General Business.

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The long experience as a practical Accountant and Commercial teacher, of the principal; the thoroughness of the work that is being done; the reasonable rates of tuition, and the very low figure at which board may be had, are some of the things that are making

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Present attendance more than double that of last year.
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New Train Connection

FOR

Detroit Chicago &c.

Leave	St. John, N B	4 10 p m
"	McAdam Jct	6 55 p m
Arrive	Montreal Jct	8 48 a m
Leave	"	9 12 a m
Arrive	Toronto,	7 00 p m
Leave	"	11 20 p m
Arrive	Detroit	7 45 a m
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This train makes connections at Detroit with early morning trains for points in Michigan, Ohio, Indiana, and south, and at Chicago with early evening trains, West, Northwest and Southwest.
For rates of fare and other information apply at Company's Ticket Offices, or write,
A H. NOTMAN,
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14 BUILDING LOTS

FOR SALE on Princess, Victoria and Howard Streets.

Sizes of lots 50x100, 50x140, 62x132

These lots are situated in the most desirable part of the town and will be sold cheap and on reasonable terms.
J. B. SNOWBALL
Chatham, 12th April, 1898.

If You Can't

GO YOURSELF SEND YOUR ORDERS TO

HICKEY'S DRUG STORE

for any of the follcwing

STUARTS DYSPEPSIA TABLETS,
VIN MARIANI,
WYETH'S MALT EXTRACT,
PAINE'S MALT EXTRACT,
SCOTT'S EMULSION,
PINK PILLS,
DODD'S KIDNEY PILLS,
DOAN'S KIDNEY PILLS,
or any other medicine you may require

Ask for one of our handsome calenders.

1874 NOTICE 1899

That **F. O. PETTERSON,** Merchant Tailor,
IS STILL AT THE SAME BUSINESS AS FOR A.....
Quarter of a Century
HE HAS BEEN DOING IN CHATHAM.

Always on hand a large stock of the most FASHIONABLE CLOTHS and TRIMMINGS and a select stock of GENTS' FURNISHINGS.

MORTGAGEE'S SALE.

To the heirs and assigns of John Curran late of the Parish of Blackville in the County of Northumberland.

Notice is hereby given that under and by virtue of a power of sale in a certain indenture of mortgage bearing date the twenty-second day of September in the year of our Lord one thousand eight hundred and seventy nine, made between the said John Curran of the one part and John McLaggan formerly of Blackville in the said County of Northumberland and now of Melrose in the State of Massachusette, one of the United States of America, of the other part and registered in volume 60, pages 479, 480 and 481 of the Northumberland County records, there will for the purpose of satisfying the money secured by said mortgage be sold at public auction in front of the Registry Office, in the town of Newcastle, in said County at the hour of twelve o'clock, noon, on Thursday, the twenty-second day of June next, the lands and premises described in the said indenture of mortgage viz:—

All that certain lot, piece or parcel of land situate lying and being on the south side of the Southwest Branch of the Miramichi River in the said Parish of Blackville, known and distinguished in the original grant to Benjamin Clem as the front parcel for number seventeen, containing one hundred acres more or less and bounded and bounded as follows: "Beginning at a marked hemlock tree standing in the northwesterly angle of the front half of lot number eighteen granted to Hugh McKenzie, thence running by the magnet south one degree, west sixty-one chains of four rods each; thence north eighty nine degrees, west twenty chains, thence north one degree east fifty chains, to the shore or bank of the river aforesaid and thence along the same down stream to the place of beginning."

Together with all and singular the buildings and improvements to the said premises belonging or in anywise appertaining
JOHN McLAGGAN,
Mortgagee.

Cook's Cotton Root Compound

Is successfully used monthly by over 10,000 Ladies. Safe, effectual. Ladies ask your druggist for Cook's Cotton Root Compound. Take no other as all Mixtures, pills and imitations are dangerous. Price, No. 1, $1 per box; No. 2, 10 degrees stronger, $3 per box. No. 1 or 2 mailed on receipt of price and two 2-cent stamps. The Cook Company Windsor, Ont.
Nos. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 is sold in Chatham by J. D. B. F. Mackenzie, in Newcastle by H. D. Peters Newcastle.

INTERNATIONAL S. S. CO.

