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Miramichi and the North Shore, etc.

PERSONAL: Mr. Wm. Murray and Mr. Howard Morrison, of Boston, are visiting Newcastle.

A CATERPILLER is destroying all the leaves and tender shoots of the poplar trees, particularly along the S. W. side of the N. W. Miramichi above Redbank.

ORDINATIONS:—On the 9th of June, at the Cathedral, Montreal, Archbishop Burchesi officiating, Mr. M. Richard received tonsure, and Mr. J. R. Robichaud, minor orders, both of the Diocese of Chatham.

BITTEN: Mr. Wm. Ahearn's little grandson who is only two and a half years old had a part of his scalp torn off on Saturday morning by the bite of a mare whose foal he was attempting to pat.

MR. WILBUR MCLOON is receiving the congratulations of his many friends over his having very successfully passed his final examination before the provincial pharmaceutical board.

THE REV. E. J. BANNON, of Richibucto, has arrived at Rome. He had the pleasure of meeting L'abbe Lewis O'Leary, son of the late Henry O'Leary, who is following a course of theology in the Eternal City.—Freeman.

EVERY ONE should remember that by the loss of health, enjoyment and happiness are also lost forever. Check the slightest cough or cold by using Adamson's Botanic Cough Balsam, according to directions printed upon the label of the bottle. 25c. all druggists.

FIRE AT WAYERTON: Mr. John Way's many friends on the Miramichi will regret to learn that his dwelling, which was located just above the site of the late Rolph bridge on the Northwest Miramichi, was destroyed by fire Tuesday morning, together with all its contents, which included $300 in cash. There was no insurance.

MASTER R. MOFFATT, son of the late Robert Moffatt, Dalhousie, is the only New Brunswicker to enter the Royal Military College, Kingston, this year. In fact he will be the only Maritime Province student in the class of thirty-eight. One of the students is from Chicago. Master Moffatt was prepared at the Rothesay school.

MIRAMICHI MARBLE WORKS:—Now is the time to place your orders for cemetery work and avoid the spring rush. We have now on hand and coming one of the largest stocks of marble and granite monuments, headstones and tablets ever shown on the north shore, all from the latest designs and worked from the best material the market can produce. Call and get our prices. They are right.

JOHN H. LAWLOR & Co.

BASE BALL:—The Chatham Star base bal team went to Campbellton last Thursday night to play a return game on Friday. The Campbelltonians defeated the Chatham team by two. The boys are delighted with the reception given them, and are loud in their praise of the people of Campbellton. They were presented with a purse of $20.—Commercial.

EIGGLE POULTRY BOOK is the most comprehensive and helpful poultry book ever gotten out. In addition to the vast amount of valuable information covered in its seventeen chapters, there are sixteen beautiful colored plates, showing, true to color and shape, twenty-three varieties of poultry. Chickens, ducks, turkeys and geese are all shown in their proper plumage, and with comb, beak and shanks as true to nature as it is possible to produce. Also, forty two handsome engravings in half-tone and sixty-one other helpful illustrations of houses, nests, drinking vessels, etc. The price is 50 cents, by mail; address the publishers, Wilmer Atkinson Co., Philadelphia.

A DREADFUL BOATING CATASTROPHE occurred at Cedar Hill, some 50 miles above Matapedia last Wednesday afternoon, resulting in the drowning of a fishing party of six persons, namely: James King, a well-known lumber merchant, of Quebec, and ex-M. P. for Megantic; Mrs. Nolin, wife of R. Nolin, manager of Kings Bros. saw mills, her son, and three men named Joseph H. Pierre, Alfred Deschampion and Joseph Fournier, all single and aged about 20. The party were out fishing in Lake Metapedia, about 4 o'clock, when a sudden gale sprung up and upset their sail boat throwing all into the water. The lake is very deep and has many eddies. Many witnessed the accident from the shore, but there being no boat available, no assistance could be rendered. It was fully an hour before a boat could be procured and search made for the bodies, some of which are not yet recovered.

WEDDED:—At the Cathedral at 6.30 this morning Mr. W. L. Hogan, of the J. B. Snowball Co. employ, Chatham, was united in marriage to Miss Nellie H. Ryan, head milliner with Messrs. Macaulay Bros. & Co., by Rev. J. J. McMurray. The bridesmaid was Miss Mary Ryan, and the groomsman Mr. James P. Owens. The bride wore a pretty and stylish travelling costume of blue Terry cloth with hat to match. Among the many handsome presents was a case of solid silver pearl-handled knives and forks from the male employes of Messrs. Macaulay Bros. & Co., and an onyx table and lamp from the young ladies of the millinery department. The bride and groom left on a trip to Prince Edward Island. Many friends were at the station to bid them farewell and to extend congratulations.—Globe, 26th.

