General Business.

NOTICE.

Through the efforts of Mr. W. A. Hickman, Immigration Commissioner, who has been in England for some months past, it is expected that in the coming spring a considerable number of farmers with capital will arrive in the province, with a view to purchasing farms. All persons having desirable farms to dispose of will please communicate with the undersigned, when blank forms will be sent, to be filled in with the necessary particulars as to location, price, terms of sale, etc. Quite a number of agricultural laborers are also expected and farmers desiring help will also please communicate with the undersigned.

Dated, St. John, N. B., Feb. 9th, A. D. 1901.

ROBERT MARSHALL

C. WARMUNDE

IS OFFERING

SPECIAL BARGAINS

—IN—

WATCHES, CLOCKS, JEWELLRY,

Silverware & Novelties,

All new goods. Give him a call

We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all.

WARMUNDE. EXPERIENCED WATCHMAKER

Fallen Corner Chatham N. B.

COMMON SOAP

WILL CAUSE

ROUGH SKIN

On Face and Hands.

We have just imported a large lot of

Olive Oil and Cucumber Soap

direct from the factory which we can sell for the next TWO WEEKS

—AT—

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall.

Chatham, March 18, 1901.

C. A. C. BRUCE,

FIRE, LIFE AND MARINE

Insurance Agent.

Bank of Montreal Building

CHATHAM, N. B

Business Men

Are just as anxious to discover and employ well trained and talented help as young people are to secure good positions. In fact we cannot begin to supply the demands upon us for such help, especially for young men who can write Shorthand.

Send For

Our Twelve Exercises in Practical Penmanship, also for our catalogues, containing Terms and Courses of Study.

OUR NEW TERM begins Thursday, January 2nd.

The St. John Business College

S. KERR & SON.

ODDFELLOWS' HALL.

WANTED.

Agents for the National Window Cleaner in Kent, Westmorland and Northumberland Counties. Sells at sight—large commissions. None but hustlers need apply.

H. G. VENESS, General Agent,
Box 286, Fredericton, N. B.

PULP WOOD!

The DOMINION PULP CO'Y LTD. opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for CORD WOOD, nine feet lengths, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter.

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Office Hours:—9.30 a.m. to 1 p.m. 2 p.m. to 6 p.m Saturday—9.30 a.m. to 1 p.m. 7.30 p. m. to 9 p. m.

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PAINLESS DENTISTRY A SPECIALTY.

OFFICE—OVER MACKENZIE'S MEDICAL HALL.

CHATHAM, N. B.

WANTED!

Our Patrons, New and Old, to sit for their

PHOTOS

Now.

NEW BACKGROUNDS

NEW MOUNTS.

Style and Workmanship up-to-date at

MERSEREAU'S STUDIO

BANK OF MONTREAL BUILDING.

NOTICE.

Collectors of Rates and County Accounts Etc.

Collectors of Rates and other officers bound to make returns to the County and all persons having accounts against the County, are hereby requested to make their returns and file their accounts duly attested forthwith at this office preparatory to audit.

Secretary-Treasurer's Office,
Newcastle, 7th December, 1901.

SAMUEL THOMSON,
Sec'y-Treasurer Co. Northumberland.

Miramichi Advance.

CHATHAM, N. B., - JANUARY 2, 1902.

Announcement.

Owing to other business and duties requiring increased attention from the present editor of the ADVANCE, we beg to announce that it is Mr. Smith's intention to hand over the editorial and business management of the paper to Mr. Andrew Caskey, an experienced gentleman in both these departments of newspaper work, about the middle of the present month—January. Mr. Smith also contemplates the organization of a company which will continue the publication of the ADVANCE and conduct the job printing business connected therewith.

Another "Globe" Invention.

The St. John Globe, in its eagerness to assail the friends of the local government, stated on Saturday last the untruth that they held a party meeting in the Government rooms in St. John, and it proceeded to deliver a virtuous lecture on the subject, claiming that neither the friends of the government nor those of the opposition have any right to make such use of the rooms in question. The Globe has, for some time, been inventing all kinds of canvasses against the government, while pretending to be its candid friend, and while its support or opposition is not a matter of much moment to any party, considering its unreliability, it ought to stop short in its malice of inventing and publishing absolute falsehoods.

Halifax and the I. C. R.

In connection with the Halifax movement for the transfer of the I. C. R to the C. P. R. it was stated by members of the Halifax Board of Trade that I. C. R. cars were used on the Grand Trunk, but the Grand Trunk would not permit its cars to be used on the I. C. R.

