

General Business. FREDERIGTON COLLEGE. The Business College. W. J. OSBORNE, PRINCIPAL.

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

A SPECIAL DRIVE. JOSIE NOONAN'S THE BOQUET.

25 Dozen—The Latest—Walking Hats and Sailors, 79cts. and 99cts.

As usual, prices the lowest. JOSIE NOONAN.

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FOR SALE. Two heavy draft horses seven years old, weight 1300 lbs.

14 BUILDING LOTS. FOR SALE on Princess, Victoria and Howard Streets.

C. WARMUNDE IS OFFERING SPECIAL BARGAINS IN WATCHES, CLOCKS, JEWELRY.

CANADIAN PACIFIC RY. New Train Connection. Detroit Chicago & c.

NOTICE. Notice is hereby given that a Bill will be introduced at the next session of the Legislature of New Brunswick.

WANTED. A second class female teacher wanted to teach in district No. 9 Parish of Albion, Northumberland Co. N. B.

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Miramichi Advance. CHATHAM, N. B., MARCH 16, 1899. A Change in North's Fiscal Policy.

There are signs that "Free trade as they have it in England" is in a fair way to undergo a change. The London correspondent of the New York Tribune writes: "Unless all signs fail, there will be important debates on fiscal problems after the Chancellor of the Exchequer lays his budget before the Commons."

"For Mr. Foster." After the civic election in Moncton on Monday Mr. Foster was telegraphed to by a leading supporter and party boss as follows:—"Go somewhere and drop through. You are as extinct as the Dodo."

"Be easy with him." He is looking for "high ideals"; we can't find him; no doubt, he attempted to do it in a moment of weakness; when last seen he said he was not extinct. We depend on the Times to claim that there was the most open and unblinking personation even by women.

ON THIS ICE.—The St. John Globe is still slandering those who differ from it in matters of political detail and buying itself in making arrangements for the local government in its disposition of affairs connected with the control of legislative and governmental management.

Parliament Opens To-day. An Ottawa despatch of last Friday says:—"Great preparations are being made for the opening of parliament. Additional interest will attach to the event owing to the fact that Lord Minto will make his first official appearance in the Senate chamber."

Anticipating. The Globe gets near to the probabilities some time. It says:—"It is rumored that Mr. George Robertson, of St. John, will be selected as the mover of the address in the Legislature this session. Hon. Mr. Emerson, who was in the city Friday, was interviewed regarding it. He said he did not know definitely, but Mr. Robertson was among the possible ones, being a new member. Asked about the Speaker's premier replied that he knew nothing at present of any contemplated change in this important office."

Railways and The Tariff. At a large and enthusiastic meeting held on Monday at Regina, N. W. T., under Liberal auspices a resolution was unanimously adopted declaring in favor of government control of railways in the Northwest and affirming that the farmers of the West are looking anxiously for such revision of the tariff as will conform with the pledges of the Liberal O.T.A. platform, and at present foreboding in Mr. Fielding's budget when he warned manufacturers to set their houses in order for reductions all along the line.

A \$482,562,083 War. Averting himself of the privilege accorded by the House of Representatives previous to adjournment, Chairman Cannon of the committee on Appropriations has prepared for the Congressional Record a more extended statement of the appropriation made by the fifty-fifth Congress than he made the day after adjournment. It places the total appropriations for the entire Congress at \$1,566,890,016, and the appropriations authorized for future Congresses under the continuing contract system for battleships, river and harbor improvements and public buildings at \$70,000,000. The total appropriations made at the last session Mr. Cannon places at \$675,658,400, showing an apparent reduction of \$219,573,214 below the appropriations of the preceding session. Mr. Cannon attributed this reduction to the extraordinary

expenses of the preceding session. Of the total appropriations for the Congress, he says that the sum of \$482,562,083 is directly chargeable to the war with Spain. He thus shows that the extraordinary expenditures for the past two years covered by the Congress were \$1,044,580,273, and this sum exceeds the total appropriation of the fifty-fourth Congress by \$39,746,658. This excess is accounted for as follows: For payment of pension, \$83,875,200; for the postal service to meet the increased demands of commerce, \$16,619,581; for river and harbor improvements, \$3,401,128; for constructing new ships, \$6,080,838; for beginning the work of the twelfth census, \$1,000,000; for the Paris exposition, \$210,000; for new public buildings, \$5,000,000; for the payment of judgments against the government under the Bowman act and for the French spoliation, \$3,100,768. Total, \$83,287,515.

