General Business.



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 that are making

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

INTERNATIONAL S. S. CO TWO TRIPS A WEEK

-FOR -



Fredericton, N. B.

and continuing until further notice, Steamer "Cumberland" will leave St. John every MONmoining, at standard. Estport, Lubec, Portland and Boston.

The Steamer "St. Crolx" will leave St. John every THURSDAY, at 4.30 p. m., BOSTON DIRECT. Returning, leave Boston same days at 8.15 a. m.

Through Tickets on sale at all Railway Stati and Baggage checked through. For rates and information apply to nearest Ticket C. E. LAECHLER, Agent. St. John, N. B.

Notice of Sale.

under and by virtue of a power of sale contained in a certain indeuture of mortgage dated the ninth day of November A. D. 1883, recorded in the office of the Registrar of Deeds for the County of Gloucester the ninth day of November A. D. 1883 as number 156 and on pages 293, 294 and 295 of the 30th volume of records; and also under and by virtue of a certain other power of sale contained in a certain other indenture of mortgage dated the fourth day of November A. D. 1886, and recorded in the office of said Registrar of Deeds for the County of Gloucester on the fourth day of November A. D. the one part, and said late Aretas W. of DesBrisay of the other part, we, the undersigned, Sydney DesBrisay and Penelope DesBrisay, executor and executrix of the last will and testament of teenth day of January next (1900) at twelve o'clock Bathurst, in the County of Gloucester, absolutely sell and dispose of the lands and premises hereinafter and in said two several mortgages particular ly mentioned and contained, at Public Auction, which said lands and premises are described as follows: "All that piece or parcel of land and premises
"situate at Beresford aforesaid, County and Prov"ince aforesaid, known as part of lots number
"twenty and twenty one, bounded as follows, to
"wit: On the east by the shore of the Bay Chaleur,
"on the west by the rear line of the grant, on the
"north by land owned by Edward Commeau and on
"the south by land owned by Peter Doucet and

SYDNEY DESBRISAY, PENELOPE DESBRISAY, Aretas W. Y. DesBrisay.

paying and satisfying the principal moneys and interest secured by said two several mortgages, default having been made in the payment thereof.

Dated this twenty-ninth day of September A D.

OF CANADIAN BOYS SOUTH AFRICA.

ada is excited as never before. Every one is asking for information and the Earl: Publishing Co., of St. John, N. B., are bringing out an authentic history from the discovery of Africa down to date including its ocupation by different nations, the great "treks" lling events of Laing's Nek and Majuba memorable in history. This is the book of stamps quickly to pay for mailing Prospectus copy ame to all. You gain nothing Outfits and all particulars mailed in order of their receipt. No duty. Big terms 30 days credit. Freight paid. Lowest retail prices. Act now and be first, Box 94 St. John N. B. (2) GENERAL WHITE AND THE BOERS.

(3) A STORY OF CANADIAN BOYS IN SOUTH (4) A STORY OF OOM PAUL. (5) GENERAL JOUBERT AT HOME AND IN

(6) KAAKI. (7) TOMMY ATKINS AT HOME AND ABROAD.

Before. After. Wood's Phosphodine The Great English Remedy Sold and recommended by druggists in Canada. Only rable medicine discovered. packages guaranteed to cure all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of To-bacco, Opium or Stimulants. Mailed on receipt of price, one package \$1, six, \$5. One will please, six will cure. Pamphlets free to any address. The Wood Company, Windsor, Ont-

Wood's Phosphodine is sold in Chatham by J. D. B. F. Mackenzie, in Newcastle by H. D. Peters.

WANTED.

Tons Granite

45C. PER TON DELIVERED ON TOWN WHARF.

Apply to Wm. Johnston, Treasurer, who have stone measured and pay for same. T. M. GAYNOR, WARREN C. WINSLOW, Mayo

Chatham, N. B., Nov. 18, 1899.

CANADIAN O PACIFIC KY.

