A SHORT STORY.
COTTOLENE is the best Shortening for all cooking purposes.
A TRUE STORY.
COTTOLENE is the only healthful shortening made. Physicians endorse it.
AN OLD STORY.
that uncomfortable feeling of "too much richness" from food cooked in lard.
A NEW STORY.
Food cooked in COTTOLENE is delicate, delicious, healthful, comforting.
DO YOU USE COTTOLENE?
Made only by
N. K. FAIRBANK & CO.,
Wellington and Ann Streets,
MONTREAL.

SHARP'S BALSAM
OF
HOREHOUND
AND ANISEED.
—FOR—
CROUP, WHOOPING COUGH, COUGHS AND COLDS.
OVER 40 YEARS IN USE.
25 CENTS PER BOTTLE.
ARMSTRONG & CO., PROPRIETORS.
ST JOHN N. B

HOUSE TO LET.
The house at present occupied by Mr. Wm. Troy. Apply to
JAS. NICOL.

STORE TO RENT.
The lower store in the Pierce Block lately occupied by R. Murdoch. Immediate possession given. For further information apply to
J. J. PIERCE.

DR. J. HAYES,
Memb. Royal Col. Surg., Eng.
Lic. Royal Col. Phys., London.
CHATHAM, - - N. B.

CITATION.

NEW BRUNSWICK.

County of Gloucester

L. S. COPY } To the Sheriff of the County of Gloucester, or any Constable within the said County greeting:

WHEREAS James Hayden, junior, of Inkerman, in the County of Gloucester, farmer, hath by his Petition dated the thirteenth day of June A. D. 1894, represented to me that Benjamin Sullivan of New Bandon, in the said County of Gloucester, departed this life on the sixteenth day of May, A. D. 1894, at the Parish of New Bandon, County of Gloucester aforesaid, without having, to the best of the knowledge of the said petitioner, made any Will; that the said deceased died seized or otherwise entitled unto real and personal estate situate and being in the said County of Gloucester and the said Petitioner praying that Letters of Administration of the estate and effects of the said Benjamin Sullivan, deceased, be granted to him in due form of law,

You are therefore required to cite the heirs and next of kin of the said deceased and all others interested in his estate to appear before me at a Court of Probate to be held at the office of John E. O'Brien, Esq., of Bathurst, within and for the said County, on MONDAY, the Twenty-third Day of July next, at 11 o'clock in the forenoon, to shew cause (if any they have) why Letters of Administration of the estate and effects of the said Benjamin Sullivan, deceased, should not be granted to the said James Hayden, junior, as prayed

Given under my hand and the seal of the said court this fifteenth day of June, A. D. 1894.

N. A. LANDRY,
(Sg'd) Surrogate Judge of Probates, Gloucester County.

[Sg'd] J. E. O'BRIEN,
.19 Registrar of Probates, County of Gloucester.

Notice To Debtors.

In the matter of the estate of John A. Babin, upper Pokemouche County of Gloucester:—

All persons having claims against the estate of John A. Babin, insolvent, are hereby requested to render the same duly attested, to the undersigned within three months from date, and all persons indebted to said estate are requested to make immediate payment to

WM. WALSH, Assignee
Upper Pokemouche N. B. June 26 1894.

HOUSES TO RENT.

House know as the Richd. Burbridge house, corner Howard and King streets, at present occupied by Mrs. Wm. Fallon. Possession 1st August.

Also, Howard Street House, lately occupied by Pilot Chas. McLean. Apply

J. B. SNOWBALL's Office

To Sell Or To Let.

The desirable residence and premises now occupied by Mr. George E. Fisher, King Street, Chatham. Possession given May 1st. Will be sold on easy terms. For terms and other particulars apply to

ALEX. ROBINSON.

March 7 1894.

I'M TELLING SQUARE-EDGED TRUTH

WHEN I SAY THAT I HAVE BEEN DEALING AT
W. T. HARRIS', CHATHAM,
For over two years, and I have never had better satisfaction in my life.

He keeps a full line of
GROCERIES, BOOTS & SHOES, DRY GOODS, READY-MADE CLOTHING, GENTS' FURNISHINGS, FLOUR, MEAL, HAY, OATS, SEED GRAIN, GARDEN SEEDS, &C.

He keeps a large stock of each and sells cheaper than any one else. You try him and you will find what I tell you is no lie.

A CUSTOMER.

Miramichi Advance.

CHATHAM, N. B. - - JULY 26, 1894.

Our Local Railways.

Subsidies have been provided by parliament for five miles of railway connecting Chatham with Black Brook by the extension of the Canada Eastern Railway, and for one mile of railway extending the eastern end of the Canada Eastern track. A subsidy is also granted for four miles of railway to connect Nelson with the Canada Eastern. A subsidy for six miles of railway from Newcastle to a point opposite Chatham is also provided.

The Canada Eastern company has applied to the local government for a contract to build the lines connecting with its road and to the Intercolonial Railway authorities for sufficient old rails to lay the tracks with, so that we may expect the work to be pushed forward promptly.

