General Business.

M.S.N.CO.

TIME TABLE.

Miramichi Time used—30 minutes faster than Eastern Standard.

STR. "MIRAMICHI"

will leave Chatham every morning (Sundays excepted) at 7.10 a. m. for Newcastle at 7.40 a. m. and Chatham at 9 a. m. for points down river, viz:—Loggieville, Oak Point, Burnt Church and Nelson calling at Nelson on Mondays, Wednesdays and Fridays, and Bay du Vin on Tuesdays, Thursdays and Saturdays.

On Tuesdays, Thursdays and Saturdays, Steamer's passengers for Newcastle, Douglastown or Bushville will be forwarded by Str. Nelson.

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

STR. "NELSON"

COMMENCING MAY 20TH 1901, WILL LEAVE

Chatham at	Nelson at	Newcastle at
8 00 a. m.	8.50 a. m.	10.15 a. m.
11.00 "	11 50 "	12.15 p. m
2.00 p. m.	2.50 p. m.	3.15 "
5.15 "	5.00 "	6.15 "
7 00 "		7.45 "

On Tuesdays, Thursdays and Saturdays Str. "Nelson" will leave Chatham at 7 p. m., or on arrival of Str. "Miramichi."

☞ See Passenger Tariff for Rates.

All Freights Must be Prepaid.

J. ARCH'D HAVILAND, Manager.
Chatham, N. B., May 15th 1901. (Telephone 40.)

EXCURSION RATES.

MIRAMICHI STEAM NAVIGATION CO.

ON TUESDAYS, THURSDAYS AND SATURDAYS, tickets, good for day of issue only, will be issued from Nelson, Newcastle, Douglastown, Bushville and Chatham, to points down river, at following rates:

For one person.....50 cents.
Parties of 5 to 10 persons, 40 cents each.
Parties of 10 or more persons, 35 cents each.

Passengers can now be landed at CHURCH POINT WHARF.

☞ Steamer will call at Nelson for a party of 10 or more persons, on request to manager (on day previous), and the passengers will be returned to Nelson the same day.

ON MONDAYS WEDNESDAYS AND FRIDAYS
—FOR—
ROUND TRIP TO ESCUMINAC.

One person.....75 cents.
Parties of 5 to 10 persons.....60 cents each.
Parties of 10 or more persons.....40 cents each.

Meals and Refreshments

can be had on board Steamer Miramichi at reasonable rates.

Str. NELSON

will on every WEDNESDAY after July 3, 1901, until further notice, carry LADY passengers between Nelson and Chatham and intermediate points, connecting with the trip which leaves Nelson at 11.50 a. m. at the return rate of 15 cents, and children under 16 years 10 cents

ON MONDAY AND TUESDAY EVENINGS, until further notice, commencing with the trip which leaves Newcastle at 5.15, will carry passengers as follows: adults 15 cents; children, 10 cents.

J. ARCH'D HAVILAND, Manager.
Chatham, June 22, 1901. Telephone 40.

INTERNATIONAL S. S. CO.

FIVE TRIPS A WEEK.

20 Hours to Boston!

The Steamship "St. Croix" will sail from St. John DIRECT TO BOSTON every TUESDAY and SATURDAY, at 5 30 p.m., standard. Fast Express to Boston.

Steamers "Cumberland" and "State of Maine" will sail from St. John, for Eastport, Portland and Boston, every MONDAY, WEDNESDAY and FRIDAY morning, at 7.30 o'clock, standard, due in Boston about 4 p.m. next day.

NOTE. DO NOT OVERLOOK THIS ROUTE TO THE PAN-AMERICAN EXPOSITION AT BUFFALO. CHANGE OF ROUTE FROM BOSTON.

$20.00 ST. JOHN TO BUFFALO AND RETURN.

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.

FOR SALE.

Carts, Truck-Waggons —AND— Cart-Wheels

FOR SALE AT THE

CHATHAM CARRIAGE AND SLEIGH WORKS

ALEX. ROBINSON,
Chatham, 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.

