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It causes perfect assimilation of the food elements needed to form eggs in the winter. If you can't get the Powder send to us. One pack, 25 cts; five, \$1. Large can, \$1.20; six, \$5. Exp. paid. L. S. JOHNSON & CO., Boston, Mass.

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Chatham, Nov. 23rd 1898.

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He will also keep a first-class stock Cigas, Tobaccos, Pipes, Smakers' Goods generally

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NOTICE

1874

That F. O. PETTERSON.

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IS STILL AT THE SAME BUSINESS

Quarter of a Century HE HAS BEEN DOING IN CHATHAM.

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NEWCASTLE, -N. B. This Institution overlooking the Miramichi River,

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A solid and refined Education,

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Miramichi Advance.

OHATHAM. "N. B., - SEPTEMBER 21, 1899,

Sir William Van Horne Denies. Certain newspapers, as we all know, have been endeavoring to make political capital out of the differences between the Minister of Railways and the C. P. R. management in reference

to the claims of the latter for special privileges over the I. C. R. Included in the matter published by them was an alleged interview between a press representative and Sir William Van Horne, chairman of the C. P. R. board of directors, which was said to have taken place when Sir William was on a recent trip to Newfoundland. The great railway magnate was represented as insisting that the C. P. R. must have full control of the I. C. R., or there never could be a fast mail and passenger line between the Dominion and Great Britain. The idea was elaborately worked up and the "interview" dutifully reproduced in many of the party papers. A recent Montreal

"Sir William Van Horne gives an emphatic denial to the alleged inter view with him recently published in certain Toronto and other newspapers, large. purporting to give his views on the fast line and other questions. Sir William authorizes the following state-'The so-called interview is nothing but a rehash of a private conversation, during which I explained the tenor of the negotiations which took place between the government and the Canadian Pacific in Sir John Thompson's time, and had no reference whatever to the policy of the company at any time since. That is the whole story, and there is nothing else in the alleged interview."

despatch, however, says:

#### Railway Matters.

The people of New Brunswick are to learn that the difficulties between the Minister of Railways and the C. P. R. management have been so far arranged in an amicable way as to nsure the continuance of St. John's winter port business by the C. P. R. as heretofore. It has, for some time been apparent that a change must come, sooner or later, in the arrangements under which the C. P. R. does business over the portion of the I. C. R. between St John and Halifax, and Mr. Blair as Minister of Railways and Canals, having regard to the interests of the people of Canada who own the latter railway, desired to place its traffic arrangements on a businesslike basis He affirms the principle that the Intercolonial should be run on the same basis as other great railways are-that advantage should be taken of conditions which favor it, as an offset to those which are unfavorable-and that it should not forgo any legitimate rangement which might increase its earning capabilities. On the other hand, there is a class of men who appear to think that the Intercolonia should be treated merely as a political interest, to be so managed as to contribute to the success and earning of connecting lines, out regard to business principles. In act, we have heard prominent railway men say that the Government of Canada has no right to own a railway and run it in competition with roads run by railway corporations.

It happens, however, that the Intercolonial is the pioneer railway of the maritime provinces, at least. It was built and operated by the people before the C.P.R. and some other big railways were thought of. Its owners afterwards practically built the C. P. R. and made a present of it to the pany which now runs it. While are all proud of that railway and of the enterprise of the Company for whom the treasury of Canada has done so doctrine that it should attempt to push its benefactors out of the railway business entirely, or succeed in enforcing its claim that the people's railway should forego its legitimate traffic business, in order that the C. P. R. may monopolise all.

It was these considerations which made the recent negotiations between Mr. Blair and the C. P. R. management of great public interest. It was a matter of regret that such papers as the St. John Sun endeavored to complicate the situation for party reasons, In their work of accentuating the difficulties Mr. Blair had to encounter in lessening the handicap his prede cessors had placed upon the I. C. R., they entirely lost sight of their duty | those known and published to the worldto the public whose interests were at stake, and their appeals to local prejudices were as narrow as their motives were unworthy.

