General Business.

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.

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Henry G. Vaughan, D. D. S.

Office Hours:—9.30 a.m to 1 p.m. 2 p.m. to 6 p.m.
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PAINLESS DENTISTRY A SPECIALTY.

OFFICE—OVER MACKENZIE'S MEDICAL HALL.

CHATHAM, N. B.

GO TO
PORTLAND, BOSTON, ETC.
VIA THE
Canada Eastern Railway and Fredericton.

Pullman Sleeper runs through from Fredericton Juncton to Boston.

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.

PULP WOOD CONTRACTS!

The subscribers are now making their Contracts for the

Winter Season of 1900-1901

for Pulp Wood in large and small quantities, to be delivered by

RAILWAY, TEAMS OR WATER.

Particulars furnished on application, to

THE MARITIME SULPHITE FIBRE CO., LIMITED, CHATHAM, N. B.

INTERNATIONAL S. S. CO.

ONE TRIP A WEEK

For Boston.

$3 50. WINTER RATE. $3 50.

COMMENCING JAN. 3rd the Steamers of this Company will leave St. John for Eastport, Lubec, Portland and Boston every THURSDAY morning, at 7.30 standard.

Returning, leaves Boston every Monday morning at 8 15 o'clock.

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 information apply to nearest Ticket Agent.

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

NOTICE.

By order of the Town Council of the Town of Chatham.

Public notice is hereby given that a bill will be presented for enactment at the next session of the Provincial Legislature to entitle the electors of the town to vote at civic elections, notwithstanding the non-payment of civic taxes assessed against them.

Also to provide that a discount of five per cent. shall be allowed to all persons on the amount of taxes assessed against them in the Town of Chatham, provided same is paid on or before the fifteenth day of July, and two and one half per cent. thereon if paid on or before the thirty-first day of August in each year; and that executions shall issue for all unpaid taxes on or before the 30th day of November a each year.

Also to provide for two ex-officio County Councillors, to be elected by the Town Council of the Town of Chatham each year from the members of the said Town Council.

Also to empower the Town Council of the Town of Chatham to enact bye-laws, rules, regulations and restrictions as to the materials to be used and the mode of constructing buildings to be built, or the repair or enlargement thereof, within certain limits in the said town to be defined by said bye-law, and to make such other bye laws as may be deemed necessary or advisable to insure the sufficient, safe and proper construction of said buildings.

Also to make a bye law to compel the repair or removal of any old or delapidated buildings, which from age, want of repair, or other causes may be deemed dangerous.

Also to legalize grants made by the Town Council of the Town of Chatham to the sufferers by the Hull fire, and to procure testimonials to the volunteers who returned from South Africa.

Also to extend the westerly limits of the Town of Chatham to the Harper Road or to a point beyond the present westerly boundry, to the west of the site of the pulp works to be established at Clark's Cove.

Also to authorize the Town Council of the Town of Chatham to make a bye-law to compel any persons peddling on the streets of the town, or from house to house, to exhibit, on demand of any constable or peace officer, his or her license, on failing to do so to be liable to arrest without warrant for peddling without a license.

Also to authorize the Town Council of the Town of Chatham to issue bonds of the Town amounting to $15,000 as a bonus to a company establishing pulp works at Clark's Cove.

Dated Chatham, N. B., 11 February, 1901.

WARREN C. WINSLOW,
Solicitor.

Miramichi Advance.

CHATHAM, N. B., - FEBRUARY 28, 1901.

Civic Tax Defaulters Should not vote.

The St. John Board of Trade took action on Monday last against a bill which Hon. H. A. McKeown proposes to ask the legislature to pass at its coming session, to change the Act uniting St. John and Portland, with the object of repealing the part of it which prevents civic tax-defaulters from voting at the civic elections. Mr. W. M. Jarvis, Chairman of the Board's Committee on Legislation, submitted a resolution which set forth that the proposed change is exceptional in its character; that the payment of civic taxes as a condition of exercising the franchise has been required by law in St. John for more than 50 years, and similar regulations prevail very generally in the incorporated cities and towns throughout the Province.

The resolution further set forth that "The committee consider it undesirable that laxity in the payment of city taxes should be encouraged by the removal of one of the incentives to payment which now exists; they think it unfair that those who have failed to contribute to the funds required to meet the city's engagements should be permitted, while in default, to exercise a voice in the expenditures which such engagements involve; they conceive that the influence of those who show such laxity is more likely to be given in the direction of a lavish expenditure than of a just economy; and they regard it as contrary to the theory of British institutions that the property and rights of the citizens who, by the payment of city dues, contribute towards its prosperity, should be influenced or controlled by those who lack either the will or the ability to meet the claims which their citizenship involves."

