The long experience as a practical Accountant ant Commercial teacher, of the principal; the thoroughness of the work that is being done; the reasonable rates of tuition, and the very low figure at which board may be had, are some of the things

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the popular college of the Maritime Provinces. sent attendance more than double that of la year. Send for FREE Catalogue. Address, W. J. OSBORNE,

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25 Dozen-The Latest-Walking Hats and Sailors.

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Come early before the assort- for reconsidering and revising the en ment is broken, as the styles are very attractive and quality the finest.

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FOR SALE.

Two heavy draft horses seven years old, weight 1300 lbs. Two drivers—one four years old, sired by Island Chief, one three years old, sired by Carnot dam by Dean Swift, both jet black. Two hundred barrels good potatoes for table Highest prices paid for raw furs. ROGER FLANAGAN.

62x132 These lots are situated in the most desirable part of the town and will be sold cheap and on reason Chatham, 12th April, 1898

WARMUNDE IS OFFERING

BARGAINS SPECIAL

---IN---CLOCKS. WTCHES. JEWELLRY,

Silverware & Novelties, All new goods, Give hima call

We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all. WARMUNDE, EXPERIENCED WATCHMAKER Pallen Corner Chatham N. B.

CANADIAN O PACIFIC KY.

New Train Connection eral's foot guards will furnish a guard of

Detroit Chicago &c.

McAdam Jet Montreal Jet 8 48 a m f.eave 9 12 a m Toronto 7 60 pm 11 20 p.m Arrive Detroit 2 40 pm

This train taskes connections at Detroit with early morning trains for points in Michigan, Ohio, ana, and south, and at Chicago with early even ing trains, West, Northwest and Southwest. For rates of fare and other information apply Company's Ticket Offices, or write, A H. NOTMAN, Asst. General passr, Agent

NOTICE.

Notice is hereby given that a Bill will be intro duced at the next session of the Legislature of New Brunswick to empower the County Council of Northumberland to licence pedlers within the County of Northumberland and to make Bye-Laws for their government.

Dated 15th day of February 1899.

> SAM'L THOMSON, Co. Northumberland.

WANTED

A second class female teacher wanted to teach in district No 9 Parish of Amwick, Northumberland Apply to DONALD ROSS.

Cook's Cotton Root Compound Is successfully used monthly by over your druggist for Cook's Cotton Reof Comgound. Take wo other as all Mixtures, pills and imitations are dangerous. Price, No. 1, \$1 per box; No. 2, 10 degrees stronger, \$8 per box. No. 1 or 2, mailed on receipt of price and two 3-cent stamps The Cook Company Windsor, Ont. responsible Druggists in Canada.

18 No. 1 and No. 2 is sold in Chatham by

NOTICE.

Notice is hereby given that the Maritime Sulphite Fibre Company, Limited, propose building blocks on the south side of the Miramichi River between the lower end of Capada Wharf and the upper end of Middle Island. Plans of the same have been filed Chatham, N. B., A.D. 1899. THE MARITIME SULPHITE FIBRE CO., LIMITED

BUILDING STONE

The subscriber is prepared to furnish stone for building and other purposes

the office of L. J Tweedie,

Miramichi Advance.

CHATHAM, N. B.

A Change in Britain'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 fail, there will be important debates on fiscal problems after the Chancellor of the Exchequer lays his budget before the Commons. One of these signs is the ominous warning from Sir Michael Hicks-Beach that the balance of revenue and expenditure may be on the wrong side and that measures may be required for meeting a considerable deficit. Another straw which shows the direction of the wind is Mr. Morley's protest against the alarming increase of national expenditures. The

most remarkable indication, however, of a transition stage in national finance is the candor of the leading English journal, the Times, in recommending the re-imposition of duties which were abolished when free trade was estab lished as a permanent fiscal policy of the United Kingdom. The great organ of English opinion has been publishing a series of important articles by an expert on the finances of the last twenty 99cts. years, and this week it actually adopts

"Poor Mr. Foster."

his conclusion that the time has come

tire system of taxation in a bold and

comprehensive way."