J. W. Loud, freight traffic manager of the G. T. R., referring to this complaint, says: "We are loading cars for Intercolonial points. We have not been able to give as many Grand Trunk cars as are necessary to meet the demand. Recently the Intercolonial has been able to give us a number of cars which we are supplying to shippers as rapidly as we can. We have never refused to load cars for the Intercolonial points. But the situation has very materially improved recently and the car shortage has been reduced from 6,100 to 2,500.

As proof of the absurdity of the Halifax claim as to the large number of I. C. R. cars on the Grand Trunk Railway, it may be said that on Dec. 21 there were only 421 I. C. R. cars on the Grand Trunk while there were 528 G. T. R. cars on the Intercolonial.

Mr. F. E Neale's Lumber Shipments.

We have received from Mr. F. E. Neale of Chatham, the following record of Spruce deals, etc., shipped by him the past season from Miramichi and Campbellton on account of Messrs. Frank Harrison & Co., of Liverpool, England:—

1901—MIRAMICHI.

Vessels.	Sup. ft.	Destination.
S.S. Pandosia	3,221,192	Manchester
" Semantha	2,397,368	Dublin
Bk. Bengal	668,645	Waterford
S.S. Ramleh	2,114,093	Manchester
Bk. Romanoff	864,187	Belfast
S.S. Pydna	2,899,825	Liverpool
" Cairo	1,410 044	Bordeaux
Bk Bertha	462,291	Barrow
" Gumo	705,760	Loudon
" Hefhi	789,112	Londonderry
" Iris	614,140	Ayr
" Memento	426,827	Newcastle
" Razna	459,934	Plymouth
S S. Lord Londonderry	2,070,563	Glasgow
Bk. Havre	721,872	Londonderry
S.S. Ne her Holme	222,779	Preston
" Dean	166,263	Greenock
" Semantha	2,907 730	Manchester
" Hiplingham	2 804,167	London
" Pydna	2,828,888	Liverpool
Bk. Opheilia	958,896	Melbourne
S.S. Triton	1,280,802	Cardiff
Bk. Ajax	649,692	Londonderry
S.S. Lysaker	1,098 692	Fleetwood
" Semantha	2,983,336	Liverpool
" Lysaker	1 951,241	Garston
" Polarstjernen	2 930,040	Manchester
" Salerno	1,731,651	Dublin
" Caris	1,591,904	Liverpool
Total	44,393,334	

Tonnage, 36,740.

Average shipments from Miramichi for the last three years were 120 millions sup. ft.

1901—CAMPBELLTON.

Vessels.	Sup. ft.	Destination
Bk Cassella	622,550	Plymouth
" Nymph	396,250	Grangemouth
" P C. Sendersen	591,650	Birkenhead
S.S. Mavisbrook	2,159,291	Tyne
Bk. Sea Breeze	566,501	Plymouth
" Carmel	514,676	Ipswich
" Biskop Brun	498,567	Hull
" Freemad	233,211	Dingle
S.S. Urania	1,932,028	Sunderland
" Whitefield	1,962,793	West Hartlepool
Bk. Eidsiva	467,228	River Mersey
" Wayfarer	608,986	Newry
" Two Brothers	800,287	Plymouth
Total	11,349,038	

Tonnage 10,136.

Average shipments from Port of Campbellton for the last 5 years, 20 millions, s. ft.

Total shipped from Miramichi, 1901 44,393,334 s. ft.
" " " Campbellton, 1901 11,349,038 "
55,742,372 "

F. E. NEALE.

Dr. McLeod Handsomely Beaten in York by Alex. Gibson, jr.

Saturday's by-election in York county resulted in the election of Alex. Gibson, jr., by a majority of more than eight hundred. Following are the returns:—

	Gibson.	McLeod.
Stanley	140	195
Miliville	47	38
City Hall	404	381
Marysville	277	42
Harvey	70	114
Nashwaak Village	139	55
Court House	355	132
Gibson	231	104
Canterbury Station	163	93
Canterbury (front)	22	35
McAdam	31	45
Brockaway	14	7
Nortondale	8	5
Temperance Vale	66	72
Kingsclear	137	50
Dumfries	51	60
Keswick	94	95
Bright (front)	79	55
Bloomfield	76	27
Southampton (front)	71	69
Cork	8	0
Prince William (front)	67	48
Queensbury (back)	48	40
Hampton	67	66
New Maryland	22	32
Blaney Ridge	28	31
Queensbury (front)	68	72
North Lake	55	66
Bright (back)	43	41
Totals	2,881	2.070