No one accepted the declaration of the party newspapers that the policy adopted by Mr. Blair would close up St. John as a winter port, and the fact that Railway Minister Blair and C. P. R. President Shaughnessy have joined alliances with European powers." in the statement that they have arrived at an understanding by which St. John's winter-port business is to go on as usual, is a piece of good news from a business standpoint, as well as a rebuke to the political party heelers who intruded themselves into the controversy with their usual absurd and cheap

Whatever are the terms of the present arrangement between the responsible railway men, it may be taken for granted that Mr. Blair has done the best thing possible in the interest, for the time being, and that he in which there was a blast that had not has not, by any means, abandoned his been discharged, and the explosion declared policy of finally securing to followed, our national railway the traffic, to John Doull, one of the most prominent presented in The Globe-meaning, we being drawn into disaffection, and there which it is entitled. We believe that citizens of Halifax, died last Thursday suppose, Kruger's speech in the Raad- is a corresponding exasperation on the

fied with just such an arrangement with the Intercolonial as it would be willing to make did it control that road and Mr. Blair the C. P. R. Mr. Blair seems to aim at bringing his friends of the C. P. R. to that frame of mind, at all events, and he will, in his endeavors looking to that end, have the sympathy and sup-

#### Quebec Methods.

the country.

port of all the independent people of

The Quebec government has taken over the fisheries of that province to manage, instead of leaving them under the control of the Department at Ottawa, as heretofore. One of the first acts of the provincial authorities was to attempt a most extraordinary imposition on the smelt fishermen by ordering a tax of ten dollars each on smelt nets. This, very naturally, call ed forth a general protest, and the fee was reduced to eight dollars. The protest was continued and the fee was further reduced to three dollars. People are wondering what manner of people they are in the Quebec fisheries service that they have thus exposed themselves to ridicule. The tees attempted to be placed on smelt-nets were absurdly

#### A Move in the Right Direction.

A test is to be made by the Public Works Committee of the water supply underlying the Town of Chatham, which it is thought may turn out to be ample for the proposed system to be introduced at-we hope-no distant day. Artesian borings that have been made. such as those from which the Bank of Montreal and Mayor Winslow's building, the Dominion Public building, and the Richards mill are supplied, encourage the belief that there is an abundance of pure water to be reached at an average depth of 150 feet, and which will overflow to a height of six or seven feet at the surface anywhere along the lower levels of Water Street. Should the favorable conditions which the ADVANCE has always held to exist be verified by the test four-inch boring which is proposed to be made at the rear of the Town Hall, and the water works be built with such wells as their source of supply, a large portion of the estimated cost of obtaining water from the Morrison Brook will be saved.

Somebody has succeeded in creating an impression amongst those who are not acquainted with the subject of artesian water systems, that the water thus obtained must, necessarily, have its sources in the locality when it is brought to the surface, and they argue that if water underlying Chatham is brought up as proposed it must be injuriously affected by drainage from the town. This may look plausible, but scientific facts are against the theory. The sanitary analysis made in October last of the water from the Morrison Brook and that from Mr. Winslow's artesian boring north of Water Street, by H. W. Clark, chemist, of Lawrence, Mass., for Engineer Coffin, showed that there was practically no difference in the two in the matter of purity. Mr. Clark said, in his report of the analysis, "Either or both of the waters are suitable for a public supply." The Chatham borings are through solid, unbroken sandstone for the greater part of their depth, and the water thus reached is from comparatively distant sources. If it be found in large quantities, as it is under some of the cities of the United States, where millions of gallons are daily pumped up and used for domestic and all other purposes, our town may be considered fortunate. By all means let the test boring be made forth-

## Banquet to Hon. A G. Blair.

Appreciation of Hon. A. G. Blair as New Brunswick's leading public man shown by the fact that a special meeting of the Moncton city council, called by His Worship Mayor Ayer, was held last Thursday morning, and on a unanimous vote of the council an invitation was extended to Mr. Blair to attend a banquet the evening of Tuesday, Sept. 26th. Hon. Mr. Blair has accepted. The banquet be composed of His Worship the Mayor, vested in the various listed mines for the Ald, Wall and Ald, Reed, Another meeting of the city council was held on Tuesday evening, 19th for the purpose of completing the arrangements.