Particulars on application.

Postal address: CHATHAM, N. B.
P. O. Drawer 3.

THE DOMINION PULP CO. LIMITED.

Teacher Wanted.

A second class Teacher is wanted for school in District 8, Chatham (Upper Nagan) to begin at end of summer holidays. Apply stating salary to

SAMUEL R. JARDINE,
Sec'y to Trustees.

Chatham, 15th June, 1901.

H. C. WILSON

(MEMBER GUILD OF ORGANISTS AND GOLD MEDALIST OF THE ROYAL ACADEMY OF MUSIC LONDON, ENG.)

Organist and Choirmaster

St. Mary's Chapel,
Chatham,

is prepared to receive pupils in

VOICE-CULTURE, PIANO AND ORGAN.

Voices tried Free of Charge.

CHILDREN'S CHORAL CLASS (Girls)

at the Sunday School Room of above church on Saturday morning next 11 o'clock. Fees, 25c. per month in advance. Children taught Voice Culture, Sight singing, and Physical Culture.

ADDRESS, care of Mrs. M. S. Benson, Henderson Street.

Teacher Wanted.

Wanted, for District No 3, Weldfield Settlement, Parish of Glenelg, a School Teacher to commence first term after the holidays.

ROBERT HEIRSBOROUGH } Trustees.
EYRON GLYNN
JOHN MARTIN Secretary.

Miramichi Advance.

CHATHAM, N. B., AUGUST 1, 1901.

The Old Story.

At a meeting of the Sydney, C. B., town council last Thursday night, the mayor informed the council that the amount of money borrowed by the town, $235,000 for public works, had all been spent and that a public meeting must be called to authorize the borrowing of more money, or else the work of extending sewers, waterworks and other street improvements must cease.

We presume that the experience of Sydney will be that of Chatham, also, for it is quite well known that the cost of almost every part of the work here is exceeding the estimates. The important item of excavation will run up far above what was put down for it, because the rock quantities were underestimated. Iron pipe was at bottom prices when the estimates were made and before what Chatham required was contracted for, it had advanced considerably in price. The town council took it upon itself to buy larger and, therefore, more expensive boilers and pumps than the engineers, Messrs. Lea & Coffin, advised and a large over-expenditure resulted from that.

There is some talk of having the service more restricted than it was supposed it would be—of letting some streets go without sewerage or water pipes for the present and thus work within the estimate—but that idea will not find any appreciable favor amongst the town ratepayers, upon all of whom the taxation necessary for the system will fall, and it will never do to neglect any part of the town in providing the services.

At all events, the ratepayers may as well prepare themselves for the inevitable. A further bond issue will be required and unless we are much mistaken its amount will be larger than many think.

The Boardman Collection.

Mr. John Rogers, who has been engaged for some weeks in labeling and arranging the Boardman collection of birds, now has them well arranged and many of them set up in the cases. Many visitors call every day and all greatly admire the collection and the manner in which Mr. Rogers has arranged it. About the two pillars in the centre of the room octagon cases have been built and square cases are set upon low tables along the two sides of the room. These cases are fitted with glass shelves supported by brass chains and are when closed dust proof. It will be two or three weeks yet before the whole collection is set up ready for exhibition.—Gleaner.

The Advance is Usually Accurate.

Sins of omission and commission are chargeable to newspaper men, and the ADVANCE is, at times, a sinner in this respect. Our reporter of the Governor General's late visit unfortunately substituted the name of Mr. Warren C. Winslow for that of His Honor, Judge Wilkinson, in mentioning those who were on board of the committee's steamer, St. Nicholas, on that occasion. The judge probably did not observe the mistake, but Mr. Winslow seems to have taken it to heart, and it has been taken advantage of for the purpose of making the editor of this unintentionally offending journal the object of personal abuse in the World in Mr. Winslow's behalf. When such a cry is made over so small an error, it is really a tribute to the general accuracy of the ADVANCE's reports.

A Monopolist Bought Out.