The Liberals celebrated their victory enthusiastically. The victorious candidate arrived from Marysville at 7 o'clock on Saturday evening. An immense crowd of people from the city, Marysville and adjoining parishes had assembled in front of the Queen Hotel and the appearance of the candidate was the signal for a mighty outburst of cheering. Mr. Gibson, accompanied by his father and several others, boarded a large sleigh, which was manned by a half hundred sturdy voters bearing colored torches, and up Queen street they went through cheering crowds to the Liberal committee rooms. Here short addresses were made by the candidate-elect, by J. D. Phinney, Rev. W. W. Brewer, Alex. Gibson, sr., William Lemont, A. S. Murray, W. T. Whitehead and others. After cheering lustily for Sir Wilfred Laurier, Gibson, Fraser, Macdonald and others who assisted in the campaign, the gathering dispersed and the candidate-elect was escorted back to his hotel.

The combination between the St. John Sun, Religious Intelligencer, Reporter and S. John Freeman does not appear to have worked well for the victim of their support.

The Governorship.

There does not seem to be any difference of opinion anywhere as to who ought to be the successor of Lieut. Governor McClelan, and it may, therefore, be assumed that if he will accept the honor—which he ought to do when it is tendered—Senator Snowball will, very early in the present year, be Governor of New Brunswick. It goes, without saying, that no more fitting choice could be made from both political and social standpoints.

The Intercolonial.

An Ottawa despatch of last Friday says.

The accounts of the Intercolonial Railway for the fiscal year up to the end of June 30 last show earnings of $4,972 235, and working expenses of $5,450 422, leaving a deficit of $478,187. Both revenue and expenses are larger than for the previous year, but the increased cost of coal is sufficient in itself to account for the deficit.

The Intercolonial earnings increased last year by $420,162, as follows: $202,696 on passenger traffic; $208,215 on freight traffic, and $9 251 for express. The working expenses grew as follows: $586 117 on locomotive power; $124,034 on car expenditure; $188 285 on maintenance of ways and works; $62 306 on general expenses, and $2 844 on car mileage.

The rental of leased lines were less by $24 694.

[St. John Gazette.]

New Brunswick Finances.

The financial statement of the province which has just been issued by the Auditor General, proves the Provincial treasury to be thoroughly solvent notwithstanding the enormous extra expenditures that have been necessary during the present year. At the last session of the House, it was explained that late in the fall the roads and bridges of the country had been damaged to a degree which at the time had not been thoroughly ascertained. There never had been so much damage done to the roads nor so many bridges carried away in such a short space of time before. What could be done to put the roads in a passable condition was done during the fall and winter but the spring freshet again did serious damage and many of the weaker bridges of the country went out or were seriously damaged. Few people appreciate the enormous number of bridges which the Provincial Board of Works has under its charge in different sections of the province. Their number is legion and they vary from five and ten feet spans to the great bridges which cross the St. John river at different points as well as others along the north shore which have latterly been constructed of steel. The new bridges are built on higher levels and there is very little danger of their being carried away by the freshets. The old bridges which are often submerged by the spring and fall freshets are in continuous danger of damage. Fortunately there are not many more of these to go and the expenditure for repairing old bridges is largely at an end. In 1900, the expenditure for public works in this province was $197,800 and to this sum was added a deficit of over $30,000 which has been carried along for some years past. The ordinary expenditure for public works in New Brunswick can be figured at about $160 000 to $170,000. To show the enormous amount of extra work that has been done during the present year, it may be pointed out that the expenditure for public works, all done during the fiscal year 1900-1901, was $296,077.33, or about $130 000 more than the ordinary expenditure of the department.

During the present fiscal year the province received from the Dominion government the sum of $275,692.18 in full settlement of the Eastern extension claims. This is the claim which Professor Foster and Mr. Hazen prevented from being settled ten years ago. Had these gentlemen not preferred politics to country, the people of New Brunswick would have had this money in hand long ago. When Mr. Blair was premier of New Brunswick, both Messrs. Hazen and Foster opposed the payment of the claim because they said its settlement would benefit Mr. Blair politically. Since the change of government in Canada, the government of New Brunswick kept this claim constantly before Sir Wilfrid Laurier and his colleagues with the result that it has now been settled. This settlement was largely due to the influence of the minister of railways who secured the appointment of a commission to hear the merits of the case. This commission decided in favor of the province, there being no other course open as the claim is an honest and just one and would have been settled years ago by Sir John A. McDonald had it not been for the tuppenny ha'penny methods of his political henchmen of this province.