Travel in Comfort

- 7.00 a. m. Mo Tu W Th Fr Sa - 4 10 p. m. Mo Tu W Th Fr Sa - 8,35 a. m. Tu W Th Fr Sa Su - 9,45 a. m. Tu W Th Fr Sa Su - 12.30 p. m. Su Mo Tu W Th Fr

A TOURIST SLEEPER

On above train ever Thursday, from MONTREAL and runs to SEATTLE, without change,
Double berth rates from Montreal to Winnipeg,
\$4.00; to Medicine Hat. \$6.50; Calgary, \$6.50 ancouver and Seattle, \$8.00.

For passenger rates to all points in Canada,
Western United States and to Japan, China, India,
Western United States and to Japan, China, India,

Miramichi Advance.

JANUARY 11, 1900, OHATHAM, N. B., The Filotage Difficulty.

The Miramichi pilotage difficulty has been under discussion by the Chatham Town Council and a committee thereof has been appointed with a view of making an effort to bring about settlement between the parties. action taken will meet with the ap proval of all right-thinking citizens and we hope lead to good results.

Unfortunately, peculiar ideas journalism at times take possession men controlling newspapers and we find manifestations of the fact to-day all over Cinada, editors vying with each other as to which of them shall make the most in I tical capital, even out of the government's action in sending contingents to South Africa. Local matters, too, which should be settled dispassionately between the parties immediately concerned on their merits are carried by outsiders, who are en tirely irresponsible, into the political arena, and that in the most self apparent manner. Here, on the Miramichi,

this pilotage difficulty is being used in certain papers, purely for political purposes. Some of even their professed friends appear to be willing to sacrifice the pilots' interests for political gain. They are fully satisfied, no doubt, that the style of their articles is more cal culated to widen the breach than to bring the parties together, but they are cunning enough to make the unfortunate victims believe they are their

friends, while in reality they are wolves in sheeps' clothing. The commissioners should consider that the pilots have practically all their capital invested in their mode of mak-To Charles H. Roy, of the Parish of Beresford, Gloucester County; Notice is hereby given, that under and by virtue of a power of sale contained in ing a living; they are good citizens and only anxious to make a fair livelihood. Occupying a larger sphere in business

life, as the commissioners do as ship

pers, they should be willing to mee

the pilots more than half way, if nec-

Let us all hope that both parties will now re-approach the matter in a con ciliatory spirit. They are not each wholly wrong, or wholly right. Both have made mistakes. They must be relieved; and a classification thereof: prepared to give and take in order that Persons burst and drowned, the difficulty may be amicably adjusted in as satisfactory and just a manner a possible in the interests of the public and the port.

Old Times on the Miramichi.

AFTER THE GREAT FIRE.

[From Cooney's History.] A more ghastly or a more revolting picture From different parts of human misery, than the country now exhibited, cannot be well imagined. The whole district of cultivated land I have already described, was shrouded in the agoniz ing memorials of some dreadfully deformed havoc. Of all its former comliness, not a single 'n ament remained. The tornado had poured its wrathful vials over it; and in the irrepressible fury of its rage, had ewept from its surface, every thing that had either enriched or beautified it. Of the towns, villages, and hamlets, that lately enamelled it, nothing was now visible, but embers, ashes, and smoke. A mildew had fallen upon its ripening flowers, and blasted were all its fruits. The songs of gladness that formerly resounded through it were no longer heard, for the voice of misery had hushed them. Nothing broke upon the ear, but the accents of distress ; the eye saw nothing except ruin, and desolation, and death

Newcastle, yesterday a flourishing town full of trade and spirit, and containing nearly 1,000 inhabitants, was now a heap of smoking ruins, and Douglastown, nearly one third of its size, was reduced to the same miserable condition. Of the 260 houses and stores that composed the former, but 12 remained and of the 70 that composed the latter, but six were left. Moorfields, an old and populous settlement, near Douglastown, was a pile of ashes; and the whole cultivated Parish of Ludlow was changed into a waste Butibog, Nappan, Black-River, and several other surrounding settlements became involved in the general ruin. More than four hundred square miles of a once settled country, now exhibited one vast and cheerless panorama of desolation and despair.