After the civic election in Moncton As usual, prices the lowest. on Monday Mr. Foster was telegraph ed to by a leading supporter and party boss as follows .--

"Go somewhere and drop through You are as extinct as the Dodo." After a wait of about 24 hours, the following was received :-

"Be easy with him; he is looking for "high ideals"; we can't find him no doubt, he attemped to do it in moment of weakness; when last seen he said he was not extinct. depend on the Times to claim that there was the most open and un blushing personation even by women. Be assured that he will never again attempt to hold a Moncton Conven-

On Thin Ice :- The St. John Globe i still slandering those who differ from it in matters of political detail and busying itself in making arrangements for the local government in its disposition of affairs connected with the control of legislative and governmental management Mr. Ellis, M. P., the Globe's editor, still wears the mask and leads his double life with an effrontery that has been too long encouraged by the charity of those at whose hands he deserves different treat ment from that which they have accorded to him. Some day the door will be opened upon him and, then, good-bye to even his chances for that senatorship, around which, even now, clouds are gathering for

Parliament Opens To-day

An Ottawa despatch of last Friday 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 Officers of the headquarters staff will any stronger,

meet the major general commanding within the main entrance of the parliament building at 2.40 p.m. in review order. The Princess Louise Dragoon guards will furnish an escort to parade at government house at 2.30, to accompany his excellency to parliament and return. The second Ottawa field battery will fire a salute of 19 guns from the garrison guns in Nepean Point battery-the first salute to be fired upon the arrival of his excellency at parliament and the second upon his departure. The governor-gen-

honor with band and colors. Anticipating.

The Globe gets near to the probabilities sometimes. It says :--

ertson, of St. John, will be selected as measure, the mover of the address in the Legislature this season. Hon. Mr. Emmerson. 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 Speakership the 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 Ottawa platform, and 22 recently foreshadowed in Mr. Fielding's budget speech when he warned manufacturers to set their houses in order for reductions all along the line.

A \$482,562,083 War.

Availing 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 the fifty-tifth Congress than he made the day after adjournment. He 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 sending their frozen spray clean over the 400, showing an apparent reduction of until finally everything but a portion of \$219,573,214 below the appropriations of the vessel's stern disappeared. Of the their places and the passengers were told off done. This winter's experience does not of which as an all-the-year-round port I

provements, \$3,401,128; for constructing despatches: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 spoliations, \$3,100,768. Total, \$39,287,515.

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:

tion 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 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 have now, show that on the question put to the electors 278,487 voted "yea" and 264,571 voted "nay." After the official figures had been made public it was con tended by some of the opponents of prohibition that the margin of difference between the majority and the minority was so slight that it practically constituted

The government does not and cannot great coolness, and no panic ensued. share that view. We are of opinion that the fairest way of approaching the question is by a consideration of the total vote cast in favor of prohibition leaving

aside altogether the vote recorded against it. In that view of the question, the record shows that the electorate Canada, to which the question was sub mitted, comprised 1,233,849 voters, and of that number less than 23 per cent. or a trifle over one-fifth, affirmed their conviction in favor of the principle of prohibition. If we remember that the object of the plebiscite was to give an opportunity to those who had at heart the cause of prohibition, who believed tha the people were with them, and that the question were voted upon by itsel without any other issue which migh detract from its consideration a majority of the electorate would respond and thus show that the Canadian people were prepared and ready for its adoption, i must be admitted that that expectation was not justified by the attempt. On the

other hand it was argued before us by yourself and others that as the plebiscite campaign was carried out by the friends of prohibition without any expenditure of money and without the usual excitement of political agitation, the vote recorded favor of it was a comparatively large one This statement I did not then controvert nor do I controvert it here; and now would simply remark that the honesty of the vote did not suffer from the absence of those causes of excitement; and that, even if the totality of the vote might have been somewhat increased by such causes its moral force would not have been made

bers of the Dominion Alliance who means of suppressing the evils of ir temperance, that no good purpose would he served by forcing upon the people neasure which is shown by the vote of the electorate; neither would it serve any good purpose to enter here int points discussed before us.

the polls in a vote on prohibition did not torate as would justify the introduction "It is rumored that Mr. George Rob. by the government of a prohibitory

I have the honor to be. Dear Mr. Spence.

