

General Business.

J. B. SNOWBALL'S MIRAMICHI WOOD TRADE CIRCULAR FOR THE YEAR 1899.

[J. B. Snowball's annual Wood Trade Circular is out and we make room for its most important exhibits of the business of New Brunswick and Nova Scotia as follows:]

CHATHAM, NEW BRUNSWICK, CANADA, DECEMBER 31ST, 1899.

Marked features in the timber trade for the year have been the steady advance in values in this market and the firmness with which stocks have been held.

The earlier shipments, however, were in fulfillment of existing contracts that were taken at a slight advance over last year's prices, and the later shipments had to meet high fall insurance and extreme freights, which materially reduced, and in most cases wiped out, shippers' margins.

The opening spring rates of freights ranged from 43/9 to 47/6, according to size of vessel and port of destination. Later freights were from 50/ upwards, and in one case as high as 70/ was paid for a small steamer, Miramichi to Kiochefort.

The shipments from the Miramichi for the year amounted to 129,000,000 superficial feet, which was an advance over last year. The exports from St. John, however, show a slight decrease as do also the shipments from nearly all the other New Brunswick ports. St. John report is for the twelve months, from 1st December, 1898.

The stock of merchantable Spruce and Pine wintering here is 31,684,000 superficial feet, against 40,000,000 last year.

The increased shipments from Miramichi the past season represent the difference between the stock wintering in the fall of 1898 and the present stocks.

The shipments from Nova Scotia show a falling off of over 20,000,000 superficial feet, and 57,000,000 superficial feet less than in 1897. This was no doubt partly caused by the larger quantity taken by the United States market, and from present appearances that market will draw still more heavily on Nova Scotia next year.

The winter operations in the woods are about the same as last year. The weather so far has been favorable, still, the output is not expected to be increased.

All the mills in this district were fully employed the past season, and at present there is nothing to indicate that an increased quantity will be manufactured.

SHIPMENTS FROM MIRAMICHI FOR 10 YEARS FROM 1890 TO 1899 INCLUSIVE, were:-

Table with 5 columns: Year, Millions sup. feet, 1890-92, 1893-95, 1896-98, 1899.

THE SHIPPERS FROM THE PORT OF MIRAMICHI, FOR SEASON 1899, were:-

Table with 6 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards, Palings, Birch squares, Spool Wood, s. ft.

1899-DISTRIBUTION OF MIRAMICHI SHIPMENTS.

Table with 6 columns: Country, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards, Palings, Birch squares, Spool Wood, s. ft.

OTHER NEW BRUNSWICK PORTS.

ST. JOHN, N. B. SHIPMENTS OF DEALS TO TRANS-ATLANTIC PORTS, DEC. 1st, 1898 to DEC. 1st, 1899.

Table with 6 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards, Pine, Birch.

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 10 YEARS.

Table with 5 columns: Year, Total Sup. ft. deals, etc., Timber (tons), Birch, Pine.

MONCTON.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards.

DALHOUSIE.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards.

SACKVILLE.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards.

CAMPBELLTON.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards.

RICHMOND AND BUCTOUCHE.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards.

BATHURST.

Table with 5 columns: Shippers, No. Vessels, Tons, Sup. ft. deals, end, scantling and boards.

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK 1899, COMPARED WITH 1898.

Table with 7 columns: Ports, No. VTs, Tons, Sup. ft. deals, etc., Timber (tons), N Vts, Tons, Sup. ft. deals, etc., Timber (tons).

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were:-

Table with 5 columns: Year, Millions sup. feet, 1890, 1891, 1892, 1893, 1894.

SHIPMENTS FROM NOVA SCOTIA, 1899.

Table with 5 columns: Ports, No. Vts, Tons, Sup. ft. deals, etc., Timber (tons).

Miramichi Advance.

CHATHAM, N. B., JANUARY 18, 1900.

Should Meet at Fredericton.

We observe that there is to be a meeting of the Good Roads Association in Fredericton during the approaching session of the Legislature. Delegates will be sent to it by public bodies in the same way as is proposed to be done in the case of the coming meeting of representative persons to consider the question of establishing an all-the-year-round line of steamers between Liverpool and St. John.

The Scott Act at Prayer Meeting.