Three Trips a Week

—FOR—

BOSTON.

Commencing April 17, the Steamers of this Company will leave St. John for Eastport, Lubec, Portland and Boston every MONDAY, WEDNESDAY and FRIDAY morning, at 8.15 standard.

Returning, leave Boston same days, at 8.15 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 information apply to nearest Ticket Agent.
C. E. LAECHLER, Agent,
St. John, N. B.

BUILDING STONE.

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

Miramichi Advance.

CHATHAM, N. B. - - MAY 11, 1899.

A Retrospective Leader.

Sir Charles Tupper wasted a good deal of time in the House of Commons the other day in again complaining of Lord Aberdeen's course in refusing to assent to certain appointments to office which were recommended to him by the old gentleman after the defeat of his government in 1896. Surely Sir Charles must know that whinings of that kind are neither dignified nor calculated to strengthen the party of which he is the leader!

Appropriating Public Property.

Citizens of Chatham who desire to see its property safeguarded and the town improved in appearance, will be much disappointed over the failure of duty, so far, on the part of the Street Commissioner and the Council, in connection with the unsightly encroachment that has been erected on the public slip leading from Haymarket Square. The facts, as we learn them from individual members of the Council, are about as follows: The building to which the obstruction is attached recently changed hands. It had a stairway inside providing the usual facilities for people going from the ground floor to that above. Communicating with this interior stairway there was a door opening upon the roadway leading down from the Square to the Muirhead wharf, so called, but now owned by Messrs. A. & R. Loggie. The purchaser of the building found that by removing this stairway he would have sufficient room for the business he wished to carry on on the ground floor, without occupying the floor above, so he erected a rough deal stairway outside of the building on the east side, which is wholly built on the public slip, which is the thoroughfare principally used in winter by teams and pedestrians travelling between the town and other points.

One of the most objectionable features of the matter is that the stairway in question is built to enable the owner of the premises to convert the upper floor into a cheap class of tenament connected with which there is no opportunity for providing sanitary safeguards and conveniences, and persons in the vicinity reasonably fear that when the place is occupied by its intended tenants, the platform at the head of the stairway will become an elevation from which the usual refuse will nightly be thrown upon the thoroughfare below, and from which the public will be driven out of respect for or, rather, dread of the disease-germs that will be created at a point from which the prevailing summer winds will spread them and their accompanying odors over one of the best business centres of the town. It was so before, until the town authorities compelled the former occupants of the building to remove a similar nuisance and obstruction to that which is now being restored in a most barefaced and impudent manner.

There seemed to be a disposition in the Town Council on Saturday evening to gloss the matter over, in the interest of the trespasser. It was evident that the Street Commissioner had shirked his duty, yet the Council did not take the action which the circumstances demanded. The trespasser had already published his measure of the Council in such matters by declaring its members to be a lot of invertebrates and imbeciles; he had intimated that they should go about on all fours, etc. One alderman said nothing could be done, as the stairway was built; the Mayor asked if there was any motion before the Council when the subject was being discussed; a second alderman immediately moved an adjournment; two or three others appeared to protest, but it seemed to be all a bit of acting. The trespasser appeared to assume all along that the men he had to deal with were what he had represented them, while he and the Commissioner evidently understood each other and, meanwhile, citizens generally were asking how far such shirking of duty by those who should protect the town's interests was to go? Many said that if anyone were to commit a trespass of this kind involving the establishing of a prospective tenament nuisance upon property owned by any private citizen would it be so tamely submitted to? It will, therefore, be gratifying news that public sentiment in the matter has operated sufficiently to induce the Public Works Committee to take a proper view of the situation and impress upon the Street Commissioner the fact that he must do his duty. He would be an excellent commissioner if he were more independent of the idea that an old time and crooked course in regard to town affairs is not the safest or best.

OTTAWA.

The Budget! No Change to be Made in the Tariff! A $4,000,000 Surplus! The Country Prosperous.

OTTAWA, May 3.—The Hon. W. S. Fielding, Finance Minister, delivered yesterday his budget speech. It contained no announcements as to tariff changes, the government deeming it wiser to postpone any further tampering with the customs rates till an opportunity is given of further testing the wisdom of the existing schedule. The only announcement of government policy was in connection with the regulations governing the handling of coal oil, in which certain modifications are to be made by the Minister of Inland Revenue to meet the demands of the farmers and others for the cheapening of coal oil.