There was attached to the report abstracts of the provisions of the law on the subject relating to all the incorporated town of the Province, showing that in the old city of Portland, Fredericton, Moncton, Woodstock, St. Stephen, Milltown, Marysville, Campbellton, Grand Falls, Chatham and Newcastle, payment of civic taxes is a condition of voting.

The resolution was unanimously adopted and copies of it were ordered to be sent to the common council and the various boards of trade throughout the province.

During the discussion while only one member expressed himself favorable to the change proposed, he confessed that he had not studied the question fully. Two prominent members of the council said the change would deprive the city of one of its best levers for collecting taxes, while the chairman said the McKeown bill was largely promoted by persons who were in a position to pay their taxes, but were desirous of saving the five per cent. interest on their money; that, if the bill passed, it would also be an incentive to list stuffing which, under the present form, was made difficult.

It is hoped that the Board of Trade of Chatham will take this subject in hand and endeavor to prevent the attempt that is being made by a minority of our own Town Council to have a similar enactment for Chatham. The objections to it are based on the soundest and safest principles of civic government. The vote to take steps to have the law changed for Chatham was sprung upon the council without notice and when one of the eight aldermen was at home, ill. It was carried by a vote of four to three. The absent member declares against it and, no doubt, the Mayor would take the same view. Under the circumstances, a protest should go from Chatham to help St. John as well as ourselves against those who would set up the principle of representation by tax defaulters.

Opening of the Legislature.

The opening of the New Brunswick Legislature is to take place at Fredericton at three o'clock this afternoon. His Honor, Lieut.-Governor McClelan, and his advisers having decided that our first legislative session under King Edward shall be opened with, at least, no less eclat than those preceding of late years, Premier Tweedie has made arrangements under which two detachments of the Newcastle Field Battery, commanded by Major R. L. Maltby, have gone to Fredericton with two twelve-pounder guns to fire a salute. A guard of honor will be furnished from No. 4 Company R. R. C. I., which is stationed at Fredericton, and the music will be by the band of that corps.

Mr. Copp will move and Mr. Ryan second the address in reply to the speech from the throne.

Freight on the I. C. R.

The Transcript says:

"The adoption of the suggestion by Traffic Manager Tiffin that fast freight trains, almost like expresses, should grapple with the through and principal point freight, will necessitate some extensive changes in the present time table and it is within the bounds of probability that a new time table will come into effect on the I. C. R. by March 11th."

Any arrangements by which the business community can be more reasonably served in the matter of freight-carriage than at present, will give unalloyed satisfaction. It is hard to understand the reason why parcels of freight from Montreal to Chatham should be kept from ten days to a fortnight—and sometimes longer—in transit. It is the duty of the railway management to remedy such slow methods. We have knowledge of the fact that the slowness of freight movement from Montreal to the Miramichi has compelled buyers here to send orders elsewhere and pay more because they could not depend on the railway forwarding the goods in reasonable time. If Mr. Tiffin can reform this abuse—not only for Sydney but for the Miramichi as well—the result will be an increase of freight business. There should be no difficulty in carrying general freight from Montreal to Miramichi in forty eight hours at the outside. The Maritime express makes the run in eighteen hours. The gentlemen—many of them interested in the movement of trains—who are, in their corporate capacity, doing the express carriage on our railways, may wish to continue the slow coach freight business in order to compel merchants to pay triple or greater rates for rapid transit, but the reform promised by Mr. Tiffin should be brought about, and no time should be lost in doing it.

A Public Scandal.

The Supreme Court of the Province has, very properly, made a strong pronouncement against the recent attempt to stuff the Kings County electoral list. A bogus list was, in some way, substituted for the genuine one for the parish of Rothsay, in which the non-residents vote. This list contained several hundreds of names of persons, principally resident in St. John, and said to be liberals, very few of whom had property in Kings, and many of whom have protested against the liberty thus taken with them. The Supreme Court has declared the list invalid. The Attorney General has promised special legislation to remedy the attempted crime, so that an honest list may be legalised and the by-election pending in that County be properly held.

