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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; and any Engagements for the river for stated periods and dates may be made at special rates, JOHN CONNELL, Lessee of the Bartibogue and Tabusintac rivers,

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NEWCASTLE, -N. B. This Institution overlooking the Miramichi River, and on the main line of the Intercolonial Reilway, resumes class-work on the

First Monday in September,

The situation is inviting and healthful; the course of studies, comprehensive and thorough, embracing, as it does, the uaual branches of

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BOOM CO. Sale of Unmarked Logs.

There will be sold at Public Auction on Friday August 4th, at three o'clock p.m., in front of the Post Office, Newcastle, all the unmarked and prize logs rafted in the South West Boom during the TERMS, CASH

Miramichi Advance.

CHATHAM. N. B.. - - AUGUST 3, 1899

About Right.

This year appears to be the first for very long time in which Northumberland has received fair consideration at the hands of the Dominion government in the way of money grants for public works. These are :--For Burnt Church wharf.

Bay du Vin Warehouse, Custom House wharf, Chatham, Custom House wharf. Black Brook wharf, Nelson Loup R. R. subsidy,

Our people will, no doubt, note with pleasure, and remember the fact that Mr. Blair appreciates the claims of the County as presented by our representa tives in the Senate and Commons.

Subsidies, etc.

The railway and bridge subsidies recommended by the government and passed by parliament amount to \$6,540. 295, of which \$1,647,120 are revotes. leaving the new charges involved \$4,893,175. A bridge across the St. Lawrence at Chaudiere basin, Quebec, is to get \$1,000,000 and the Ontario and Rainy River Railway \$896,000-a rate of \$6,400 a mile for 140 miles. The votes for New Brunswick undertakings are:

For a railway from Cross Creek station, on the Canada Eastern Railway, to Stanley village, 6 miles. St. John Valley & Riviere du Loup Railway Company, from Fredericton to

Woodstock, 59 miles. Central Railway of N. B., for extension from Newcastle Coal Fields to

Gibson, N. B., 30 miles. Canada Eastern Railway from Nelson, N: B., to connect with main line into Chatham to complete connection from

Nelson to main line, 21 miles. Restigouche & Western Railway, in addition to 20 miles granted and in continuation westerly towards St. John River, further distance, 15 miles, and for line from St. John River, between Grand Falls and St. Leonard. easterly towards Campbellton, 12 miles.

The subsidies for all the railways, with the exception noted above, are at the rate of \$3,200 a mile.

All the lines for the construction of which subsidies are granted, unless they are already commenced, are to be commenced within two years from Aug 1, and completed within a reasonable time not to exceed four years from Aug. 1, and shall also be constructed according to specifications and upon conditions to be approved by the governor-in-council on report of the Minister of Railways. The locations of the lines, too, are to be subject to the approval of the governor-in-

It is also provided that the granting of such subsidies shall be subject to the condition that the governor-in-council may at all times provide and secure to other companies running powers, traffic arrangements and all other rights as will afford to all ra lways connecting with those subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies and equal mileage rates between all such connecting railways, and the governor-in-council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of

It is also provided that every company receiving a subsidy under this act shall each year furnish the government transportation for men, supplies, material and mails over the portion of its line in respect of which it may have received such subsidy, and whenever required shall furnish mail cars, properly equipped, for such mail service and such transportation and the services shall be performed at rates to be fixed between the companies and the Minister of Railways, and in case of disagreement at such rates as may be approved by the governor-in-council, and in or toward payment for such charges the government of Canada shall be credited by the company with a sum equal to three percent per annum on the amount of sub-

sidy received under this act. The point of this provision is that the government secures thereby a reduced charge on the transportation of passen gers and freight carried at the public expense, a new and important concession.

Death of Speaker Edgar. Sir James D. Edgar, Speaker of the House of Commons, upon whom a surgical operation was performed a few days ago, died at his home at Toronto on Monday afternoon. This is the first death of a speaker during a session since confederation. The House ad- tell hon, gentlemen that the life of the marijourned for a day as a mark of respect to Sir James' memory, before doing the western provinces at Montreal, It was which, however, appropriate speeches on the sad event were made by Sir Wilfrid Laurier, Hon. Mr. Foster and some other members. Thomas Bain, M. P. for Wentworth, succeeds to the speakership.

