

General Business. FREDERICTON Business College. The Long experience as a practical Accountant and Commercial teacher...

Miramichi Advance. CHATHAM, N. B., JANUARY 26, 1899. Visit to Chatham of Hon. A. G. Blair, Minister of Railways.

Hon. A. G. Blair, Minister of Railways, visited Chatham on Monday last, arriving in his official car about two o'clock...

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

A SPECIAL DRIVE. JOSIE NOONAN'S THE BOUQUET. 25 Dozen—The Latest—Walking Hats and Sailors.

79cts. and 99cts. Come early before the assortment is broken, as the styles are very attractive and quality the finest.

As usual, prices the lowest. JOSIE NOONAN. THE LONDON GUARANTEE AND ACCIDENT CO.

THE ONLY BRITISH CO. IN CANADA ISSUING Guarantee Bonds and Accident Policies. Accident Insurance at lowest rates.

INTERNATIONAL S. S. CO. WINTER ARRANGEMENT. One Trip a Week. FOR BOSTON.

COMMENCING DEC. 29. The Steamship CROIX will leave Saint John every THURSDAY morning, at 7:30 o'clock...

G. WARMUNDE IS OFFERING SPECIAL BARGAINS IN WATCHES, CLOCKS, JEWELRY, Silverware & Novelties.

Special Notice to Subscribers. Referring to the notice published in the last issue of the Advance...

After February 1st all accounts over one year old will turn over to the Newspaper Collection Agency of Chicago.

1874 NOTICE 1899. That F. O. PETERSON, Merchant Tailor, is still at the same business as for...

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

Hon. J. P. Burchill reminded the minister that he had telegraphed him last spring asking for a grant to repair Bay du Vin wharf.

The improvement of communication between Chatham and Newcastle and Esquimaux and intermediate places, such as Loggieville, Napan, Black River, Bay du Vin, the Village and upper and lower Esquimaux was practically decided upon.

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After further discussion on some other matters, Mayor Winslow thanked the minister for the time he had given to present the needs of the town and port for his consideration.

After the business men's conference with Mr. Blair, he was waited upon by quite a large number of representatives of different Liberal committees.

Messrs. W. S. Loggie, W. B. Snowball, J. D. B. Mackenzie, W. C. Winslow, Geo. Watt and D. G. Smith, the committee of the Chatham Board of Trade, were next heard.

The same discrimination is made in goods for Newcastle in favor of that point. Mr. Blair asked if Mr. Loggie thought freight should not cost less on goods coming from Montreal to Newcastle or Chatham Junction than to Chatham?

Mr. Loggie said it should certainly not be as much as to Fredericton, yet it was 10c. more per hundred on ordinary goods and 10c. per hbl. on flour.

It was also intimated that carload lots of flour billed for Fredericton might be distributed at points along the Canada Eastern, a thing which gave Fredericton merchants a great advantage over those of Chatham.

Mr. Blair said he was not at the moment prepared to say what were the terms in that regard, but thought the matter could be satisfactorily arranged by the business men interested placing themselves in communication with the Canada Eastern management.

Messrs. Creaghan and Morrissey expressed the committee's thanks to the minister for the courteous hearing he had given them, and retired.

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Mr. W. B. Snowball showed that Chatham merchants had lost much trade at points from Blackville to Boiestown by reason of the discriminating rates complained of, and Mr. Blair enquired as to whether these matters had been brought to the attention of Mr. Pottinger or Mr. Wallace, head of the I. C. R. freight dept.

Mr. Wallace replied that Mr. Wallace had been approached on the subject but wanted the C. P. R. to take the initiative.

The committee next urged upon the minister the desirability of subsidizing a line of steamers to run between Miramichi and points in Great Britain, calling at Charlottetown, P. E. I. and were given favorable assurances.

After a discussion on the subject of aid in extending the Canada Eastern Railway into the town of Chatham for the purpose of having a station and deep water wharf established, Mr. Blair recommended that it would be well for the promoters of the idea to place a definite proposition on paper, after ascertaining what the town itself and the company would do.