The few persons who had escaped from the visitation, sighed as they viewed the melancholy scene ; and those who had suffered grew pale at the contemplation of their misery. Dispersed groups of half-famished -half-naked-and homeless creatures,-all more or less injured in their persons ; -many lamenting the loss of children, relations and friends :- and all deploring the loss of some property, were wandering through the country. Nothing was heard but the most shuddering recitals; no language was spoken but that of misery and woe. Every hour brought the most distressing accounts from the woods : not a moment elapsed that did not furnish some fresh illustration of the extent of the calamity.

But a few hours had elapsed, and hundreds were hurled from comparative affluence into utter destitution. By one fell swoop, all that agriculture had reclaimed, all that art had erected, and all that commerce had amassed, were flung in shattered fragments through the blazing air. What mind can analyze, what pen can describe, what tongue can pronounce the feelings of industrious people, suddenly stript of their all, and thrown, with their helpless families, upon the measured bounty of promiscuous charity. What could be more distressingwhat more heart-breaking, than to see infants, sensible of their condition, though unconscious of its cause, shivering with cold, and nestling their little heads in the bosom homes of their homeless mothers.

1 am not ambitious of harrowing the recollection of my readers, by telling them what they remember, or of sickening their reverting sight, by acquainting them with what they have seen. We all know that the distress and misery, both in reality and appearance, outreached description and almost exceeded endurance; and that the country wore an aspect, far more appalling and desolate, than the most lively imagination, horrified by a vivid remembrance of this event, and a desire glowing to portray it.

I shall therefore say nothing of the human bodies, some with their bowels protruding, others with the flesh all consumed, and the blackened skeletons smoking. Of the head-less trunks, and severed extremities; of some bodies burned to cinders; others

The hosting of the Indians; the French villages
founded at Bay des Vents, Cain's River,
etc.; the ships sunk in the Miramichi and Restigouche; the work of the Davidsons, Hendersons,
Peabody, Frasers, Cunard, Simonds, Rankin,
Street and others, and an account of the settle-Hawaiian Islands, Australia and Manila, and also for descriptive advertising matter, and maps, write to

A. J. HEATH,

D. P. A. C. P. R.

ALBERT T DUNN,

AL St. John, N. B. torture. Such was the bitter destiny of

families and individuals; such were the heart-rending spectacles, scattered through the streets, and along the highways of our ravaged country. Brief and violent was their passage from life to death; and sude and melancholy was their sepulchre. They died by fire and were buried unhouseled and unanealed. Thousands of wild beasts, too, had perished in the woods; and from their putrescent carcases, issued streams of effuvi-

um and stench that formed contagious domes over the dismantled settlements. It would be useless to speak of the domestic animals of all kinds, that lay dead and dying in different parts of the country ; of the myriads of Salmon, Trout, Base and other fish, which poisoned by the alkali, formed by the ashes, precipitated into the river, now lay dead, floundering and gasping on the scorched shores and beaches; or of the countless variety of wild fowl and reptiles that shared a similar fate.

Never were the tender offices of charity more indispensably necessary than on this occasion: and never perhaps, were they more promptly and seasonably executed The piercing cry of suffering humanity, ringing far and wide, had penetrated through the glades of the forest, and into the splendors of the city. Its wailing echo resounded through the neighboring Provinces; at the extremity of the Federal States; and beyond the waves of the Atlantic. Wherever its supplicating voice was heard, its prayer was granted. Never was sympathy more active -never did human benevolence appear more

Although it be impossible to enumerate the multiplied instances of individual charity, I could easily select a few particular cases, were it not, that I esteem the virtue too highly, to deprecate it by elevating eulogy into its recompense.