The Railway Question in the Senate.

In the Senate debate on the introduction of the bill to confirm the arrangement between the Intercolonial and the Grand Trunk Railways a good deal of information of an important character was elicited. Hon. Mr. Mills, representing the government, pointed out the necessity of the I. C. R. having a terminus in Montreal, and referred at length to the negotiations which Hon, Mr. Blair had carried on with the view of securing one, and showed that the arrangement to that end, made with the Drummond county railway, has led to a decided increase in the traffic receipts of the government road,

Sir Mackenzie Bowell, who leads the opposition in the Senate, opposed the arrangement and argued that its effect amount of freight to move wants a special tion, 'that the powers of the Senate in the would be to destroy the winter port business at St. John. He said that when he was premier, Sir William Van Horne and Mr. Shaughnessy in discussing the establishing of St. John as a winter port saw that if they were to the business. The Canadian Pacific Rail-compliance with the request for a change \$6,400 per mile. There is also a grant of

same as to Portland, and by that means furnish trade for the steamers that were

to sail for the European ports. "Upon that condition and for that reason | the Intercolonial road into Montreal would ment to give subsidies to the Beaver line of them at once, because the service of the steamers, and I am glad to know that it has Intercolonial is such that it will have to be succeeded to a very great extent. If, how- largely reformed and the agents will require ever, the government are to deprive the to have more control than they have. But tages which they are deriving from their the meantime, I would appeal to the House connection with St. John by this traffic to let the Intercolonial Railway have a for ninety-nine years, good-bye to the winter | for the business of the country, and meet \$8,000 port of St. John in the future. Look at it the requirements of trade and be a blessing 6,500 in another light. Railways are like corpor. to the country. I have already spoken of They care very little more about one port Intercolonial Railway making arrangements 1,300 than another, and while statesmen ought to with steamship companies. Well, they will 6,000 look at these questions from a patriotic no doubt make such arrangements, and then 8,000 at it from the manner in which it affects the interest of his Company. We do not want pockets of the shareholder. What I fear is our traffic sent west over the Grand Trunk \$33,400 | that the Canadian Pacific Railway, through | Railway through United States territory this discumination which is being made | nor do we want our business sent east over against them, may be driven by necessity to the Canadian Pacific Railway through the look for an outport at some other place. If state of Maine. We want the people in our they can carry freight from the West and own provinces to receive all the benefit Montreal to Boston, as cheaply as the Grand | that is to be derived by carrying goods Trunk will take it to Portland, then they through our own territory. My hon. friend will come into competition with them. They also dealt with the exchange of goods at are now carrying it two hundred miles | Montreal as being unfair. I wish to agreement does not prevent the Grand Trunk from taking their traffic to Portland, and St. John will have lost the benefit to a very great extent, which they are reaping now from the construction of the short line." Hon. Mr. Snowball, according to the

official report, replied quite effectively to Sir Mackenzie. He said :-I did not intend to make any remarks at

this stage of the discussion and I do not know that I shaft say much at the present time and I do not think that I should follow the hon, leader of the opposition. He, however, has made a few statements and dwelt on a few subjects which I think deserve some attention. The very last matter he has been dealing with is the section that

Her Majesty further undertakes to route via Montreal all west bound traffic controlled by the Intercolonial Railway or its connections destined to points west thereof reached by the company, &c.

The hon, gentleman cannot say that freight originating in Europe and landed at Halifax or St. John comes from a connection of the Intercolonial Railway. The freight that crosses the Atlantic, as a rule, is canassed for and secured by persons in the interest of the different large corporations of this country. The United States lines all have their agencies, their travellers, and the Grand Truck Railway and the Canadian Pacific Railway certainly have their agents also. They go to the manufacturing centres of Europe and make arrangements for billing freight through. This freight comes to Halifax, Portland, St. John or whatever port the vessel may arrive at, but it is billed from its point of manufacture to its destination. The Intercolonial Railway has no control over it after it arrives at Halifax. The parties that ship to this country ship by the route on which they can get the lowest rate of freight. This section has no connection with freight from the other side, because it is not referred to. Then, if there is no injustice done there, let us look at the next section, which has not been read. It reads

In connection with the import and export traffic In connection with the import and export traffic via Halifax or St. John, or any other port in the maritime provinces that may hereafter be selected, it is understood that during the life of the agreement, the Intercolonial Ralway will accept 425 miles on Halifax, and 375 on St. John, the St. John rates to be the same as those quoted by the Canadian Pacific Railway to and from that port or West, St. John, and the same as quoted by the Grand Trunk Railway to and from Portland &c.