The territorial revenue for 1901 shows an increase of about $25 000 as compared with 1900. There is no doubt that the territorial revenue of the province can still be much further increased. The lumber leases are becoming more valuable every year and the system adopted by the present government of long leases makes the leesee and the province co-partners in the protection of the forests. It does not pay a man who holds a twenty-five years lease to cut off all the good lumber in one spot while he neglects another portion of his territory. The result of the present system is that holders of lumber use great discrimination and our forests instead of becoming less valuable each year are becoming of greater worth notwithstanding the continuous export of lumber from the province.

In other departments there is no particular change with the exception of that portion of the revenue which is derived from succession duties on the estates of deceased persons. The wealthier portion of the community seems to have been extremely healthy this year and fewer of them have died than for some years past. The revenue from this department is only $12,079.59 for 1901 as compared with $30,522.98 in 1900.

The total revenue of the province for 1901 was $755 574 76 and the expenditure $910,345.80. In 1900, the revenue was $758 088.66 and the expenditure $794,476.58 and at the close of the year the accumulated balance against the province was $97,198.21. This year all the debts of the province are paid and there was a balance in the treasury on the 31st October of $26,356.56.

The Sun finds fault with the expenditures of the present administration. This is what was expected. The Sun would find fault, anyhow. The only increases in expenditures are all connected with the development of the resources of the Province and the improvement of its internal communication. The importance of good roads has never been so thoroughly understood as it is at the present time and it is gratifying to know that the Public Works department in this province has been fully alive to the demands of the people for better roads. To-day in New Brunswick we have more miles of good roads than are to be found in any other section of Canada of the same area. These roads are largely maintained at the public expense. How long this sort of thing can go on, no one can forsee. The number of bridges throughout the country is constantly on the increase and their maintenance is entirely chargeable against the revenues of the province, but it would only seem reasonable that some part of the expense of maintaining the roads should fall upon the municipalities. It is unlikely however that this question will come before the legislature, as it would meet with lively opposition from many quarters and some other means than direct taxation will have to be devised to meet the great expenditure for public works in New Brunswick. To do properly the work that should be done in New Brunswick, the Public Works department should have at its disposal at least $300 000 per annum or upwards of one half of the whole revenue of the province. This, of course, is not possible, but it would take fully this sum and even more to bring the roads of the country up to the standard of what they ought to be.

News and Notes

The latest compilations of the Provincial Board of Health show 433 cases of smallpox in Ontario.

Lieut. Col. H. H. McLean, of the 62nd Regiment, St. John, is to get the colonial auxiliary forces decoration.

The wife of Dr. W. D. Finn died at the infectious disease hospital, Halifax, last Saturday afternoon, from smallpox.

A despatch to the Central News from Cairo says Cecil Rhodes, managing director of the British South Africa Company, has suffered from a heat stroke, and has abandoned his trip to Khartoum and is hurrying back to Cairo.

Ottawa Citizen: Four men are now making their way out on foot 400 miles over a winter trail from Dawson City in order to make a further trip of 4,000 miles at their own expense to Halifax that they may enlist in the Canadian Mounted Rifles to fight for their King in South Africa.

The federal trades and labor council of Montreal has passed a resolution opposing the proposition of the Halifax Board of Trade that the government should hand over the Intercolonial Railway to the Canadian Pacific Company. The council thought the best interests of the country would be served by the government purchasing the C. P. R. and operating it in the public interest.

And now it is stated that Mayor Daniel of St John, is to proceed against the St. John Telegraph for libel contained in matter relating to the St. John Board of Health's dealing with smallpox matters. There has been a decided want of dignity and courtesy usually expected from the metropolitan press in the Telegraph's discussion of the subject of smallpox in St. John. No doubt the Board of Health fell short of its duty, but the Telegraph's way of publishing the fact has not commended itself to anybody.

The Bishop of Southampton, England, is anxious to see women elected to the church parochial councils on the ground that they are equally members of the Church with men; that the mission of the Church is to women and children as well as to men, and that the most earnest and most energetic members of the Church are women. But his motion to this effect at the Winchester Conference was lost, mainly owing to the fact that his ecclesiastical superior, the Bishop of Winchester, opposed it on the ground that men should be induced to come forward more in Church work. 'That is no argument,' was the comment of an able cleric present.