## Great Britain and the United States.

In a letter to Chairman Dick of the Ohio Republican State Executive Committee, Hon. John Hay, United States Secretary of State, makes this emphatic statement regarding the alleged secret alliance between England and the United

"There is no alliance with England nor any other power under Heaven, except the treaties of ordinary international friendship for purposes of business and commerce. No treaty other than these exists; none has been suggested on either side : none is in contemplation. It has never entered into the mind of the President nor of any member of the Government to forsake, under any inducement, the wise precept and example of the fathers which forbade entangling

## News and Notes.

A Plattsburg, N. Y., despatch of the 15th inst. says :- "Snow fell in the town of Duane, Franklin County, near Paul Smiths's, this morning. The fall was quite heavy and completely covered the ground. This is the first snowstorm the season in the Adirondacks."

An explosion occurred in the Blockhouse gold mines at Halifax on Wednesday of last week resulting in the death of one miner and the serious injury of another. The blow-up was without warning. The men struck an old shaft,

by and bye, that it ought to be satis- of Nova Scotia and head of the wholesale dry goods firm of Doull & Miller, before that firm was succeeded by Murdock's nephews. Deceased was one of the rich men of Halifax, and up to a couple years ago was to the forefront in every thing that tended to benefit the city.

Harry Dolley, of Ottawa, twenty-five years of age, a mill hand at J. R. Booth's while at work last Thursday, was caught between two rollers six inches apart and drawn in front of a large five-foot circular saw, and was mangled in such a way as to die shortly afterwards. Dolley was unmarried. He took the place of another man who was absent, and had only started work when he met a horrible death. The flesh was sawn off the back of his head and part of his shoulders, and his hips were sawn from his body.

A case of crime on the seas is before the courts of Nova Scotia. Last June the sch. Juventa passed lobsters over to the sch. St. Thomas near the coast. Then the Juventa, it is claimed, was scuttled to make it possible to put in a claim for nsurance on the vessel and cargo. The St. Thomas sold the lobsters and put to sea, where she was scuttled also covered by a good insurance policy. The conspiracy, to defraud the insurance companies, was discovered and now all hands are in prison. Both were Nova Scotia

Professor A. G. Nathorst's expedition on the steamer Antartic, which spoken off the Skaw on her return from her search along the coast Greenland for the missing aeronaut, Professor Andre, arrived on 12th inst. Maimo, Sweden. Nathorst reports that he explored Franz Joseffjord, on the east coast of Greenland, and discovered series of new inlets.

He succeeded in securing a valuable ethnological collection relating to th extinct E quimaux relations and reached 67, 22 north latitude, where he was stopped by the ice. As already cabled. trace of Andre was found.

A person with a considerable amount time on his hands, and nothing else wit which to amuse himself, has collected the following list of words which may b spelled forward or backward-palindromes, as they are called in learned language Anna, bab, bib, bob, civic, dad, deed, deified, dewed, did, ecce, eve, ewe, eye, gag, gig, level, madam, noon, oto, pap, peep, pip, pop, pup, redder, refer, repaper, reviver, rotator, sees, sexes, shahs, tat, tit, toot, tot and tut.

This recalls the palindromic sentence attributed to Napoleon when asked whether he could have invaded England Able was I ere I saw Eiba.

The Montreal Herald says :- Mr. Pottinger, the general manager of the I. C. R. Mr. Price, the general superintendent, and the divisional officers accompanying them arrived in Montreal on Tuesday, having completed their tour of inspection over the system to Montreal. This inspection has been of a most thorough character. The engineers who are with the party have thoroughly examined the whole of the bridges, and, in fact, have walked over whole sections of the line, minutely and Mr. Price also inspected the Drummond County Railway before returning of to be genuine.