As the anniversary of this calamity is re ligiously commemorated; and as everything connected with it is

"Written in hearts that have suffered too

any further remarks from me would be like going to the waters of Babylon to weep. Be it enough then, to add, that every ameliorating measure which prudence and sympathy would suggest, were here promptly adopted and liberally dispensed; and that the pater nal Governor, who had witnessed our prosperity, came to alleviate our misery. When we consider Sir Howard's conduct on this occasion :- his anxiety, his solicitude, and his zealous endeavours, under the most embarrassing circumstances, to mitigate the present distress, and promote the future prosperity of the country, the fervent prayer that he may never know sorrow or affliction. gushes warmly and spontaneously from the

The following statements exhibit an ac count of the lives lost; the property consumed ; the contributions received : how they were disposed of; the number of persons

d	Head of cattle destroyed, Loss of property estimated Of which was insured	£204,323 12,050		8	
c	And the state of	Net loss	£1	92,2	7
	Value of Provisions, Cloth ceived from different par	ing, and other s	tor	es, r	•
-	From Halifax	£2,5	67	18	
	Lunenberg	3	78	3	
	Pictou	- 1	350	0	
	Antigonish		00	0	
	Yarmouth		70	0	
	Amherst		35	0	
	The state of the state of	3,5	01	1	•

£5,446 11

Newfoundland Prince Edward's Island! £15,845 4 CASH SUBSCRIPTIONS. £863 15 266 17 2,941 2 New Brunswick Great Britaia United States and \ other places | 17,779 8 11

£37,696 8 11 there were also collected at
Glasgow, Bristol, N. Shields, and
Sunderland, and accounted for to
the Committees in these places

Tumber of	Total number of	ははないできる	Amount of loss on	Amount of loss on Net Amount, loss Amount distri-	Amount dis-	Amount distri-	-
sach class.	individuals in each class,	Total amount of losses.	which no relief was given.	on which relief was given.	tributed in Goods.	buted in Mo- ney.	Total an
15	76.	3,105 3 0		8,105 3 0	595 0 2	1,227 11 6	1,82
128	262	8,849 0 0		8,849 0 0	1,053 12 7	1,845 12 4	2,86
282	1315	69,245 9 6	438 6 0	68,812 3 6	7,396 16 6	9,392 4 1	16.78
28	173	13,564 3 0	575 1 6	12,989 1 6	715 1 8	8 8 979	1,36
86	311	16,856 13 0	73 5 0	16,783 8 0	1,569 19 6	2,013 13 1	39'8
857	980	11,662.17 0		11,662 17 0	2,128 13 9	903 7 4	30'8
75	114	10,770 13 0		10,770 13 0	832 2 2	1,040 9 1	1.87
13	89	5,398 6 0	2,309 10 0	3,088 16 0	182 3 4	298 4 0	48
19	191	72,206 19 6	36,150 0 0	36,065 19 6	1,444 0 11	2,148 5 4	3,56
	The state of the s						

0 00 4 00 00 to 00 00 adopted in the preceeding Abstract. Wonnded, aged and infirm men Orphans, widows and single women Farmers Lumberers

---OF---**NEW BRUNSWICK** -AND-

GASPE.

Printed by Joseph Howe in 1832 and reprinted by D. G. Smith in 1896, handsomely bound in blue and green and gold -including, 97 pages of the history of the County of Northumberland and a vivid de

GREAT MIRAMICHI FIRE; also the history of the early struggles of the French

THE WAR!

War news in detail is crowded out this week by reports of local matters. The situation is not materially changed during the week. The Boer forces are pressing General White very hardly at Ludysmith and he is successfully defending that important centre. He repulsed a very determined attack a few days ago and flicted great loss on the enemy.

The report that he captured 400 of the enemy is not confirmed. The following have been enrolled at Newcastle for the second Canadian con-

Sergt. Sydney J. Morrison, son of Donald Morrison, Newcastle; Dickson Dalton, son of the late William Dalton, Newcastle; Samuel Craig, Jr., son of Samuel Craig. Newcastle: D. L. McDonald, son of Alex. McDonald, Moneton; J.G. Daval, son of G. A. Daval, S. Savour, Jersey Island; J. B. Woods, son of Phil pWoods, Richibucto; M. B. King, son of Elward King, Newcastle; D. G. Stevart, son of Charles Stewart, Dalhousie : George Russell, son of George Russel, Sr., Newcastle ; John J. Ross, son of Wm. Ross, Westville, N. S ; Bert Finnemore, Fredericton; N. P. McLeod, son of Rev.