Announcement was made at Chicago Thursday that the new constitution of the Methodist Episcopal church, which was adopted at the last general conference of that denomination in May, 1900, and referred to the various conferences throughout the country, has finally been approved by the three-quarters vote required. The principal changes provided for the new constitution are: It gives women the right to sit as delegates in the general conferences. It gives laymen's electoral meetings authority to vote on constitutional questions. It changes the vote necessary in the general conference to amend the constitution from three-fourths to two thirds.

The Presbyterian creed revision committee has issued the following statement: The work accomplished at the meeting (held at Washington, D. C., from Dec. 4 to Dec. 14) consists of a brief statement of the reformed faith in untechnical terms, and also a declaratory statement. The work thus far done is altogether tentative, is not for publication and is to be considered at another meeting of the committee to be held in Philadelphia Feb. 5, 1902. A committee has been appointed to prepare a tentative revision of the confession of faith on the several points contained in the instructions of the committee to be considered at the February meeting, along with the declaratory statements.

The New York Tribune's London correspondent says:—Secretary Gage's defence of the United States Custom House in 'The North American Review,' is criticised by the 'Globe,' which says: 'Mr. Gage most carefully avoids the great and main complaint of most people who pass through the custom house, and that is the unnecessary brutality and ill manners with which many officials treat the ordinary traveller. It may be necessary that as their bribes are cut off they should wish to take it out in ill manners, but if Mr. Gage can teach the United States inspectors at the custom house to do their duty with ordinary civility he will have achieved a reform worth much more than the few thousand dollars he has succeeded in securing for the treasury.'

Attorney General Arthur Peters, of Charlottetown, has been chosen Premier of Prince Edward Island, in place of ex-premier Farquharson, who resigned to accept the nomination for the seat in the House of Commons vacated by Sir Louis (now judge) Davies. Premier Peters is a son of the late Justice Peters, and was born in Charlottetown in 1854. He is a brother of Fred Peters, K. C, formerly premier of P. E Island, but now partner of Sir C. H. Tupper in British Columbia. He was called to the bar in 1878. He enjoys a large law practice and is a K. C.; was educated at Prince of Wales College and King's University and is a good debater. He represents the district of St. Peters.

Mr. Farquharson is to be opposed by Mr. A. A. McLean, conservative.

Quebec province is awakened to the fact that the smallpox epidemic can no longer be tolerated. The provincial board of health has ordered compulsory vaccination throughout the province. Five days are allowed for the municipalities to act and 48 hours for the individual after the municipal authorization. In other words only one week is allowed for the compulsory vaccination of every man, woman and child in the province who has not been vaccinated within seven years. Any person within the municipality 48 hours after the by law comes into effect may be called upon to exhibit to the executive officer of the municipal sanitary authority a certificate of vaccination. Any person refusing to do so will be liable to a fine of $5. Persons who are unable to pay to be vaccinated shall be vaccinated at the expense of the municipality. Any physician who will knowingly give a false certificate shall become liable to a penalty of $20.

Under the heading "bad dreams" the Toronto Globe administers a seasonable rebuke to the little political agitators of Ontario and Quebec, which might also be heeded by the same class of public nuisances in other provinces, whose "bad dreams" take the sectarian form. The Globe's article is as follows:—

"Providence has given Canadians a magnificent country, stored with everything necessary for the happiness and comfort of man. Its climate in places is a little rigorous, but that can be provided for. The real affliction of Canada is that it is inhabited by a few persons with bad dreams. The usual origin of bad dreams, as we know, is physical. Men imagine that they have received warnings of awful calamities, the fact being that they have eaten too much cheese or mince-pie before retiring. This is poetic justice. It is a great moral lesson in favor of temperance in all things. But it is not poetic or prosaic justice to make the entire community suffer because a few persons have bad dreams. The bad dream in Ontario is French domination. The bad dream in Quebec is the march of imperialism, threatening the French-Canadians with conscription, war, taxation, loss of autonomy, and what not. People whose slumbers are disturbed by these dreams are to be commiserated. But why should the whole community be compelled to jump out of bed every time the dreamers' nightmare approaches the crisis?

