

General Business. THE BUSINESS COLLEGE. W. J. OSBORNE, PRINCIPAL.

Miramichi Advance. CHATHAM, N. B., APRIL 12, 1900. THE WAR

There have been more British reverses than successes during the past week. General Roberts and his big army are apparently held in check by renewed occupancy of Free State territory in the vicinity of Bloemfontein.

Fredericton Business College

The popular college of the Maritime Provinces. Present attendance more than double that of last year.

GO TO PORTLAND, BOSTON, ETC.

Canada Eastern Railway and Fredericton. Pullman Sleeper runs through from Fredericton Junction to Boston.

Assessors' Notice.

PARISH OF CHATHAM. The preliminary lists are now on view at the office of the assessors.

A STORY OF CANADIAN BOYS IN SOUTH AFRICA.

The eyes of the world are on South Africa. Canada is excited as never before. Every eye is looking for information and the East Publishing Co., of St. John, N. B., are bringing out an authentic history.

AGENTS WANTED.

No experience necessary. Permanent position. Liberal terms. Pay weekly. Stock complete with selling specialties.

PATENTS. CAVEATS, TRADE MARKS, COPYRIGHTS AND DESIGNS.

COONEY'S HISTORY!

Printed by Joseph Howe in 1892 and reprinted by D. G. Smith in 1898, handsomely bound in blue and green and gold.

GREAT MIRAMICHI FIRE

also the history of the early struggles of the French and English for the possession of the country of the Miramichi and the French village founded at Bay du Vin.

DERAVIN & CO. COMMISSION MERCHANTS.

ST. KITTS, W. I. Cable Address: Deravin LEON DERAVIN, Consular Agent for France.

Notice of Sale.

To Daniel Sullivan of Blackville in the County of Northumberland and Province of New Brunswick, farmer, and Mahaly Ann Sullivan, his wife.

THE WAR

There have been more British reverses than successes during the past week. General Roberts and his big army are apparently held in check by renewed occupancy of Free State territory in the vicinity of Bloemfontein.

In Ireland.

The newspapers give accounts of the visit of Her Majesty, the Queen, to Ireland, where she has been for more than a week and is to stay for another fortnight.

Canada's Financial Prospects.

OTTAWA, April 7.—Today's 'Canada Gazette,' contains the statement of revenue and expenditure of the Dominion for the nine months of the fiscal year up to the end of March.

Town Elections.

Nominations for Mayor and Aldermen for the Town of Chatham are to close at six o'clock to-morrow, afternoon at the office of the Town Clerk in the Town Hall.

Queens—Aldermen Wait and Maher and ex-aldermen Robinson.

Kings—Aldermen Snowball, ex-aldermen Murdoch and Mr. Edw. Gallivan. Wallington—Ald. Hocken and Messrs. Michael Morris and Alex. Burr.

Ottawa.

In the House of Commons on Thursday Mr. Powell, of Westmorland, called the attention of the Minister of Railways to complaints about the scarcity of cars on the I. C. R., and the slow transportation of freight between Halifax and Montreal.

Hector McDougall, of Cape Breton, followed in a general onslaught on the Minister of Railways for his management of the I. C. R.

Hon. A. G. Blair said that such complaints had reached him in regard to freight trains on the I. C. R.

J. A. Gillies, of Richmond, also carried on the attack and deliberately charged the Minister of Railways with mismanagement of the I. C. R.

Hon. Mr. Blair said in reply that these two gentlemen might first do a great deal of missionary work among their political friends and papers who had attacked the Government for their expenditure on the railway.

Hon. Mr. Blair said in reply that these two gentlemen might first do a great deal of missionary work among their political friends and papers who had attacked the Government for their expenditure on the railway.

Hon. Mr. Blair said in reply that these two gentlemen might first do a great deal of missionary work among their political friends and papers who had attacked the Government for their expenditure on the railway.

Hon. Mr. Blair said in reply that these two gentlemen might first do a great deal of missionary work among their political friends and papers who had attacked the Government for their expenditure on the railway.

Hon. Mr. Blair said in reply that these two gentlemen might first do a great deal of missionary work among their political friends and papers who had attacked the Government for their expenditure on the railway.

Hon. Mr. Blair said in reply that these two gentlemen might first do a great deal of missionary work among their political friends and papers who had attacked the Government for their expenditure on the railway.

desired to say frankly he (Tweddie) was solicitor. But he spoke in opposition to this bill as a representative of the county of Northumberland.

Mr. Charles Tupper criticised Mr. Blair's management on the same grounds as Messrs. McLaughlin and Gillies.

Dr. McLennan, of Inverness, pointed out that the railway facilities were entirely adequate to cope with the traffic in Cape Breton prior to the recent development. He quoted the figures of the customs' returns at Sydney, showing an increase of over \$70,000 last year, as compared with the best previous year, as an evidence of the rapid growth of the traffic.

Dr. McLennan called attention to the need of improved crossing facilities at the Strait of Canso, where engineers of the Department had been recently making a survey.

W. C. Edwards, of Russell, told the House that every railway in America was short of cars, which could not be built fast enough to supply the demand.