Meantime, every honest citizen of the New Brunswick will hope that the men who thus tampered with the franchise of Kings will be pursued until they are caught and gibbeted as an object lesson against such rascality. No party can afford to have itself besmirched by such tactics, and the facts should be established in order that the blame may be placed where it belongs.

Why go so far?

The Moncton Times says:—

"Hug the machine" Preston of Ontario received $4,821 59 last year,—$3 000 salary and $1,821.59 expenses. The man who prepared the Rothesay bogus voters' list, being described by the judges as a forger, a perjurer and a thief, should have something nice too. Mr. Tweedie might take him into the cabinet.

If Mr. Tweedie were looking for timber of the kind referred to by the Times for cabinet-making what would be the matter with his taking the fellows who stole the newspaper from H. T. Stevens?

Good for the I. C. R

Last Sunday brought us an old-fashioned snow-storm on the Miramichi. The wind blew strongly from the eastward and there was a heavy drifting of the light snow which fell to the depth of about ten inches on the level. Everybody expected that the Maritime Express, which left Montreal on Sunday at noon, would be very late, but it was a pleasant surprise to all to find that it arrived at Chatham Junction less than half an hour behind time.

They Must Have More Canadians.

London, Feb. 23.—Mr. Brodrick, the war secretary, and Mr. Chamberlain, the colonial secretary, are trying to arrange with the Canadian government for the establishment in Canada of permanent recruiting depots for the British army. In order to avoid the political feelings which such steps might engender in the Dominion, it has been suggested that a new Canadian regiment be established. The negotiations between the Earl of Minto, the governor general of Canada, and Sir Wilfrid Laurier, the Canadian premier, and the officials in London are still in progress without definite result. Thanks to the excellent record of the Canadian contingents in South Africa, it is believed they constitute an element very necessary in the British army, and while the needs of the local Canadian forces are not being overlooked, it is hoped that a permanent supply of Canadians for waging Great Britain's wars will eventually be secured.

A Justifiable Protest.

London, Feb. 23.—Cardinal Vaughan has issued a declaration against the anti-Catholic oath taken by King Edward on the occasion of his accession to the throne and, "with the hope of repairing and cancelling the injuries thus committed against the Divine Majesty," he directs that a general communion of repration shall be celebrated in every Catholic church within his jurisdiction, the second Sunday of Lent, and that in future the words "in reparation" shall be prefixed and read before the Divine praises recited after benediction.

The cardinal's declaration says that the British parliament, alone of all the parliaments of the world, declares two sacred catholic doctrines are "suspicious and idolatrous." They are held sacred by 12,000,000 of the King's subjects, and, besides the Roman church, by the Greek and Eastern communities.

The cardinal says he brought the matter to the attention of a cabinet minister three years ago, who told him the government would not take up the subject. After the Queen's death, he wrote a letter to the King, "couched in terms of fidelity and dictated alike by conscience and loyalty." The cardinal does not say whether he received a reply. The cardinal commends the Catholic peers' protest, and hopes "this remnant of hateful fanaticism will soon be removed."

Another Idol Falls.

A Mrs. Nation, of Kansas, invented a few months ago a new method for making money out of the "temperance cause." She did not, like our own George E. Foster, travel the country getting signatures to a prohibition petition and lecturing on the subject as a means of getting into parliament, only to declare that prohibition was not practicable and that it was in "a moment of weakness" he had declared it was. That kind of thing was entirely too commonplace for the Kansas amazon. What she did was to set out with a hatchet and break saloon windows; go inside of the saloons and smash the fittings, glasses, etc., and otherwise unsex herself—ending by being jailed and becoming thoroughly notorious. Having demonstrated her ability as a freak and that she was able to put up a circus of her own, she has found employment with the Walter L. Main big show and is to travel with it the coming summer. A despatch intimates that she will be "featured" throughout the country over all other attractions and will appear before the show audience according to the contract, only 30 minutes during the day. In the menagerie tent she will give a 15-minute talk on "temperance" at the forenoon and evening performances. At the risk of having some of our local "temperance" advocates repeat the aspersion that the press here is not in favor of the cause, we cannot help saying that this is another instance of its prostitution.

The I. C. R. Telegraphers.