Premier Bond, of Newfoundland, in introducing the new Reid contract in the legislature of that colony last week, made the startling statement that the late Winter government, in March, 1900, after being defeated in the assembly, but before resigning office, granted to Mr. Reid titles to three millions acres of land, selected throughout the colony, including 1,130 miles along the seashore, covering villages, farms, lumber areas, mining claims, forest sections and all other properties, which were valuable to the people, who live wholly along the seacoast. As proof of the gravity of the situation, all forms of enterprise were crippled by such a monopoly, and the government has now recovered the lands, paying Mr. Reid twenty-seven cents an acre, or over $80,000.

A St John's despatch of 24th says:—"The passage of the new Reid railway bill through the Newfoundland legislative assembly is now virtually assured. In the course of a speech in the assembly Mr. Morine today joined with Mr. Bond, the premier, in denouncing the land grants given by the cabinet of Sir James Winter along the seaboard, reminding the assembly that these were made after he (Morine) withdrew from the government."

Baden-Powell to Premier Laurier.

Premier Laurier has received a letter from Major General Baden Powell, dated Zuurfontein, Transvaal, of which the following is a copy:

"Will you forgive my writing you a shot note to tender my gratitude for all that you have done in assisting the development of the force with whose organization I am charged? By your good offices the Canadian contingent has been added to our establishment, and with the excellent material of which it is formed it will be a valuable addition to our strength. I have learned in the recent campaign to admire and to appreciate the worth of the Canadians in the field, and am, therefore, truly glad to welcome your contingent to our corps. Comprising, as it does, men from every one of our great colonies, as well as from the home country, the South African constabulary is par excellence an imperial corps and as such I hope it will typify the empire itself as working honestly and harmoniously in the great work of bringing peace and prosperity over the territories now added to our rule. And in this good work the Canadians will have a prominent share. I trust the connection thus commenced between Canada and South Africa is but an augury of a close and profitable connection in the future. I am, sir,

Yours faithfully,

(Sgd.) R. BADEN POWELL,
Inspector General South African Constabulary.

Distribution of South African War Medals.

An Ottawa despatch says:—"It has been decided that Lieut. Col. Biggar and Mr. E. F. Jarvis, of the Militia department, are to have charge of the South African medals, and are to make all the necessary arrangements for their distribution during the royal tour. The two gentlemen named will be at each place to be visited by the Duke and Duchess of Cornwall and York a day in advance of Their Royal Highnesses. Each applicant for a medal will present himself to Colonel Biggar and Mr. Jarvis to be identified. He will be given a ticket and next day will parade in order to receive his decoration from the Duke. Colonel Biggar and Mr. Jarvis will prepare lists of the recipients' names for the presentation at each place. Those entitled to the decoration will be placed together according to rank, without regard to regiment. Only the names will be in alphabetical order.

Thus the officers will come first in alphabetical order, then the non-commissioned officers and finally the privates. An outcry has been raised over the fact that the wearing of khaki uniforms will not be permited. The department has no wish to prevent the men from appearing in khaki, but considers that these uniforms, after being worn and slept in for many months in South Africa, are scarcely in a fit state to display before Royalty."

WHY EXPERIMENT when you can get a remedy that has been tested for over twenty-five years? Fuller's Blackberry Cordial, cures all Summer Complaints in Children and Adults and may be had at all dealers, price 25 cents.

Chart of the Metric System.

We have received from Messrs. Biggar, Samuel & Co., publishers of The Canadian Engineer, a copy of their new chart of the Metric System of weights and measures. Starting in France a little over one hundred years ago the Metric System has made its way from one country to another till it is now used by 44 nations with an aggregate population of 485,000,000. All the great nations, except Great Britain, United States and Russia, are now using it, and Russia is about to adopt it. The Associated Chambers of Commerce of Great Britain have, for years, strongly urged it as the only means of saving British foreign trade from falling into the hands of nations who use the Metric System.