Yours very sincerely, WILFRID LAURIER.

thoroughly dissatisfied with the answe of the government. The old and ever-abandoned threats are to the fore in connection with the prem-

the Dominion Alliance passed strong resolutions condemning Sir Wilfrid Laurier's answer to the temperance people on the plebiscite question and declaring 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 temperence people also propose to use enough. every means possible to defeat the members of parliament voting against the

The Quebec executive was beaten or this question as badly as Mr. Foster has been in New Brunswick in his attempt to rule us through that "Moncton convention," and their signal defeat accounts for their threats as to what they think they

Over \$1.000,000 lost in one Shipwreck

About forty years ago, on a Sunday morning in February, the steamer Hungarian of the Montreal OceanSteamship 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 session Mr. Cannon places at \$673,658,- half submerged smokestack and masts.

ary expenses of the preceding session. Of of that dreadful night of shipwreck and Perfect discipline, courage and confidence in the total appropriations for the Congress, death. The Hungarian belonged to a he says that the sum of \$482,562,083 is company which, subsequently, became women feel that whatever the gloomy water directly chargeable to the war with Spain. the Allan Line, whose splendid new 8000 had in store for them, they would at least expenditures for the past two years Gannet Rock Ledge, only a few miles covered by the Congress were \$1,044,- from Cape Sable Ledge last Sunday 580,273, and this sum exceeds the total morning. Fortunately, no human lives appropriation of the fifty-fourth Congress were lost, but the steamer, which was by \$39,746,658. This excess is accounted worth \$700,000 is a total wreck, while of for as follows: For payment of pensions, the cargo, valued at \$450,000, not much \$3,875,200; for the postal service to meet | will be saved. The Allans had no inthe increased demands of commerce, surance on the vessel, so their loss is a \$16,619,581; for river and harbor im- great one. We take the following from

steamer was proceeding slowly.

suddenly, a few minutes before 4 o'clock, obeyed the big liner struck on the ledges, berths were not awakened.

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 tie and there was therefore no occasion the boats were cleared and got ready for

All orders were given and obeyed with

WATER FLOWS INTO THE HOLDS. The ship rested easily, but the carpenters soon reported that water was forming in her forward compartments. Numbers one and engine rooms were flooded six feet deep. The big liner became badly bilged from the saloon amidships to her foremast, but abaft she was dry and affoat in five and a half fathoms at low water.

SEEKING AID. At five o'clock a boat's crew, with Chief Officer McAffey and Purser Stewart, left the steamer. After considerable difficulty they landed at Little River and were driven to Tusket 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 officers, 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 while a fearful tide rips and tears up the Bay of Fundy like a mighty river. It is dangerous and terrible place, which all mariners crossing the Bay of Fundy dread as they do a nightmare. The chart is studded thickly with tidal "rips" which drive innumerable craft on to destruction on the hundreds of danger spots which best of seamanship cannot counteract. STRAIGHT TO HER DOOM.

hundreds of ledges and reefs blocked the having for its aim the development of a part thirty miles at least, and for foggy weather isolated from the markets of the world and available, but it is reported here that the and the west of England, which are now Castilian's compasses were deranged and almost wholly supplied by European that her navigators thought they were countries. Enquires are reaching me every planation, however, cannot be confirmed, out what articles they wish to purchase. she was steering to certain destruction, for generally and should be viewed from that amid that labyrinth of wild surf beaten broad and national spirit which is essential ledges and breakers the eight thousand ton to the building up of any great country. steamer could not pass in safety. The most If we bring that part of the province of My object is simply to convey to you skillful navigator that plies the ocean in Quebec and New Brunswick, which is now, the conclusion that in our judgment the trans-Atlantic liners could not extricate his or was up to the advent of our company ship from those quirky currents and tides practically isolated from the markets of the which abound at the entrance to Fundy

light the chief officer and purser were sent in a boat to try and get word to the mainland for assistance.