The will of the late Senator Temple has een probated. The personal estate valued in the petition at \$23,400, and the real estate at \$1,500, exclusive of some lands in Manitoba, of which petitioner was not able to state the value. Hon. F. Randolph and the late Wesley Vanwart were named as executors, and letters testamentary were granted to Mr. Randolph. The testator's daughter, Mrs. Grosvenor, of Canterbury, gets thirty shares of stock in the People's Bank Mrs. Forester, of Toronto, another daughter, also gets thirty shares, and Mrs. Temple gets ten shares. The widow also given all his 'estate in the county Charlotte." The residue of the estate to be divided equally amongst the three daughters, Mrs. Grosvenor, Mrs. Forester

and Mrs. Hilyard.

It is generally known that the wealth taken out of the Witwatersrand min in the Transvaal is enormous, but it only after one knows the precise profits much, we can hardly subscribe to the to be given in his honor in that city on which go to the fortunate shareholders that it can be properly appreciated. Th figures below are taken from the London will be under the auspices of the City | "Stock Exchange Year Book," and show Council, and the committee in charge will | the dividends realized on the capital in

rear 1898 :	
Mines-	P.C.
City and Suburban	15
May Consolidated	
Windsor	
Rientfontein	221
Drietfontein	25
Glencairn	
Knights	30
Rose Deep	40
Griesberg	40
Roodeport United	40
Langiaagte Estate	45
Angelo	50
Crown Deep	
Primrose	55
Village Main Reef	60
Meyer and Charlton	
Worcester	
Goldenhuis Deep	
Durban Roodepoort	80
Jumpers	80
Bonanza	100
Jabilee	
Heriot	100
Henry Nourse	125
Geldenhuis Estate	1471
Wemmer	150
Wemmer	240
Ferreira	300
Johannnesburg Pioneer	675
The total amount paid in d	
v the gold-producing mines was	in 189

\$7,450,000; in 1897, \$13,500,000, and in 1898, \$24,450,000.

After reading these figures it becomes easy to understand the remark made by Sir Alfred Milner the day he left England o return to South Africa, when asked by a reporter what would be his policy with egard to the Transvaal. "If," he said, frou saw a solid pile of gold worth five hundred millions sterling over there with 20,000 Boers armed to the teeth sitting upon it, what would you do?"

Less enigmatic was a statement made by Lionel Phillips, one of the Rand millionaires: "We don't care about the franchise; we want the mines." [Toronto Globe.]

## The Uitlanders' Grievances.

A correspondent says that on the 14th inst, the Transvaal side of the case was the C. P. B. management will conclude, morning. He was president of the Bank and asks us for a concise statement of side of the British."

the British claims. We pullished some time ago an abstract of the petition of the Uitlanders. It declared that the Unlanders had no vote in the levying of taxes, no voice in the payment of the officials, no control over education and

no share in the municipal government of Johannesburg; that their newspapers are gagged, and that they are not permitted to hold public meetings. The period in which they can acquire citizenship has been extended from two to twelve years and to obtain citizenship they must renounce British allegiance, and have the consent of three-quarters of the burghers in the district. Their children born in the republic have been denied citizen-

"The juries by who,n they are tried are not their peers, but burghers, their political

"They pay almost the entire taxation of

"Their interests in the country are burdened by monopolies. Of such-to take one instance, comparatively trivial - is the aerated water concession. To protect the monopolists to whom this was granted a tax of 3d a bottle is placed on all other waters. "Their children born in the republic have been deprived of the birthright of citizen-

"There is a law which would deprive them even of the right to complain. "The President of the republic may expel from the country any member of the community whom he may wish to get rid of.

This without trial.

"Doles loans-given as if personally from the President-are made indiscriminately to the burghers. The writer knows of cases where the President's family have given £200 at a time on note of hand. These are not in the way of charity. It is realized on both sides that these loans are the price of constant loyalty and service to the President. An eminent Dutch banker confirms this impression. Of his own experience he is aware of these loans and aware of their significance: it is not expected, he states, that they should be repaid in money or in kind. Thus, the burghers are bound to the status quo. The money comes, of course, from the Uitlanders' pockets in the first instance."