The Prohibition Plebiscite. OTTAWA, March 10.—Sir Wilfrid Laurier, in answer to the request of the Dominion Alliance that the government would introduce a Dominion prohibitory act at the coming session of parliament, writes to Mr. F. S. Spence, secretary of the Dominion Alliance, as follows:—"DEAR MR. SPENCE.—When the delegation of the Dominion Alliance waited upon the government last autumn to ask as a consequence of the plebiscite the introduction of prohibitory legislation, they based their demand upon the fact that on the total of the vote cast, there was a majority in favor of the principle of prohibition. The exact figures of the votes recorded were not at that time accurately known, but official figures, which we now show, that on the question put to the electors 278,487 voted "yes" and 264,571 voted "no."

There was no confusion aboard the steamer. The fears of the passengers were quickly allayed by the assurance of the captain that every precaution would be taken for their safety. The weather was moderate, the sea comparatively calm, and although there appeared to be no immediate danger the boats were cleared and got ready for launching.

All orders were given and obeyed with great coolness, and no panic ensued. The ship rested easily, but the carpenters soon reported that water was forming in her forward compartments. Numbers one and two holds were soon full of water and the engine rooms were flooded six feet deep.

The big liner became badly bilged from the saloon amidships to her foremast, but abate she was dry and afloat in five and a half fathoms at low water.

At five o'clock a boat's crew, with Chief Officer McAdley and Purser Stewart, left the steamer. After considerable difficulty they landed at Little River and were driven to Tackett Wedge, the nearest telephone station. They sent messages to Yarmouth for assistance and three steam tugs were immediately despatched to the scene.

At nine o'clock Sunday night a steamer returned to Yarmouth, bringing the passengers, fifty all told, safe and sound, but considerably prostrated by their perilous experience. The captain, three crew, doctor, engineers and part of the crew stood by the ship.

The Castilian lies on one of the wildest spots of that dreadful coast of reefs, shoals and ledges, and mud flats. Breakers roar and surge over the rock-bound coast with a fearful tide rips and tears up the Bay of Fundy like a mighty river. It is a dangerous and terrible place, which all mariners crossing the Bay of Fundy dread as they do a nightmare.

As the Castilian struck she was steering straight for Tackett Island, before which hundreds of ledges and reefs blocked the way. She was running far over her course, thirty miles at least, and for foggy weather fifty miles too far west. No authoritative explanation of the cause of the disaster is available, but it is reported here that the Castilian's compasses were deranged and that her navigators thought they were at least twenty miles clear of Brazil Rock, which marks the danger limit. This explanation, however, cannot be confirmed.

Whatever may be the cause of her deviation she was steering for certain destruction, for amid that labyrinth of wild surf beated ledges and breakers the eight thousand ton steamer could not pass in safety. The most skillful navigator that plies the ocean in trans-Atlantic liners could not extricate his ship from those quicky entrance and tides which abound at the entrance to Fundy Bay.

When the steamer struck on Gannet Rock ledge no one knew exactly where they were, but it were well to be prepared for the worst, so the boats were quietly got ready. Then the steward passed around among the passengers' rooms and in a calm way told them the ship was on a rock and they had better dress and pack their trunks in case it might be necessary to send them ashore. Their breakfast was served and about daylight the chief officer and purser were sent in a boat to try and get word to the mainland for assistance.

In the meantime those on the Castilian had been sending rockets at intervals all day long to apprise the people ashore of their accident, but not a sign of response was seen or heard. The ship was lying easily and there seemed no immediate danger, so the passengers were not alarmed at all, but as the sea began to rise and all about them lay the dull grey fog and leaden-colored waters, with white-capped breakers, the prospect was cheerless and gloomy enough.

Among the passengers was Rev. Lord Archbishop Douglas, of London, Eng., a Roman Catholic missionary who had been laboring in the Northwest and was returning home, and he held a brief service on the deck. From cabin and stateroom, from fire room and forecastle gathered Catholics and Protestants, Christian and Jew, to take part in one of the most impressive services they had ever known. The calm voices of the missionary, the dull roar of the surf, the mixed multitude with reverently bowed heads, tried to make up a scene never to be forgotten.

The Quebec executive was beaten on this question as badly as Mr. Foster has been in New Brunswick in his attempt to rule in favor of an appeal to parliament by the introduction of a resolution in favor of prohibition. If the resolution is carried, then the government will be asked to introduce prohibitory legislation. The temperance people also propose to use every means possible to defeat the members of parliament voting against the resolution.