DISTRESS SIGNALS. In the meantime those on the Castilian had been sending up rockets at intervals all "A meeting of the Quebec executive of | day long to apprise the people on shore 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 was the dull grey fog and leadencolored waters, with white-capped breakers, the prospect was cheerless and gloomy

"PEACE, BE STILL." home, and he held a brief service on the deck. and forecastle gathered Catholics and Protes. tants, Christian and Jew, to take part in one of the most impressive services they had ever known. The calm tones of the missionary, the dull roar of the surf, the mixed multitude with reverently bowed heads went to make up a scene never to be for-

ORDER AND DISCIPLINE.

the preceding session. Mr. Cannon at- two hundred and thirty-seven souls on to the boats they were to go in. There was discourage us. Next year we will, with our know full well."

the officers and crew made the men and receive every care that experienced and trained men could give them. RELIEF COMES!

Life belts were put on and all were preparing to embark in the boats, when through the fog came the sound of shrill whistles. It was the whistling of the Yarmouth steamer coming to their rescue. The Castilian could not reply because the water had crept up in her till it drenched the fires in her furnaces and there was no steam left in her boilers. But her welcome sound was greeted by the passengers with ringing cheers. The rescuing steamers had no smal difficulty in getting alongside. Indeed, the Latour had her rail smashed in the attempt, but in the end they got fast to the big ship. Baggage and mails and passengers were got off with but few mishaps and they started for Yarmouth, reaching here about 8 p.m. Lieut .-Col. MacLean, the well-known publisher of Canadian trade magaz nes, was among the passengers. Capt. Wm. Hendere, jr., of the 48th Hamilton, Oat., with Misses C. M. and Maude Hendrie were on their way over to see the grand national run. Capt. J. J. Riley was a passenger, and ably assisted Capt. Barrett and his officers in keeping the passengers calm and giving them an intelligent idea of what was going on. Capt. Arbothnot, who was returning to England on a visit, was formerly of the Suffolk and Laccashire Regiment, but is now on the retired list.

There is no light or bell buoy at Gannet The Castilian struck at low tide, and hung Rock. It is 10 miles south from Yarmouth on the ledge about the engine room. All light, 3 miles from Green Island and 10 efforts to back her off proved unavailing. miles from Seal Island. Gannet Rock is 50 The monster engines were powerless to move feet in height. The ledge on which the the luckless craft, and nothing remained but Castilian struck is about 3 miles south of this

> A Yarmouth despatch of Tuesday says:-"The only steamer which has arrived from the wreck of the Castilian so far to-day is the Evangeline. She brought up 107 sheep, which were put in the old merry-goound building. The steamer at once returned for further cargo. The weather is fine and if the steamers from Halifax arrive oon probably quite a considerable number of cattle and horses as well as other cargo can be saved. The position of the steamer is unchanged and Capt. Barrett and his officers remain by her. All the passengers remaining over left for Halifax this morning. The crew will be paid off to-morrow.

> > Will They be Successful? [Halifax Chronicle.]

The inauguration of the new steamship service between Milford Haven England and Paspebiac, Baie Des Chaleurs, Quebec, has come in for a great deal of comment, favorable and otherwise, principally otherwise, not only by the provincial press, but by the press of Montreal and Toronto. The fact that the Gaspesia has been ice bound in the Gulf for several days has, no doubt, materially prejudiced the enterprise, both on this and the other side of the Atlantic. As there are always two sides to a story and in order to get further light on this new enterprise, a representative of the Chronicle called upon Capt. Yates, the Canadian manager of the Canada Steamship Co., on board the steamer Lake Ontario, at the deepwater yesterday.