Railway to and from Portland, &c. Hon. Sir Mackenzie Bowell-And yet it is 800 miles, and they get paid for 400 miles. Hon. Mr. Snowball-They have to carry it 481 miles against carrying it to Portland 297 miles. The Canadian Pacific Railway agrees to carry freight 200 miles further to St. John at the same rate, and apparently it pays. If the discussion extends till to-morrow should like to show what position the Canadian Pacific Railway is in for carrying the freight those long distances at the low rate. They got a large annual bonus for extending the road from Montreal to St. John through the state of Maine. I believe that bonus is \$185,000 per annum for running 180 miles of road. What was it given

Hon, Mr. Perley-To make St. John Hon. Mr. Snowball-But that is not all going to St. John and these steamers carry freight lower than they could if the bonus had not been given. To talk of the Canadian Pacific Railway being driven out to St. John is simply an absurdity. The Canadian Pacific Railway is bonused, and the rest of the country has to pay for it. I am not lenying it at all.

Hon. Mr. Scott-\$186,600 is the exact amount of the bonus. Hon. Sir Mackenzie Bowell -What has Hon. Mr. Mills-It has to do with your

Hon, Mr. Snowball-The Canadian Pacific Railway receives \$186,600 of a bonus annually to run from Montreal to St. John, and the other roads run without assistance. They would be very foolish not to go on with their business. I am not at all sorry that we have bonused the Canadian Pacific Railway from the first to the present day. But the Canadian Pacific Railway is now on its own feet, and this country should not be rethrough the provinces of Quebec, New Brunswick and Nova Scotia to Halifax, via the Intercolonial Railway by all means let the country have the benefit of it. I say that the Intercolonial Railway can to day carry freight from Montreal to Halifax. which is 740 miles against 480 to St. John, in competition with the Canadian Pacific Railway and make money. We know that the curves and grades on the Canadian Pacific Railway, especially in that section through the state of Maine, are not such as they can risk trains to the extent they would risk them on other portions of the road. They cannot haul the immense trains that are now used up a ninety foot grade. The Intercolonial Railway has no grade over sixty-two feet. The Intercolonial Railway could start from Montreal with a train of fifteen cars and take it through without any hesitation, as against the Canadian Pacific Railway, taking ten cars and would earn more money in going even to St. John. I time provinces certainly depends on getting the Intercolonial Railway connected with built by the government as a military road, as a government enterprise, and it has done wonders for the country. Stopping the Intercolonial, as it was stopped at Rimouski, the government of the day found their mistake. They found that that was not a proper terminus, and they extended it to Chaudiere, which was a move in the right direction, ship in mid ocean and expect it to pay as to

but you might as well try to stop a steamstop the Intercolonial Railway at Chaudiere Hon. Mr. DeBoucherville -The Intercolonial Railway never stopped at Rimouski. Hon, Mr. Snowball-Well, Riviere du satisfied that the Intercolonial Railway is better equipped to-day, and more capable Halifax at a profit, than the Canadian Pacific Railway is between Montreal and St. John. I do not want to appear in opposition to the Canadian Pacific Railway. Give them the benefit of their subsidies, but do not let us sacrifice Canada entirely. We want more than one outlet in the maritime provinces. The Canadian Pacific Railway has done a great work, but the Intercolonial Railway has done a greater work. The Intercolonial Railway, stopping at Chaudiere answered twenty-five years ago, when the government put it there, but now the make a tariff. We comply with the tariff very largely, but anybody who has a large John or Chatham and you ask a special rate, and they say, "We can only quote you to quotation from Chaudiere westward. But