Mr. Fielding spoke from shortly after three o'clock in the afternoon till recess and, afterwards, until 9.25 in the evening and was listened to throughout with the closest attention.

Mr. Fielding, in availing himself of this occasion to make the customary statement of the financial affairs of the Dominion, had the agreeable duty of dealing, he said, with a period which is unquestionably the most prosperous in the history of the Dominion. Devoting his attention first to the fiscal year ended on June 30 last, he found that the results surpassed his expectation expressed in the budget of last year. The marked revival which had been experienced in all lines of trade in the business world had of course contributed to that result, but he was also convinced that the policy of the government in relation to all that touches the people's interests has likewise proved an important contributory cause.

1897 1898 RETURNS.

For the year 1897 the total revenue amounted to $40,555,236, or $1,255,238 more than he had anticipated, and $2,725,459 more than the previous year. The increase in customs revenue was $2,226,645, in post-office revenue $324.871, in miscellaneous, $1,472,758. In excise there was a decrease of $1,298,816.

The expenditure for the same year amounted to $38,832,525, leaving a surplus on the ordinary service of $1,722,712. The estimate of the surplus made on the floor of parliament last session had been $519,000. An analysis of the customs returns showed a very long list of articles on which an increased duty had been received. These included $744,756 on iron, steel and manufactures thereof; $243,882 on butter, cheese, lard and meats; $166,047 on silk; $180,046 on tobacco, and $172,816 on cotton.

A much shorter list of those lines which had shown decreases included reductions of $399,039 on sugar of all kinds, $90,048 on carriages, and $116,722 on grain of all kinds.

THE EXCISE REVENUE.

The receipts from excise declined to the extent of $1,298,816, and had the circumstances been at all normal this decline would challenge comment, but owing to the expectation of increased duties in the spring of 1897 large quantities of spirits, malt and tobacco were ex-warehoused for consumption, and as a consequence the receipts from excise suffered in the year 1897-98 to the extent of this anticipation.

The per capita consumption of spirits, beer, wine and tobacco for the year 1897-98 and for the three preceding years he found to be as follows:

	Spirits. Gals.	Beer. Gals.	Wine. Gals.	Tobacco. lbs.
1895	.666	3.471	.080	2.163
1896	.623	3.528	.074	2.120
1897	.723	3.409	.084	2 243
1898	.558	3.305	.082	2.358

EXPENDITURE.

The expenditure for the year 1897-98, amounting to $38 750,000, was $482,765 in excess of the figures for the previous year. The larger increases were $323,584 on railways and canals; $237,594 on public works; $239,253 on mounted police; $133,756 on immigration, and $258,154 on sinking funds. On the other hand, there were decreases on many other services, including $404,943 on legislation; $153,115 on militia; $214,066 on post-office, and $72,086 on premium discount and exchange.

The decrease in the sinking funds are only nominal as the money is simply taken out of one pocket and put into another. The increase in the railways and canals outlay is due chiefly to the extension of the I. C. R. to Montreal. Mr. Tarte has had to keep the various public works in the best shape, and the increase in the mounted police is due to the administration in the Yukon. The increase in legislation was accounted for by the holding of an extra session in 1896. The extra outlay on militia was due to annual training having been omitted in the last year of the Conservative administration.

The betterment in the post-office accounts, amounting to $538,937, had encouraged Mr. Mulock to take the important step of reducing the domestic postage to two cents and also to extend the advantages of penny postage to a great part of the Empire.

CAPITAL EXPENDITURE.

In addition to the outlay chargeable to what is ordinarily known as income in 1897-98 there were expended sums known as capital charges to the amount of $4,156,696. To this was to be added payments in the line of railway subsidies of $1,414,934. After paying, then, for this outlay and making provision for $930,482 representing discount and expenses of the loan of 1897, the net debt for the year 1897-98 had only been increased by the sum of $2,417,802. The capital account was of course large in 1897-98, and is large this current fiscal year, but on the approaching completion of the enlargement of the canals a reduction on this head is proposed by the estimates for the year 1899-1900 recently submitted.

THE SURPLUS.