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The Globe, if it were well-informed and desirous of being correct, would say that the Local Government and its friends, who are a large majority of the people of New Brunswick, do not find much difficulty in maintaining the sound policy of keeping Dominion party politicians, who have unassisted ambitions, from using local politics to promote their personal aims and interests.

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"To the City Council for its grant of \$1,500."

"To the Natural History Society for its labors to secure for us and display a most valuable exhibit."

"To Mr. D. G. Smith, Fishery Commissioner for the Province of New Brunswick for his splendid display of live salmon, trout, etc., and for the arduous and continued unpaid services rendered by him before, during and after our exhibition."

"To the department of militia for the use of its building and grounds."

"To the individual citizens, who, from year to year have subscribed and paid out thousands of dollars, and thus shown their interest in our work."

The directors quote a resolution of the St. John Board of Trade, adopted in Sept. last, in favor of holding these exhibitions annually and they affirm the desirability of doing so. They say that this is also the growing public sentiment of the city and Province. From year to year they have erected buildings and otherwise equipped themselves, and are now in a position to carry on their work more easily than in the past. Funds, however, are necessary. They say they should have immediate subscriptions and payments for at least two hundred shares of capital stock and this, with a Provincial grant of five thousand dollars, and a city grant of three thousand dollars would make their position secure.

Mr. C. E. Everett, who is and has been the hardest worker for the success of these exhibitions is an ex-M. P. and does great work in promoting the interests of and advertising St. John in his peculiar and most efficient way.

No DEBT.—The Globe says:—"The county of York had a bonded indebtedness of only \$15,400 at the close of the fiscal year 1898." If it is any advantage for a county to have no bonded debt at all, Northumberland is in that position.

The Curse of a Treeless Region. Anyone who has travelled through the comparatively treeless countries around the Mediterranean, such as Spain, Sicily, Greece, Northern Africa, and large portions of Italy, must fervently pray that our own country may be preserved from so dismal a fate, says President Charles W. Eliot in the January Atlantic. It is not the loss of the forests only that is to be dreaded, but the loss of agricultural regions now fertile and populous, which may be desolated by the floods that rush down from bare hills and mountains, bringing with them vast quantities of sand and gravel to be spread over the lowlands. Travelling a few years ago through Tunisia, I came suddenly upon a fine Roman bridge of stone over a wide, bare, dry river-bed. It stood some thirty feet above the bed of the river, and had once served the needs of a prosperous population. Marveling at the height of the bridge above the ground, I asked the French station master if the river ever rose to the arches which carried the roadway of the bridge. His answer testified to the flooding capacity of the river and to the strength of the bridge. He said, "I have been here four years, and three times I have seen the river running over the parapets of that bridge."

This country was once one of the richest granaries of the Roman Empire. It now only supports a sparse and semi-barbarous population. The whole region round about is treeless. The care of the national forests is a provision for future generations, for the predominance over vast areas of our country of the great industries of agriculture and mining upon which the prosperity of the country ultimately depends. A good forest administration would soon support itself; but it should be organized in the interests of the whole country, no matter what its cost.

The Ottawa Citizen was used by a second hand dealer, Andrew Mithrow, for libel. The Citizen said Mithrow received stolen goods. A verdict was given for the newspaper. Judge Armour charged strongly in favor of the newspaper giving publicity to police court reports, as great good arose therefrom to the public. Newspapers are one of the best preventatives of crimes.

Some years ago, says an exchange, Robert Bonner spent \$200,000 a year in advertising the New York Ledger. Then when he thought the circulation was safe he stopped advertising, and put his reliance in the reputation his paper had established. In consequence the paper fell into comparative obscurity and Bonner has once more gone in for advertising space.

William Condon has just died at East Bloomfield, N. Y., of the grip, at the age of 111, as attested by records in the possession of his family. In early life he was a soldier in the British army. He used tobacco all his life and boasted that he had "made more money than the battle of Waterloo." On the same day a woman died in Brooklyn at the age of 101 who had never used tobacco, so there you are.