It is founded on our decimal system of notation, and its striking simplicity is exemplified by the fact that Messrs. Biggar, Samuel & Co. have here been able to give the entire system of weights and measures on this single chart, with a clue to the equivalent English measures and weights. Ten minutes' study will enable one to understand the principles. The measures of volume, capacity, area and weight are all so related to the measures of length that one affords a clue to the other and makes the entire system wonderfully simple.

As the United States Congress, at its next session, is likely to pass the act, now prepared, rendering the Metric System compulsory, this subject is a live one for Canadians. One remarkable fact connected with the progress of the Metric System is that once a country has adopted it, it has never been known to go back to its former clumsier system of weights and measures.

Visit of Prominent Railway Men.

A half dozen gentlemen holding important positions in connection with the railway traffic and industries of the country made a run over the Canada Eastern Railway from Fredericton to Chatham and Loggieville and return, on Thursday last. It consisted of superintendent Oborne and travelling freight agent J. N. Sutherland of the Canadian Pacific Railway, superintendent Hoben, of the Canada Eastern, and Messrs. John Palmer, Fred. B. Edgecombe and C. Fred. Chestnut of Fredericton, and made the run in superintendent Oborne's private car, with conductor Chas. Sterling in charge and engineer Logan at the lever. Hon. Senator Snowball, Premier Tweedie and Mr. D. G. Smith met the visitors at Chatham station, and the two last named, and Mr. A. W. Walters accompanied them to Loggieville, where the railway men inspected the station and other railway accommodation, and the whole party were shown through Messrs. A. & R. Loggie's freezers and some of the shops where different branches of that widely known firm's works are carried on. They saw salmon and meats undergoing the freezing process, and were shown some of the storage rooms where frozen salmon, looking as fresh and clean as if just taken from the water, were lying in solid piles, by the ton. The freezer the visitors saw had a capacity for 150 tons of frozen salmon, and there were about 75 tons in it on Thursday, which were being added to daily.

The firm has a dozen or more of these plants in different parts of Canada and the United States. That at Dalhousie has a capacity of 450 tons of salmon.

The visitors were much interested in the work in the shop where the boxes in which A. & R. Loggie's famous "Eagle Brand" Canned Goods are packed for shipment, were being made. As in the building of Solomon's Temple, the sounds of axes or hammers were not heard in this shop, but the nails were being driven almost silently by machines, two of which were in operation and doing very rapid work. A press for printing on wood, with brass and steel type, was worked, to show the visitors how labels are dispensed with, the box-ends being neatly lettered in one or two colors, or in shaded type, as desired.

In another shop, tin was being worked up in large quantities into cans of different sizes by men operating labor-saving devices of several kinds.

The firm's saw and planing mill, where the lumber for boxes, etc. is sawn, planed and cut into prepared shooks, was also an interesting object.

Near by in Messrs. Loggie's shipyard, there was, almost ready for launching, a large, burdensome schooner—a three master—which is designed to draw only three feet of water. This craft is very flat-bottomed and, instead of the usual keel, has a fin centre-board about fourteen feet long, which, when up, is flush with the bottom, but may be put down to a depth of nine feet below it, to enable the vessel to hold so as to work to windward. This schooner can go into shallow water and is at the same time a good deep-sea craft. She will carry a refrigerating plant and be engaged in conveying supplies to and fish from—well, almost anywhere. The firm has already several other sailing vessels and three steamers.

Messrs. Loggie, as is well known, ship thousands of tons of fresh, salmon, smelts, bass, codfish, halibut, mackerel—in fact all edible fish of the maritime provinces that find a market in the United States, Canada and Great Britain, but these branches are only a part of their business, for they are equally large producers of canned goods in lobsters, clams, mackerel, "fried smelts," corn, peas, tomatoes, beans and other lines, including fruits.

Mr. Robert Loggie, who was showing the party through the different shops, was asked how many blueberries they would put up this season?

"We have now orders for a hundred carloads," he said, "and I suppose there will be a few more wanted."