Most people in Ontario, most people in Quebec, must work nine, ten or twelve hours a day. They require their energy for their daily work. They ought not to have that energy wasted in the contemplation of imaginary horrors, and visions of what may happen a century hence. Leave something to Providence. Providence has done pretty well up to this point and may be trusted to aid us in meeting any emergency that may arise. Let us do the duty of the hour as it comes, using, of course, reasonable foresight as to the future. But it is not right that the hard-working, sensible people, who compose ninety-nine out of every hundred in the community, should be perpetually worried by the hundredth, who is an agitator, a pessimist, or a person with bad dreams."

Smallpox Regulations.

PROVISIONS FOR EXAMINATIONS OF RAIL AND STEAMER PASSENGERS AT NEW BRUNSWICK POINTS IN CONNECTION WITH SMALLPOX.

The Provincial Gazette of Wednesday, of last week, has the following regulations relative to examination of passengers arriving at or leaving St. John, McAdam, Fredericton Junction, Edmunston and Campbellton, this in connection with the smallpox outbreak:

It is ordered and declared, that the following regulations, to be observed and executed by health officers of the provincial and local boards of health hereafter specified, and by all other persons within the province, be made, and the same are made and declared:

Regulation No. 1. From and after the date hereof and until this regulation is repealed, a medical officer or officers who shall be appointed by the board, with the approval of the provincial secretary, or by any lawful authority, may attend and examine passengers arriving at or departing from the City of Saint John by steamboats or vessels, and examine and inspect all such steamboats and vessels, and such officer or officers may detain any of the passengers or employes travelling or being thereon, or about to travel thereon, who may not be vaccinated or who fail to produce a certificate of vaccination, or give such proof of having recently been vaccinated as may be required by such medical officer or officers, and may authorize the detention of any such steamboat or vessel to or from the said city of St. John, except in accordance with such sanitary conditions and regulations which may for the time being be in force in the province, and may authorise and require the detention of or removal from such steamboats or other vessels of all persons infected by smallpox or liable to communicate the same to others, and of any cargoes, freight or baggage coming from or suspected to be coming from any district infected with that disease.

Regulation No. 2. From and after the date thereof and until this regulation is repealed, it shall and may be lawful for any health officer or officers appointed by the board, with the approval of the provincial secretary and it shall be the duty of any such officer or officers, to attend at the place for which such officer or officers are appointed and examine passengers landing or departing from any of the following railway stations, namely: St. John, McAdam Junction, Fredericton Junction, Edmunston and Campbellton in the province of New Brunswick, by railway trains, and to examine railway trains arriving at or departing from each of the said stations; and any officer or officers may detain any of the passengers or employes travelling or being on any of such railway trains or about to travel thereon, who may not be vaccinated or who fail to produce a certificate of vaccination or give such proof of having been recently vaccinated as may be required by such medical officer or officers and may authorize the detention of any locomotive or cars for the examination or fumigation thereof, and may prevent the entry or departure of such locomotive, cars, passengers, baggage cars and freights to or from any of said stations, except in accordance with such sanitary conditions and regulations as may for the time being be in force in the province, and may authorize the detention of or removal from such railway trains of all persons infected with smallpox or liable to communicate the same to others, and of any freight or baggage coming from or suspected to be coming from any district infected with such disease.

L. J. TWEEDIE.

Provincial Secretary's Office,
Fredericton, 19th December, 1901.

Wireless Telegraphy.

Sydney, C. B. Dec. 29.—Signor Marconi, who arrived at North Sydney from Newfoundland yesterday says if the site is selected in Cape Breton for the purpose of carrying on his experiments in wireless telegraphy it will necessitate the erection of a permanent station. Mr. Marconi accompanied by Premier Murray, Hon. John Armstrong, Mayor McKenzie, Alex. Johnston, M. P, and Wm. Smith, of the postal department, left at noon yesterday for Table Head, a short distance from Dominion No. 2.

At this point Marconi made his observations, during the progress of which he remarked: "This is a capital point for my station and I see no reason why my operations should not be conducted from here."

He was informed that there were in all probability just as good locations for his station at other points in Cape Breton, so he decided to see them all before he left for Ottawa, but when he had finished viewing the site at Table Head it was quite dark so he decided to return to Sydney and resume his examination today.

Marconi declared that he was very favorably impressed with what he had seen and that it was altogether likely that he would commence operations from some point in Cape Breton within a short time. He intimated that he had about abandoned operations in Newfoundland owing to the interference of the cable company, but he felt that he should give a British colony preference over a foreign country and as a consequence was ready to establish his station in Canada. It would cost $80,000 to establish such a station.