The associations of the week of prayer, the announcement of which the ADVANCE published as usual, appear to have aroused some, at least, of our local clergymen to an interest in the fact that the Scott Act is being violated in Chatham. That special offence against the law of the land, of course, as in its local manifestations as the bringing of the Act into force. There has been very little diminution of drunkenness about our streets, although for the past twelvemonth there has, with exception of about four months, been no less effective prosecution of violators of the Act than in other years since it has been in operation, and many well informed people are wondering why the clergymen referred to singled out for their censure the Town Council which has accomplished so much in convicting offenders.

One clergyman, in the prayer meeting last Thursday evening said he was weary of the Town Council's slow progress in having the Scott Act enforced and its violators punished and exposed. He said further that his face blushed with shame and his heart burned with indignation over "the rumor that some of those whom 'Christian men and women have helped to put in authority are in league with 'the rumsellers.' This gentleman was edified in our councils 'with convictions as high as heaven and as deep as hell'—all of which indicates that he speaks and feels very strongly on the subject.

Another clergyman said that on his arrival in Chatham in July last, he found much more drunkenness in two weeks than he had seen in the previous ten years, and he also said that two years ago the town appeared to be a model temperance one. He attributed this to 'the dismissal of Mr. Menzies' by the Town Council, 'and this,' said he, 'is what they have brought us to.' He said also that the Scott Act was all right, but it was the men who should enforce it who were failures.

Another reverend gentleman said, amongst other things:

'The Scott Act provided that there should be three classes of offence—first, second, and third. The first punishable with a fine of \$50, the second with a fine of \$100, the third with imprisonment. Those who were willing to pay the fines discreetly closed up when a third offence was recorded against them. It was notorious that those whose business it was in Chatham to enforce the law and make every offence a first offence punishable only with a fine. One thousand dollars had been paid into the treasury, as Scott Act fines, during the past year. That would represent twenty first offences; were they all first offences? Is it not known that that amount includes several fines from one individual in one year? 'It would seem that since the Scott Act being a law to prevent liquor selling, it was being used as a source of revenue to the town. The Scott Act was put in force to clear out the liquor sellers, not to gain a revenue from them.

Another thing for which he criticized those charged with enforcement of the law was the absolute secrecy in which the whole matter was dealt with. No convictions against the Scott Act—no names of the illegal sellers had been made public.

The same gentleman said that the policemen had failed as inspectors and a gentleman who had a fine record in a former public office was appointed, but in a few weeks or months he handed in his resignation. Continuing he said:

'What did they say? Did they ask why is this? Is your work done and the illicit liquor sellers cleared out? Have you accomplished the work for which you were appointed? If so, why not continue in office as a terror to evil doers, and we will continue your salary? They did not do this! On the contrary they accepted the resignation in silence. They either knew or did not know why he resigned. If they did not know then they ought to have made enquiry. If they did know then the reasons ought to be made public. If obstacles were put in his way the people ought to know it.'

If there has been such a contrast between the enforcement of the Act for the past year and the time when Mr. Menzies was inspector—so much more drunkenness, and such a running of the law for the purpose of raising a revenue rather than for the suppression of the traffic—how is it that our clerical friends who, at this late date, attack the Town Council on the subject, have not heretofore, in their own churches, in the course of their sermons, stated the alleged facts and enforced the lessons it was their duty to teach upon their congregations, so as to assist in the creation of a healthy public sentiment on the subject? It may safely be assumed that they were entirely oblivious to the changed conditions which they allege exist until somebody who can see things not perceptible to others pulled their reverend and respectable legs—to use a pardonable slang expression—for their own purposes.

The ADVANCE, for years, was engaged in showing to the public that Mr. Menzies, who is so ardently praised by his reverend champions, was one of a trio, of whom the 'gentleman' inspector referred to in Thursday's prayer meeting was another, who ran the Scott Act not only in Chatham but all over Northumberland County for revenue and not for suppression of the traffic. We published the names of offenders and gave particulars of their cases. Samples were as follows: One in Chatham who, within a period of thirteen months, was convicted and fined six times. They made him pay \$250 for the six, but the last two were, singularly enough, for first offences. Another, Chatham man whose name was given, was, within fourteen months, convicted three times under Mr. Menzies and paid \$200, but the third conviction was for a first offence. They got \$250 from another Chatham offender within seventeen months on five convictions, the last being for a first offence, \$300 from

another in Chatham for five convictions within fifteen months, only one of which was a second offence, the others being firsts; \$350 from another in Chatham for five convictions within about eighteen months. In this person's case they had made one of a former series of cases a third, but although she was convicted she was not imprisoned. For six offences \$400 was imposed in fines on another of fonder between Sept. '96 and Oct. '97, yet she never went to jail. Another Chatham offender was convicted five times between Feb. '96 and Dec. '97, four of these convictions were for first offences and one for a second. And yet, with all this money, and nobody going to jail, there was no balance in the public treasury. It was 'absorbed' by the peculiar methods of the gentlemen who were held up as paragons at last Thursday evening's prayer meeting.