over two hundred miles further, the The Canadian Pacific Railway can bill goods The Dominion is now enjoying a satisfac- | for other bridges. Four railways in New to any part of the continent without any tory business condition, with which a other road being consulted, and the consequence is they are able to monopolize a general election would seriously interfere. larger amount of freight, because thay are Such interference is not at all desirable. able to quote a rate immediately. Bringing in fact it would be prejudicial to the busialone," said Mr. Bowell, "we asked Parlia- remedy these evils. It will not remedy ness interests of the whole Dominion, and would not be productive of any good result. The next general election is not due, in the ordinary course, until 1901 Canadian Pacific Railway of all the advan- we are moving in the right direction and, in and there is no valid reason why a resort to one should be had before that time. arrangement which they have entered into terminus at some point that they can quote Business men do not want it, and their convenience should be taken into consideration, occasionally at least. General 1,100 ations, they have very little conscience. the 3rd clause. It is in the event of the elections interfere with the business of the country, and are therefore undesirable and unprofitable at all times, but more 2.500 standpoint, the railway manager will look the agent will route the goods in the best especially so when business is active, call ing for their undivided attention. If the Senate, by rejecting the Redistribution bill, precipitates a general election, the business men of the Dominion will have much reason to conclude that a reform of the Senate is not only desirable, but Ottawa Letter. OTTAWA, 28th July .- The most sanguin

further to a Canadian port in order to give emphasize the fact that it is not unfair, traffic to a British line of steamers, which The government agree to give the Grand they may carry to a foreign port precisely as | Trunk all the treight, originating on the the Grand Trunk is doing to-day. This Intercolonial, at Montreal in preference to any other road if unconsigned. Everybody is at liberty to consign his goods, and consign them by the cheapest route. If the Canadian Pacific Railway can come in there and show better arrangements, they will get the freight, if the freight is consigned. But Trunk Rullway are bound virtually to close their road from Montreal to Levis and give all their freight to the Intercolonial Railway. What is the position? We agree to give them the west bound freight and they agree to give us the east bound freight. The east bound freight to points on the Intercolonial Railway is ten cars to one. We give them ten cars going west and they give us 100 cars going east. Who benefits by the transaction? They can carry the freight to Richmond and down to St. John. They can go down the Temiscouata route. or they can take it to Portland and send it

> province they cannot. Hon, Sir Mackenzie Bowell-Where does the hon. gentleman get the statistics which freight is ten to one more than the west

year round, but to the eastern section of the

Hoo. Mr. Snowball-We get at it in this What are our exports? Nothing but fish, coal and lumber. Hon. Mr. Ferguson-What has that to Hon. Mr. Snowball-These items do

Hon. Mr. Ferguson-Except the coal. past Montreal. We have nothing to go west, therefore our traffic is comparatively

go west.

Hon. Mr. Prowse-They want fish badly. Hon. Mr. Snowball-If we get this road xtended we can then send Ontario better fish food. How do I know? Well my experience of the business of this country is ruin which has come to the Dominion such that I have an idea of everything that is done in the country. We have nothing to send west, and our custom-houses do not show the amount of revenue we pay to the

Hon. Mr. Almon-Do the maritime

provinces not send fish from Halifax to Hon. Mr. Snowball-Not very much There are two or three car loads from Mirimachi to one from Halifax The coal goes only as far as Montreal and we have nothing else to ship. All we have to ship is the merchandise that comes from the European market, and it will go over any road that it is consigned by, and in return we get all our manufactured goods, pork, and even oats and hay-and these latter goods have largely gone through the province of Quebec for years. We do not raise enough for home consumption, and we draw on the western provinces for everything.

Hon. Mr. Snowball-In hard cash. Hon. Mr. Perley-Where do they get the

Hon, Mr. Snowball-From Europe. Hon. Mr. Perley-What do they send there for it? Hon. Mr. Snowball-We send our lumber and other goods, and from there we get the money. I think I have made the point as the government does. They bonus steamers to the easy grades and easy curves of the siderable proportions which are mere Intercolonial Railway. It is parely and simply on Canadian territory. My hon,

> Hon. Mr. Mills-He speaks of westward Hon. Mr. Snowball-Well, eastward give them more, and we are paying a heavy bonus besides. I want to avoid United States territory, as much as my hon, friend. every dollar in return.

to be assisted unnecessarily by us.

special despatch to the Toronto World says Sir W:lfrid Laurier, Hon. Mr. Blair and Hon. Mr. Tarte being favorable to week of a disposition on the part of the Hon. Mr. Costigan's taking office in the Conservatives to allow some business to quired to carry it any longer. If there is however, "Honest John" will appeal to before the House for most of the time, the session and the writ will issue immediately.

