

General Business.

Miramichi Advance.

THE WAR!

What the Record Shows.

INTERNATIONAL S. S. CO. THREE TRIPS A WEEK FOR BOSTON

COMMENCING MAY 14. The Steamers of this Company will leave St. John every WEDNESDAY and FRIDAY morning...

Through Tickets on sale at all Railway Stations and baggage checked through.

Passengers arriving in St. John in the evening can go direct to the steamer and take Cabin berth or room for the night.

For rates and information apply to nearest Ticket Agent.

WILLIAM G. LEE, Agent, St. John, N. B.

Every Mother SHOULD Have it in her house

For common ailments which may occur in every family. For what time indorses. For Internal as well as External use.

JOHNSON'S ANODYNE LINIMENT

Believes Every Form of Inflammation. Originated in 1850 by an old Family Physician.

Parson's Pills

"Best Liver Pill made." Positively cure Biliousness, Sick Headache, all Liver and Bowel complaints.

AGENTS WANTED.

No experience necessary. Permanent position. Liberal terms. Pay weekly.

EQUITY SALE

MR. ELIZABETH WALLS' ESTATE

Notice is hereby given that on Tuesday, the 24th day of July, A. D. 1900, at the hour of two of the clock in the afternoon...

DERAVIN & CO. DERAVIN & CO. DERAVIN & CO.

ST. KITTS, W. I. Cable Address: Deravin

LEON DERAVIN, Consul Agent for France.

MSN. CO. TIME TABLE.

Miramichi Time used 30 minutes faster than Eastern Standard.

STR. "MIRAMICHI" CAPT. GODFRELLOW.

Will leave Chatham every morning (Sundays excepted) at 7.10 a.m. for Newcastle...

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

STEAMER "NELSON" CAPTAIN BULLOCK.

COMMENCING MAY 21st, 1900, WILL LEAVE CHATHAM AT 9.20 a.m.

NEWCASTLE AT 11.00 a.m. CHATHAM AT 9.30 a.m.

On Tuesdays, Thursdays and Saturdays.

SEE PASSENGER TARIFF FOR RATES.

All Freight Tonnage to be Prepaid.

J. ARCHIB HAVILLAND, Manager.

Chatham, N. B., May 17, 1900. (Telephone 40.)

Some of our sanguine Conservative friends pretend to believe that a great reaction is going on in the country against the Liberal party.

The situation in this regard is made plain by the following list of constituencies in which new elections have been held, those won by the Liberals from the Conservatives being printed in italics:

LIBERALS. SASKATCHEWAN. Brandon. Cornwall-Stormont. Quebec (E. S.) Kings (N. S.) Queens and Shelburne. Ontario N. Grey N. Queens and Sanbury. Victoria W. Prince W. St. John and Ierville. Bonaventure. Oxford S. Y. R. N. Wright. Colchester. Temiscouata. Rimouski. Drummond and Arthabaska. Macdonald, Man. Winnipeg. Nicolet. Toronto C. Prince W. Richer. St. Simons. Lambton W. Bogn. Montigny. Lewis. Huron W. Brockville. Ontario W. Richer. Chambly and Vercheres. Labelle. Lotbiniere.—41

CONSERVATIVES. Simoes E. Champlain. Sherbrooke. Winnipeg (labor)—4. Queens and Shelburne. Ontario N. Grey N. Queens and Sanbury. Victoria W. Prince W. St. John and Ierville. Bonaventure. Oxford S. Y. R. N. Wright. Colchester. Temiscouata. Rimouski. Drummond and Arthabaska. Macdonald, Man. Winnipeg. Nicolet. Toronto C. Prince W. Richer. St. Simons. Lambton W. Bogn. Montigny. Lewis. Huron W. Brockville. Ontario W. Richer. Chambly and Vercheres. Labelle. Lotbiniere.—41

The principal reason why the Conservatives have not made any show of holding their own when these real tests of popular opinion were made is because many who were adherents of the Conservative party have lost faith in their leaders.