The ADVANCE extends congratulations to the young couple and wish them every success in their new state in life.

To Our Readers.

The ADVANCE will be obliged to its numerous readers if they will enable us to make reference in our local columns to matters and events in which they are interested, or may think their friends may be. 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.

Resolution of Condolence.

CHATHAM, N. B., June 19, 1900.

MY DEAR MRS. RAE:—

Having heard that death has entered your home and taken your dear husband from you, we wish to convey to you the sincere sympathy and heartfelt prayers of the members of the Chatham W. C. T. U. May God, the loving Father, bless and comfort you, and may you fully realize that He is your refuge and strength, and very present help in your time of need. We feel that we cannot say anything at this time to help you, but we pray the Father that He may send the Comforter to you, and that He may abide with you forever.

Yours very truly,

MRS. B. E HAVILAND,
MRS. J. MCLEAN.

Signed on behalf of the Chatham W. C. T. U.

The Moon's Influence

Upon the weather is accepted by some as real, by others it is disputed. The moon never attracts corns from the tender, aching spot. Putnam's Painless Corn Extractor removes the most painful corns in three days. This great remedy makes no sore spots, doesn't go fooling around a man's foot, but gets to business at once, and effects a cure. Don't be imposed upon by substitutes and imitations. Get "Putnam's" and no other.

Dominion Day Celebration.

We understand that a meeting was held at the Town Council chamber on Monday evening under the auspices of the Town Council for the purpose of considering the subject of celebrating Dominion Day. There was not as large an attendance of citizens as there would, doubtless, have been had the matter been taken up earlier and adequate notice been given. The mayor presided, and a gentleman who was present informed our reporter yesterday that it was determined to ask citizens to illuminate their residences and Capt. Mackenzie and some others were authorized to get up a display of fireworks.

Our reporter, like many other citizens, had no previous notice of the meeting referred to, and the ADVANCE is, therefore, not in a position to inform its readers as fully as it otherwise might do in regard to the celebration, had its representative been afforded an opportunity to be present at the meeting.

A Distinguished Visitor.

Monsignor Falconio, papal ablegate, arrived in Halifax Saturday evening from Montreal. He was met at Truro by delegates from different Roman Catholic parishes and accompanied to the city. He drove at once to St. Mary's cathedral, at the doors of which he was welcomed by His Grace Archbishop O'Brien, and the clergy. The distinguished prelate then accompanied the archbishop to the altar and the choir rendered the papal hymn. Afterward a joint address of the clergy and laity was read, to which Mgr. Falconio made a reply. Afterwards there was the benediction of the blessed sacrament and the papal blessing. The ablegate is a guest at the archepiscopal residence and Saturday night was the guest of honor at a dinner at the archbishop's, which was attended by Lieut. Gov. Daly and the leading Roman Catholics. At 9 o'clock on Sunday morning he celebrated mass at St. Mary's and assisted at 11 o'clock mass. He remains in Halifax until to-day, Thursday, going thence to Antigonish, thence to Charlottetown, P. E. I.

Chatham vs. Campbellton.

CAMPBELLTON WON BY TWO RUNS.

The ball game Friday between the Chatham Stars and a home team was witnessed by a large crowd of spectators which clearly demonstrated that with proper organization and a few games the old interest could be revived in the game that was once so popular in this city of the north shore. The game was closely contested and at the last inning of the home team when Chatham was four ahead and the boys ran up a tie, excitement ran to fever height and the old man and the young boy alike yelled themselves hoarse as the home team ran in two more, closing with a score of 21 to 19. The band played at intermissions and all went merry as a marriage bell.

The visitors proved themselves gentlemen and played a gentleman's game througout, and the prompt and unerring decision of the umpire, James Christopher, won for him the admiration and respect of both teams, as well as the spectators who understood the game. Following are the teams:

Chatham.	Campbellton.
E. Foley, s. s.	J. A. O'Keefe, p.
H. Graham, p.	A. Dobson, s. s.
E. Saxsmith, c. f.	F. Gibson, 2nd b.
G. Perry, l. f.	J. Morrison, 1st b.
W. Flieger, c.	W. E. Powell, c.
Jno. Hart, 1st b.	W. McMillan, c. f.
S. Flieger 3rd b.	Alex. Dickie, l. f.
J. Miller. r. f.	A. McKenzie, 3 b.
J. Pine, 2nd b.	John Gallant, r. f.

Jno. Hart, Captain Chatham team and J. A. O'Keefe the home team.