Coming down to the current fiscal year, of which but two months have yet to elapse, the Minister of Finance laid before the House his expectations as to revenue and expenditure.

Up to April 30 of the present year our receipts were $37,232,700, being $5,077,160 more than during the same period last year. From April 30 to June 30 last year the revenue was $8,399,698 and if to these two sums be added the probable proportionate increase of a million dollars between April 30 and June 30, we arrive at the estimated revenue for the current year of $46,632,398.

On the other hand, up to April 30, 1899, the expenditure was $27,973,847, or $2,493,503 more than for a similar period last year. If to this be added the amount of expenditure between April 30 and June 30, last year, $13,352,181, and estimating the probable proportionate increase of $700,000 this year over last, between this and the end of the year, he estimated that the expenditure for the year ending June 30, 1899, will be $42,026,028. The surplus therefore, for the current year, in round figures, would be $4,600,000. (Applause.)

With reference to this estimated surplus for 1898-99 he desired to say that in consequence of the buoyancy of trade and the confident tone of business, the making of an exceedingly close estimate was very difficult. Some of the features which enter into the estimates, such as the royalties and other receipts from the Yukon, were conjectural. The figures given are based on the actual results up to April 30 of this year, to which are added the figures of last year to represent the returns of the unexpired portion of the present year. It might be possibly the case that the surplus would turn out larger than the estimate he had made.

With regard to the capital expenditure and the effects on the net debt of the current fiscal year, he found that up to April 30, 1899, Canada expended on capital account and for railway subsidies the sum of $7,162,795. To complete the estimate for the year will call for $1,500,000 additional, making in all an expenditure of $8,662,795. Deducting from this amount the estimated surplus of $4,000,000 and the estimated outlay for sinking fund of $2,355,000, there would be found an addition to our net debt on June 30 next of $1,700,000.

Some hon. members—Oh! oh!

The Minister of Finance—My friends opposite, I see, smile at the modesty of the amount and at the idea that the government should be able to carry on such vast operations showing only the moderate increase of the debt of last year of $2,500,000, or less an estimated addition to the debt this year of only $1,700,000, to place this sum against the average of $6,000,000 which the hon. gentlemen opposite added annually to the public debt. His estimate of $1,700,000 addition to the net debt was an outside limit.

Mr. Fielding next referred to the improved value of Dominion stocks in the world's money market and, then turned to

THE ESTIMATES.

With regard to the year 1899-1900 he could not approach the making of an estimate of the outturn with any degree of certainty. The circumstances this current year have been so exceptional, and the likelihood of their continuing such, that he could do nothing but deal in a very general way with the year's operations. The estimates for 1899-1900 have been laid before the House, and he did not anticipate that the year would prove less favorable in its results than the current one. The net increase in the estimates for 1899-1900 over the present year is $563,484. The main items of increase are items of public debt, immigration, railways and the government of Yukon.

* * * *

EXPENDITURES.

It was but natural that comparisons should be made between the expenditures of the late government and of the present, provided they were made on a sound basis and with due regard to new conditions. Consolidated fund expenditure for 1896, the last year of the late government, was $36,949,142. He was not able himself to believe that this figure was a fair standard. In 1890 the expenditure was $35,994,031; in 1891, $36,343,000; in 1892, $36,765,000; in 1893, $36,814,000; in 1894, $37,585,025; in 1895, $38,132,105. The average increase for the six years was $427,594. In every year there was an increase. But every one knows that each session of parliament sees its main estimates and supplementaries, and in view of the extravagant election promises in 1896 by the Conservative leaders and from other information in his possession, he was led to believe that the hon. gentlemen opposite contemplated an expenditure or as estimated at all events, for the year 1896-97 of about $42,000,000.

* * * *

If the expenditure just keeps pace with the increase of population or shows a diminution per head of population there is nothing in it to alarm. Mr. Fielding produced a statement showing the expenditure of Canada chargeable to consolidated fund from 1867 to 1897, giving the rate per capita. The population in each year being taken from the census from the estimates of the government statistician.

From this statement, he argued that the present government, while carrying on the ordinary services efficiently, and meeting large new obligations, have kept down the expenditures to $7 39 per head as against $7.53 in 1895: The expenditure per head under the present government was materially lower than it had been at any previous time during the past fourteen years and this including many urgent and extraordinary calls upon the treasury.