Capt. Yates, it may here be stated, is a Canadian, a native of Charlottetown, and a master mariner of some twenty-four years experience, not only on the great oceans, but n the Gulf of St. Lawrence and around the North Atlantic shores generally. His personal opinions therefore, concerning the practicability of navigating the Gulf of St. Lawrence in the winter months, must be accepted as of some worth. "I do think." said Capt. Yates, during the course of the conversation "that the

press of Canada has not treated our enter-

prise with that spirit of fairness, to say nothing of encouragement, which it deserves. The various ports seem to look upon it from a purely sectional standpoint. Our line is not a competitor with Halifax, St. John, straight for Tusket Island, before which Quebec or Montreal It is an enterprise way. She was running far out of her course, of this great Dominion which is almost fifty miles too far west. No authoritative to open up for that part of Canada and the explanation of the cause of the disaster is Dominion in general the markets of Wales at least twenty miles clear of Brazil Rock, day from merchants throughout Wales conwhich marks the danger limit. This ex- cerning the products of Canada and pointing Whatever may be the cause of her deviation Our enterprise is for the benefit of Canada world, into close touch with those markets. we are working directly for the good Canada. Therefore, if the press of Canada rom sectional reasons -- and sectional reasons should not exist-cannot give us that sympathy we deserve it should at least

be fair in its criticisms." "But the criticisms, Capt. Yates," interjected the reporter, "are mainly along the line of the practicability or impracticability of navigating the Gulf of St. Lawrence in winter. The present unfortunate position of the steamer Gaspesia, the pioneer boat of your line, is taken by many as an indication of failure on the part of your company to establish winter communication with Paspebiac. What have you to say on that point?' Capt. Yates replied : "The position of the

Gaspesia is rather unfortunate, but it does Among the passengers was Rev. Lord of an ice jam) a continuous service could be other, the Milford Haven, will leave later. Archibald Douglas, of London, Eng., a kept up the year round. You must remem- I believe, with these hoats we will be able Roman Catholic missionary who had been ber that this has been an unusually severe to maintain continuous service all the year laboring in the Northwest and was returning winter, the most severe in many years. The round. All we ask is that the press and Gaspesia is not the only steamer to be people wait until trial. You know people From cabin and steerage, from fire room bothered by the ice. The Stanley, plying said Cyrus Field would never succeed in between Pictou and Georgetown, has broken laying the Atlantic cable, But he did all and while steamers have been as long as have reached Paspebiac had she made the eighteen days on the passage from Liverpool attempt?" to Halifax, the Gaspesia made the run from | "I believe I could have taken her there Milford Haven to Paspebiac in twelve days, myself. But you know she does not belong notwithstanding the fact that she encounter- to our company and is on an expensive time ed much ice. But with all the drawbacks charter. With over 300 passengers on board In the middle of the day luncheon was we have established one fact very clearly we did not consider it advisable to run the served and some of the passengers partook and a very important fact at that, that the risk of any delay in the Gulf, as under the of it. The day went on and as there Gulf of St. Lawrence can be navigated two circumstances a few days delay means a was no response to the rockets and no as- months longer than was generally supposed. great deal. While she is a good boat ip sistance from those who had gone off in the Had the Gaspesia kept further over toward every respect I hardly think she is suited boat in the fog to seek land, the work of the Anticosti and Labrador shores I believe for heavy ice, and Capt. Bernier, who went

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WALLACE, N. S. DUNLAP, COOKE & CO.,

AMHERST, N. S.

N. S.

CANADA EASTERN RAILWAY, CHRISTMAS

FALL 1898.

Between Fredericton Chatham and Loggieville. FOR CHATHAM

Cross Creek,

Blackville,.

Chatham.