The Miramichi Pilotage Matter.

on Tuesday. Messcs. Lawlor and Currey ppeared for the commissioners, and Hou. pilots asked that the several deponents was granted by Judge Barker and it is lessly blocking the business of Parliament understood that the proceedings will for so many months, the Government be continued at Newcastle to-morrow. should pay them an additional \$500 for The injunction stands as before, so far as | the session. new pilots are concerned. several parties to this difficulty appear to have great staying powers.

Senate Reform

('Shareholder and Insurance Chronicle,' July 21.1 The Redistribution Bill adopted by th House of Commons is considered by the Senate to be inopportune, and has been or any point east of Montreal and expect it so declared on a vote of thirty-six to fourteen. This is its death-blow for the time being. At the same time, Sir Wilfrid Laurier has given notice of a motion that Loup, which is about the same thing. I am a humble address be presented to Her Majesty the Queen, setting forth that the of carrying freight between Montreal and provisions of the British North America Act, 1867, respecting the powers of the senate of Canada in the making of laws, are unsatisfactory, and should be brought more into harmony with the principles of popular government, and praying that Her Majesty may be pleased to recommend to the Imperial Parliament a measure for the amendment of the act. The or Point Levis, is incapable of meeting the Redistribution bill is one which affects requirements of the day. It might have exclusively the House of Commons, and its rejection by the Senate after its adoptraffic of the lower provinces requires it to tion by the representatives of the people go on to Montreal. It is all very well to will prove the most efficient evidence in support of the Prime Minister's contenrate. You go into Truro, Moncton, St. making of laws are unsatisfactory.' The rejection by the Senate of the Redistribu-Chaudiere; we cannot quote any further." tion bill may possibly lead to an appeal to And it takes days to telegraph and get the the country, and, in the event of the triumphant return to power of the Liberal the Canadian Pacific Railway can in the meantime quote a through rate and segure party, one of the strongest arguments for

and patriotic Canadian would not have ventured the statement three years ago that such an era of prosperity would have come to the Dominion as that which now exists. The most recent information of what do we get in exchange? The Grand an official character relates to our foreign trade for the fiscal year ending 30th June last. It is a most inspiring statement. It shows that our total foreign trade for the year was \$306,104,708, or an increase of over \$11,000,000 as compared with the preceding year. Our total trade in 1894 95 was but \$218,891,314, and that was one of the best years for quite a period The results thus far achieved do not seem to bear out the prophecies freely made by by water to all points in Nova Scotia the Sir Charles Tupper and his chief news paper organ just before the last general elections. One of these was :- "It will take 20 years, even with the abolition of justify the statement that the east bound | the condemned revenue tariff, to climb to-day, and we believe tens of thousands of families will be pauperized beyond the possibility of recovery." Sir Charles Tupper in parliament declared :-"I deplore, from the bottom of my heart the ruin that is going to be inflicted upon Hon, Mr. Saowball-The coal cannot go the best interests of Canada and upon its great industries." It may be a rash thing to admit, but there are probably quite a number of simple-minded people throughout the country who would be willing to put up with a lit-le more of the kind of since Sir Wllfrid and his colleagues started in to wreck the land.

Our imports have increased by \$42,000,-000 since the Conservatives went out of office, and not withstanding the reduced augmented revenue just now being realised must be taken into account when considering the expenditure proposed for Hon. Mr. Perley-How do they pay for prevail. Everywhere there is expansion and buoyancy, and the Government would be derelict in its duty if it failed to meet the reasonable and proper demands of the country under such circumstances. It must also be borne in mind in connection with this question of increased expenditure, that there are several items of conmatters of book-keeping. For example, we are spending \$1,000,000 in the Yukon able pulp and timber limits below this

friend made the strong point that he does not want the railways of the United States | country; but the royalty on the gold pays | city from resilents of Quebec." it. In the same way the increased outlay in connection with the Intercolonial will te counterbalanced by an increased income; but the entire expenditure has to be provided for by Parliament just as if want to see everything go through the it were all outgo. It is observed that the province of Quebec, and Canada receive Tories do not refer to these items when presenting their sweeping objections to ABOUT MR. Costigan :- A Montreal | the intended expenditure by the Govern.