Joseph McLecd, Fredericton; Miles Boone, son of C. H. Boone, Fredericton; George H. Johnston, son of James A. Johnston, Campbellton; Henry J. Comeau, son of Henry Comean, S. John; George R. Wolfe, son of James Wolfe, St John; and John J. Galiah of Newcastle. At least ten more men are anxious to go. Major Malthy wired the D. O. C. for au-

thority to enroll extra men. In addition to the foregoing Stanley Morrison of the Bank of Nova Scotia. Chatham, and John McCulley, also of Chatham have been enrolled amongst the men of 8th Hussa's who go with the

Fi n ls of young Von Hugel, who was wounded at the b.ttle of Modder river have received word from him that he quite recovered. His father, Baron Von-Hugel, who was quite well known on the Miramichi, and lived principally in Montreal, died a few days after rece ving word of his son being wounded.

HONEST persons to represent us as Managers in this and close by counties. Salary \$900 a year and expenses. Straight, bona-fide, no more, no less salary. Position permanent. Our references, any bank in any town. It is mainly office work conducted at home. Reference. Enclose selfaddressed stamped envelope. THE DOMIN-ION COMPANY Dept. 3, Chicago. -1,4,00.

Chatham Board of Trade.

The annual meeting of the Chatham Board of Trade was held at the Town Hall o Tuesday evening, W. S. Loggie, Esq , presi-

dent, in the chair. The minutes were read and confirmed. The secretary, Mr. J. D. B. F. Mackenzie, read a letter to Mr. W. S. Loggie from the "Anglo-Canadian Produce Limited," stating that they were endeavoring to get sufficient local pledged support of freight to warrant a steamer being brought into Chatham for Liverpool direct, monthly, from June to December next. They had been given Mr. Loggie's name as one likely to be able to give assistance and would like to know what quantity they could count on to be shipped per month from Chatham. They also intimated that they were ready to give shippers assistance in selling their goods.

The letter was dated at Liverpool, Enga resolution on trade within the empire from

the Toronto Board of Trade. Both letters

were received and laid on the table, Mr. Loggie, from the committee appointed last year to take steps to have Chatham made a port of call for any transatlantic steamer subsidized by the Dominion government for Charlottetown service, reported his efforts to obtain fairer treatment in this that he had wired Senator Snowball promptly at Ottawa, saying that if a subsidy were that might be offered to induce a flour given for a steamer between Great Britain and Charlottetown Chatham insisted on being made a port of call, Mr. Snowball had said assurance was given by Sir Louis Davies that the request would be complied with. It appeared later that an Elder-Dempster steamer of draft too deep for Miramichi was engaged and bad made two trips last fall, leaving on this side from Chicoutimi and calling at Charlottetown but, of course, not here. He discussed the matter with Mr. Haszard of Charlottetown at St. John,

who explained the situation. The result was that the steamer ran as stated. Senator Snowball said that on receipt of Mr. Loggie's telegram he had interviewed Sir Louis Davies who gave the assurance stated. The Elder-Dempster boat, however, had been secured and he had pointed out that while her draft, loaded, was too deep for Miramichi she could come here when light, before going to Charlottetown. That was not done, however, but it was understood that if the service were continued the coming season. Miramichi would be included in it. It must be remembered, however, that it was necessary to keep agitating the matter, in order to have the arrangement

carried out. Mr. D.G. Smith, who, with the president attended as a delegate from this board the Maritime Board of Trade which met at St John last August, was called upon by the chair for a report. He went into the matter verbally at considerable length, giving a resume of the principal subjects dealt with and intimated that the Maritime Board would probably meet in Chatham in 1901 The space at our disposal does not admit of more full reference to the delegate's report. The Treasurer's (Mr. Geo. Stothart) report, and that of the Auditor, (Mr.