It is contended also that things have changed for the worse during recent years. The charges are summarized :-"(1) The Chief Justice has been dismissed for refusing to accept the subordination Low Rate Autumn Excursions to of the High Court of Justice to the resolution of the Volksraad, and the direct interference of the Government in the administration of justice.

"(2) An act has been passed enabling the President to expel anyone he may wish.

"(3) A law forcing the Englishman to carry passes like the Kaffir was actually passed, and only withdrawn upon the expostulation of the High Commissioner. "(4) The press has been gagged.

"(5) The right of public meetings is sur "(6) The power to influence the munici-

pal government in Johannesburg has been taken from Englishmen "(7) Vast sums have been spent upon

terrorizing the British population. "(8) Money has been squandered in bonuses and doles to idle burghers. "(9) The report of the Industrial Com-

mission, appointed by the Government, coninspecting its condition. Mr. Pottinger sisting of burghers, has been ignored, because it admitted the grievances complained

> "(10) Educational grants have been withheld from the British population. "(11) The police are now drawn from class hostile to Englishmen. Witness the case of the man Jones, who shot the Euglish-

> man Edgar. (12) In spite of every remonstrance the drink traffic among the Kaffirs remains unchecked. Unless a man knows the Transvaal he may well find the statistics and pictures of the harm wrought in this way incredible. Unhappily they are authentic.'

The Edgar case is that of four Boer policemen breaking into a man's house at night without a warrant and shooting him dead on his making some resistance. The police said that he used a stick, but this was denied by his wife and children. The policeman who fired the shot was acquitted by a Boer Judge and jury. A peaceful meeting of Uirlanders, held for the purpose of discussing grievances, was A Glimpse at one Phase of the Boer- broken up by an organized mob, under the guidance of Government employees, and redress and inquiry were refused. Briefly, the Uitlanders allege that they are deprived of the rights and liberties which, as British subjects, they have been taught to prize most dearly; that they have not the right of free discussion either in public meetings or in the press that they are not only taxed without representation, but taxed for expenditures characterized by extraordinary extravagance and corruption, and for objects wholly out of the legitimate sphere of government; that they are compelled to find the money for loans and doles to Boer citizens not by way of charity but in order to pay these citizens

for supporting Kruger; that personal liberty, and even their lives. are not secure under Boer rule; and that the administration of justice has become a farce since the new constitution, which binds the Judges to accept a resolution of the Raad as if it were a law. We may close this article-which is intended to gover only one aspect and one side of the case-with a few sentences from the despatch of Sir Alfred Milner :- "The spectacles of thousands of British subjects kept permanently in the position of helots, constantly chafing under undoubted grievances, and calling vairly to her Majesty's Government for redress, does steadily undermine the influence and reputation of Great Britain and the respect for the British Government within the Queen's dominions. A certain section of the press, not in the Transvaal only, preaches openly and constantly the doctrine of a republic embracing all South Africa, and supports it by menacing references to the armaments of the Tiansvaal, its alliance with the Orange Free State, and the active sympathy which in case of war it would receive from a section of her Majesty's subjects. I regret to say that this doctrine, supported as it is by a ceaseless stream of malignant lies about the intentions of the British Government, is producing a great effect upon a large number of our Dutch fellowcolonists. Language is frequently used which seems to imply that the Dutch have some superior right even in this colony to their fellow-citizens of British birth. Thousands of men peaceably disposed. and, if left alone, perfectly satisfied with

their position as British subjects, are

A Brute in the Toils

Charles DeWitt is the name of a brute who has recently been before police magistrate Marsh, Fredericton, on a preliminary hearing for having caused the death of his four-year-old st pdaughter, Clara Wright. The child, together with her two little brothers were subjected to the man's ungovernable disposition to beat and ill-use them, no'withstanding the presence and remonstrances of their mother, who had the misfortune to marry him a year or two after the death of their father. One of the boys was driven from home by the step-fathers's cruelties and was being cared for by a neighboring family at the time that he beat the lit'e girl into conrulsions, from which she died, with marks of violence on her head and also on her throat where he choked her. On Saturday last DeWitt was committed for trial for man-slaughter. The prisoner talks about taking sp. edy trial, but it is hoped that the crown officers will decide to present an indictment for murder as well as man-slaughter, in which case he would not be entitled to speedy trial. He certainly deserves the sternest treatment the law will permit. It seems a pity he is not down in Georgia where they have a summary way of deal ing with animals of his kind.