Following is the score:

	Chatham.	Campbellton.
1st inning	1	1
2nd "	5	2
3rd "	0	0
4th $	1	1
5th "	0	0
6th "	6	5
7th "	0	2
8th "	5	3
9th "	1	7
Total,	19	21

J. J. Gilmore was spare for the Chatham boys and scored for them, whilst Bryan Le. Pointe, of River Louison, scored for the Campbellton boys.

In the evening an oyster supper was tendered the visitors at Sharpe's restaurant and a pleasant evening spent by those present.—Telephone.

Funeral of Rev. Frederick W. Harrison

The large attendance of all classes at the funeral of the late Frederick W. Harrison, which took place last Thursday afternoon, showed that the deceased former pastor of St. Luke's was held in high esteem on the Miramichi. The remains were removed to St. Luke's Church at one o'clock from the residence of W. B. Snowball, Esq, where they had rested since their arrival from Jacksonville. The solemn funeral service in the afternoon was participated in by Rev. G. M. Young, pastor of St. Luke's, Rev. Dr. Read, representing the Methodist Conference, and Rev. D. Henderson, pastor of St. Andrew's Presbyterian Church. Short addresses were made by Rev. Messrs. Young and Read, and as the congregation viewed the remains, the Dead March in Saul was played.

The casket was borne from the church and also from the hearse to the grave by six members of St. Luke's quarterly board, viz.—Messrs. S. McLoon, L. H. Abbott, Wm. Mather, Richard Walker, John Reid and Geo. Tait. Amongst the mourners were Fredk. Harrison, son, and Rev. Messrs. George and Charles Harrison, brothers; Chancellor Harrison of New Brunswick University, and W. B. Snowball. Prominent citizens of Chatham, Newcastle and others principal centres of the county were also in attendance. The service at the grave was conducted by Rev. Messrs. Young and Read and the interment was at Riverside Cemetery.

About our Summer Weather.

(Ottawa Journal)

A Journal reporter called on Prof. E. Stone Wiggins and showed him the following cablegram in last evening's Journal:

"Paris, June 18.—Abbe Mareux, the astronomer, has discovered and sketched through the big telescope in the Optic Palace of the Exposition a remarkable spot on the sun, forming a part of an extensive group and having a diameter of nearly four kilometers. This spot, he says, will remain for seven days and become visible to the naked eye. He predicts the appearance of other spots in July, August and September, inferring that the heat during those months will be very great."

"What is your opinion of this prediction, Professor Wiggins?" said the reporter.

"My opinion is that Abbe Mareux is a better astronomer than he is a philosopher."

"You mean then that while you doubt that there is a great spot forming on the sun, it may not cause great heat on the earth."

"Precisely so. Sir William Herschell originated this theory, that is, that the greater the number of solar spots the greater the terrestial heat. He compared these solar appearances as given by Lalande for past years with the price of wheat as recorded in Smith's 'Wealth of Nations,' with results favorable to his theory. Dr. Thomas Dick, who was also a distinguished astronomer, on comparing his own observations with the condition of the harvests and the weather, arrived at an opposite conclusion, namely, that the fewer the spots the higher the temperature on the earth, and that in those years when the spots are numerous the seasons are colder and more productive of vegetation. This was remarkably the case in the year 1816, when these spots were extremely numerous and when the harvest was so scanty that the price of bread was doubled in England. That was the coldest summer ever known in North America. For very many years 1816 was spoken of in New England as the year without any summer. The year 1836 was a similar example. The sun during the summer of that year was never free from large spots, and it was the coldest for twenty years, that is, since 1816. All my observations for the last twenty-nine years, however tend to show that the solar spots in no way affect the temperature on the earth. The difference of the seasons is entirely due to other causes"

"Is it true, then, that there is a great spot forming on the sun's disc?"

"Yes, but it may break up into a hundred other spots in five minutes. I was once looking at a large spot, when it flew into pieces like a ball of fire thrown upon the pavement. Then those spots seldom continue more than a few days and the longest period known did not exceed six weeks, so that Abbe Mareux could not predict great heat for August on his own theory"

"But he says that great spots will form on the sun in August," said the reporter.

"So I see," added the professor, slowly, "but he speaks without evidence, for no astronomer has ever attempted to predict when a spot will appear on the sun's disc. It is absolutely impossible. When, therefore, he predicts from this cause great heat in July and August he predicts what he does not know."

Professor Wiggins was next asked for his own opinion of the weather during July and August.

"I will give it to you without hesitation, not as a prediction, but as an opinion. The temperature of those months will not be above the average, but there will be strong splashes of heat. The hottest days will be July 24th to 27th and August 23rd to 28th. These periods will be immediately followed by cold weather for several days, caused by violent thunder storms. The last days of June will be very warm but July will come to us with a cloak over her shoulders."