WONDROUS FOREIGN TRADE GROWTH IN THE PAST FEW YEARS.

The Finance Minister next gave the House a statement showing the growth of Canada's foreign trade in the course of the last five years, to 1898, from $240,999,000 to $304,475,736. Another statement showed Canada's foreign trade for the same period on a basis of goods entered for consumption and Canadian produce exported from $216,945,747 to $275,246,668. Another statement showed a growth in goods entered for consumption for the nine months' period ending March last of $112,796,006, as against $84,152,264 for the same period in 1896. Exports for the same period had grown from $92,044,548 to $122,872,347. A slight falling off this year as compared with 1898 would probably be made good before the year closes. Canada's trade, import and export, but not including coin and bullion, increased between 1878 and 1896, eighteen years, by $57,666,993. In the two years of Liberal administration the increase has been $66,362,022, showing that under Liberal administration, the advent of which to power was, according to Opposition critics, to bring ruin and disaster upon our country, in reality increased more by $8,695,029 than it did during the eighteen years of Conservative administration.

The attention of the world is being drawn more and more to Canada as a mining country. Between 1890 and 1898 there was an increase in the value of our mineral production from $16,763,353 to $37,757,197. In 1896 there was an increase of over thirty-two percent as compared with the year previous. Whilst the large increase of late years have been partly due to the discovery of the rich gold placers of the Yukon, other important mineral industries have contributed and there is every reason to expect a continued rapid growth in many of them for some years to come.

TARIFF REFORM.

Mr. Fielding contended that in their tariff reform of 1897 they had given the country what should be regarded as a fair compliance with the Liberal platform of 1893. He would invite notice to the question of the amount in the gross lump sum which these reductions represent in the taxation of the people in the past year. If, instead of having the present tariff, the old schedule had been continued there were two ways of ascertaining what the result might have been. By ascertaining the average duty rates of 1896, and applying them to the importations of 1898, comparing the results with the actual payments of duty under the tariff of 1898, the approximate saving to the people may be calculated. But there is a more exact way of making the calculation and that way he proposed taking. That way was to take the tariff of 1896, item by item, and apply it to the importations of 1898 to see what the taxation would be if the 1896 tariff were applied that way. The duty on the imports of 1898 under the 1896 tariff would have been $24,752,827. The duty actually collected under the tariff of 1898 amounted to $22,157,788, and deducting the refunds under the preferential tariffs, estimated at $120,000, that makes the net duties collected under the 1898 tariff $22,037,788. The saving by this calculation should amount to $2,715,038. (Ministerial applause.)

PREFERENTIAL TRADE.

Referring to the value of the preferential tariff, the Minister cited a specimen invoice of goods imported by one of the large mercantile houses in Canada comprising 91 packages of dry goods covering a wide range. The articles were gloves, caps, wool fabrics, lace, wool cloth, elastic, woollen yarns, ribbons, lace curtains, damasks, handkerchiefs, towels. A fairly representative statement, that, of general lines of British dry goods. And what was the effect of the tariff on that importation? Under the old schedule the duty would have been $3,754, equal to 30 62 percent. The amount actually paid by the Montreal merchant was $3,053, equal to 24.93 percent. The reduction in that one importation in favor of British goods was $695, equal to 5.69 percent on the value of the goods. (Applause.)

COAL OIL RESTRICTIONS TO BE REMOVED.

Though the government put aside till another time the question of further reduction of coal oil duty they proposed making further concessions to the people with respect to the restrictions imposed on the oil trade. At present all petroleum, whether Canadian or imported, must be barrelled before being inspected. The packages must bear the inspection marks and inspection fees must be paid, varying from one-fifth of a cent to one-half a cent, according to the size.

'We propose,' said Mr. Fielding, 'to sweep away all these restrictions. Canadian oil will be inspected at the refineries and the imported oil at the port of entry, and having been so inspected may be sold without restrictions as to packages. The inspection fees will be entirely abolished. The present law contains provisions for guaranteeing the safety of the oil. This will have to be adhered to and rigidly enforced. But apart from what may be necessary in the interests of safety our aim will be to allow the utmost freedom in the handling of the oil. The Minister of Inland Revenue will introduce immediately a bill to abolish all these restrictions to which I have referred. There is no doubt that a large part of the oil business will still be handled in barrels. The tank cars will come to large centres, where the oil will be stored in tanks, and from these distributed in barrels to different parts of the country.