The railway men, of course, realised that this meant that at least one thousand tons of Eagle Brand blueberries alone would be put up by Messrs. Loggie. Our representative found, on making enquiry, that a little—perhaps an eighth—more than a pint of blueberries, are required to fill a one pound tin, so that the purchase of blueberries alone this season by A. & R. Loggie will amount to over 1,000,000 quarts.

The reader can imagine perhaps what a variety of departments are necessary to the carrying on of such an immense business, which, of course, includes general stores at which supplies of all kinds may be had, not only for household use, but for the outfitting of those engaged by the firm, both afloat and ashore.

The time at the visitors' disposal did not admit of their going to the big saw mill owned by Mr. Bentley (formerly the G. J. Vaughan mill) and that of Mr. McNulty, half a mill further up river and formerly owned by Messrs. Russell and McDougall. These establishments were at work turning out deals, etc., for the transatlantic and local markets; and when those of the party who had not before visited Loggieville took the train for Chatham, they were impressed with the great volume of business which this one station furnishes to the Canadian Eastern Railway. It seems that in the item of frozen smelts and tomcods alone—fish taken in the Miramichi, and frozen on the ice, where they were emptied from the bag nets, and not in the artificial freezer.—more than two thousand tons were shipped in three months last winter—quite an item to add to the frozen salmon, canned goods, etc., which were forwarded in ordinary course of traffic from that important terminal station.

At Chatham, which is the chief station at this end of the line, and a great distributing point for goods of various kinds going to points along the river and coast, and of which this port is the trade centre, the special was run down the Maritime Sulphite Pulp mill's track on St. Andrew street, to the pulp mill yard, and the party was shown through the mill by Mr. C. A. C. Bruce. They witnessed the different processes through which the wood passes from the natural state in the log until it is baled as pulp ready for shipment. This mill, with its output of three hundred tons of pulp per week, has given a great deal of traffic to the Canada Eastern, especially in the winter season.

Leaving the pulp mill, they were driven about town by Hon. Mr. Tweedie and had light refreshments at his residence, after which they were driven to the railway station. Senator Snowball joining them en route. They left on the return trip to Fredericton about seven o'clock, David MacLaren, Esq., joining them for the trip over.

The Herald, referring to the visit of the C. P. R. superintendent, says:—

"It was Supt. Oborne's first trip over the Canada Eastern, and it is needless to say he kept his eyes open and gathered all the information he could concerning the road and its equipment. The run over was made in little more than three hours, and Mr. Oborne spent the greater part of that time on the car platform in the company of Supt. Hoben."

The Herald also speaks in warm terms of the attention paid by premier Tweedie to the visitors.

The Gleaner says:—To the Fredericton gentlemen the day was a most enjoyable one, while to the railway officials it was as well a trip of considerable importance. It is stated, unofficially, that supt. Oborne's trip over the road has greater significance than the mere desire to get acquainted with the country; that the C. P. R. is contemplating the purchase of the Canada Eastern road and sent the superintendent of the Atlantic Division to make a careful inspection of the road, its equipment, and the freight and shipping facilities and possibilities. It is well known that Mr. Sutherland, the general freight agent of the Atlantic Division, has for a long time been in favor of the C. P. R. acquiring the Canada Eastern. It is rumored that negotiations to that end are in progress.

CRAMPS, CHOLERA, DIARRHŒA and all Summer Complaints in Children and Adults readily cured by Fuller's Blackberry Cordial. Always reliable. At all dealers at 25 cents.

News and Notes.

The Louisburgers, in Nova Scotia, went so far in resenting Lord Minto's accepting the escort of a clergyman to see some of the sights of their town, that they sulked and wouldn't "demonstrate." His Excellency has, however, survived it.

The election trial of the petition against the return of Mr. Ganong M. P. for Charlotte county was begun before Judges Barker and Landry on Tuesday of last week, and after some formal proceedings and the hearing of Sheriff Stewart's testimony, was adjourned until Oct. 29th.