"Are our seasons becoming colder?"

"No. They are imperceptibly and slowly becoming warmer. The time will come, but it will be thousands of years yet, when there will be no snow upon the earth, when the orange, the lemon and the fig trees, and the grape, will wave their branches under our polar skies and cast their beautiful colors in the shadows of Hudson Bay."

A Remarkable Railway Disaster.

CARIBOU, Me, June 22.—The through train on the C. P. R. from Edmunston to Aroostock Junction, consisting of ten cars, broke through the Grand Falls bridge over the St. John river Thursday morning and the entire train fell a distance of 75 feet into the river. The engineer and fireman went to the bottom of the river with the engine but succeeded in clinging to the wreckage until they were picked up. Conductor Henderson was hurt internally and a commercial traveller named Smith was seriously injured. General Passenger Agent James McKenna had a shoulder broken and was internally injured. J. O'Neill, the engineer of the train, was seriously injured and a number of passengers were slightly hurt.

The Telegraph gives the following special report of the disaster:

GRAND FALLS, June 22:—The accident was indeed a terrible one, unique in many particulars. It was the third span from the Edmunston end of the bridge which gave way. Down to the river, 75 feet below, plunged the locomotive with its engineer and fireman in the cab. Their survival is one of the strange features of the accident. Crashing after the engine came the seven freight cars—some box and some flats. The engine and tender were completely submerged, there being some 15 feet of water there. As the cars fell they stacked one upon its neighbor and so remained, forming a chain of cars from river bed to the solid span of the bridge which rests on the Edmunston bank. The stacking of the cars seemed to keep the saloon and smoker much on this span of the bridge. It is appalling to think what would have been the results had there been a less number of freight cars to the train, then the whole line of cars might have plunged into the river, carrying the passengers to

ALMOST CERTAIN DEATH.

Supt. Timmerman has brought Engineer Barber here to see about wreckage and repairs. Supt. Newcombe of the Woodstock division is also here. The officials have put into execution plans for resuming a service. Freights and passengers will transfer across the suspension bridge, a C. P. R. engine being sent around from St. John by I. C. R. to the Edmunston side to attend to that end of the business. This arrangement will be completed by Saturday afternoon. Transfer tickets will be issued on the trains here.

Wrecking crews are here and the wrecked cars will be stripped of their freight and made lighter for raising. It will be

A DIFFICULT TASK

to get the engine and tender up. The locomotive sent round by I. C. R. will be used from the Edmunston side in hauling the cars up on to the remaining spans of the bridge on that side. When this shall have been done, the bridge will be examined as to repairs, and a big crew will be put to work.

Apparatus to assist in recovering the wreckage has arrived and one box car, loaded with shingles, has drifted down the river and has grounded a short distance above the falls.

A MAN WHO WAS IN IT.

Harry Henderson the Dominion Express Company auditor, one of those who was in the wreck Thursday, arrived in the city last night and registered at the Dufferin. Mr. Henderson's injuries were not serious, still he shows evidence of a rough experience. At the hotel last night he gave a graphic description of the disaster. It was nothing short of miraculous that all in the first class passenger car were not killled. Had the water in the river been two feet higher, or had there been one freight car less, the passengers would have been drowned like rats in a trap. The train was made up of seven freight cars, one first class passenger and a combination baggage and smoker. With the engine all except the smoker and baggage car went down with the broken span. The last car remained on the intact portion of the bridge while the first class passenger, freight cars and engine formed a chain running into the river.

The locomotive, with Engineer Matthews and Fireman McCluskey in the cab,

SANK TO THE BOTTOM

and turned over on its side. Neither one of the men knows how he escaped, but they think they were forced out of the cab by air which the locomotive carried down. They first realized where they were when they found themselves floundering about the surface. A boat picked them up and took them to the shore. When the span gave way Engineer Matthews had not time to stop the engine and she plunged into the water in motion. Strange to say neither the engineer nor the fireman were injured.

IN THE FIRST CLASS COACH.

Mr. Henderson gives the following story of the experience in the first class passenger coach:

"There were six passengers in the car—Hiram I. Smith, traveller for T. McAvity & Son, St. John; James McKenna, travelling passenger agent of the Canadian Pacific Railway; J. O'Neil, an Englishman who is buying lumber in New Brunswick; Dr. A. C. Kirpatrick, of Woodstock; Miss Kierstead of Machias, Me., who was returning home from school, and myself. McKenna and myself were standing in the aisle when I felt the train give a sharp jerk. A glance ahead gave the impression that we were plunging through the bridge. The next moment the six occupants were piled in a heap at one end of the car, which was standing almost perpendicular. Most of the seats broke from their fastenings and we were pinioned under these and the other fittings which formed

A LARGE PILE OF DEBRIS.