They know that the affairs of the Dominion are being well managed, but all their leaders appear to be able to do is to assail the integrity and misrepresent the motives of members of the government.

The policy of the Conservatives, as voiced by Sir Charles Tupper, Mr. Clark Wallace, Mr. Foster and others who are in the chief council of the party, is to besmirch the reputation of all public men in Canada who are not of their political faith.

They appear themselves to speak in this way, as far as they dare, and to encourage their newspaper organs to adopt the same tactics.

Clean Conservatives, however, feel that their intelligence is discounted when no better claims than these can be made for their continued allegiance.

They know that the country has prospered under Liberal rule. It may not be because of the change of government, but the fact remains that with some reasonable general tariff reductions and a preferential reduction of 25% on the duties on British goods, the revenue of Canada is greater by millions than ever it was before, and that development in railways, canals and other public works has kept pace with the buoyant financial conditions existing.

It is not to the advantage of the Conservatives when comparisons of the personal of the respective party leaders are made, for it cannot be denied that, as a whole, the chief men serving under Premier Laurier are a better average than those under Sir Charles Tupper.

The latter are those who, like a lot of perverse school boys rather than statesmen, deserted their leader, Sir Mackenzie Bowell just before the close of the last parliamentary term, and were glad to be taken back into the government by him a few days after.

They forfeited the confidence of thousands of the best Conservatives of the country at that time, and brought on the party's downfall. Many, however, held to them through the election of June 1896, who privately shared the general feeling of disgust over that disappointing exhibition of mutinous weakness, but have since lost hope of improvement.

They see that no new or better men have been gained by the party, and that so long as its management is under the control of the old regime, it stands to lose every time. This is why there is no appreciable sentiment in the country in favor of the restoration of the Conservatives to power.

When they have different and better leaders—leaders worth following—they will probably regain the old friends who hold aloof. Until that time comes they must expect continued reverses and decimation.

Ottawa Notes.

Sir Wilfrid Laurier stated, on Saturday last, that there would be no further legislation of any consequence except a conciliation bill. He would see about the railway subsidies next week.

Mr. Foster wanted an arrangement to adjourn the House every night at twelve o'clock, but the Premier did not want to make any fast bargain.

Sir Wilfrid announced the appointment of Mr. Bernier to the cabinet and of Sir Henry Joly to the Lieutenant-Governorship of British Columbia in place of McInnes removed.

Lieut. Col. Richard Tyrwhitt, M. P. for South Simcoe died at his family residence on Friday night. He was a Conservative and was first elected to Parliament in 1882.

LONDON, June 23.—Great Britain's great army in South Africa is slowly accomplishing the work of pacification. The smouldering embers of that once fierce resistance occasionally flare up, but the hard fighting seems to be practically over. The British military progress in the Transvaal is scarcely more interesting now than the events in the Orange River colony during the last two months. The Transvaal annexation proclamation is soon expected. Almost all reports indicate that the Boers are rapidly realizing the futility of a further struggle when opposed to such an overwhelming force.

LONDON, June 24.—According to a special despatch from Cape Town it seems that in the recent fight at Znd River the Boers captured 2,000 mail bags, containing a three weeks' accumulation of letters for Lord Roberts' army and 14,000 worth of stamps, intended for the use of the troops.

LONDON, June 23.—One of the most noticeable features of the war in South Africa was Lord Roberts' abandonment of humane measures towards the Boers which was persisted in despite the criticism of the British colonists and many officers. The stern vengeance that now will be visited not only on those who give the Boers passive assistance, but on those who, after surrendering, fail to assist the British arms, savors more of General Kitchener's than of "Bobs."