Over \$1,000,000 lost in one Shipwreck. About forty years ago, on a Sunday morning in February, the steamer Hungarian of the Montreal Ocean Steamship Company's line, bound for Portland, Me., was discovered half submerged on Cape Sable Ledge. A snow storm driven by a wild gale had prevailed all the night before and when the people on shore, four miles away, looked seaward they saw the breakers sending their frozen spray clean over the half submerged smokestack and masts, until finally everything but a portion of the vessel's stern disappeared. Of the two hundred and thirty-seven souls on board, not one survived to tell the story

of that dreadful night of shipwreck and death. The Hungarian belonged to a company which, subsequently, became the Allan Line, and she was carrying 8000 tons of cargo. She ran ashore on Gannet Rock Ledge only a few miles from Cape Sable Ledge last Sunday morning. Fortunately, no human lives were lost, but the steamer, which was valued at \$450,000, not much will be saved. The Allan had no insurance on the vessel, so their loss is a great one. We take the following from despatches:—"Loaded with one of the largest cargoes ever carried out of the port of Portland, the Castilian left that port for Liverpool at 1 o'clock Saturday afternoon. During the night the weather became hazy and the steamer was proceeding slowly.

A strict and vigilant lookout for buoys and other land signals was maintained, but suddenly, a few minutes before 4 o'clock, breakers were sighted on the port beam. The telegraph rang with orders to reverse the engines, but before the order could be obeyed the big liner struck on the ledge, ruying up gently and with little shock that the fifty passengers sleeping in their berths were not awakened.

The engines were immediately reversed, but could not budge her from her position. She held her fast, and swung around only with the tide until the surf-beaten Gannet Rock loomed up to the north two miles astern.

The Castilian struck at low tide, and hung on the ledge about the engine room. All efforts to back her off proved unavailing. The monster engines were powerless to move the luckless craft, and nothing remained but to wait for daylight, when a boat's crew could be sent ashore for assistance.

The officers and crew behaved with the utmost coolness. There was no confusion aboard the steamer. The fears of the passengers were quickly allayed by the assurance of the captain that every precaution would be taken for their safety. The weather was moderate, the sea comparatively calm, and although there appeared to be no immediate danger the boats were cleared and got ready for launching.

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FARM JOURNAL. Is your paper, made for you and not a misfit. It is 22 years old; it is the great best-seller in the world—the biggest paper of its kind in the world—America—having over a million and a half regular readers.

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CANADA EASTERN RAILWAY, FALL 1898. Table with columns for destinations (Fredericton, Chatham, Loggieville), times, and fares.

CONNECTIONS. Express trains run through to destinations on Sunday. Express trains run Sunday mornings but not Monday mornings.

The Daily Globe. Canada's Greatest Newspaper, \$2.00 per Annum. TORONTO. Including the 24 or 28 page SATURDAY ILLUSTRATED EDITION, will be sent to any address in New Brunswick, Nova Scotia, Prince Edward Island and all points EAST OF MONTREAL for

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INTERCOLONIAL RAILWAY. Tenders for Grain Elevator and Warehouse.

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REVERE HOUSE. 1874. NOTICE 1899. That F. O. PETERSON, Merchant Tailor, IS STILL AT THE SAME BUSINESS AS FOLLOWS.

Sample Rooms. GOOD TABLEING on the premises. Mrs. Desmond, Proprietor.

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CITATION. N THE PROBATE COURT OF NORTHBERLAND COUNTY. To the Sheriff of the County of N. B., or any constable within the said County, Greeting.

NOTICE TO HOLDERS OF TIMBER LICENSES. Attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations which reads as follows:—"If a tree shall be cut by any licensee under any license, not for fuel, which will not make a log at least 18 feet in length and ten inches in diameter, the licensee shall be liable to double stumpage and the provisions be enforced."

"OUR NATIVE HERBS." The Original Herb Compound, The Great Blood Purifier, Kidney and Liver Regulator. Guaranteed by our REGISTERED GUARANTEE, to cure all diseases arising from Impure Blood and inactivity of the Liver and Kidneys.

PHOTOGRAPHS. still hold a prominent place for CHRISTMAS - PRESENTS. NOW IS THE TIME. TO SIT FOR THEM AT Messereau's Photo. Rooms. And afford possible disappointment later when you wish to order a portrait for an engagement in Croyon, Water color, etc.

CALL AND SEE US! Order A Suit for EASTER. We are offering them at surprisingly low rates for the month of March.

Hickey's Drug Store. for any of the following: STUART'S DYSPEPSIA TABLETS, VIN MARIANI, WYETH'S MALT EXTRACT, PABST MALT EXTRACT, SCOTT'S EMULSION, PINK PILLS, DODD'S KIDNEY PILLS, DOAN'S KIDNEY PILLS, or any other medicine you may require.

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