He is making arrangements to have a station established at Cape Cod and with another at some point in Cape Breton he hopes to control telegraphic service between America and Europe. A point near Scattarie and another point at the northern head of Cow Bay have been described to him and he appears to be very favorably impressed with these locations. He will visit both.

Before deciding, however, he will return to England and strengthen his plant at Cornwall to insure success when he commences operations here. Marconi, being asked if it were true that Canadian capitalists were interested in his venture, replied that he was under engagement to meet several capitalists at Montreal who had taken an interest in his experiments, but he intimated that he had all the money required to carry out his plans and that the only thing that remained for him to do was to decide on a suitable location.

Mr. J. Parsons, agent at Halifax of the Canadian department of marine and fisheries has written Hon. W. S. Fielding, who recently invited Marconi to continue his experiments in Nova Scotia, on the advisability and value of Sable Island as a station for the Marconi wireless telegraphy. The lighthouses there, which are 128 feet high, would form excellent towers for his apparatus. Whitehead Island, the nearest point of Nova Scotia mainland, is 80 miles distant and there the cliffs are 120 feet high. Mr. Parsons says that trans-Atlantic shipping to New York, passing from 10 to 40 miles from Sable Island, could with advantage be signalled from the island in thick or stormy weather, and from the island news could also with certainty be communicated to the mainland at Whitehead.

A Montreal despatch of Monday says:—Signor Marconi this morning made the definite announcement that his permanent receiving station on this side of the Atlantic would be either at Mira, Louisburg or Sydney, Cape Breton. A definite site would be decided upon after his visit to Ottawa, where he goes this afternoon. Work on the station will be commenced in a month. A very short time thereafter the wireless system would be on a commercial basis, transmitting messages across the ocean daily. Marconi states that Cape Breton is very much better adapted for the success of his enterprise than Newfoundland would be, his station being situated much nearer the centre of business on the American continent, thus being reached with much greater facility and less expense than if it were on Newfoundland. Signor Marconi anticipates some little difficulty in securing the necessary labor, but is confident he will be able to complete a very powerful station and be able to handle commercial business very soon. The Dominion Iron and Steel Company is not interested in any way in his company, but several sites have been offered him, including one of 300 acres by B. F. Pearson.

South Africa.

Gen. Rundle reports that on the night of Dec. 24 Col. Firman's camp at Zeefontein, consisting of three companions of yeomanry and two guns, was successfully rushed by a strong commando under De Wet. It is feared the casualties were heavy. Two regiments of light horse are pursuing the Boers.

It is considered somewhat remarkable that De Wet, who is generally represented as evading the British forces, comes forward periodically and gives them the worst of it. Were Rundle and his men "celebrating" on Christmas eve?

London, Dec. 27.—Boer resistance has always been very strong in that part of the Orange River Colony which was the scene of Gen. De Wet's Christmas coup. A great quadrangle of blockhouses is being built there, the four points of which are Vereeninging, Volkerust, Harrismith and Kroonstadt. At the southeast corner of this quadrangle is a long open space from Bethlehem to Lindley, where the square of blockhouses is still incomplete, and here De Wet made his attack. Col Firman's force probably amounted to 400 men, and the disaster, especially the loss of the guns, the possession of which may enable De Wet successfully to attack the blockhouses, creates a disturbing impression.

ANY CHILD WILL TAKE McLean's Vegetable Worm Syrup. It is always the same safe, pleasant and effective remedy; but be sure you get McLean's Vegetable Worm Syrup.

INTERNATIONAL S. S. CO.

Winter Arrangement.

ONE TRIP A WEEK

—TO—

BOSTON

$3.50. Winter Rate. $3.50

COMMENCING DEC. 19 the Steamer ST. CROIX will leave St John every THURSDAY, morning, at 7.30 o'clock standard, for Eastport, Lubec, Portland and Boston

Returning, leave Boston MONDAY at 8.15 a. m., Portland 5.30 a. m.

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 Stateroom for the trip.

For rates and other information apply to nearest Ticket Agent, or to

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

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Public Building, Marysville, N B.," will be received at this office until Saturday 11th January, 1902, inclusively, for the erection of a Public Building at Marysville N. B., according to plans and specification to be seen at the office of Messrs. McFarlane, Anderson and Thompson, Fredericton, N. B., and at the Department of Public Works, Ottawa.