My first impression was that we were being drowned in the car, as a stream of water was falling on my head, the only part of my body which I could move. It was a great relief when I learned that the water was coming from the car tank which had fallen on me. I was pinioned on top of another man who proved to be McKenna. It was some time before he regained consciousness. From his groans then

I FELT THAT HE WAS DYING.

He begged for me to get off him, but we were both tightly squeezed under the mass of broken seats. Traveller Smith was at the bottom of the perpendicular car and his head was forced through the panel of the car door. Our car was hanging almost perpendicular from the bridge, with the end we were piled in reaching the water, so that part of Mr. Smith's head was submerged. The first to extricate himself was Dr. Kirkpatrick, who broke open some of the car windows. He was soon able to free Miss Kierstead, who was only jammed beneath a couple of seats, although she was at the extreme end of the car which hung down. The doctor was unable to do anything for the rest of us, but Conductor Henderson and two brakeman and three passengers who were in the combination car which remained on the bridge and practically escaped injury, lowered themselves into our car by means of a rope through the upper door. They got right to work to free McKenna, Smith, O'Neil and myself, but it was a difficult task to clear the heaps of seats from the small space at the end of the car. They were forced to

BREAK UP THE IRON SEATS

and throw them out of the window. Mr. O'Neil was taken out after about five minutes, but it was fully half an hour before all were got out of the mass. McKenna when taken out was covered with blood but was able to stand. Smith was a fearful sight from bruises and was still insensible. If the car had descended a few inches lower he would have been drowned by the water covering his head.

"Boats from the villagers arrived and we were taken out of the car and rowed ashore. Smith and McKenna, who required immediate attention were

LOOKED AFTER FIRST.

The former was taken to the residence of Dr. Rouleau, while McKenna was removed to the residence of Mr. Curless, a customs officer, a mile away. He was attended to by Dr. Wade. The rest of us were kindly attended to by the people of the village."

Mr. Henderson says that Travelling Passenger Agent McKenna is the most seriously injured of the six who were in the passenger car. One of his arms and one finger are broken and he has internal injuries, including a ruptured lung. He sustained some bad cuts about the head and face. Mr. Smith's body and head were badly crushed, but no bones were broken. He will recover. Miss Kierstead escaped with a scratched hand. She was wonderfully fortunate, as she was seated at the end of the car which hung downward. Her escape is accounted for by the seats on her side not breaking from their fastenings. Dr. Kirkpatrick's injuries consisted of superficial bruises and a cut head. Mr. O'Neil had his left side injured and arm and ankle sprained. Mr. Henderson received a bad cut on the back of his head, had one of his shoulders sprained, besides some bad bruises on his limbs.

Conductor Henderson was in the baggage car, which slanted slightly when the other cars plunged down with the 40-foot span of the bridge. He was struck by a chest of tools and had two or three ribs broken. The brakesman as well as three passengers who were in the smoking compartment, escaped being hurt.

Mr. Henderson says the water in the river is 20 feet deep and the level of the bridge is 25 feet from the water. The afternoon of the accident Superintendent Newcombe arrived in a special train at the scene of the accident, accompanied by Drs. Hand and Kierstead, who were sent to the injured by the superintendent.

GRAND FALLS, JUNE 22ND.

To-night the report was issued by the physicians that the injured in Thursday's terrible accident at the bridge were improving, this being least noticeable in Passenger Agent McKenna, about whose recovery there are still doubts. His lung is raptured and arm and fingers broken. Mrs. E. McKenna, his sister-in-law, arrived here from Quebec to-day to help care for him.

Mr. Hiram I. Smith, the representative of Messrs. T. McAvity & Sons, is now happily considered out of danger. His chest and back were jammed and he was otherwise bruised. His wife is with him as also is Mr. J. Boyd Mann of Messrs. McAvity's office.

The passenger, J. O'Neil, is a member of a Cardiff, Wales, lumber firm. He is in Canada to buy lumber. His ankle and arm were strained and he was shaken up and bruised, but he is getting along well. Mr. J. Harry Driscoll, of St. John, arrived here to-day to look after him.

Conductor Henderson, of Edmunston, who was in charge of the train, was injured internally, though it is not thought seriously. One of the brakeman was named Poitras. He was but slightly hurt. Engineer Matthews and Fireman McClaskey, who went down with their engine, are both Woodstock men. Engineer Matthew is not injured, and the fireman's hurts are but little.

