's for Newerstle, Douglastown or Bushville will be forwarded by Str. Nelson. MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

TIME TABLE.

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, Oak Point,

Burnt Church, and Neguac, calling at Escuminac on Mondays, Wednesdays and Fridays, and Bay du

Str. "Nelson" CAPTAIN BULLICK. Will leave Chatham Leave Nelson Leave Newcastle 9,50 a.m. 10.15 a.m. 12.15 p.m. 2.00 p.m. 2,50 p.m. 5.15 " On Tuesdays, Thursdays and Saturdays Str

Nelson" will leave Chatham at 7 p.m., or on ar-

ALL FREIGHTS MUST BE PREPAID. **EXCURSION RATES.**

On Tuesdays, Thursdays and Saturdays on and after JUNE 1st, Excursion Tickets, good for day of issue only, will be issue from Newcastle or Chatham to points down river at the following rates :-For One person, Parties of 5 to 10 persons, 40 " each " of 10 persons or more, 35 " On Mondays, Wednesdays and Fridays for round

75 cents Parties of 5 to 10 persons, Meals and Refreshments can be had on board Str. "Miramicni" at reasonable rates. The officers are instructed to insist that no passenger travel on either boat under any pretext unless the fare for same be paid.

J. ARCH'D HAVILAND, Manager.

Chatham, N. B., May 1899.

GOn 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.