James Nicol) on the accounts were submitted and passed. It was, on motion of Mr. W. C. Winslow. and after some discussion, ordered that the Treasurer collect the dues of members. The President, W. S. Loggie, read his an-

nual report as follows :-I have much pleasure in reporting that the commercial enterprise and success of our merchants have been quite equal to former

The prices of sawn lumber and pulp have advanced and large contracts of the former are said to have been made in the European markets, and I predict the coming year one of great activity in this department of

The ratepayers of our town having authorized the Town Council to proceed the establishment of water works and erage, this work having been delayed by a doubt being expressed as to sufficient water being available from the Morrison Brook C. P. R. complained that after he had supply, measurements were taken during the dry season. In the meantime, the Town Council has ordered a test well to be driven on the Hay property, hoping that the I. C. R. D. G. SMITH. to the surface. The quality of the Mr. James Nicol asked if it was worth

ontlay is made. The matter of steamship freight traffic between St. John and Liverpool and the your council and referred to this Board for consideration. I am sure it will be to the advantage of the Maritime Provinces to have a fortnightly service to the West-Indies instead of a monthly one as at present, provided that the rates of freight are made as low as from New York.

The Town Council passed a resolution asking the Finance Committee to discuss with this Board the matter of levying civic taxes. It is undoubtedly a difficult problem to deal with. At the meeting of the Maritime Board of Trade an exhaustive paper was read on this subject by President W. M.

any reduction made on the rates of fire insurance on the business portion of the town, and consider this a great hindrance to the commercial interests of the town.

I regret to inform you that the matter inward freight rates on goods per rail from the west has not yet been adjusted. Flour is carried via Chatham Junction to Fredericton at four cents a barrel less than to Chatham. Local rates are still much more than to Newcastle. I consider the rates on outward freights much more satisfactory as the reads are more or less brought into competition with each other. I would advise renewed agitation to have inward freights made as low as to Fredericton from the west. There was some private correspondence last spring with Gulf port steamship owne s, and I believe if we could guarantee a reasonable amount of freight each trip, the boats would call regularly. This matter requires united effort. The matter of storing oil has been con-

sidered by the Town Council, and it generally agreed that the town should build an oil warehouse, and charge occupants rent sufficient to cover interest on the investment. I be ieve the interests of all concerned would be protec'ed by the carrying out of this

I submit for your consideration the matte of the telephone service as being unsatisfactory to its patrons and the public. I submit a letter from Liverpool, Eigland, regarding the establishment of a direct line of steamers from this port to Liverpool, and this is perhaps, the most important question

o come before this meeting. I draw your attention to the fact that the next annual meeting of the Maritime Board of Trade will be held at Kentville, N. S. Vhen this decision was made it was understood that Chatham would be selected as the place of meeting for the following year. It is important that we keep this in view and press our claims at the meeting at Kent-

I wish you all a prosperous business year The president added that he had omitted reference to the ferry matter, the subject of a time ball for Chatham and post office boxes. He had presented the subject of lobster regulations at the Maritime Board of Trade meeting, as stated by Mr. Smith in his exhaustive report. He was for shortening the season. A mistake had been made by the new regulations, since promulgated, in lengthening it. It was said by the packers of P. E. I. that they don't pack before May. He knew better; at all events he had bought a factory over there and would know all about it next year. [Applause.] The president's report was fyled. In behalf of the president a framed picture of all the presidents of Canadian Boards of Canada, to which its operations are confined. Trade was presented by the secretary and received with thanks. It is to be hung in to pay death claims, which is invested as Spring.

the Town Council chamber. Mayor Winslow expressed appreciation of President Loggie's report, and especially of the good wishes with which it closed and hoped he would realise the same. [Applause] A number of bills were passed,

President Loggie referred to the fact that the railways make a discrimination against Chatham of four cents a barrel on flour as between Chatham and Fredericton, and reporting from the committee appointed to interview Hon. Mr. Blair, Minister of Railways on the subject, said, having done so, that gentleman had practically promised redress. He had referred them to Mr. Pottinger, who had sent the freight agent here, but nothing was done: Mr. Snowball had been given to understand by the freight agent that the rates would be equalised, but no reform was effeeted. It was porposed, some time ago to encourage a steamer to bring flour here from the upper provinces, but that has been deferred because of a hope that the railways would give redress. The railways would, no The secretary also read a letter enclosing doubt, cry out if we resorted to water carriage, but that would come unless justice