Dr. Koch declares that cattle cannot be infected with tuberculosis from human beings, and he does not believe human beings can be infected from cattle. He says he is convinced by his experiments that human and bovine tuberculosis are radically different diseases. Now, what about sterilised milk?

Among the group of ladies who, the other day, received certificates showing that they had undergone the training and passed the examinations qualifying them to be district nurses, was Lady Blackwood, a daughter of the Marquis of Dufferin. Her father and mother were present when she and her 242 associates received their badges from the hands of the Queen.

The work of making the survey for the proposed railway from Chipman to Gibson is being prosecuted with the utmost despatch. E. G. Evans is in charge of the survey, and has as an assistant H. M. Balkam, well known in Chatham as one of the engineers on construction of the Canada Eastern Railway. It is expected that the construction of the Chipman-Gibson railway will be commenced in a few days.

The St. John grocers have adopted the common sense course of closing their stores at 7 o'clock in the evening. In this they are but following other lines of business. The practice of keeping business places open all hours of the night is useless, besides inflicting a great wrong upon employes. It is not the work that clerks do, but the grind and monotony of routine and the tired-down feeling. The business houses in Moncton that have not already done so should fall in with the procession at once.—Moncton Times.

A Quebec despatch of Monday last says:—Steamship Manchester Corporation, which arrived yesterday afternoon, when between St. Pierre and Cape Ray, picked up a dory containing Michael Mahoney, of Saumenière, aged 25, and Geo. Walsh, aged 18, belonging to the schooner Ohio, of Great Bank, Fortune Bay. The men left the schooner in a fog to pick up their lines and could not find their way back. They were adrift three days and three nights without food or water and could not have lived another day. They will be sent back from here.

A London despatch of last Tuesday says:—"Much interest is aroused by the statement that the gathering at the time of the Coronation may have important results on the Empire.

"It is practically certain that the precedent of the Jubilee demonstration will be followed to the extent that representatives of all the Colonial Governments will be asked to take part in the procession, and the Prime Ministers of the different colonies will likely be invited. There will probably be a conference on a number of questions of general interest, especially concerning the commercial relations between Great Britain and her various dependencies."

Archbishop Kain, of St. Louis, talks sense on a seasonable subject as follows:—

"The shirt waist, in my opinion, is a cool, comfortable, decent garment. It is fit and proper for the laymen to wear if they so desire. Religion should be a comfort to the body as well as the soul.

"There is no reason why men should be subjected to physical discomfort to enjoy the blessings of religion. Let them come to church in the hot weather costumed in unassuming attire designed for their comfort.

"I would not advise parishioners to wear a gaudy, loud colored shirt waist to church. Any costume designed merely to attract attention is not in my estimation a decent one.

"I shall interpose no objection to the members of the churches within my jurisdiction going to church during the hot weather in shirt waists. This is a question for them to determine and I will not meddle with it."

In the Grand Orange Lodge meeting at Toronto on Wednesday (of last week), Major A. J. Armstrong, of St. John, deputy grand master, contested the office of grand sovereign with Hon. N. Clarke Wallace, and was beaten by 90 to 31. Major Armstrong was then nominated for deputy, but declined, saying one man should not hold office too long. The following are the leading officers elected: Grand sovereign, N. Clark Wallace, Woodbridge, Ont.; deputy grand, D. Sproule, M. P., Markdale, Ont.; grand chaplain, Rev. William Walsh, Brampton, Ont.; grand secretary, W. M. Lockhart, Allison, Ont.; grand treasurer W. J. Parkhill, Midland, Ont.; grand lecturer, Wm. Cook, Meadford, Ont.; grand director of ceremonies, R. H. Watson, Toronto. The committee on constitution of the Grand Lodge strongly reported against the proposal to exclude liquor dealers from the order. Only one member favored the proposal which, however, has quite a number of friends in the Grand Lodge. The chief thing urged against the exclusion is that many men in the trade are not only total abstainers but valuable members of the order.—St. John Globe.