These are samples of the work of Messrs. Menzies and McCullay which were exposed in the ADVANCE, but if any of the town clergy took the slightest interest in them at the time or since we have failed to hear of it. Did any members of their congregations have them refer to Messrs. Menzies and McCullay running the Scott Act for revenue?

We might pursue the subject farther but space will not permit. It is right to say however that the Act is not now being run for personal revenue for the prosecutors in Chatham. As many convictions, to say the least, are secured as formerly and the prosecutors' personal revenue is but a small portion of the fines collected.

It is just also to explain that ex-inspector McCullay resigned because he was re-elected by the chairman of the police committee for his failure to do the work for which he was paid and told that his employment could not be continued unless he was more efficient. There was therefore no need of the aldermen asking him why he resigned.

All 'Bosh'.

An Athol, Mass., correspondent writes to the ADVANCE saying:— 'Are you not all trembling over the meetings the Hibernians are holding in this and other states to strike a blow at Canada while old England is engaged with the Boers? When they start to strike let us know and we'll all go down and help you out. The Canadian in front and the Americans in rear will give them all they want. Their talk is all bosh. Of course, there's a fund connected with it, and we'll know how hard it is for the leaders of these patriots to make an honest living. Poor, good-hearted Pat, contributes his dime and the aggregate of them enriches the agitators who pull his leg.'

Geographical.

The literary edition of the Ladies' Home Journal, in the January issue, gives this instructive information to an inquirer:— Charles G. D. Roberts, the Canadian writer of romance, is living in New York. He was born in New Brunswick, Nova Scotia, in 1860.—Globe.

United States Notes.

Our Washington correspondent writes:— The action of the Transvaal government in refusing to permit U. S. Consul Stanley Hollis to act as British representative at Pretoria during the war, is taken as a proof either of the invincible ignorance of the Boers in the matter of diplomatic procedure, or as a species of snub to the United States for the open sympathy of the administration with Great Britain. It seems, however, that the Boers do not go further than to refuse to permit Mr. Hollis to claim the name of British representative, but do permit him to do everything that he would be entitled to do under that claim.

In other words, if the matter is rightly understood, they grant the thing and merely deny the name. Remembering the storm of indignation towards France and Germany that swept over the United States on account of their open sympathy with Spain during the late war, very few Americans blame the Transvaal for feeling more or less bitterly towards them. How the Americans regard the struggle is shown pretty accurately by an interview recently given out by Major J. M. Barke, of "Wild West" fame. "It is characteristic," he said, "of the people to take the part of the under dog, and hence the feeling manifested in many sections in meetings called to express sympathy with the Afrikaners. Getting away from this, it must be admitted that our interests are bound up in the maintenance of the prestige of the British empire. English success, for instance, means the completion of the Cape to Cairo railway, as well as the building of thousands of miles of railway elsewhere, all of which will call for the purchase of iron and steel rolling stock from the United States. England is the advance agent of civilization, and wherever she goes her policy is that of progress and development."

The supreme court of the United States has recently rendered a decision in the case of the Canada Sugar Refining Company against the Insurance Company of North America, involving the insurance on the profits of a cargo of sugar shipped from the Philippines and partially lost by shipwreck. The Circuit Court of Appeals held that as the cargo was not a total loss there could be no recovery on the policy. This decision was reversed.

The movement to abolish duties on paper, wood pulp, and so forth, in Canada is so much interested, continues to gather force. The price of ordinary

With AGE COMES WISDOM. From childhood to ripe old age since 1810. JOHNSON'S ANODYNE LINIMENT has been used by generation after generation. Relieves Every Form of Inflammation for INTERNAL and EXTERNAL use.