Dr. Popley said the company having received exclusive privileges should not charge larger tolls than would give them fair return on their investment.

Answering Mr. Carvell, Mr. Burchill said the bill as amended provided that 60 cents per thousand should be charged for the booming and rafting of logs which do not average 40 feet per piece; and 45 cents per thousand on logs over 40 feet.

Mr. Carvell said he had been struck with Hon. Mr. Tweddie's statement that under the bill batteas and other small lumber would have to pay extra tolls.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

The following correspondence shows that the efforts of the citizens of Chatham in the matter of the late patriotic entertainments are very much appreciated.

To the Editor of The Telegraph: Dear Sir,—I would through your journal take this opportunity of advertising to the public the public interest in the war in South Africa has progressed, considering the marvelous natural impediments that have to be overcome.

Mr. Carvell said that the bill as amended provided that 60 cents per thousand should be charged for the booming and rafting of logs which do not average 40 feet per piece; and 45 cents per thousand on logs over 40 feet.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

Hon. Mr. Tweddie said the boom master could raft the logs in such a way as to make the great bulk of all the logs in the boom pay 60 cents per thousand.

Mr. Carvell then made considerable talk about the interests of the poor man in connection with the consideration of the bill.

vide the \$12,000 or \$13,000 besides covering the cost of repairs. There seemed to be no question that the company was making a profit of 10 per cent yearly. In the fixing of the tolls to be charged by boom companies the government should see to it that the rate was not so excessive as to interfere with the crown lands of the province.

Mr. Osman said that considering the amount of money invested by the boom company and their responsibility the proposed legislation should pass.

Mr. O'Brien (Northumberland) said he was neither a member of the North West Boom Company nor a solicitor of the Pulp Mill Company, but a simple representative of the County of Northumberland.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

Mr. Burchill reviewed the arguments against the bill and asked that the opponents of the measure name a single river upon which the tolls were lower than upon the Northwest Miramichi.

Mr. Lawson said that he was not contented that 45 cents was too high a rate for log tolls, but that he would not support the proposition to make the tolls sixty cents on small lumber, although he was willing to admit that the latter rate was not excessive.

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, PINE APPLE, BLUE BERRIES, LOBSTERS, SALMON, GALLON APPLES, JAMS and JELLIES.

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

Chatham, N. B., April 13, 1900.

EVERY MOTHER SHOULD Have it in the House

To cure the common ailments that may occur in every family as long as life has woes. JOHNSON'S ANODYNE LINIMENT has been used and indorsed since 1810, to relieve or cure every form of Pain and Inflammation; is Safe, Soothing, Sure. Otherwise it could not have existed for almost a century.

It is strictly a family remedy for Internal as much as External use. To cure Colds, Croup, Coughs, Catarrhs, Cramps and Colic it acts promptly.

There is not a medicine in use which possesses the confidence of the public to a greater extent than Johnson's Anodyne Liniment. For almost a century it has stood upon its intrinsic merit, while generations after generations have used it. The best evidence of its value is the fact that in the state where it originated the sale is steadily increasing. You can safely trust what has stood so long.

Send for our Book on INFLAMMATION, mailed free. Sold by all Druggists. Put up in Two Sizes, Price 25 and 50 cts. I. S. JOHNSON & CO., Boston, Mass.

Great Sacrifice Sale of BOOTS

ABSOLUTELY FAILED. The evidence of the stenographic report of the proceedings submitted to the committee, after giving such evidence their most careful consideration, unhesitatingly report that in their opinion it absolutely failed to prove the charges made by Hon. Mr. Hazen, but on the contrary clearly established that the prices paid were only fair and reasonable and such as were necessary to afford the usual and customary profits of a manufacturing business.

SECRETS.

W. T. HARRIS

Is going out of the Business and WILL LEAVE TOWN!

Everything must be sold, and regardless of cost.

Call early as all will be sold in 30 Days.

Established 1866.

Dunlap Bros. & Co., AMHERST, N. S. Dunlap, McKim & Downs, WALLACE, N. S. DUNLAP, COOKE & CO., AMHERST, N. S.

Merchants Tailors, GENTLEMEN'S CUFF TERS.

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 really office work conducted at home. Reference. Enclose self-addressed stamped envelope. The DUNLAP COMPANY, Dept. 3, Chicago, -1, 4, 00.

require less expenditures for repairs than the three latter structures. [Continued on 3rd page.]

WILL ENDURE LONGER. [Continued on 3rd page.]

Chairman Carvell and Messrs. C. E. Fish, Alex. Gibson, Jr., P. H. Leeger and John Young—five of the seven members of the legislature composing the committee appointed to investigate Mr. Hazen's 'Three-Priced-Bridge' charges, submitted the report of that committee on Saturday last as follows:—

The committee appointed to investigate certain charges preferred by Mr. Hazen, a member of the Assembly, against the Honorable Henry R. Emerson, begs to submit the following report:—

Mr. Hazen's case, was subsequently called by Mr. Emerson's counsel. Mr. Hazen having attended under the subpoena issued at the request of Mr. Hazen, and not having been called, returned, as was stated, to the work on which he was engaged of inspecting the erection of the Kingston bridge and which urgently required his personal attention.