Some of the newspapers opposed to the Dominion Government have been publishing reports of a pending strike of the I. C. R. telegraphers, but the following from last Saturday's Transcript appears to show that they were only the usual senseless work of the over-zealous political organs:—

A prominent local member of the order of I. C. R. telegraphers speaking to a Transcript representative, said: "There is not one word of truth in the press despatches from Ottawa appearing in the Conservative press indicating imminent trouble between the I. C. R. telegraphers and the railway. There are no existing difficulties of a serious character, nothing more than usual, merely individual difficulties that are always arising in the course of work. There is no foundation whatsoever for this statement that a strike is contemplated, or that other railway orders will be called upon to assist them. Such a contingency is not contemplated or even mooted. Mr. Dolphin, our chief, has merely been at Montreal, discussing matters with the C. P. R. and the G. T. R. operators affecting their own roads, and nothing in relation whatsoever to the I. C. R. The statement is also made that a difficulty has arisen over the dismissal of a number of operators because of their actions during the elections. I know of no such dismissal since the last elections, and I imagine that the story is manufactured merely for party political purposes out of very old material. So far as the Hon. Mr. Blair is concerned, he is in his administration living up to the letter of the agreement with the I. C. R telegraphers, and we have no complaint.

Press Parasites.

Is it not about time that publishers formed a combine against the advertising agency system? There are a few agencies in North America fit to do business with but the tendency of the whole system is to enable a lot of people who are little better than fakirs to live upon the earnings of newspaper publishers. The newspapers of the Maritime provinces are constantly receiving offers which show the necessity for shutting down on the cormorants who go to advertisers having large lines of business to place and by pretending to have more or less control of the business of certain groups of papers secure contracts covering them. Then, they make offers to the papers they have contracted for at a fraction of honest rates, informing them that they have, after a great struggle, induced the advertisers to give their papers a trial, but rates must be low, that acceptance will lead to increased future business, etc., etc. Most publishers decline such offers, but there must be some acceptances or that style of advertising agent could not continue to do business.

For some time there has been a form of preying upon publishers by the advertising agency harpies that illustrates their impudent methods. They have no capital or credit, but they offer business at the usual ridiculously low rates, with payment in "job display type," ink, etc—all at list prices, while they require a commission of twenty five per cent. to be deducted from the price offered for the work proposed.

One of these latter combination robbery advertisements was offered to us the other day by a Toronto agency. It was for 2000 lines of matter advertising a society insurance business. It was to have a special position next to and following pure reading matter and to be set in the type of the office every week—the whole being equal to a four inch advt. inserted in the paper for twelve months. The agency offered the magnificent sum of $15 gross for the work, payable in job display type or job inks. That meant 25 per cent off the gross amount and at least thirty three and a third to the agency as their commission on the type. The paper doing the work would, therefore, get just one half of the $15 and the agency the other half. As we have intimated, there are, no doubt, publishers who accept such offers and thus allow themselves to be swindled, but warfare against the existence of such advertising agency cormorants should be carried on by all newspaper men until the pest is exterminated.

Winter Navigation.

A number of gentlemen, principally from Quebec, met a committee of the Dominion Ministers the other day at Ottawa for the purpose of pressing the Government to aid in a test of a scheme for navigating the St. Lawrence in Winter. Among those present were:—George Tanguay, chairman of the Board of Trade, Quebec, J. G. Scott, president of the Great Northern Railway; Hon. Messrs. Dobel, Tarte, Fitzpatrick, Talbot, M. P.; Duchesne, M. P.; E. J. Chamberlain of the Canada Atlantic railway; J. A. Gemmill, Ottawa; Rene Dupont, Jos. Girard, M. P.; E. Beaudet, ex-M. P. P.

The Premier was addressed by Col. McNaught, an American, and Messrs. Scott and Chamberlain. Col. McNaught said that winter navigation on the upper lakes was feasible. Mr. Chamberlain was satisfied that there was no physical difficulties in the way, but was not prepared to say as to whether it would be profitable. He held that St. Lawrence winter navigation was of little use without winter navigation of the upper lakes.

Mr. Tanguay presented a memorial from the Quebec Board of Trade, which stated that the St. Lawrence pilots had been consulted, and had given it as their opinion that, with a few improvements in the Traverse and other points, the navigation of the St. Lawrence to Quebec in winter was quite practicable.