Many old people relate that even since they were boys and girls together, JOHNSON'S ANODYNE LINIMENT has been used and grown in favor with them by many family hills from infancy to old age. I have been a hundred years old and I have found JOHNSON'S ANODYNE LINIMENT to be the best remedy for all kinds of rheumatism, neuralgia, toothache, headache, earache, sore throat, hoarseness, colds, coughs, sore throat, lumbago, colic, and all kinds of pains and aches. It is the best remedy for all kinds of inflammations, and it is the best remedy for all kinds of skin diseases, such as eczema, psoriasis, and all kinds of eruptions. It is the best remedy for all kinds of burns, scalds, and all kinds of wounds. It is the best remedy for all kinds of sprains, strains, and all kinds of bruises. It is the best remedy for all kinds of neuralgia, and all kinds of sciatica. It is the best remedy for all kinds of rheumatism, and all kinds of osteoarthritis. It is the best remedy for all kinds of tendonitis, and all kinds of bursitis. It is the best remedy for all kinds of myositis, and all kinds of fasciitis. It is the best remedy for all kinds of cellulitis, and all kinds of abscesses. It is the best remedy for all kinds of ulcers, and all kinds of fistulas. It is the best remedy for all kinds of hemorrhoids, and all kinds of piles. It is the best remedy for all kinds of hemorrhoids, and all kinds of piles. It is the best remedy for all kinds of hemorrhoids, and all kinds of piles.

newspaper has been so increased by the trust that it has become a most serious matter with country as well as city journals. Contracts recently made by New York papers are said to have been 2 1/2 cents for large contracts, and 3 1/2 cents for small ones. Certain Canadian mills have offered, it is said, to sell in small lots at 2.6 cents plus the tariff duty.

The bond of the Washington County Railroad Company as a common carrier for the transportation of appraised merchandise in bond and merchandise in transit to, from, and through the Dominion of Canada, has been approved by the Treasury Department and the company is authorized to transport over such connecting lines or routes as may be necessary to reach the port or ports of destination specified in the entry and manifest in each particular case. Where transportation is made by water routes, only vessels of the United States must be used.

Canadian commerce is occupying a good deal of space in American papers nowadays. A recent issue of "The Evening News" says that the Dominion has spent \$70,000,000 on its canal system, of which \$50,000,000 has gone to the St. Lawrence system, including the Welland Canal, which gives access from Lake Erie to Lake Ontario. Since 1855 he traffic has varied between 1,600,000 and 2,000,000 tons a year. If the freight rates were proportioned to a fair rate of interest on the cost of the canals, they would be prohibitory. But there is no prospect of better results. "With the completion of the new Sulzberger Canal," says the News, "a depth of 14 feet of water is secured from the upper lakes to Montreal, and a determined effort will be made to draw export traffic in this direction in competition with the Lake and railway routes to United States ports. It appears pretty clear that the 9-foot Erie Canal cannot be expected to compete with the 14-foot Canadian route, especially as the latter has the further advantage that for a large part of the distance the navigation is in a deep and broad river, where full speed is practicable."

THE WARI. Although no important engagements have taken place since our last issue, so far as any authentic news shows, there have been quite a number of telegrams and rumors of British successes and defeats which wind up to be without foundation. The reports of the Boers' attack of 6th inst. upon Lydenburg appears to have been quite a blow to them and has won men credit for the brave and resourceful defenders of that important place. The casualties are not yet definitely known, but it seems the British lost about 400 and the enemy only a few.

General Buller's movements are not known at all, but good news is expected from his forces ere long. The Boers in contingent raised by Major Malby is being raised off at Newcastle station on Monday afternoon when they took train for Halifax, en route for the seat of war. The school children were given a half holiday, the stores were closed for several hours, the Orange band turned out and a very large and enthusiastic crowd was at the station to say good bye to the brave fellows. Speeches were made by Rev. Wm. Anken and Rev. Mr. Snow. The latter, in behalf of the Mayor, Mr. James Robinson M. P., and the citizens gave to Major Malby eighteen envelopes, each containing £15 in gold, for the men. The mayor also addressed the men and presented the money. With the speeches, farewells, cheers, band music, etc., the send off was a splendid one.

Our Washington correspondent writes:— The action of the Transvaal government in refusing to permit U. S. Consul Stanley Hollis to act as British representative at Pretoria during the war, is taken as a proof either of the invincible ignorance of the Boers in the matter of diplomatic procedure, or as a species of snub to the United States for the open sympathy of the administration with Great Britain. It seems, however, that the Boers do not go further than to refuse to permit Mr. Hollis to claim the name of British representative, but do permit him to do everything that he would be entitled to do under that claim.