#### Shamrock Breaks her Gaff.

NEW YORK, Sept. 13 .- The Shamrock proceeded under her own sail to Scotland lightship, this morning, where a start was made for a run of 15 miles to leeward and return, against time. Captain Hogarth put her through a lot of moves to get ready for the signal at 11.40. At that moment her spinnaker was broken out to port, and she crossed the line a minute later going at a 10 knot clip. At 11.47, just six minutes after the start, the steel gaff broke about 10 feet from the jaws. The throat halvards would not overhaul after being let go and nearly 45 minntes elapsed before the crew were able to get the mainsail down. They had finally to cut two hoops clear of the mast, and when the Erin's launch had towed the yacht's bow head to the wind they were able to get the sail on deck. At 12.45 the tug Lawrence took the Shamrock in tow. She arrived at her mooring an hour later. The Shamrock has another gaff ready.

## Montreal and West.

The Canadian Pacific Railway is again to the front with a special attraction for the travelling public and is advertising a number of exceptionally attractive LOW RATE EXCURSIONS to MONTREAL, OTTAWA, TORONTO, NIAGARA FALLS, DETROIT AND CHICAGO, ILL., and as the rates have been put down within the reach of all, there is sure to be a large number of Maritime Province people who will avail themselves of this splendid opportunity of visiting the cities named above and also a number of other Upper Canadian points that can be reached by the Canadian Pacific's latest excursion

On Sept. 28th to Oct 3rd, round trip tickets will be sold to Montreal via St. John and the C.P.R. at the following low rates,-

forts and armaments for the purpose of \$10.00 Moneton, N B 10.70 St. Stephen, N B 11.10 11 45 Halifax, N S (via 12,00 to St. John) 14.00 North Sydney, CB 160 Mulgrave, N & 16 00 Antigonish N S 11 85 Charlotteto wn, P.E.I.13.30 12 00 Digby, N S

> All above tickets good to return to leave Montreal up to and including Oct. 18th.

On Sept. 28th, 29th and 30th, excursion tickets will be issued to points west of Montreal at rates made by adding the following amounts to above rates to Mont

real,-Ottawa, Ont \$3.50 Cornwall, Out 4 10 Lindsay, Ont Brockville, On 5 65 Peterboro, Out 7.05 Toronto, Ont 10 00 St. Cathrines, Ont 10.00 Galt, Ont 10.00 Guelph, Ont 10.00 Stratford, Oat 10.00 London, Ont 10.00 Woodstoock, Ont 10.00 Port Huron, Mich Niagaria Falls, Ont 11.35

On Sept. 30th only round trip tickets wil be sold to Chicago, Ill. at rates made by

The excursion tickets to all points west of Montreal will be good for return passage twenty one days from date of sale.

## Mr. Coleman's Freg.

Geo. H. Schrader, importer and dealer in birds, animals and aquaria, New York, writes to Mr. F. B. Coleman of Fredericton

"My friend, Mr. T. A. Sharkey has of late given me what I almost consider a ghost or rather a bullfrog story, stating that you were the proud possessor of a bullfrog weighing the mere trifle of sixtyfive (65) pounds. I have handled and exported many hundreds to Germany and England, and among a lot of some forty odd which I received from the province of Quebec several years ago was one weighing about 7 pounds, which I considered a monster and was exhibited in Germany as a wonder. I hope you will excuse my boldness in addressing and troubling you, but should you have the extreme kindness to give me particulars as to the locality where their | this monster came from, and if there be any chance of getting one or more of even one quarter its weight, you would everlastingly

Your obedient servant, GEO. H. SCHRADER.