Until about ten years ago the Baltic was closed from December until April. Experiments were first made with small steamers, and later by ice breakers, constructed by the Government of Russia and Finland and used to convey steamers into and out of icebound ports, with the result that the Baltic is now navigated every winter by a large fleet of steamers, carrying cargoes of 5000 to 8000 tons. Persons who have seen both claim that the winter navigation of the St. Lawrence is less difficult than that of the Baltic. In the same way, with regard to the upper lakes, it is believed by experienced men that suitably built steamers could be run all winter from Duluth and Chicago to Parry Sound or other ports on the Georgian Bay. A steamer patented by Capt. Inman, of Duluth, which cuts the ice from underneath, by means of a projecting prow or short ram, lifting it to each side like a snowplough would seem to be very suitable for such a service. The mode of construction, has, we understand, the approval of Capt. Kirby, of Detroit, a marine architect; who has designed the most successful winter car ferries now running on Lake Michigan, and who was consulted by the Russian and Finnish Government as to the winter navigation of the Baltic.

The successful operation of winter railway car ferries at the Straits of Mackinaw, at several ports on Lake Michigan, and from Conneaut to Port Stanley on Lake Erie, and of Lake Baikal in Siberia, go to prove that the winter navigation of the lakes is quite feasible. The memorialists understand that propositions are now before the Government from Mr. O. W. Norden, of Paris and Finland, as to running winter steamers between Quebec and Europe, and from Col. McNaught, of New York, Capt. Inman, of Duluth, and others for steamers to run between Duluth and Parry Sound, and Chicago and Parry Sound.

The Quebec Board of Trade asked the serious attention of the Government to these important questions, being firmly convinced that the successful solution of this problem would revolutionize the carrying trade of the great West, and divert it permanently and effectually to the St. Lawrence route and to Canadian ports.

The premier said he had already received two deputations upon the subject. He asked for more information as to the cost, etc., before making any statement.

Australian Statements Concerning Strathcona's Horse

The Melbourne Outpost which has been publishing some opinions on the war collected from Australians says that of all the men fighting on the side of the British, the Australians, give the palm to Strathcona's Horse, the Canadian Regiment, for all-round "toughness" and pitilessness.

During the fighting Strathcona's Horse, they allege, never gave quarter unless the presence of an officer compelled them to, and it was their invariable custom to take revenge on any shots from a supposed friendly farmhouse by stringing up all the male adults of the place and shooting into the dangling bodies in true wild west fashion.

Strathcona's Horse got even too strong for the military authorities in Cape Town, and in a tour of the fashionable bars of the town they riddled every electric light bulb, in some instances smashing up bottles on the shelves by the same means.

An orderly, sent to demand order by some big gun, was sewn up in a sack and thrown into a drain, and a threat was made by the members of the Horse to throw the official who made the order after him.

Owing to the frolics of Strathcona's Horse the Australians were not allowed out of the barracks at Cape Town, until the day of sailing, it being feared that the losses in killed and wounded might be greater than they had been at the front.

Altogether the Canadians had the most fervent send off that Cape Town accorded to any body of troops. Old inhabitants said they would sooner see a dozen impis of Zulus in possession of the place than experience another week of Strathcona's Horse.

News and Notes.

Ottawa, Feb. 23.—A. J. McDougall, H. C. Hunter, F. W. McLaughlin, T. H. Bartendale and Fred G. Salter, of the Canadian Society of New York, waited on Sir Wilfrid Laurier this forenoon and extended him an invitation to attend the annual dinner of the society. The delegation met the premier in his office. He gave them a very cordial reception, and while expressing the pleasure it would give him to accede to their request, said the pressure of his parliamentary and public duties at the present time was such that he would not be able to go. He regretted, therefore, being forced to decline the invitation. Last year the Canadian Society was addressed by Hon. G. W. Ross and the year previous by Hon. G. E. Foster.

An official circular issued last Saturday by D. Pottinger, general manager of government railways, reads as follows: "Mr. E. G. Russell has been appointed Manager of the Intercolonial Railway. He will have charge of the Mechanical department, the station, and train services and the maintenance of way and works. His office and headquarters will be at Moncton. This will take effect on Monday, February 25 h, 1901."

R. T. O'Brien, of Moncton, is under arrest at Amherst on the charge of procuring money under false pretences. He represented himself as agent for the American Rubber Company and took a lot of orders for gossamers, and in each case exacted a deposit of $1 or $2 as a guarantee. The goods ordered never came to hand.

The King's Court of Manitoba has delivered judgment upon questions submitted to them as to the validity of the liquor act. The unanimous decision of the court is that the Provincial Legislature exceeded its powers in enacting a prohibitory law because its entrenches upon matters especially assigned to the Dominion Parliament, and conflicts with the British North America Act.