A Snow Locomotive. Referring to the logging engine which was the subject of a notice in the ADVANCE a few weeks since, the St. John Sun of a recent date says:—"Alderman George H. Waring laid out for St. Villiers, Quebec, to fit up the snow locomotive recently imported from Michigan by A. Cushing & Co. for use in connection with their lumbering operations up there. The locomotive will take the place of teams in hauling the logs to the streams. It is an immense machine, weighing upwards of 35 tons. It will run on two large bogie wheels and will be propelled by a spiked wheel seven feet in diameter and seven feet in width. The sleds will be fitted with steam steering apparatus and the propelling wheel will be used as a surface condenser, the exhaust steam from the engine being converted into water in it and returning to the boiler again. A very small quantity of water will suffice to keep the boiler supplied each day. It will be equipped with two 75 horse power engines with vertical boiler, working at a pressure of 160 pounds. The machine when set up will be 32 feet long and 10 feet wide and the gauge of the sleds will be 6 1/2 feet. Alder Waring will take a couple of men to Quebec to assist in the setting up of the locomotive."

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Political Notes. Montreal La Patrie of Thursday last, says:—"Hon. Mr. Costigan, who has been a minister in the Conservative governments for the past fifteen years, declares it is his duty to support the Conservative ministry in the coming election; not only because it is a just and good government, but because the interests of his province should be placed before the party."

When a party organ loses its temper it is a sign that it is fast to face with a lost cause. This is now the position of our usually self-satisfied friend the Gleaner, which finding that Mr. Foster has failed to induce the conservative friends of the local government to abandon it, abuses them thus: "There are traitors in every party and every country. But those who do unite with the Conservative party are well rewarded. Some never forget to lose from that historic party. In the language of the period there will be 'no use for them.' Such persons the Conservative party are well rewarded. We only allude to the subject to impress the fact that a few Benedict Arnolds and Judas Iscariots are to be expected, and that when the crisis has arrived it is the time they will select for their dastardly work. But all put together it will not amount to a puff of tobacco smoke. The Government will doome and the purchase of a few bootlers from the Conservative ranks will do that party more good than harm."

When Mr. Blair was here a few weeks ago, a prominent merchant represented to him the desirability of a through freight car being run from Montreal to Fredericton via the Intercolonial and the Canada Eastern Railways, so that there need be no breaking of bulk or transfer at Chatham Junction. The minister promised to give his attention to the matter, and yesterday W. G. Robertson, division freight agent of the Intercolonial at St. John, was here and communicated to Henry Chestnut, for it was he who interviewed Mr. Blair, that the request had been granted and that a freight car will run every day from Montreal to Fredericton, for the purposes desired by our merchants, who will feel obliged to Mr. Blair for his prompt action.

We all remember the shabby treatment Mr. Blair received from York County, for which he has done so much; yet he continues to promote the interests of its people in the most magnanimous way. Contrast his course in that respect with that of Mr. Foster, who, although Sir Charles Tupper, when he was leader of the Ottawa Government, recommended the payment to the Province of New Brunswick of the Eastern Extension claim of over \$220,000, would not consent to it being done because it would strengthen the influence of Mr. Blair who was then provincial premier.

The Transcript intimates that the Foster press, to hide its discomfiture in Kent county, is hoisting of a collapse of the government ticket there. "But" it says "this is merely to obscure a clear view of the situation. All advice points to a most crushing and decisive victory for Mr. Barnes and his associate, whoever they may be. From every part of the county comes assurance from former opponents, of hearty support and co-operation. There is a reaction in Kent, but it is against the Stockton-McInerney coalition clique."

What's the matter with the Moncton Times now. It isn't saying much about the Northumberland deal. It isn't so vehement as formerly in denouncing the reduction of stumpage. The reason is, of course, because it has had its instructions from St. John, where its friends are endeavoring to induce North Shore men to join the Foster