> Hon. Senator Snowball argued that it was only fair that we should be given at least the same rate on flour and be placed on as favorable terms as Fredericton. He would do all he could to back the President up in matter and make up his part of any freight

Mr. D. G. Smith said that the chief reason assigned for the discrimination in railway flour freights to Fredericton that it was a competitive point between the I. C. R. and Canada E setern on the one part and the C. P. R. on the other, but the railways ought to be made to realise that this was a point where for at least six months of the year a water competition which would shut the railways out altogether was available. We desire to patronize the railways and funeral benefits. The society issues but they ought to understand that we could hardly be expected not to resent being discriminated against.

matter Mr. Loggie said the rates issued for | cording to the age of the applicant. The Chatham and Fredericton were the same, but death rate in the acciety was only 4,56 per a special rate was made outside of that for 1,000 of the membership in 1898, and the Fredericton, by which an advantage of four cents a barrel over Chatham was given to

Senator Snowball said that, practically, the Fredericton rate was given from the Vest to all principal stations along the Canada Eastern, for cars were billed through but stopped in transit, and flour and pork were put off in as low as 20 bbl. lots. President Loggie endorsed this statement

and he as well as Senator and W. B. Snowball showed how this violation of ordinary railway rules governing the carrying of through freight caused an injury to Chatham trade whose former customers quoted the practice referred to as a reason why they could buy flour and pork cheaper from Fred-

Mr. C. A. C. Bruce said there would no difficulty about obtaining steamers come here. Dobell's line running to Charlottetown had said they would have their boats call if offered any inducement, Mr. W. B. Snowball moved that if the

railway rates on flour are not made the same to Chatham as to Fredericton and on other goods the same as to Newcastle, this Board recommend that steps be taken to secure a steamship service for Chatham. In reply to Mr. F. E Winslow, president

Loggie explained that Fredericton, St. John. Moncton, Dorchester, Sackville, etc., being classed as competitive points, rates were lower to them relatively than to points not considered competitive ones. The trouble is they don't consider Chatham a competitive

In reply to Mr. Bruce, Mr. Loggie said he thought the flour rate to St. John was 5c. less than to Chatham. alled to Section 19 of the Timber Regulations Mr. Bruce said Mr. Sutherland of the

"19 No Spruce or Pire trees shall be out hy any Licensee under any License, not even for piling, which will not make a log at least secured reduced rates to Chatham our 18 feet in length and ten inches at the small end; and if any such shall be out, the Lumber shall be liable to double stumpage merchants has given their freight to the and the License be torfeited"

water has to be tested before any further | while to mention Newcastle in the resolu-

Mr. W. B. Snowball said it was, for West India Islands has been brought before | Chatham Junction should be classed as a competitive point and the ra es should be so arranged as to give Chatham the same rate

Mr. Snowball's resolution passed unanimous'y.

[Mr. Robinson travelling freight agent of the I. C. R. was present at the meeting by invitation of the president, who stated that Mr. Robinson had said he would be glad to hear any discussion of railway matters by the Board, but that he was not authorised to offer any remarks. This position was I regret to report that there has not been understood and appreciated by members.]

The election of officers now took pl ca all those of last year being re-elected, including members of the council and the board of arbitration. Mr. M. S. Hocken was added to the latter.

The subject of the Chathan telephone service was discussed, a number of members condemning it as inadequate and

Mr. Mackenzie, manager of the line all the wires were working well in the daytime and a'l the main lines at night. The Loggieville line was owned by Messrs. A. & R. Loggie and the Company was not responsible for their letting it remain out of order, sometimes for two or three weeks.

Instances of poor service were stated by several members, but Mr. Mackenzie intimated that there was little or nothing to complain of. Mr. Bruce said that at the next meeting

of the Legislature provision was to be made for an inspector of telephone services, and if there was not good service there would be o pay. [Hear! hear!] Oa motion of Mr. Smith the meeting

adjourned until next Monday evening.

To Our Readers.