The chief census commissioners for the Maritime provinces are as follows:

P. E. I.—E. H. Beer, Charlottetown.
Nova Scotia—Firman McClure, Truro.
New Brunswick—Geo. Haddow, Dalhousie.

In the course of the debate in the British House of Commons on the 20th on the temperance amendment to the address in reply to the speech from the throne Mr. C. T. Ritchie, Secretary of State for Home Affairs, said that the Government fully recognized the necessity for the reforms, but he pointed out that Mr. T. P. Whittaker (Liberal) who moved the amendment acknowledged that it was his desire to achieve total prohibition. This has been tried in many towns and cities of the United States and "in every instance it had been a gigantic failure." The proposed Government bill would be comprehensive and deal with habitual drunkards, the control of licensed houses, the back door service of drinks and many other proposals of the recent licensing commissions.

* A committee representing the Methodist Church waited on the Government of Ontario on 20th inst. to ask for the enactment of a prohibitory law. Premier Ross practically repeated his statement to the Dominion Alliance that he could not at present promise the introduction of such a measure. Rev. Dr. Carman who was present, said that he thought it would be rather strange for the Reform party in Ontario to follow in this matter in the rear of the Conservative Government in Manitoba.

Sydney Steel Works in a Combine.

Sydney, C. B., Feb. 25.—(Special)—The big steel combine which J. P. Morgan, of New York, has been working for some time, and which includes nearly all the large steel works in the United States, has just added another plant to the mammoth consolidation. For some days Thos. E. Ryan, a prominent New York lawyer, has been at Sydney, C. B., looking over the works of the Dominion Iron and Steel Company, which started operations only a couple of weeks ago. On Saturday afternoon the deal was consummated by which the Morgan steel trust takes control of the works at Sydney.

Mr. Ryan, who personally represented J. Pierpont Morgan, gave your representative the following statement regarding the deal:

"The Morgan syndicate purchased the property of the Dominion Iron and Steel Company late Saturday afternoon. The price for the works was $36,500,000. The coal mines at North Sydney will also be taken over. The deal will be completed tomorrow."

In reply to a question, Mr. Ryan said there would be changes made in the staffs of all the departments. Asked if there would be any general manager, Mr. Ryan replied that Mr. Moxham would undoubtedly be retained.

Continuing, he said the outlook for Sydney was never as bright as it is at present. There is not the slightest chance of the works at Sydney being closed down. In fact, he said, the Pittsburg plant would be closed down if it was desirable to shut one, but undoubtedly the works at both places would be carried on very extensively.

The Morgan Company is now in a position to dictate prices to the world. The statement made in Toronto by Mr. Moxham recently, that iron could be produced in Sydney $6 a ton cheaper than in could be produced in the United States, was nonsense. Mr. Ryan says, at the best, Sydney cannot produce the metal any more than $2 less than the works in the United States. But this fact alone, continued Mr. Ryan, made it necessary for Mr. Morgan to purchase the works at Sydney. He simply could not compete with Sydney. The works will be formally taken over on March 1st.

Mr. Ryan referred to the outlook for a steel shipbuilding plant in Sydney in the following terms: "Sydney's chances for steel shipbuilding are excellent, especially if such a plant is not first started at Halifax. I do not consider St. John a competitor at all with either Halifax or Sydney. A shipbuilding plant is sure to be located at Sydney sooner or later."

The news of the purchase has had no material effect on commercial affairs at Sydney yet, although it is stated that a large property will change hands there to-morrow.

The news of the purchase was received at Sydney with incredulity by some, while others stated that they had anticipated the deal for some time. It is believed, when Mr. Ryan's statements are made public, that the price of real estate at Sydney will advance.

Mayor Crowe, of Sydney, when interviewed on the subject said he knew nothing of the Morgan syndicate's deal, save what had appeared in the newspapers. He believed that if the steel company did enter into the combine, it might result, owing to the exceptionally favorable circumstances under which iron could be made at Sydney, on the enlargement of the industry.

WHITNEY PARTIALLY DENIES.

BOSTON, Feb. 25.—Henry M. Whitney, of the Dominion Steel and Iron Company, when seen to-night, made positive denial that the deal was completed, but refused to deny that negotiations were pending.

An Anti-Scott Act Movement.