Major A. J. Armstrong's friends declare that the Grand Orange Lodge of Canada is simply a political club, with Clarke Wallace as its "boss." How dreadful!

Left Her Crutches at Altar of St. Anne.

AND RETURNED HOME CURED OF A LAMENESS THAT HAD LASTED FIFTEEN YEARS.

[Yarmouth, N. S., Times, 23rd.]

In our last issue we published a despatch from Quebec which stated that a Miss Doucette, of Yarmouth, N. S., had left her crutches at the altar of the Church of Ste. Anne de Beaupre and was returning home cured. Miss Doucette returned on Friday night, and was interviewed by the Times on Saturday. She gave the following particulars:

"My name is Sylvia Doucette, and I was born in Tusket Wedge 39 years ago. At the age of nine I was taken sick with hip disease and found it necessary to use two crutches for about fifteen years. After that I found I could get along all right with one. I have read for years of the cures effected at the Church of Ste. Anne de Beaupre, but never put any faith in them—in fact I didn't believe in them at all, but last year my ideas on the subject were changed. I must tell you that my lameness was not the only thing that bothered me—for years I suffered with a throat trouble, the nature of which no doctor in town could tell me, and I tried them all but one. Sometimes I couldn't speak for several hours. I went to Boston for treatment, but could not get helped there, and it was then that I commenced to think of Ste. Anne, and spent hours in prayer and entreaty to her, until I thought my faith was strong enough, and then I had some holy water blessed in the name of Ste. Anne, took a drink of that and was cured.

"After this miraculous cure of my throat I commenced to think that perhaps I could get my lameness relieved, and a friend of mine urged me to go to Ste. Anne de Beaupre. I wrote to the Father Superior and he advised me to go in July on the annual pilgrimage. I decided to go, but it was not with the intention of getting cured of my lameness—I had become reconciled to that, and had made up my mind years ago that I would go through life that way; it was more to get relief from other troubles, such as dyspepsia, etc., but still I must say that once in a while the thought would flash over my mind that I might get relieved, and I often jokingly asked my friends what they would think if I should come home without my crutch.

I was one of the party of three who left here on the 13th inst., and we got to Ste. Anne de Beaupre on the following Tuesday about 5.30 p m. I went to confession the same evening, and while there saw a great pile of crutches which had been left by former pilgrims and thought that if I could only get rid of my crutch, and the mere thought of that made me so happy that I almost forgot my other troubles. I went to communion at 6.30 the next morning, and while at the altar rail a strange feeling came over me, and I think then that if I had had a little more faith I could have lost my crutch, but the first thing I knew I was back in the pew and my crutch was with me. I left the church soon afterwards and went into an adjoining building, known as the Scala Sancta. Just outside the doors of this building are what is known as the "Holy Stairs," a flight consisting of 32 steps, which it is necessary for pilgrims to ascend on their knees. I remember when near the top asking my friend to pray for me, but I don't remember how I went up the rest of the steps. When I had reached the top I stood up, and there right in front of me was an image of the Blessed Saviour. As soon as I saw that another strange feeling came over me and I exclaimed, "God gave me my crutch, and I am going to give it back to Him." I walked over to the rack provided for the purpose and placed my crutch there. I turned and walked down the steps and went to see the Redemptorist fathers, who took me around considerably to rest me. I then went to church, my case was mentioned in the sermon and I had to stand before the whole congregation so they could see me. I also took part in a large procession, and then went to the hotel where I was staying, ascended three flights of stairs unassisted, packed my valise and again went to church. Left about 11 o'clock the same morning for Quebec, and after we arrived there, walked and drove around all afternoon until 5 o'clock when we took the ferry for Point Levis. The day's work had been a big strain, but I stood it all right, in fact, better than a great many who had had the use of their limbs all their life.

As far as I know, I was the only one of the maritime province pilgrimage who was cured.

Miss Doucette gets around very nicely and her friends are delighted—almost as much as she is herself. She informed the Times that there were about 850 in the pilgrimage from the lower provinces, and the following day another pilgrimage of 900 arrived. On their way home they met another train from the United States with 900 pilgrims.