ment for the fiscal year just begun, There have been signs during the past present government, that gentleman has be done. It is slow work; but progress decided to accept accordingly. First, has been made. The estimates have been his constituents for re-election, and with and many items have been disposed of. this end in view he will send his resigna- There has, however, been shown the same tion to the Speaker about the last day of unfortunate inclination to cast suspicion upon everything that has prevailed throughout the entire session. The Opposition see a corrupt motive behind every appropriation. A great many of The Miramichi plotage matter was them, however, are feeling sore because argued at St. John before Judge Barker the estimates have not provided for an additional sessional indemnity of \$500 for each member. There was a well-organiz-Messrs. Tweedie and Pugsley for the ed movement among the Conservatives to pilots. After argument, counsel for the have such a provision made; but the Government gave a firm refusal. These Tories examined orally before the court, do not seem to see how indefensible it plaintiffs paying costs of attendance. This would be if, after needlessly and sense-

News has just come from Paris that Mr. Tarte has undergone a successful operation and is on the high road to complete recovery. He was suffering from enlargement and induration of the liver, and in a man of his nervous temperament and industrious habits | mother was for giving him a profession, but this was a serious trouble. Few people who the father thought the professions were have not visited the Capital know anything crowded, and suggested starting the boy in about the terrible wear and tear which the mercantile life. head of one of the large spending departments has to endure. Mr. Blair's work is of this character; but he is a man of exception- he had a brother, who, while very clever, al physical strength and does not suffer as had nothing to show for his years of labor Mr. Tarte has done from the strain. Yet but a mere living and a good, big account on

even the Minister of Railways shows signs | the debit side-the money spent in educatof being in need of a holiday. Parliament has consented unanimously to bear a share of the cost of the Pacific cable. and this great project, which has been so long delayed, will probably be carried out during the current year. It is of Imperial significance. Few, if any, of the colonies now contribute directly to the Imperial defences; but in paying their proportion of the cost of the Pacific cable they will be doing something substantial in that direction. At present telegraphic communication Australia passes through a number of foreign countries, and in time of war there would be a serious danger of interruption; whereas the Pacific Cable would pass wholly through British territory, Once laid, it will probab. ly be self-sustaining.

Mr. Blair brought down the railway subsidies last night. They make up a total of \$6.540,295, of which \$4,493,175 are new votes. The new subsidies cover 878 miles of railway at \$3,200 per mile, and 140 miles accomplish anything, they would have to make the rate to St. John, though accomplish anything, they would have to make the rate to St. John, though detriment of the Intercolonial Railway.

Brunswick are receiving aid. The announcement of these subsidies has not been well received by the Conservative

ress. The measure is criticised in the same spirit in which everything done by the resent administration is treated. These Conservatives seem to proceed upon the offensive assumption that the present Government is in office by a flake of fortune : that they have no right to do anything calculated to make a favorable record; and that the Conservatives alone have a sort of divine title to run the country. It is in this spirit that the Senate deals with legislation manating from the majority in the Comnons. In the days of Conservative rule it was a perfectly proper and commendable thing to bonus railways; but under a Liberal Government, notwithstanding the important fact that the growth of trade demands additional transportation facilities, it is all rong to vote subsidies. A great deal of noise and cheap talk have

been indulged in by the Opposition and their newspapers over a by election in West Elgin and another in West Auron. The former was a Provincial matter, although the Conservatives speak of it as if the Liberals at Ottawa were responsible for the irregularities which undoubtedly occurred. In West Huron there was some tampering with the ballots at one of the minor polling booths, and the facts are being investigated y a Committee of the House at the present time. Every effort will be made to punish those who acted wrongfu'ly. It is sickening to hear these purists lecture the Liberals about their alleged corruption. One would think that in the matter of manipulating ballots they had forgotten the black history of events in Queen's County and a score of ther constituencies.