In concluding Mr. Fielding explained the desire of the government to obtain a certain reasonable measure of tariff stability and the marked change within the past few months in Canada with respect to reciprocity with the United States. 'Whatever our American friends may have intended by their trade policy,' he said, 'there is one thing they certainly have done; they have made Canada more independent and self-reliant and have caused it to look more steadily than ever before to the home market and its markets over the sea, where there is an open door.'

News and Notes.

A press despatch from Ottawa says:—"Hon. Mr. Tarte, who has been unwell during the whole session, is more seriously ill than ever. The trouble is with his liver and it is said that a surgical operation will have to be performed."

Letters patent for 50 square miles of shore lands at Bay Ellis, Anticosti Island, were delivered Monday to the attorney of Menier, proprietor of the island, by the Quebec Crown Lands Department for a nominal price. Menier agrees to spend $150,000 in improvements at Bay Ellis to make a harbor of refuge there.

At San Angelo, Texas, where he has been staying all winter in search of health, Alexander E. Anglin, youngest son of the late Hon. T. W. Anglin, died yesterday, in his seventeenth year. Pneumonia following upon typhoid shattered the lad's health last fall, and his mother took him south. She is returning to Toronto with the remains, which will be buried here.—[Toronto Globe.

A well which spouts a large column of water 240 feet high has been opened near Whither in Los Angelos county, Cal. The well was being drilled in the hope of striking oil. While the men were at work an enormous volume of water, under tremendous pressure shot out of the well. Ever since the flow began it has steadily kept up. The country around is flooded and no means of controlling the stream has yet been found.

Bert Beaton and Stanley Robinson, two promising young men of North Sydney, were drowned on Saturday evening in Pottle's Lake, a mile from North Sydney, N. S. The young men started for the lake in the afternoon, taking with them a small canvas boat. Not returning to their homes, their parents feared that an accident had befallen them, and on searching the shores of the lake the boat was found bottom up. Robinson's cap and gloves were also picked up on the shore. At last accounts the bodies were being searched for.

The Fredericton Herald of Friday says: "R. A. Estey received word this morning that his big lumber drive was all out in the main Tobique river, and was making excellent progress. Mr. Estey's driving crew have been at work just seven days, and the drive handled by them is not a small one by any means. Those who are able to speak with authority on lumbering matters say that every stick of lumber on the St. John and tributaries will be got out in safety this season.

"A letter received from John Kilburn last evening stated that his lumber drives were coming along well and that he expected to be home on or about the 24th inst."

Some new and very stringent features are being added to the Liquor Regulation Act of P. E. I.

Some of these are:

Sales to minors under the age of 21 years is made an offence.

Tobacco and oysters not to be permitted to be sold where liquors are kept for sale.

No barmaid or domestic female servant to be permitted in a room where liquor is sold.

Treating not to be permitted in any place where liquor is sold, or elsewhere except in the residence of the person providing the treat—under penalty of not less than $10 nor more than $25.

Sale in clubs not permitted. Proof of consumption on premises to be evidence of sale.

Sales not to be permitted in any block where one half the residents over 21 years of age sign a petition against such sale, the signatures to be attested genuine by affidavit.

Nearly all the Italian newspapers are devoting much space to the alleged consumption cure which Professor Vincent Cervello, of the Palermo University, claims to have discovered. His method consists in making his patients respire what he describes as a specially prepared air, thoroughly impregnated with healing vapor. Twenty-six consumptives, who were gravely affected by the dreadful disease, were handed over to Professor Cervello for treatment on January 15, and on 30th April the following results were announced:

Ten of the patients were perfectly cured, nine were almost cured, five showed great improvement in their condition and two had died.

Professor Cervello presented the ten cured patients at the Academy of Medicine for examination. The most scrutinous diagnosis did not reveal a single remaining trace of tuberculosis.

Jenor Florio, a wealthy banker, has placed one of his estates at the disposition of Cervello for further experiments on a larger scale.

THAT BOOK AGENT.