In other words, if the matter is rightly understood, they grant the thing and merely deny the name. Remembering the storm of indignation towards France and Germany that swept over the United States on account of their open sympathy with Spain during the late war, very few Americans blame the Transvaal for feeling more or less bitterly towards them. How the Americans regard the struggle is shown pretty accurately by an interview recently given out by Major J. M. Barke, of "Wild West" fame. "It is characteristic," he said, "of the people to take the part of the under dog, and hence the feeling manifested in many sections in meetings called to express sympathy with the Afrikaners. Getting away from this, it must be admitted that our interests are bound up in the maintenance of the prestige of the British empire. English success, for instance, means the completion of the Cape to Cairo railway, as well as the building of thousands of miles of railway elsewhere, all of which will call for the purchase of iron and steel rolling stock from the United States. England is the advance agent of civilization, and wherever she goes her policy is that of progress and development."

The supreme court of the United States has recently rendered a decision in the case of the Canada Sugar Refining Company against the Insurance Company of North America, involving the insurance on the profits of a cargo of sugar shipped from the Philippines and partially lost by shipwreck. The Circuit Court of Appeals held that as the cargo was not a total loss there could be no recovery on the policy. This decision was reversed.

The movement to abolish duties on paper, wood pulp, and so forth, in Canada is so much interested, continues to gather force. The price of ordinary

Agents:—Our book on South Africa and the Boer War is a regular best-seller for agents. Big cheap book. Sells on all. One free. BRADLEY-GARRISON CO. LIMITED, Bradford, Ont.

Agents:—Our Christmas books are new. From Fifty Cents up. Big books on all the great events of the Nineteenth Century. Great Battles; Great Men; Great Inventions and Discoveries; Progress of Nations; every great event of the Century. If you have a boy's book or engaged in the agency business, you lose money by not having these. They are the best opportunity for making money you ever had. Big commissions; big profits; easy time; new plan; get our offer now. THE BRADLEY-GARRISON CO. LIMITED, Bradford.

Agents:—Christian Endeavor, Epworth League and B. Y. P. U. Members "Light of Life" is a treasure house of information. We need Christian men and women and others who desire to do good and make money. To circulate this wonderful book. BRADLEY-GARRISON CO. LIMITED, Bradford.

Agents:—Duffy's; the Prisoner of Devils' Land. Full story of the most remarkable military trial and scandal of the age. Big book, well illustrated, sells on all. One free. BRADLEY-GARRISON CO. LIMITED, Bradford.

Wanted:—\$2 per day sure, position permanent; special work; gentlemanly; experienced; open to any business. Address: S. M. FRY, Field Manager, Hamilton.

FREDERICTON The Business COLLEGE. W.J. OSBORNE PRINCIPAL.

The long experience as a practical Accountant and Commercial teacher, of the principal, the thoroughness of the work, and the very low figure at which board may be had, are some of the things that are making...

Fredericton Business College. The popular college of the Maritime Provinces. Highest attention more than that of last year. Send for FREE Catalogue. Address: W. J. OSBORNE, Principal. Fredericton, N. B.

INTERNATIONAL S. S. CO. TWO TRIPS A WEEK. Commencing Nov. 6, and continuing until further notice, Steamer "Cambridge" will leave St. John every MONDAY morning at 7.30 standard, for Estport, Lunenburg, Portland and Boston.

BOSTON! Commencing Nov. 6, and continuing until further notice, Steamer "Cambridge" will leave St. John every MONDAY morning at 7.30 standard, for Estport, Lunenburg, Portland and Boston.

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

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

A STORY OF CANADIAN BOYS IN SOUTH AFRICA. The eyes of the world are on South Africa. Canada is excited as never before. Every one is asking for information and the East Publishing Co., of St. John, N. B., are bringing out an authentic history from the discovery of Africa down to date including its occupation by different nations, the great "Voyage of the Beers, their habits, customs, treatment of slaves, complete sketches of the lives of all British Generals connected with African History, President Kruger, General Buller, Cecil Rhodes, Dr. Jameson, Right the world's real heroes, the great warriors, the founder of Ladysmith, Canadian officers, the causes that led up to the present war, the last fighting events of Ladysmith and Mafeking, the capture of the natives, the story of the troubles of 1881-1884, the whole superbly illustrated. Much of this truthful narrative reads like a fairy tale while parts thrill the reader with all the horrors of the war. This illustrious history, strength and resources of Great Britain on one side and the dogged determination of the Boers on the other make this one of the most graphic and memorable in history. This is the book of the hour for agents. Send for it. Order or stamps quickly pay for mailing. Prospectus copy and full outline. This sum refunded with first five copies. Terms same to all. You can profit by writing to write. Outline 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.