Express Agent H. Henderson received internal injuries. The injuries of Dr. Kirkpatrick of Woodstock, are slight, to his head.

Miss Ada Burns, trained nurse of St. John, arrived here to-day to tend the injured passenger Smith, and a despatch from St. John says two more trained nurses left there to-night to care for Mr. McKenna and Mr. O'Neill. The C. P. R. is sending the nurses and has also brought two more physicians—Drs. Kierstead and Hans of Woodstock to assist Drs. Wade and Rouleau, of this place in ministering to the injured. The railway corporation is doing all possible for the sufferers.

Mr. Timmerman, Superintendent of the Maritime division of the C. P. R., who went to the scene of the wreck in a special train, and has returned to St John, says that two weeks, at least, must elapse before the bridge repairs would be finished. The debris must first be cleared away and the fallen span got at before the cause of the accident could be determined. Meantime the traffic was resumed via the passenger suspension bridge at the Grand Falls. Passengers, mails and express matter are transferred by team across the bridge and the heavier freight, such as deals, is to be taken across the river in scows. The distance of this haul was about a mile from train to train, and with the little delay caused by this is the only break in the traffic.

Y. M. C. A. Convention.

The thirty-second annual convention of the Maritime Young Men's Christian Association is to be held at Truro, N. S, on the four days beginning Thursday July 5th and the Secretaries' Conference will be on 9th, 10th and 11th July. The programme of both meetings will be as follows:—

Day Sessions will be held in First Presbyterian Church Hall, Evening Sessions in the church adjoining.

THURSDAY AFTERNOON.

J C Mackintosh, President of last Convention, presiding

2.30 'The Spiritual Purpose and Work of the Young Men's Christian Association.' J E Irvine, St John, N B
3.00 (1) Shown in Gospel Meetings. I E Brown, State Secretary of Illinois, Chicago.
3.30 (2) Shown in Bible Work. A F Bell, Halifax.
4.00 (3) Shown in Personal Work Frank W Ober, Editor 'Association Men' Chicago, Ill
4.30 Organization.

THURSDAY EVENING.

7.30 Song Service. Lewis Rice, Leader of Convention Music, Truro, N S
8.00 Informal Welcome Addresses and Respon es.
8.30 Work of a year and a half presented by J C Grass, Vice Chairman of Maritime Committee, Shubenacadie, N S
9.00 'The Permeating Power of the Young Men's Christian Association.' I E Brown, Chicago, Ill.

FRIDAY MORNING.

9.00 'Meditation Hour.' Rev W J Armitage, Rector St Paul's Episcopal Church, Halifax, N S
10.00 Brief Reports of Associations. A W Robb, Office Secretary, Maritime Committee.
11.00 'Methods of Enlisting Working Men.' John F Moore, International Railroad Secretary, New York; Dr H E Kendall, Sydney, C B
11.30 'Our Official Organs.' Geo E Williams, St John, N B
11.45 'Problems Solved.' F W Ober.

FRIDAY AFTERNOON.

2.00 Bible Theme. Fred B Smith. Special Religious Work Secretary, Chicago.
2.30 'Christian Stewardship.' Rev Alfred Gandier, Pastor Fort Massey Presbyterian Church, Halifax, N S
3.30 Report of Committee on Supervising Committee's Report Considered. I E Brown, Chicago.

FRIDAY EVENING.

7.30 Praise Service. Led by J. W. Britton, North Sydney, C. B.
8.00 'Significant Events in last year's Association History.' I. E. Brown, Chicago, Ill.
8.45 'Some Characteristics of the Young Men's Christian Association.' Rev J Logan Gordon, Pastor Congregational Church, St. John, N. B.

SATURDAY MORNING.

9.00 'The Association as a Spiritual Force.' Fred B. Smith, Chicago, Ill.
9.30 'Possibilities of Boys' Work.' A W Robb, Boys' Work, Secretary; Fred A Crowe, Montreal.
10.00 'Financial Problems—their Causes and Solution.' John F. Moore, New York.
11.00 'Our Obligation to the Young Men of non-Christian Lands.'' H M Clark, Secretary Volunteer Union for Foreign Missions; H A Kent, Truro, N. S.
11.45 Discussion F Ober, Chicago.

SATURDAY AFTERNOON.

2.00 Session in Victoria Park. Details of programme in hands of Business Committee of Convention and Truro Association.
5.00 Park Picnic.

SATURDAY EVENING.

7.30 Song Service. Lewis Rice, Truro, N. S.
8.00 'The Association's Opportunity':—
(1). Among Boys. A W Robb, Halifax.
8.15. (2). Among Students. A M McLeod, Little Bras d'Or, C. B.
8.30 (3). Among Railroad Men. John F Moore, New York.
9.00 (4). Among Soldiers. F W Ober, Chicago; John Penman, Chairman Provincial Committee of Ontario and Quebec, Paris, Ont.; Fred B. Smith, Chicago.