Mr. Richmond Smith, war correspondent of the Montreal Star in South Africa, cables as follows:—

"PRETORIA, June 25.—The Strathcona Horse has done one of the great deeds of the war. Leaving Cape Town a month ago they went to Darbin by water and then proceeded up country, reaching General Buller's forces in time to do splendid service in the advance from Newcastle on towards Standerton and Pretoria—service for which they received special mention in General Buller's despatches to the War office, approved by Lord Roberts. Now they have done a deed which will live in history. They have blown up the railway bridge at Komati Poort, on the railway between Pretoria and Komati Poort, and have cut off all communication of the Boers with the sea. All the Delagoa Bay rolling stock, the Boer artillery, the whole Boer army, including gold taken by President Kruger from the mine here and west of that break and must now inevitably fall into our hands. Strathcona's Horse has effectively bottled up the Boers."

Again Misrepresenting.

The Moncton Times says the Globe strongly condemns Mr. Emmeron's prospective retirement from the political field to take a seat on the bench. The Globe has done nothing of the kind.

For Mr. Tweedie.

Referring to the rumor of Hon. Provincial Secretary Tweedie's probable succession to the premier in the event of Premier Emmeron's retirement from local politics the Review says:—

If the forecast be correct, then the North Shore is to be honored, in all probability, by one of her sons being called to the Premiership in the person of the Hon. L. J. Tweedie. This will be the first time in the history of New Brunswick that the Premier has been called from a North Shore constituency, and the compliment will therefore be duly appreciated in this section. Mr. Tweedie will receive the hearty support of the friends of the Local Government and we doubt not ally filled by the colleagues who have preceded him. His experience in the financial affairs of the Province will make it the more easy for him to adjust the problems connected with the New Brunswick prosperity with credit to himself and benefit to our people. We cannot wish him better than that his administration may be as popular and beneficial as that of his predecessor has been.

St. John Exhibition.

The St. John Exhibition opens this year on the 10th of September, and closes on the 19th. The management delayed announcing the dates up till the present, hoping to be able to make some arrangement with Halifax so that the two exhibitions would not conflict. As our Nova Scotia friends would not change their date of opening from the 12th Sept., to enable the St. John people to either precede or follow them, the shows must conflict. New Brunswickers should help their own and enable the St. John management to put up just as good an Exhibition as can Nova Scotia. We believe, with the assistance of our farmers, New Brunswick need take no second place. A special effort to forward good exhibits of live stock and farm products, so keep our province to the front. The prize list containing transportation rates &c., will soon be out.

Charters.

Timber Trades Journal of 16th inst. says:—

There has been a very good demand for tonnage from all the B. N. A. ports, and full rates have been paid, but at the close there is a little pause in chartering. The following fixtures have taken place:—

Bay of Fundy to W. C. B., 75. 6d., June/July, "Santanderino" (S.).

St. John to Glasgow, 56s. 31, "Janeta" (S.).

St. John to W. C. B., July, 58s. 9d., deals "Jenny" (C.).

St. John to W. C. B., 57s. 61, "Bjorgvin" (S.).

1,200 std. boat, Bay of Fundy to p. p. U. K., 58s., July.

1,100 std. boat, Montreal to East Coast, 62s. 61, 45 per cent. board.

500 std., Miramichi to Cardiff, 60s.

393 std., Miramichi to Garston, £57s.

700 reg., Bathurst to Cardiff, p. t.

Saifer, Richibucto, to Belfast, 50s.

500 reg., New Richmond to Mersey, 58s. 91.

And a great number of small sailers from the lower ports at 55s. to 60s.

Liverpool Lumber Market.

London Timber Trades Journal, of 9th inst., in its Liverpool report says:—

"Our spruce market maintains its firm position, influenced by the attitude of the freight market as well as the high first cost. In the month of May last year the import was 11,588 standards, this year it was only 1,520 standards accord-

ing to the brokers' returns, which appears to us to be under-estimated. Prices for spruce still keep up to their level, and as we have said before, we see no reason for a decline. We observe one circular this month quotes 'S. John, N. B., £7 12. 61. to £7 15. per standard c. i. f. terms.' That a cargo has been sold to come to this port at the former price is a perfectly true statement of one fact. The facts that are omitted relate to the specification, which consists of 55 to 60 per cent. of 7 and 8 in., 10 per cent. of 11 in., balance 9 in. and over. It would be as well when giving a price if other conditions were stated, for consumers are only too apt to seize any point that may offer to decline ordinary prices for ordinary specifications."