BRITISH-BOER WAR. GENERAL WHITE AND THE BOERS. A STORY OF CANADIAN BOYS IN SOUTH AFRICA. A STORY OF OOM PAUL. GENERAL JOUBERT AT HOME AND IN BATTLE. KAALI. TOMMY ATKINS AT HOME AND ABROAD.

Before After. Wood's Phosphorine. The Great English Remedy. Sold and recommended by all druggists in Canada. Only one reliable package guaranteed to cure all forms of Scrophulous, Rheumatism, Gout, Gravel, Neuralgia, Headache, Stomachic, Mental Weakness, Excessive use of Tobacco, Opium or Stimulants, and all ailments of the system, one package \$1.00. Six packages \$5.00. One year's supply, \$10.00. Free to any address. The Wood Company, London.

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

PHOTOGRAPHS still hold a prominent place for PRESENTS.

NOW IS THE TIME TO SIT FOR THEM AT Mersereau's Photo. Rooms.

And avoid possible disappointment later when our rush is on. Give us a trial order for an enlargement in Gray, Water color, etc. MERSEREAU. The Photographer. Chatham, Nov. 23rd 1898.

WHEN you want a dress suit come to WELDON.

WHEN you want an every-day suit come to WELDON.

WHEN you want a knockabout suit come to WELDON.

WHEN you want good working pants cheap come to WELDON.

WHEN you want the best in town come to WELDON.

WHEN you want your wool exchanged for Humphrey and Oxford tweeds and homespuns, call and see us. We will give you the largest market price for it.

W. L. T. WELDON. MERCHANT TAILOR. WATER STREET, CHATHAM N. B.

CANADIAN PACIFIC RY. Travel in Comfort.

PACIFIC EXPRESS.

A TOURIST SLEEPER. On above train over Thursday, from MONTREAL and runs to SEATTLE, without change. Double berth rates from Montreal to Winnipeg, \$6.00; to Medicine Hat, \$6.50; Calgary, \$6.50; Vancouver and Seattle, \$8.00.

For passenger rates to all points in Canada, Western United States and Japan, China, India, Hawaiian Islands, Australia and Mexico, and also for descriptive advertising matter and maps, write to A. J. HEATH, D. P. C. R., St. John, N. B.

SHIPMENTS FROM NOVA SCOTIA, 1899.

Halifax, 53,772,654; Parrsboro, 28,206,563; Amherst and Outports, 17,382,420; Hubbards Cove, 6,822,711; Liscomb, 5,451,639,717; Pictou, 5,585,585; Ship Harbor, 4,270,969; Sheet Harbor, 2,678,423; Yarmouth, 2,531,800; Mahone Bay, 1,410,381,000.

Halifax, 53,772,654; Parrsboro, 28,206,563; Amherst and Outports, 17,382,420; Hubbards Cove, 6,822,711; Liscomb, 5,451,639,717; Pictou, 5,585,585; Ship Harbor, 4,270,969; Sheet Harbor, 2,678,423; Yarmouth, 2,531,800; Mahone Bay, 1,410,381,000.

Halifax, 53,772,654; Parrsboro, 28,206,563; Amherst and Outports, 17,382,420; Hubbards Cove, 6,822,711; Liscomb, 5,451,639,717; Pictou, 5,585,585; Ship Harbor, 4,270,969; Sheet Harbor, 2,678,423; Yarmouth, 2,531,800; Mahone Bay, 1,410,381,000.

Halifax, 53,772,654; Parrsboro, 28,206,563; Amherst and Outports, 17,382,420; Hubbards Cove, 6,822,711; Liscomb, 5,451,639,717; Pictou, 5,585,585; Ship Harbor, 4,270,969; Sheet Harbor, 2,678,423; Yarmouth, 2,531,800; Mahone Bay, 1,410,381,000.