Tenders will not be considered unless made on the form supplied, and signed with the actual signatures of tenderers.

An accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, equal to ten per cent, (10 p. c.) of the amount of tender, must accompany each tender. The cheque will be forfeited if the party decline the contract or fail to complete the work contracted for, and will be returned in case of non acceptance of tender.

The Department does not bind itself to accept the lowest or any tender.

By order,
FRED. GELINAS,
Secretary.

Department of Public Works,
Ottawa, 20th December, 1901.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

COONEY'S HISTORY

—OF—

NEW BRUNSWICK

—AND—

GASPE.

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

GREAT MIRAMICHI FIRE;

also the history of the early struggles of the French and English for the possession of the country; the hostility of the Indians; the French villages founded at Bay des Vents, Cain's River, etc.; the ships sunk in the Miramichi and Restigouche; the work of the Davidsons, Hendersons, Peabody, Frasers, Cunard, Simonds, Rankin, Street and others, and an account of the settlement of Kent, Gloucester and Restigouche as well as the St John River, etc., etc., etc.

Price $1.50 post paid to any address in Canada or elsewhere. For sale at the ADVANCE OFFICE, Chatham, N. B.

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IT'S HARD TO TELL

all the good points of our

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but they certainly are dreams of

COMFORT, ELEGANCE, and realities of GOOD WORKMANSHIP and MATERIALS.

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We have Goat and Siberian

BUFFALO SKINS AND SASKATCHAWAN ROBES

in all sizes;

COON, WAMBAT, WALLABY AND TEXAS STEER COATS,

LADIES' SEAL AND PERSIAN LAMB JACKETS.

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NEW WILLIAMS, NEW RAYMOND, AND NEW HOME

SEWING MACHINES,

which we sell on terms to suit customers. Old machines taken in trade.

Are you thinking about getting an instrument this fall? If so get our prices before buying. We can suit you with either a

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

D. R. H. SHAW,

PRACTICAL PLUMBER.

Licensed by the cities of Cambridge, Mass and Charlottetown, P. E. Island, (Member of the firm, STANLEY, SHAW & PEARDON, Charlottetown, P.E.I.) will open an office in Chatham on

JAN. 1ST 1902

for the purpose of carrying on a plumbing business and supplying plumbers' materials.

Work will be done promptly and all materials and workmanship will be of the highest grades.

Reference, by permission, to Mr. W. M. Scott, Resident Engineer, Chatham Water Works and Sewerage System.

ADMINISTRATOR'S NOTICE.

The Undersigned has been appointed administrator of the estate of Robert Taylor, deceased, late of Hardwick, in the County of Northumberland Parties indebted to said estate are hereby required to pay same within two months of date. Parties having any claims against said estate are required to file same properly attested within two months from date.

Dated at Bay du Vin in the County of Northumberland, the 14th December A D. 1901.

ALEXANDER TAYLOR.

INTERCOLONIAL RAILWAY.

TENDER FOR ALTERATIONS AND ADDITIONS TO NORTH STREET STATION, HALIFAX, N. S.

Sealed tenders addressed to the undersigned, and marked on the outside "Tender for Alterations, Halifax station," will be received until

WEDNESDAY, THE 8TH DAY OF JANUARY, 1902.

for the above works

Plans and Specifications may be seen on and after the 16th day of December, 1901, at the Station Masters' Offices at Halifax, N. S. and St. John, N.B., at the Intercolonial Railway Office, 143 St. James Street Montreal, P. Q., at the Office of Sproatt and Rolph, Architects, 94 King Street West, Toronto, Ontario, and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the Specifications must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B, 10th December, 1901.

WANTED.

AGENTS to represent us in the cities, towns and country districts of New Brunswick. Terms liberal and pay Weekly. Sample case supplied Free.

We have over

600 Acres under cultivation

and grow a complete line of fruit and ornamental stock, including many specialties which we control.

We will deliver stock to customers

Free of Freight Charges

and at their residence, guaranteeing delivery of stock in good condition. Apply now to

PELHAM NURSERY COMPANY,
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N.B.—Special terms to men who can only spend part time at the work.

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Capital (all paid up) $12,000 000
Reserved Fund 7,000,000
(NINETEEN MILLION DOLLARS!)

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of this Branch, interest is allowed

AT CURRENT RATES

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R. B. CROMBIE,
Manager Chatham Branch.