The ADVANCE will be obliged to its numerous readers if they will enable us to nake reference in our local columns to matters and events in which they are interested, or may think their friends This they can do by giving the information in person at the office, or writing to us about it. Many things proper to be noticed in the ADVANCE's columns do not appear therein, simply because our attention is not called to them by those who would like to see reference to them in the paper, but have omitted to do their part in making them known. Come, therefore, or write and tell us your local news.

The Canadian Order of Foresters

This popular fraternal insurance society was organized in November, 1879, and is now 20 years old, and each succeeding year it has been growing stronger numerically and financially. The society has a membership ever shown in Chatham. Call and see. of upwards of 33,000 in the Dominion of On Nov. 1, 1899, it had \$814,826.08 on hand

Dominion of Canada stock \$100,000 00 Deposit with Gov. Prov. Quebec 5,000 00 Freehold I., & S. Co., Toronto, .. 30,000 00 Western Can. L. & S. Co., Toronto 30,000 00 Central Can. L & S. Co., Toronto 30,000 00 Ontario L. & D. Co., London.... 20,000 00 Hamilton Prov. & L. S., Hamilton 20 000 00 British Mort. & L. Co., Stratford 20,000 00 Royal Loan & S. Co., Brantford. 20,000 00 Toronto S. & L. Co., Peterboro . 20,000 00 Imperial L. & S. Co , Toronto 20,000 00 Landed Banking Co., Hamilton... 20,000 00 Union Bank, Souris, Man. 20,000 00 Huron & Erie L. & S. Co., London 10,000 00 Lon. Loan Co. of Canada, London 10,000 00 Quebec Bank, Toronto derchants B'k of Halifax, Montr'l 10,000 00 tandard Bank, Brantford. Bank of N.S., Charlottetown, P.E.I. 10,000 00 Bank of Hamilton, Morden, Man. 10,000 00 Bank of Hamilton, Hamiota, Man. 10,009 00 Bank of Hamilton, Winkler, Man. 10,000 00 Town of Paris, Debentures, 22,122 15 Selkirk School Debentures 9,000 00 Town of Collingwood Debentures 8,281 88 Town of Clinton Debentures..... 25,000 00 Township of Hullett Debentures 7,469 67 Township of Winchester Debent's 2,642 60 Portage La Prairie School Deb

City of Winnipeg Debentures 21,925 26 Tilsonburg Debentures..... 9,614 64 Town of Truro Bonds...... 10,584 84 St. Catharines Debentures 16,347 19
Buckingham Debentures 16,502 50 Renfrew Debentures 20.477 90 Parkhill Debentures..... 9,231 48 Tara Debentures 8,635 52 Standard B'k, Brantford (cur. ac.) 15,591 33 Bank Hamilton, Winnipeg(cur. ac.) 5,050 38

Total.....\$814,826 08 Since its inception the order has paid to its members and their dependents upwards of two million dollars in insurance and sick policies for \$500, \$1000, \$1500 and \$2000, the latter sum being the limit of any life, and the premiums for the same are only In the course of further discussion of the | 60 cents to \$1 per month per \$1,000, acaverage Jeath rate since the organization of

> The Sick and Funeral Benefit Branch. though an optional feature, is very popular among the membership, upwards of 16,000 being enrolled in that department. The benefits are \$3 per week for the first two weeks of illness and \$5 per week for the succeeding ten weeks during any year, besides a funeral benefit of \$30. The fees for same, payable monthly in advance, are from 25 cents to 45 cents, according to the age of the member when joining the branch. During the year 1898 over \$43,000 were paid out in sick and funeral benefits, and

the society was 4.94.

\$143,000 in insurance. There are now about 700 subordinate branches, or courts as they are called. throughout Canada, and the order is now well established in all the provinces and ter-

itories of the Dominion. All physically and morally qualified males between the ages of 18 and 45 years of age who are not debarred on account of their occupation, are accepted for membership. For further particulars enquire of any of the Officers or Members of the Order, or address THOS. WHITE, R. ELLIOTT, High Sec'y,



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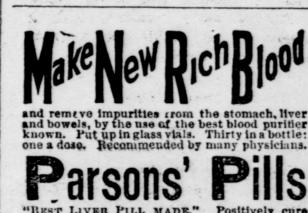
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