The Pastor. "Good morning, Bro. Roberts, what makes you look so sad this morning?"

Bro. R. "I have come to say good-bye, Mr. Brown, for I am out of employment, and must go back to England."

The Pastor. "Go back to England to get employment, what nonsense! I can get lots of work for a young man like you in this country."

Bro. R. "Well, I have hunted high and low and can get nothing, so what am I to do?"

The Pastor. "I tell you what you can do, Bro. Roberts, take an agency for a good book, for there is money in canvassing."

Bro. R. "Do you think I would stoop to book canvassing?"

The Pastor, (somewhat warmly.) "Stoop to canvassing! Better men than you have canvassed. I put myself through College with a book prospectus, and I know many successful men who got their start in life as canvassers. My youngest son is canvassing now, and he makes enough at the business to pay his way at the University. I induced a man who failed in business, to take up canvassing, and he made enough money to start business again. I gave the same advice to a young mechanic, who was out of employment, and he is now a prosperous Publisher. Why some of the biggest men in history have been book agents! 'Stoop to canvassing'; you are very fortunate that you can STEP UP to it. I advise you to write to the Bradley-Garretson Co., Limited, Toronto, Ont., for this firm publishes fast selling books, and I know many who are doing well in its employ."

Bro. R. "I am sorry for speaking as I did, for was certainly wrong. I will write The Bradley-Garretson Company and see what they have to offer, and will postpone my departure in the meantime."

Chatham Town Council.

A special meeting of Chatham Town Council was held in the Council Chamber on Saturday evening, His Worship, Mayor Winslow, presiding.

The first business was the reading by ald. Flanagan of a bill of $3.50 for a door of the Miramichi Steam Navigation Company's coal shed and $2 for coal both "left overs" from the Adams House fire.

In the discussion which followed on the subject it appeared that the only way in which the Fire Department could furnish the steam fire engine with coal on that occasion was to get it from the S.S. Company's shed, and as the key of it was not as readily available as the emergency was urgent an axe or other similar implement was resorted to in behalf of the Department and the door so damaged in opening it that it cost 75c. to make temporary repairs and the $3.50 was for a new door.

Ald. McIntosh thought that there had been plenty of time since the fire occurred to have had the bill adjusted.

Ald. Loggie thought it was time enough to pay for a new door when the Company got one made.

Ald. Snowball combatted this view, claiming that if the Town destroyed the door it should pay for it, whether the Company replaced it with a new one or not.

After further debate the bill was ordered to lie over for the present.

A number of other Fire Department bills presented by Ald. Flanagan were passed.

The Mayor, referring to a survey respecting which ald. McIntosh had enquired at the regular meeting of 1st inst., said Mr. Fish, C. E., would be in Chatham on Monday and make it. He thought it was high time that a plan of the town should be made, a thought which had been suggested to him by the erection of a new obstruction to which his notice had been directed. He referred to the erection by Mr. J. L. Stewart of a stairway outside of a building on one of the public slips, and occupying a part thereof which belonged to the public. If allowed to stand the encroachment would, no doubt, become permanent.

Ald. Snowball said that the Street Commissioner had notified Mr. Stewart that he must not build the steps on the public slip, and he, himself, had had some conversation with Mr. Stewart on the subject. Mr. Stewart said he was willing to acknowledge the Town's rights in the matter and come under a lease for a nominal rental. He, ald. Snowball, understood that it was Mr. Stewart's intention to address a letter to the council at this evening's session asking permission to have the steps where he had placed them and embodying the proposed offer to pay rental. While on his feet he would state that work on culverts was going on in both the east and west ends of the Town, and the Street Commissioner, Mr. Wyse, could not attend to his duties in connection with them to the town's advantage if he had to walk back and forth, and he had requested the privilege of being allowed to have the use of a horse and wagon, involving an expenditure of not more than 25c. a day while the work going on required it. Ald. Snowball thought the request a reasonable one and moved that permission be given to Mr. Wyse to have the use of a horse as requested, subject to the control of the Public Works Committee as to the duration of the privilege.

Ald. Watt endorsed the reasons given by ald. Snowball for his motion and seconded it.

Ald. Maher moved to have the matter referred to the Public Works Committee for a recommendation from that body.

Ald. Watt protested against delay, as the work was going on and the necessity of the Commissioner having the horse was immediate.