News and Notes. A great fight has just terminated in th British parliament over the "Highland Vaterpower Bill," the most important private bill hefore Parliament this session. The bill was backed by Lord Tweedmouth, Lord Kelvin, Lord Ccawford and Balcares, Lord Farquhar and others. A milion pounds was to be raised for the purpose of again to the post where Canada stands damming up several lochs in Perthshire and Argyllshire and in taking the water to the shores of Loch Leven to raise 40,000 horse power of electrical energy. The estimated revenue was put down at £160,000 a year. Chemical industries, it was believed, would be attracted to the place and be free from interruption in carrying on their sometimes noisome operations. The bill was determinedly opposed by proprietors whose estates were to be affected, and a great deal was made of the injury that would be done to deer forests and to salmon fishings. The bill was rejected in committee.

A recent Quebec despatch says :- "An enormous timber deal has just been consummated here on behalf of an American syndicate connected with the \$50,000,000 rate of duty this means a very consider- pulp trust recently established in the able addition to the revenue. The largely United States. The company that is to operate the lands is known as the National Pulp Company. "A Montreal agent has purchased limits

next year. If the Government undertook for it in this province to the value of to spend \$50,000,000 in the face of a \$1,850,000. These limits include several declining revenue and general depression large spruce tracts on the north shore of of trade, there would be some force in the the peninsula of Gaspe, and the south criticism which the opposition are now shore of the St. Lawrence. The National offering; but precisely opposite conditions itself has a capital of \$10,000,000, and will erect at once two pulp and sawmills, which will cost \$1,000,000 each, the pulp mills to be of a capacity of 600 tons a day. "A party of men has already left here to locate the mil's and make the necessary survey, and within a fortnight it is expected that 1,500 men will be at work.

"In addition to the purchases already referred to, the company is about acquiring over 1,400 square miles of very valu-

Gold-Seekers' Hardships.

A Times special from Vancouver, B. C., says: C. R. Maltby who has arrived from Dawson, was fifteen months on the Edmonton route. With about a hundred other prospectors, he wintered at Wind City. When he left in January, sixteen men were sick with scurvy. He heard in March that Dr. Mason, of Chicago, and W. Couchie, son of a Chicago banker, were dying. There were about fifty men stranded there, scurvystricken and frozen. E. H. Harris of Hamilton, had both feet frozen and they were amputated at the ankles. Two Russians, named Boorman, from California, were dying from scurvy. They were living on the siftings of sour flour only. J. Patterson. son of Lieutenant Governor Patterson of Manitoba, and Coatsworth, a Chicago lawyer, were also stranded in Wind City in March. All would have been well if the Indian guides could have been induced to navigate beyond the divide, after reaching Wind City, but there they stopped, saying that savages ten feet high roamed through the mountains and crushed men between their thumbs and fingers and ate them up The Indians reported several parties lost in the mountains. It was after the Indian guides left them that they strayed into the section of the country where there was no fuel, and there froze to death. The parties gurrrelled among themselves and tool different routes. Many remnants of parties were lost in this way, for in their anger they

A conversation was held a short time ago between husband and wife concerning the Summer future welfare of their only son. The father's reason for being opposed to

his son entering professional life, was that ing himself. The father, although not having the edu-

cation of his brother, had some years ago

engaged with The Bradley-Garretson Co., Limited, of Brantford, Ont., first as canvassing agent, being promoted from time to time until now he was in the very front rank with this company and making lots of money. He has also seen a lot of the world, having been sent to Australia, South Africa, England and the United States. It was therefore not to be wondered that he was opposed to his son taking up a profession, and as the son in question had a liking for money and travel, it was finally decided that he ought to follow in the footsteps of his father and enlist with this old reliable Publishing House, especially as he had just reseived a good salaried offer from them.

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A shrewd, careful young man, of good character, in each township of Canada. Good wages; business experience not

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CANADA EASTERN RAILWAY.

SUMMER 1899.

Ty Ntil 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. FOR CHATHAM FOR FREDERICTON 10.25 pm. 12.50 p. m 1.10 " (read (up) MIXED Ar. Chatham June., 1.30 2.10 " ... 12 12p m 3 57 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 12 50 p. m. 6 50 6 8 20 . Chatham Jet . Ar. Chatham Junction, 6 42 ar8 00 9.40 " 7 40 6 25 1.50 " .Chatham .. . 6 12 2.10 " Loggieville Lv 6 00a m 7 00 a m Ar. Chatham

The above Table is 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, 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 tor 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 THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

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