Sydney, Feb. 21.—The temperance people of this county are alarmed at the attitude which the county council at a special session last week assumed toward the liquor question. By an almost unanimous vote, it was decided to repeal the Scott Act, which has been in force in the country for several years. Petitions are now being sent to all the districts in order to ascertain the views of the public regarding the desirability of repealing the act. The temperance advocates are urging the people to do all the canvassing they can against the petitions. The tocsin is being sounded in all the temperance lodges throughout the country. As there are a great many of these, it is supposed that the petitions will meet with a great deal of opposition.

The county council felt the necessity of taking the course they did in view of the alarming increase in the number of liquor stores in the Sydneys, the mining centres, Louisburg and other places. For years the effort has been made to curtail the traffic, but without success. On many occasions legitimate efforts were made to enforce the Scott Act, but only to end in the county being mulcted for costs.

The trend of general opinion is that the act has got to go. In this town the fines imposed under its operations have in the period of little over six months brought into the town treasury something over $4,500 but despite this, a large majority of the citizens are in favor of the repeal of the act, and will so signify when the petitions are circulated.

An Appalling Disaster.

San Francisco, Feb. 23.—The sinking of the Pacific Mail steamer Rio de Janeiro after striking a rock in the Golden Gate during the dense fog yesterday morning, was the most appalling disaster this coast has known for many years.

There are conflicting statements as to the conduct of officers and crew. Some say the officers and sailors were cool and conscientiously endeavored to get out the boats and save as many passengers as possible, while others declare that as soon as the seriousness of the situation became apparent there was an end to discipline among the seamen and that it was "every man for himself." Captain Ward's voice was heard above the shrieks of the women and the howling of the Chinese steerage passengers, ordering the men to save the women. In the launching of the boats, it is said, confusion prevailed and one load of passengers and sailors were dumped into the sea. The first boat that got away carried several of the ship's officers. One boat was impaled upon a spar as those aboard it were trying to row it away from the suction caused by the sinking vessel.

The wreck lies about three-quarters of a mile south of Fort Point and about a thousand yards off the rocky shore.

Most of the bodies of the one hundred and twenty or more victims are at the bottom of the sea, and many of them may never be recovered. The water where the ship lies is deep and the current swift, and the dead with most of the wreckage probably will be carried far out into the Pacific. The number of lives lost may never be known exactly owing to the fact that the ship's records were lost, and it is practically impossible to tell just how many Chinese were in the steerage.

H. P. Schwerin, vice-president and general manager of the company in discussing the loss said he thought the blame was due to Captain Ward in bringing his vessel in during a fog.

The Proper Treatment for Catarrh

is a remedy that reaches all the affected parts. This remedy is Catarrhozone which is inhaled along with the air you breathe and permeates the most minute air cells in the lungs, throat, nasal passages and bronchial tubes, cleansing as if by fire. It is the pleasant, volatile effect of pure, healing, essential oils, and by virtue of its antiseptic properties kills the germs that cause the disease, allays any irritation or congestion of the mucous membrane, heals raw, sore spots and never fails to effect a perfect cure. It is clean, convenient and pleasant to use, and contains no injurious ingredients that could harm even the weakest infant. The complete outfit, price $1.00, is guaranteed to cure or your money back. Small size, 25c., at druggists or by mail. A trial sent for 10 cents by N. C. Polson & Co., Kingston, Canada, or Hartford, Conn., U. S. Sold by C. P. Hickey, Chatham.

Bathurst.

On Friday last His Honor Judge Wilkinson held court at Bathurst under the Speedy Trials Act to try Alphonse Mailet, of Shippegan, for stealing money at the Presbytery from the Rev. Pere Ozanne. The prisoner was found guilty and sentenced to three years in Dorchester penitentiary. Sheriff Meahan took him to Dorchester next morning.

The Board of Health is now able to announce that Gloucester is entirely free from smallpox. The only cases in Bathurst were the Lavigne family, a man and wife and three or four children. By strenuous efforts on the part of the local board the disease was confined to the one house, and all the patients have been cured and about their business for some time. Dr. Meahan is now collecting the accounts and getting ready for a meeting of the board to wind up the matter.

Mr. Wm. Cragg, teller of the Newcastle branch of the Royal Bank of Canada has returned to his duties after three weeks vacation which he has spent here.

A lot of Crown Land—about 136 sq. miles—is to be sold at public auction on Wednesday, 6th March, at the Departmental offices Fredericton.

Neuralgia.