The same Journal of the 16th inst. says:—

Spruce deals in regular lengths went strongly, a parcel 2000 Quebec, 13 feet, fetching £10 10s. There was a heavy line of St. John spruce averaging seconds, ex "Marian" (S.) dealt mostly in 12 and 13 feet lengths, but they all sold well, in fact of the heavy line submitted. The fourth deals out of this cargo fetched £8 5s., which seems a very good price.

[Concluded from last week.]

Breeding and Care of Turkeys.

By Thomas Briggs.

HATCHING.

The turkey hen is one of the most faithful sitters and mothers we have and should be utilised for the work whenever possible, but although she will cover twenty five eggs comfortably, as a rule, she will lay more than these before desiring to sit, and the surplus should be placed under ordinary hens.

It is important to select the right kind of hens for this work, in view of the nature of the young turkeys, an active, energetic hen, such as game, pure or crossed would be undesirable, as it would wander far too much and overtax their strength. The best kind would be any of the heavier races, such as Plymouth Rocks, Wyandottes or Buffs—all of which are faithful and attentive, and not prone to wander too much.

The nest should be where there is an abundance of fresh air. It is a good plan to give a full measure of cooling. Artificial systems of hatching and rearing have been adopted for turkeys but not in the case of chickens and ducks. Why this should be so is not easily explained, but it is true that few continue to follow artificial methods who have tried them. I do not think that the failure is so much in the hatching as in the rearing. Perhaps it may be that the young turkeys are unable to look after themselves as well as chickens which are reared in a day or two quite as fast as when reared in a brooder as under hens. This is not so with the chicken turkey, and it is better to rear by means of hens than artificially.

The period of hatching is 28 days.

REARING.

When the turkeys are hatched they should be kept in the nest for a day, or a day and a half before which time they should have no feeding whatever; and this time is necessary for them to get over the strain in hatching. Where a large open fenced shed facing the south is available this should always be employed during the first three or four weeks. The coops should be placed against the back wall, and if the floor is covered with dry earth sand or fine gravel, the youngsters will be able to move about freely but under shelter even on the most unfavorable day. Such a shed should be perfectly open in front, r, at any rate, very netted and is much better if gabled or with slope of roof to the back, so as to afford all the light and sunshine possible to the inmates. Under such conditions an ordinary coop may be employed, but out in the open this would not give sufficient protection. At the end of ten days the hen may be allowed out with her brood. The great points to ensure success in turkey raising are:—

First, to give as much light and air as possible;

Second, to let the birds have plenty of room, both in the coop and outside;

Third, to place them on dry ground, which should be sweet and untainted;

Fourth, to shelter them from windrain;

Fifth, to keep them from long grass;

Sixth, to observe the most perfect cleanliness in everything connected with them.

FEEDING.

Young turkeys must be well fed, but not pampered. The latter is accountable for much mortality. It is necessary to let them have meat as well as plenty of green food. The meat must be clean and cooked. Any form of garden stuff is good—young onions are about the best; then lettuce, young cabbage and endive may be used. During the first week hard boiled eggs chopped fine and mixed the first three days with bread-crumbs moistened with sweet milk, but after that with increasing quantities of steamed Spatt's meal and boiled rice should be given. After that we must tempt the appetite by a variety of food, making Spratt's chicken meal—an invaluable cooked food—the basis. We can vary it by rolled oats and boiled rice, adding about one tenth of gristle or meat meal and using sweet skim milk if it is available. Feeding should be regular, four times a day after the first week, but for the first week it should be often. All food remaining should be removed after each meal. They may have grain such as buckwheat or crushed wheat meal when two or three weeks old.

News and Notes.

In the House of Commons on Thursday night, Hon. Mr. Mulock stated that before the present season of navigation closed telegraphic communication would be established between Canada and Ballialle. The cable will be delivered in Canada within eight weeks and within a month thereafter it will be laid.