SUNDAY.

9.30 Fellowship Meeting. Fred B Smith, Chicago.
11.00 Church Services addressed by delegates.
4.15 Men's Meeting. Fred B Smith, Chicago.
4.15 Boys' Meeting. A W Robb, Halifax.
4.15 Women's Meeting.
7.00 Church Services.
8.15 Farewell Meeting. I. E. Brown, Chicago.

Programme of Secretaries' Conference in Young Men's Christian Association Parlor.

MONDAY.

Selection of Officers for Secretaries Association.
'Special Things Growing out of Convention. Noted by P F Moriarty, Truro
'Report of International Secretaries Conference.' A F Bell, H A Crowde, and D N Brodie
'Soul Winning.' Fred B Smith, New York
'Helpful Hints to Secretaries from the Physical Department.' Dr J Walker, St John, N B
Lecture. Prof R A Falconer Halifax, N S

TUESDAY.

'Results from Missionary Conference:' A W Robb, Halifax, N S; C Upham, Richmond, N S
'Selecting and Developing Men for Leadership as Secretaries.' Geo E Williams, St John.
'The Committee Problem Considered' G A MacWilliam, Moncton, N B.
'Supervising Agencies' Alfred Stokes, Yarmouth, N. S.
Lecture Prof R A Falconer, Halifax.

WEDNESDAY.

'The Conduct and Character of Men's Meeting' A F Bell, Halifax, N. S.
'Incentives that Move Members to Bible Study, J W Stafford, New Glasgow, N. S.
'Consideration of Social Agencies' D N Brodie, Glace Bay, C. B.
'Membership and Finance Problems' H A Froude, Sydney, C. B.
Lecture. Prof R A Falconer.

WANTED—SEVERAL BRIGHT AND 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 self-addressed stamped envelope. THE DOMINION COMPANY, Dept. 3 Chicago.—1,4,00.

Shipping News.

PORT OF CHATHAM.

Cleared for Sea.

June 20—Bk Syvstjerne, 978, Hansen, Londonderry, F E Neale deals
21—Bk Gladen, 547, Anderson, Dublin, J B Snowball Co deals
22—Bk Sea Breeze, 636, Hansen, Londonderry, F E Neale deals
26—Bk Chas Bal, 709, Bie, Ayr, F E Neale dea's

MARRIED

At the Cathedral of the Immaculate Conception, St. John, June 26th, by the Rev. J. J. McMurray, Wm. L. Hogan to Nellie H. Ryan, both of St. John.

CANADIAN PACIFIC RY.

CANADIAN PACIFIC

DOMINION DAY EXCURSIONS.

ONE FARE FOR THE ROUND TRIP

June 29th, 30th, July 1st and 2nd, good to return until July 4th, between all stations in Canada on the Atlantic Division, and to all stations Montreal and east, also to and from I C R, D A R, and P E I Ry points.

On June 30th, July 1st and 2nd, to stations west of Montreal in Canada, good to return July 3rd.

To Commercial Travellers, on presentation of certificates, on June 29th to points west of Montreal in Canada, good to return until July 3rd.

A. J. HEATH,
D. P. A., St. John, N. B.

Farm Property For Sale.

That pleasantly situated Farm Property on Miramichi River consisting of 160 acres, 40 acres under cultivation and only two minutes walk from Bushville Wharf, better known as the Flemming Property.

Land in good heart and abundance of small Fruits consisting of ½ an acre of Strawberries all bearing, 300 Gooseberry and Currant Bushes, red and black.

4 Head of stock wintered on property will be sold at a bargain.

Apply on the premises to

M. S BELCHER,
Chatham, N. B.

P S Crop has been all planted for this season, namely, Oats and Vetches, Turnips, Potatoes, Carrots, Corn and Kitchen Garden.

INTERCOLONIAL RAILWAY.

TENDER FOR REMODELLING AND ENLARGING THE EXISTING STATION BUILDING AT RIVIERE DU LOUPE, P. Q.

Sealed Tenders addressed to the undersigned and marked on the outside "Tender for Riviere du Loup Station," will be received until

FRIDAY, THE 29TH DAY OF JUNE, 1900.

for the Remodelling and Enlarging of the existing Station Building at Riviere du Loup, P Q.

Plans and Specification may be seen on and after the 18th of June, 1900, at the Station Master's Office at Riviere du Loup and at the Chief Engineer's Office at Moncton, N B, where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B., June 11th, 1900.