12 15 ar.4 00 . 12 12p m 3 57

10.10 " 10.30 ** EXPRESS. 12.50 p. m. 1,20 " 11.25 "

Loggieville Ly 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 tor st John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston

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THE GLOBE, Toronto, Canada.

haleur is free of ice to-day. "Does the enterprise depend upon the the company was thoroughly in earnest in establishing of an all the year round service this enterprise and meant to make it a sucwith Paspebiac?" asked the reporter.

If we find there are two or three months in the years during which we cannot run up the gulf, our steamers will make North Sydney or Halifax their terminus during those months. But as I have already said, there is a big business to be developed along that part of the Quebec coast-a business of great importance-and we are after it. Our line means much for Canada. Already we have brought out about six hundred immigrants to Canada, immigrants bound to the United States, all of whom have gone over the government railroad and thereby directly benefitting the country. In fact, all our business must go over the government road, and therefore from a national and patriotic point of view, we feel we are

"What about the new steamers you speak of?" asked the reporter.

"We will have two fine new steamers on the route next year. The Gaspesia will

"Do you think the Lake Ontario could

and with some difficulty rowed around to We wish if possible to establish a line direct ordered the vessel to Louisburg or Halifax. the other side, where the passengers might to Paspebiac all the year round. We are There was some ica off Louisburg, so the more easily enter them. The crew all knew spending money to find out if this can be captain headed for Halifax, the advantages

A Farm Library of unequalled value-Practical. Up-to-date, Concise and Comprehensive-Handsomely Printed and Beautifully Illustrated. By JACOB BIGGLE No. 1-BIGGLE HORSE BOOK All about Horses—a Common-Sense Treatise, with over 74 illustrations ; a standard work. Price, 50 Cents. No. 2-BIGGLE BERRY BOOK All about growing Small Fruits—read and learn how; contains 43 colored life-like reproductions of all leading varieties and 100 other illustrations. Price, 50 Cents No. 3-BIGGLE POULTRY BOOK All about Poultry; the best Poultry Book in existence tells everything; with 23 colored life-like reproductions of all the principal breeds; with 103 other illustrations. No. 4-BIGGLE COW BOOK All about Cows and the Dairy Business; having a great sale; contains 8 colored life-like reproductions of each breed, with 132 other illustrations. Price, 50 Cents. No. 5-BIGGLE SWINE BOOK Just out. All about Hogs-Breeding, Feeding, Butchery, Diseases, etc. Contains over 80 beautiful halfones and other engravings. Price, 50 Cents. The BIGGLE BOOKS are unique, original, useful—you never saw anything like them-so practical, so sensible. They are having an enormous sale-East West, North and South. Every one who keeps a Horse, Cow, Hog or Chicken, or grows Small Fruits, ought to send right away for the BIGGLE BOOKS. The Is your paper, made for you and not a misfit. It is 22 years is the great boiled-down hit-the-nail-on-the-head,quit-after-you-have-said-it, Farm and Household paper in the world—the biggest paper of its size in the United States of America—having over a million and a-halfregular readers. Any ONE of the BIGGLE BOOKS, and the FARM JOURNAL 5 YEARS (remainder of 1899, 1900, 1901, 1902 and 1903) will be sent by mail to any address for A DOLLAR BILL. Sample of FARM JOURNAL and circular describing BIGGLE BOOKS free Address, FARM JOURNAL

DUNLAP COOKE & CO. MERCHANT TAILORS,

-AND-GENTLEMEN'S OUTFITTERS AMHERST.

This firm carries one of the finest selections of Cloths including all the different makes suitable for me trade. Their cutters and staff of workmen employed are the best obtainable, and the clothing from

11.45 "

YNtil further notice, trains will run on the above Railway, daily (Sundays excepted) as follows

Connecting with I. C. R. GOING NORTH. EXPRESS. FOR FREDERICTON (read (up) EXPRESS

12.50 p. m 1.05 " MIXED Ar. Chatham Junc., 2.20 ** 10 00 12 20 p m GOING SOUTH. 9 00 { 11 10 6 50 8 20 6 42 ar8 0) 10.40 "

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

THOS. HOBEN, Supt.