Mrs. Lenebky and Mrs. Michela Andersen, both Swedes and residents of Brooklyn, were killed on the Coney Island Creek trolley at an early hour Friday morning, by a Brooklyn rapid transit trolley car. The Rapid Transit Company recently increased its rate of fare to Coney Island from five to ten cents. The women, refusing to pay the extra five cents, were put off the car, and

starting to walk to their destination met their death on the trestle.

The deal between the Allan line and Furness line has been closed by which the Furness line will run a service between the Allan line Liverpool, St. John's, Nfld., and Halifax. The Furness line will also take over the management of the Glasgow, Liverpool and Philadelphia line conducted by the Allan.

The steamer Grand Lake, which has just returned to St. John's Nfld., from Labrador, reports ice along the coast and extending far eastward into the Atlantic. It is not likely that a transatlantic steamer will be able to go through the Straits of Bellisle for weeks to come. The steamer brings reports of great destitution among the settlers of northern Labrador.

A despatch of 24th from Atlanta, Georgia, says:—

A passenger train on the Moon branch of the Southern Railway ran into a washout one and a half miles north of McDonough last night and was completely wrecked. The wreck caught fire and the entire train, with the exception of the sleeper, was destroyed. Every person on the train except the occupants of the Pullman car escaped. Thirty-five people in all were killed.

A Fortune Found at Sea.

THE SHIP SERRA PICKED UP A PRIZE VALUED AT OVER \$200,000.

One of the richest prizes ever picked up at sea is now making her way across the Atlantic to Gibraltar, in charge of six men from the British ship Senator. The vessel is the Norwegian iron ship Superb, with a rich cargo of ore, which was picked up in latitude 33 N., longitude 26 W., totally abandoned, but in first class condition, vessel and cargo being valued at fully \$200,000.

The prize was spoken on May 24 in latitude 26.04 N., longitude 20.04 W., by Captain Jones of the British steamship Chiverston, which arrived at Portland Me., this week from Carthage. Despite the fact that the Superb, which is a full rigged ship, was manned by only six men, there was no request for assistance made to Captain Jones, who stated that signals displayed stated that the vessel was proceeding to Gibraltar. When last seen he calculated that she was proceeding at the rate of about four knots.

The Superb left Rio Janeiro on February 18 for Middleborough, Eng., with a full

cargo of manganese ore, and was deserted by her crew, who became uselessly alarmed in a storm on April 27, 11-12 to 33 north. The frightened sailors were picked up by the barque Saffarer, from San Francisco for Rio, and were landed at Portland by the tug Osceola on May 1.

The British ship Senator, from which vessel the prize crew was taken, sighted the abandoned vessel on May 6, and an officer on board the vessel found her sound and staunch, with the exception of her main, mizzen and fore-top-gallant masts, which were gone. About sixty feet of her amidship stow-board rail was also gone, but otherwise she was as sound and staunch as on the day she was launched. An examination made by the officers from the Senator showed that the vessel was deeply laden with ore but did not leak.

A call was made for volunteers from the Senator and five men in charge of the second mate was sent on board and put in charge of the prize, which was stated by insurance experts to be one of the most valuable that has ever been picked up at sea, both vessel and cargo being subject to the salvor's demands.

The entire crew, as well as the owners of the Senator, will participate in the salvage award, which will be at least seventy-five per cent. of the value of the Superb and her cargo, estimated to be worth not less than \$200,000 and probably a great deal more.

The Superb, which until recently hailed from London, is 220½ feet long, 37½ feet beam and registers 1444 gross tons. A. P. Uir-ken, of Mandel, Norway, is her principal owner.

Methodists and Prohibition.

TORONTO, June 29.—The Toronto Methodist Conference yesterday, while voting approval of the principle of Dominion prohibition or failing that, of prohibition in those provinces and territories that have voted in its favor, refused to endorse the plan of the Dominion Alliance to get the pledge of 100,000 voters at the next general election to vote for only such candidates as would agree to do all in their power to obtain provincial legislation to at least those provinces which have given majorities for it.