Have you Neuralgia? Have you failed to get relief? Do not dispair; Nerviline will cure you. Five times greater medical power than any other remedy in the world—more penetrating more soothing. Pain cannot exist if Nerviline is used. Cures Toothache in one minute, breaks up a cold in a night. Its action in pain internal and pain external borders on the marvelous. Thousands have testified to this; neglect no longer; use Nerviline. Druggists everywhere sell it. Sold by C. P. Hickey, Chatham.

CANADA EASTERN RAILWAY.

WINTER 1900--1.

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

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
6 00 a m	3 00 p m	.. Fredericton, ..	1 00	4 20
6 10	3 03	..... Gibson, ...	12 57	4 17
6 30	3 15	.. Marysville, ..	12 45 p m	4 05
8 30	4 27	.. Cross Creek, ..	11 30	2 00
10 00 ar / 10 25 lv	5 25	.. Boiestown, ..	10 30 lv / 10 25 ar	12 35 pm
11 15	6 10 ar			lv 11 25
11 20	6 25 lv	.. Doaktown, ..	9 35	ar 11 20
12 55 p m	7 25	... Blackville, ...	S 25	9 40
2 10	8 20 ar	Chatham Jct	7 25 lv	8 10
2 40	8 25 lv		6 55 ar	7 30
3 05	8 45	.... Nelson	6 35	7 00
3 00	9 05	.... Chatham	6 15	6 40
4 00 ar	9 20	.. Loggieville ..	5 50 a m	6 00 a m

Connecting with I. C. R.

GOING NORTH.

	Express.	Mixed
lv. Chatham,	9 30 p. m	1.20 p m.
Nelson	9 50 a m	1 40 "
Ar. Chatham Junc.,	10.10 "	2 00 "
Lv. " "	10.30 "	2.25 "
Nelson	10 50 "	2.45 "
Ar. Chatham,	11 10 "	3 05 "

GOING SOUTH.

	Express.	Mixed
Chatham,	5 50 a. m.	11.00 a. m
Nelson	6.10 "	11.20 "
Ar. Chatham Junction,	6.30 "	11.40 "
Lv. " "	7.30 "	12.05 p. m.
Nelson	7.50 "	12.25 "
Ar. Chatham	8.10 "	12.45 "

The above Table is made up on Eastern standard time.

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Derby, Siding, Upper Nelson Boom, Chelmsford, Trey Rapids, Upper Blackville, Sheffield Carroll's, McNamee's, Ludlow, Astle Crossing Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manor's siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday morning instead of Sunday morning.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

THOS. HOBEN, supt. ALEX. GIBSON, Gen'l Manager

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ABSOLUTELY PURE
Makes the food more delicious and wholesome
ROYAL BAKING POWDER CO., NEW YORK.

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is the art in advertising. This Ad. illustrates how true this saying is, especially to those wishing pleasant and profitable employment. "Canada's Sons on Kopje and Veldt," the only book dealing exclusively with the Canadian Contingents, is the book to handle. Official, Authentic, Cheap, sells on sight to everybody, and everybody can sell it. Capital or experience not necessary. Send for Free Outfit and make money.

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MERCHANT TAILORS,
—AND—
GENTLEMEN'S OUTFITTERS
AMHERST.
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This firm carries one of the finest selections of cloths including all the different makes suitable for fine trade. Their cutters and staff of workmen employed are the best obtainable, and the clothing from this establishment has a superior tone and finish. All inspection of the samples will convince you that the prices are right.

BUILDING STONE.

The subscriber is prepared to furnish stone for building and other purposes.
Apply to
L. J. TWEEDIE
or the office of L. J. Tweedie.

FARM HELP.

Anyone in need of Farm Help should apply to Hon. A. T. Dunn at St. John, as a number of young men who have lately arrived from Great Britain are seeking employment. Applicants should give class of help wanted and any particulars with regard to kind of work, wages given, period of employment to right man, etc.

WANTED.

Old Postage Stamps used between 1840 and 1870 worth most on envelopes. Also old Blue Dishes; old China, Brass Andirons, Candlesticks, Trays and Snuffers, and old Mahogany Furniture. Address
W. A. KAIN,
116 Germain Street,
St. John, N. B.

Executors Notice.

All persons having claims against the estate of the late Daniel Grimmer, deceased, are requested to file the same within three months and all persons indebted to the said Estate to make immediate payment.

JAMES F. CONNORS,
J. THOMAS B. KAIN, } Executors.

Dated Chatham, 8th January, 1901.

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All new goods. Give him a call

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Not necessarily full dress—though of course that's desirable—but a fashionable suit of artistic effect.

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