Eye Talk.

HAVE YOU ANY TROUBLE WITH YOUR EYES?

Perhaps you see well enough at a distance, but your principal difficulty is in reading, especially in the evenings, or that after reading awhile the print runs together, or the eyes water, or it may be you have to stop awhile and close the eyes and rub them before again attempting to read.

Or perhaps your difficulty is in reading or writing or any close work, and you cannot recognize your friends on the street.

Or possibly your vision is not satisfactory for either reading or distance.

In any Case Come

AND LET US

Test Your Eyes,

as we have one of the most complete test cases obtainable and are therefore in a position to test your eyes and fit glasses to both your and our own satisfaction.

HICKEY'S DRUG STORE

GO TO PORTLAND, BOSTON, ETC.

VIA THE

Canada Eastern Railway and Fredericton,

Pullman Sleeper runs through from Fredericton Junction to Boston.

Tenders for Heating and Plumbing.

Sealed Tenders, marked, "Tender for Heating and Plumbing" addressed to the undersigned, will be received up to the 15th August, for the hot water heating and plumbing of the new School building at Chatham, N. B.

Plans and specifications can be seen at the office of A. C. John Dunn, architect, St. John and the Secretary of Trustees at Chatham. A certified cheque payable to the order of the Board of School Trustees town of Chatham, for five per cent of the amount must accompany each tender.

The cheque will be forfeited if the party decline the contract, or fails to complete the work contracted to, and will be returned in case of non-acceptance of tender.

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Mortgagee's Sale.

To Roderick Smith formerly of Tobique Road in the County of Restigouche and Province of New Brunswick, Farmer, Mary Smith, his wife, their heirs and all others whom it doth or may concern:—

There will be sold in front of the Post Office in the Town of Campbellton, in the said County of Restigouche, on Saturday, the thirty first day of August next at 11 o'clock in the forenoon under and by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the twenty-fifth day of August, A. D. 1883 and made between the said Roderick Smith and Mary Smith, his wife, of the first part, and William Glover, of the Town of Campbellton, in the County of Restigouche aforesaid, Merchant, of the second part and duly recorded in the office of the Registrar of Deeds in and for the said County of Restigouche, at Dalhousie, in the said County of Restigouche, the twenty-ninth day of August, A. D. 1883, as number 2715, on pages 492 493, 494 and 495, in Book G, of said Records (as by reference thereto will more fully and at large appear) for the purpose of satisfying the moneys secured by the said Indenture of Mortgage both for principal and interest, default having being made in the payment thereof, the lands and premises mentioned and described in said Indenture of Mortgage as follows, namely:—"All and singular that certain piece or parcel of land situate, lying and being in the Parish of Addington, in the County of Restigouche, and Province of New Brunswick, and described in the original grant from the Province of New Brunswick to bearing Roderick Smith, under date, the eighth day of November in the year of our Lord one thousand eight hundred and fifty nine, as follows:—Beginning on the southerly line of granted lands fronting on Restigouche River and at the north-westerly angle of lot number forty-nine in Colebrooke, granted to Robert Ferguson, thence running by the magnet, of the year one thousand eight hundred and fifty three south one degree, west sixty-seven chains along the westerly line of said granted lot to a fir tree standing in the south-westerly angle thereof, thence north eighty-seven degrees and thirty minutes west twelve chains and fifty links to a stake, thence north two degrees and thirty minutes east sixty-seven chains, to a birch tree standing on the southerly line of granted lands above mentioned and thence along the same south eighty-seven degrees and thirty minutes east ten chains to the place of beginning containing seventy three acres more or less, distinguished as lot number forty-six in Colebrooke, with all and singular the buildings and improvements thereon and the rights, members, privileges, hereditaments and appurtenances to the said premises belonging or in anywise appertaining."

Dated this eighteenth day of May, A. D. 1901.

Signed) WM. GLOVER,
Mortgagee.

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