ALEX. GIBSON, Gen'l Manager

TORONTO

to any address in New Brunswick, Nova Scotia, Prince Edward Island and All points EAST of MONTREAL for

in a similar strain to Capt. Yates. He said

The Lake Ontario is now loading for

London and will likely take a full sargo,

NOTICE

Public notice is hereby given

that a Bill will be presented for

enactment at the next session

and sewerage system for the

of the Provincial Legislature

\$110,000, to meet the necessary

Elevator" or "Tender for Warehouse" as the case

may be, will be received at this office until 5 o'clock

MARCH 25th, 1899, for the erection of a Grain

Elevator at St. John, New Brunswick and for the

erection of a Freight Warehouse on the new

ferminal Wharf now under contract at that place

DAY OF FERRUARY, 1899, at the Office of the Chief

Pians and Specifications may be seen and Forms

eastern stan ard time on SATURDAY

D. POTTINGER,

ncluding lumber and hay from Quebec and

and I believe we will succeed. The Bay des Ontario in the interest of the company, spoke

"No," replied Capt. Vates. "it does not

deserving of encouragement.'

CITATION.

N THE PROBATE COURT OF NORTHUMBERLAND COUNTY. To the Sheriff of the County of N rthumberland, or any constable within the said county, Greeting. Whereas, James D. Murphy and Mary Curran, administrators of the estate and effects of Elizabeth Walls, late of Chatham in said county, deceased, have filed an account of their administration of the said estate and have prayed that the same may be passed and allowed in due form of law. You are therefore required to cite the heirs and next of kin of the said deceased, the creditors and all others interested in her said estate to appear before me at a Court of Probate, to be held at my office. Newcastle, with n and for the said County of Northumberland on Friday, the fourteenth day of April next, at eleven o'clock in the forenoon to attend the pas ing and allowing of the said account of administration of said estate.

Judge of Probates Co Northld. G. B. FRASER, R. A. LAWLOR. Registrar of Probate for said County

Given under my hand and the seal of the

SAM, THOMSON.

Court this 28th day of December, 1898.



NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 24 JULY, 1896.

The attention of all holders of Timber Licenses is alled to Section 19. of the Timber Regulations which reads as follows ;-19 No Spruce or Pire trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 18 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage

and the License be forfeited" and all Licensee; are hereby notified, that for the future, the provisions of this section will be rigidly

ALBERT T DUNN,

NATIVE HERBS,' The Original Herb Compound, The Great Blood Purifier, Kidney and Liver Regulator. Guaranteed by our REGISTERED GUARANTEE. o cure all diaeases arising from Impure Brood and mactivity of the Liver and kidneys. DAYS' TREATMENT \$1.00

And the Dollar Back if you are not Cured. THE ALONZO O. BLISS CO., Sole Proprietors: JOHN McCARTHY, County Agent, Syracuse, N. For sale by A. J. LOGGIE, Chatham, Prompt attention given mail orders. Not sold by

still hold a

prominent place for -AND-

TO SIT FOR THEM AT Mersereau's Photo. Rooms, And avoid possible disappointment later when Give us a trial order for rayon, Water color &c.

MERSEREAU.

The Photographer

Chatham, Nov. 23rd 1898

Order A Suit for

We are offering them at supris-

Beautiful____ Overcoats, Suits Pants and

For Cash. Don't miss the chance of your life. W. L. T. WELDON, MERCHANT TAILOR

Can't

GO YOURSELF SEND

for any of the following STUARTS DYSPEPSIA TABLETS. VIN MARIANI, WYETH'S MALT EXTRACT. PABST MALT EXTRACT. SCOTT'S EMULSION.