WANTED A Traveling GENERAL AGENT

An experienced canvasser, or a man with good character and address, with the necessary ability to travel from town to town and appoint agents. No canvassing. Salary and expenses paid. Position permanent and promotion according to merit.

THE BRADLEY-GARRESTON CO., LIMITED
BRANTFORD, ONT.

Mention this paper.

Handicap your Cough!

Don't wait a few days to see if it will "wear off"; it is much more likely to become dangerous and it will undoubtedly be much more difficult to cure. The longer you permit it to prey upon the delicate membranes of your throat, bronchial tubes and chest, the more you render yourself susceptible to other attacks and to chronic pneumonia or consumption.

Adamson's Botanic Cough Balsam

is an infallible remedy: for more than 30 years it has been curing the worst cases and it will surely cure you. 25 CENTS AT ALL DRUGGISTS.

J. B. Snowball Co. Ltd.

NEW SPRING GOODS NOW ARRIVING

DRY GOODS, HATS & CAPS, CLOTHING, BOOTS & SHOES.

Trunks, Valises, Etc.

GROCERY DEPARTMENT.

It pays to sell Good Groceries because people want them and buy more.

The first sale we make is not the only one.

We handle Standard Goods only, at present we are pushing our Breakfast Foods, have you tried them?

Desicated Cut Wheat,
Jewel Gritz,
Ralston's Breakfast Food.

Seeded Raisins and Cleaned Currants handled by us, are the best packed.

ONLY NEW FRUIT USED.

A FULL ASSORTMENT OF CANNED GOODS.

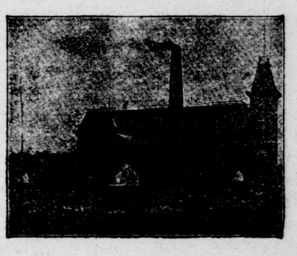
CORN, PEAS, TOMATOES, PEARS, PEACHES, PINE APPLE, BLUE BERRIES, LOBSTERS, SALMON

GALLON APPLES, JAMS and JELLYS.

KNOX and COXES GELATINE,
PURE GOLD JELLY POWERS and EXTRACTS
MOTTS CHOCOLATE, BAKERS COCOA, CANDIED PEELS, ETC., ETC.

Chatham, N. B., March 14, 1900.

Do You Do Pumping?



THE BACON AIR LIFT CO.

100 Broadway, New York.

Artesian Well Water Supply, Utilizing Compressed Air as the Motive Power.

WELL SYSTEMS
Designed and Located.

AIR LIFT PLANTS

Well's operated with Bacon Air-Lift Pump, Jackson, Mich.

Remodeled so as to obtain an *increase supply of water*, and a saving of fuel,

Suitable Pumping Machinery furnished and erected and put in actual operation, with results GUARANTEED.

CANADA EASTERN RAILWAY.

SUMMER 1900.

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

Between Fredericton Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
6 00 a m	3 00 p m	.. Fredericton, ..	12 30	4 90
6 10	3 03	..... Gibson	12 27	4 17
6 40	3 15	.. Marysville, ..	12 15 p m	4 05
8 15	4 25	.. Cross Creek, ..	10 50	2 00
9 45 ar / 10 05 lv	5 25	.. Bolestown, ..	9 55 lv / 9 50 ar	12 35 pm
11 10	6 10 ar	.. Doaktown, ..	9 00	lv 11 25
11 20	6 25 lv			ar 11 20
12 55 p m	7 25	... Blackville, ...	7 40	9 50
2 10	8 20 ar	Chatham Jct	6 40 lv	8 30
2 40	8 25 lv		6 25 ar	8 05
3 05	8 45	.... Nelson	6 05	7 45
3 40	9 05	... Chatham	5 45	7 25
4 00 ar	9 20	.. Loggieville ..	5 30 a m	6 45 a m

Connecting with I. C. R.

GOING NORTH.

	Express.	Mixed
lv. Chatham,	11.50 p. m	1.00 p m.
Nelson	12.10 a m	1 20 "
Ar. Chatham Junc.,	12.30 "	1.40 "
Lv. " "	12.58 "	2.20 "
Nelson	1.18 "	2.40 "
Ar. Chatham,	1 40 "	3.00 "

GOING SOUTH.

	Express.	Mixed
Chatham,	5.20 a. m.	9.10 a. m.
Nelson	5.50 "	9.30 "
Ar. Chatham Junction,	6.10 "	9.50 "
Lv. " "	6.40 "	10.25 "
Nelson	7.00 "	10.45 "
Ar. Chatham	7.20 "	11.05 "

The above Table is made up on Eastern standard time.

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