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 conducted at home. Reference. Enclose selfaddressed stamped envelope. THE DOMIN-ION COMPANY Dept. 3, Chicago. -1,4,00.

# Mammoth Millinery

-AND-

READY TO Garment Establishment.

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

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 noted by others for immitations. Every piece of nillinery and ready to wear garments is made under my own personal supervision and leave my estab-lishment with the fullest assurance to the wearen 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

esser price than quoted by dealers of the large JOSIE NOONAN. SPECIALS THIS WEEK are Pique

Blouse Waists 331% discount, All sailor Hats, half price,

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# EASTERN RAILWAY.

**SUMMER 1899.** TNtil further notice, trains will run on the above Railway, daily (Sundays excepted) as follow

Between Fredericton Chatham and Connecting with I. C. R. Loggieville. GOING NORTH. EXPRESS. FOR CHATHAM FOR FREDERICTON 10.25 p m. (read (up) MIXED Ar. Chatham Junc., MIXED EXPRESS 1.30 " 2.10 \*\* ..Gibson,.... 12 12p m 3 57 Ar. Chatham, 12.05 a.m .Marysville ... 12 00 . Cross Creek, . . 10 50 . Boiestown .... 10 00 12 20 p m GOING SOUTH. .Doaktown, .. 9 00 11 10 EXPRESS. .Blackville, ... 7 50 9 40 . Chatham Jet . 6 42 ar8 00

made up on Eastern standard time, The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapi'ls, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

6 12

Loggieville Lv 6 00a m 7 00 a m Ar. Chatham

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 P. RAILWAY for Montreal and all points inthe upper provinces and with the C. P. RAILWAY for St. John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley ALEX. GIBSON, Gen'l Manager THOS. HOBEN, Supt.

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THE IMPERIAL LIMITED TRAIN

REACHES VANCOUVER 1.05 P.M. ON THE FOURTH DAY. LEAVES VANCOUVER I.OO P.M. EVERY DAY REACHES MONTREAL There is ONLY ONE IMPERIAL LIMITED.

LEAVES MONTREAL

.Chatham ...

CANADIAN PACIFIC RAILWAY FOR BOSTON



COMMENCING JULY 5.

The Steamship "ST. CROIX" will resume the popular DIRECT TRIPS TO BOSTON eaving St. John every WEDNESDAY and SATURDAY, at

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

BARGAINS SPECIAL ---IN----WATCHES, CLOCKS, JEWELLRY.

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After. Wood's Phosphodine, The Great English Remedy. druggists in Canada. Only relipackages guaranteed to cure all orms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of To-

bacco, Oplum or Stimulants. Mailed on receipt of price, one package \$1, six, \$5. One will please, six will cure. Pamphlets free to any address.

The Wood Company, Windsor, Ont. Wood's Phosphodine is sold in Chatham by J.

3. F. Mackenzie, in Newcastle by H. D. Peters.

All parties indebted to John McDonald & Co. are requested to call and arrange the amounts of their indebtedness within 30 All accounts not attended to before that time will be placed in other hands for collection.

Chatham, Aug. 25, 1899.

TIME TABLE. Miramichi time used-30 minutes faster than Eistern Standard.

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 Escuminae on Mondays, and

Wednesdays and Bay du Vin on Tuesdays, Thurs-

days 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 READONABLE RATES.

Str. "Nelson" CAPTAIN BULLICK. n and after Monday, Sept 18, 1899, and until ill leave Chatham Leave Nelson Leave Newcastle 10.15 a.m. 9,50 a.m. 12.15 p.m. 11.00 " 2.50 p.m. 4.00 " 7.10 "

ALL FREIGHTS MUST BE PREPAID The Wednesday Excursion Rates on Str. J. ARCH'D HAVILAND, Manager.

GO TO PORTLAND, BOSTON, ETC.

VIA THE Canada Eastern Railway and Fredericton,

Pullman Sleeper runs through from Fredericton Juncton to

Boston.