PINK PILLS. DODD'S KIDNEY PILLS, DOAN'S KIDNEY PILLS

Ask for one of our handsome calenders

The Business heretofore carried on under the name of John McDonald, will hereafter be conduct ed under the name, and style of

All parties indebted to John McDonald are re-

Chatham, June 17th, 1897. While thanking the public generally for their liberal patronage bestowed on me respectfully s licit a continuance of the same for JOHN McDONALD & CO.

NOTICE 1899

JOHN McDONALD

Quarter of a Century

Always on hand a large stock of the most FASH-IONABLE CLOTHS and TRIMMINGS and a select stock of GENTS' FURNISHINGS.

IS STILL AT THE SAME BUSINESS

DEAR MR. SPENCE,-When the delega-

for the government to pronounce either launching.

I venture to submit for your consideration and the consideration of the mem lieve in prohibitlon as the most efficient have the support of less than 24 per cent.

expression of public opinion recorded at represent such a proportion of the elec-

He thus shows that the extraordinary ton steamer Castilian ran ashore

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 RUNS ON THE LEDGE. A strict and vigilant lookout for buoys and other land signals was maintained, but breakers were sighted on the port beam. The telegraphs rang with orders to reverse

The engines were immediately reversed She held hard and fast, swinging around only with the tide until the surf-beaten Gannet Rock loomed up to the north two

could be sent ashore for assistance, utmost coolness.

one way or other.

further controversy on many incidental

Ottawa, March 4, 1899. Mr. Spence expressed himself

ier's declaration. A despatch of Monday

the engines, but before the order could be running up gently and with so little shock that the fifty passengers sleeping in their but could not budge her from her position.

to wait for daylight, when a boat's crew lock. The officers and crew behaved with the

two holds were soon full of water and the

A WILD SPOT.

As the Castilian struck she was steering

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 day-

tributed this reduction to the extraordin- board, not one survived to tell the story no confusion, no loud talking. new steamers, give the idea a thorough trial Capt. Henry, who came out on the Lake

not demonstrate failure on our part to keep up winter communication with Paspebiac The Gaspesia is a good boat, but she is not suited to the service of the gulf in the winter months. Her captain is not very well acquainted with the gulf either. My personal opinion is, and I speak as a master mariner, that with the proper kind of steam. ers, supplied with boats, saws and dynamite. (the latter to keep the steamer free in case) her record for an ice bound voyage. The steamer Bruce has had a hard experience

launching the boats was commenced. Those she would have been in Milford Haven to- down to St. John's to pilot her to Paspebiac. on the side nearest the rock were got out day. Our line is a pioneer in this respect. was of the same opinion. Therefore 1

the ratepayers at a meeting to be called for that purpose, as provided by Section 15 of 59 Vic., C. 46. WARREN C. WINSLOW, INTERCOLONIAL RAILWAY. Tenders for Grain Elevator Separate Sealed Tenders addressed to the undersigned and marked on the outside "Tender for Grain

pulp from Chatham, N. B.

B., and at the Engineer's Office, St. John, N. F. In the case of Firms, the Tender must bear the actual signature of the full name, the occupation and residence of each member of the firm. All the Conditions of the Specification, including those requiring a security deposit with each Tender, Tenders must be made on the Printed Form

Near Railway Station, Campbellton, N. B. ormerly the Union Hotel, kapt by Mrs. Grogan Comfortable accommodation for permanent ransient guasts. Commercial Travellers will also be provided with Sample Rooms.

> GOOD STABLING on the premises. Mrs. Desmond,

EASTER ingly low rates for the month of

Going at Wholesale Prices Water St., Chatham, N. B.

Sole Agents for Tyke and Blenheim serges for

YOUR ORDERS TO

or any other medicine you may require

John McDonald & Co.

quested to call and arrange the amounts of their indebtedness within 60 days from date, not later than 14th August, All accounts not settled on or before that date will be placed in other hands

That F. O. PETTERSON, Merchant Tailor.

HE HAS BEEN DOING IN CHATHAM.