The speech of the Rev. Dr. Sutherland, which was loudly applauded, seemed to show that there is general objection to the alliance campaign. Dr. Sutherland said that in their great zeal for prohibition, pure and simple, they were letting the great principle of moral suasion slip away from them. If they got a prohibition measure

to-morrow it would be utterly useless without a mighty public sentiment behind it. "We have been piddling along for twenty years with this resolution," he said, "and what under heaven has it amounted to? Nothing, and never will along these lines. We should have a stronger determination, nothing at all. This does not mean anything. I have no faith in these resolutions that come to me from the alliance. Let us force in our history act as men in this matter. I do not wonder that we have become the laughing stock of the floor of the House of Commons. Let us act as men in this matter, or let us drop it altogether and follow the old temperance lines as we used to."

Bangor's Log Jam.

The great log jam at North Lincoln, Me., where 39,000,000 feet of the East Branch and Mattawamuncit drives are piled up together, still remains without change, and it is not likely that it will be cleared up for weeks yet.

Meanwhile hundreds of men are idle because of the shutting down of steam mills in and near Bangor. It is announced that of the 6,000,000 feet of logs that were brought through the jam last week by means of a channe, 2,000,000 or 3,000,000 are saw logs, and that a drive of these will be made as soon as possible to supply the Bangor mills. This would afford temporary relief, but the bulk of the logs are needed for early summer sawing until the middle of July.

Western Excursions.

The Canadian Pacific is offering special low rates to the First National Baptist Convention at Winnipeg; tickets on sale June 26th to July 5th, good going until July 8th and will be honored for return until August 15th, 1900, also special low rate side trips to Kootenay and Pacific Coast points.

To the meeting of the Women's National Council at Victoria, B. C., in July the annual Pacific has named a rate of fare and one quarter for the round trip, tickets on sale July 10th, 11th, 12th, 13th, via rail or lake route, good going until July 24th and good stop over until that time; return trip to be completed before August 31st, 1900.

WANTED—SEVERAL BRIGHT AND HONEST persons to represent us as Managers in this and close by counties. Salary \$800 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 self-addressed stamped envelope. THE DOMINION COMPANY, Dept. 3, Chicago, —1,400.

Bye-Road Appropriations, 1900.

LUULOW.

W. R. McCloskey, Commissioner.

To expend in district where most required \$20

R. A. Pond, Commissioner.

To expend in district where most required \$25

John McAleer, Commissioner.

To expend in district where most required \$25

William A. Brown, Commissioner.

To expend in district where most required \$25

BLISSFIELD.

John Connell, Commissioner.

Shinnick's to Kirwin's \$10

Kirwin's to Kirwin's \$10

Kirwin's to Mahoney's \$10

McLachlan road \$5

McLachlan's to Connell's \$10

McCormack road \$5

Murray's to Arbo's \$10

David Connell's to Hugh Murray's \$10

Duff's to Grand Lake road \$10

Michael Hennan, Commissioner.

On the Grand Lake road between Duff's and the Miramichi River \$20

To expend in district where most required \$20

To expend on the Betts' Brook road \$20

Frederick Morehouse, Commissioner.

To expend in district where most required \$50

Enoch M. Bamford, Commissioner.

To expend in district where most required \$50

HARDWICKE.

Hugh McKay, Commissioner.

East side Little Branch to Fowle's mill \$10

Victoria Bridge road \$5

McDonald's Point to shore \$5

Wm. Williston road \$5

Joseph Williston road \$5

Gulliver Bridge road \$5

On road between Sam and Henry Kingston Rainsborough's to S. J. Kingston's \$10

East side Bay du Vin from Parish line down C. Fraser's to Horton Creek \$20

Between Jas. Graham's and Thos. Miller's highway to river \$5

From Main road, south side, to Main road, north side at Fraser's Bridge \$10

Highway to shore at Bay du Vin boom \$10