Ald. Snowball endorsed ald. Watt's view of the matter and said much time was wasted by the men consulting together in the planning out of work when the commissioner was away from them, which would be saved by his prompt decisions and directions, were he on hand, as he had a grasp of such things based on his practical knowledge of them.

The matter was finally referred to the Public Works Committee for their action.

Reverting to the obstruction placed on the public slip by Mr. Stewart, ald. Flanagan said he should have asked permission of the council before erecting the stairway in question, and the Street Commissioner should have done his duty and prevented it from being built. He would like to know why the commissioner had not done his duty?

The Mayor asked if there was any motion before the council?

Ald. Snowball: I move that we adjourn.

Ald. Loggie said Mr. Stewart should have come before the council by petition before putting up the stairs. It was erected now and, of course, the commissioner could not do anything.

Ald. McIntosh said action should be taken to protect the public streets against people who encroached upon them. It was not right to permit people to take these liberties with public property and then for the Council to be told that it couldn't do anything. How was it that men presumed to do these things? Are we going to lease the public streets to whoever wants them? He observed that Muirhead Street was obstructed by being piled up with large timber and he believed a member of the council was interested in that encroachment.

Ald. Watt said he understood that the obstruction complained of in Mr. Stewart's case was a fire escape and that there was an erection there before. No doubt, when people see certain citizens are allowed to take possession of parts of the public streets, they are emboldened to do likewise.

The Mayor said that the preceding council had ordered the old obstruction to which ald. Watt had referred to be removed, which had been done.

Ald. Watt: I did not know that.

Adjourned.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Burnt Church Wharf," will be received at this office until Tuesday, 23rd of May next, for the construction of a public wharf at Burnt Church, Northumberland County, Province of New Brunswick, according to a plan and a specification to be seen at the offices of E. T. P. Shewen, Esq., Resident Engineer, St. John, N. B., on application to the Postmasters of Chatham, N.B., and Burnt Church, 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 bank cheque, payable to the order of the Minister of Public Works, *for fifteen hundred dollars* (1500.00) 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,
E. F. E. ROY,
Secretary.

Department of Public Works,
Ottawa, 29th April, 1899.

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

CANADA EASTERN RAILWAY.

FALL 1898.

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

Between Fredericton Chatham and Loggieville.

FOR CHATHAM (read down) MIXED	EXPRESS		FOR FREDERICTON (read up) EXPRESS	MIXED
6 00 a m lv	2 50 p m	..Fredericton,...	12 15 ar	4 00
6 10	2 53	.....Gibson,....	12 12p m	3 57
6 40	3 00	...Marysville,...	12 00	3 40
8 15	4 07	..Cross Creek,..	10 50	1 50
10 01	5 05	...Bolestown,...	10 00	12 20 p m
11 05	5 50 xr / 6 05 lv	...Doaktown,..	9 00	11 10
12 35 p m	7 10	...Blackville,...	7 50	9 40
1 45 ar	8 03		6 50	8 20
2 20 lv	8 07	..Chatham Jct .	6 42	ar 8 00
2 40	8 23	..... Nelson	6 25	7 40
3 00	8 40	....Chatham....	6 12	7 20
3 20 ar	8 55	.. .Loggieville Lv	6 00 a m	7 00 a m

Connecting with I. C. R.

GOING NORTH.

	EXPRESS.	MIXED
lv. Chatham,	9.05 p m	12.50 p. m
Nelson	9.20 "	1.05 "
Ar. Chatham Junc.,	9.35 "	1.20 "
Lv. " "	9.50 "	2.00 "
Newca m	10.10 "	2.20 "
Ar. Chatham,	10.30 "	2.40 "

GOING SOUTH.

	EXPRESS.	MIXED
Chatham,	12.50 p. m.	10.00 a. m.
Nelson	1.05 "	10.20 "
Ar. Chatham Junction,	1.20 "	10.40 "
Lv. " "	2.00 "	11.25 "
Nelson	2.20 "	11.45 "
Ar. Chatham	2.40 "	12.05 p. m

The above Table is made up on Eastern standard time.

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

Express Trains on I. C. R. run through to destinations on Sunday. Express trains run Sunday mornings but not Monday mornings.

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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