"Bless you, my Children"

At the County Court, at Newcastle, on Tuesday, His Honor, Judge Wilkinson appears to have established a precedent which will make that institution the Mecca of some, at least, of our future political devotees, who realising the mellow ripeness of his honor's sympathies for "those who, tho' struggling and deserving to attain have failed thro' fortune's frowns to reach the goal," may, in the sweet nothings garlanded and festooned with the flowers and draperies of judicial rhetoric, find consolation for the loss of more substantial reward. Taffy is still sweet and very cheap, notwithstanding the readjustment of the sugar duties.

The Governor-General.

St. John and Fredericton are making preparations to welcome and entertain His Excellency the Governor-General. Lieutenant Governor Fraser has been informed that he has definitely arranged to arrive at St. John Tuesday August 14th and Fredericton Thursday August 16; leaving the latter city on Saturday the 18th.

The Fast Line Subsidy.

In discussing the fast line subsidy in the Senate on Wednesday of last week, Hon. Mr. Snowball gave his views in the following speech, which we take from the Hansard report:—

Hon. Mr. Snowball—I generally agree with everything that is presented by the hon. member from Toronto. I have had much pleasure in listening to him this evening, and I fully agree with most of his remarks. However, it is well in undertaking such a vast enterprise as this, involving the annual tax of three-quarters of a million on this country, to be cautious and to put on the brakes lightly, to warn the government so that everything will be done properly. I think we are safe to leave the matter in their hands with the assurance that they will see that every precaution is taken in regard to the interests of the country. I believe they would take extreme caution, but if we allowed the matter to go through without any opposition whatever, the government would say, "All are in favour of it; the supporters of the government and the opponents also are equally in favour of it." With reference to the suggested advantage to be derived by refrigerators for the perishable goods, I think there is nothing in that whatever. There may be something, however, in the argument as to the fast service between Australia and England, but if the saving of time between Australia and England is only two days over the Suez route, it is not adequate. I say more is required. Something, however, may be accomplished in that line. When you once freeze meats or eatables it makes very little difference whether they stay frozen one week or one month. All that is involved is the interest on the money for that extra forty-eight hours, which really amounts to nothing. And again, when you get a 20 knot service, you must consider that there is very little space in the steamer for anything besides coal and passengers, so as a means of developing the resources of the country, there is little or nothing in it.

Now I wish to see what could be gained. If nothing is to be gained, or very little, we should take more time. There is another matter to be considered, that the developments of steam have been so great in the last few years that every company is cautious about making investments, because what is very good to-day may be of very little use five years hence. There was a great improvement when they put triple expansion engines in their boats, and these boats are capable of carrying only their passengers and their coal. Referring to the Cunards, I think they were the pioneers of this whole ocean service, Cunard was a Canadian and resided in Canada for a long time. Mr. William Cunard himself was a native of New Brunswick, and the Cunards know Canada just as well as you and I do. They have had the experience; they inaugurated their line with Halifax, for the reason that they had to carry so much coal in proportion to the size of their ships that they had to make the nearest possible point. Why did they leave Halifax and go to New York? Why have the Cunards not come forward and offered to re-establish their old route and run the fast steamers to Halifax? We have talked about it. I have mentioned it to them repeatedly. Now, would it not be natural to suppose that if there was a great deal of money in this enterprise they would embark in it? However, there is very little to be said about that, because we do not know that any people are going to embark in it. This line is intended to carry passengers quickly across the Atlantic. Is the farmer or the agriculturalist of this country to be compelled to pay any portion of my passage to the old country? I think not. Then it is said we are going to make Canada the greatest country in the world. That is right enough, but you should be cautious. What else are you going to do? You are going to get a quick service. We have just as good a service as our neighbors across the line, because within a few hours after they get the mail it is delivered to us. It is not a 20 knot service they have; it is a 23 knot service and that service is not their own; they are all English lines except a few Inman boats. They are away behind and the Cunard and White Star Lines are in advance of them. So what are we competing with? We are competing with our own friends on the other side of the Atlantic, who really control the whole of the steamers on the Atlantic. I say we want nothing more. We have got a good service. The cables have superseded the mail service, and the mail service is a matter of secondary consideration to every business man in this country. Since I came into this House I have received two cables and I know what is going on on the other side of the Atlantic and what I have to prepare for. It is a matter of no importance to ordinary business men whether they open their letters in the morning or at night, because they generally know all about the matters beforehand by cable. I move the adjournment of the debate.

Hon. Mr. Snowball resumed his speech. He said: My only object in the remarks I have made is to advise extreme caution on this matter, and I am perfectly sure that the government will use all due precaution. At the same time, I think it is well for those who think they are conversant with the subject to give the government the benefit of their advice, if they think they have any worth giving. In speaking of these steamers, they are referred to as vessels capable of making 20 knots. I suppose we all have an idea what that means. It means an immense comsumption of coal, and it also means that those vessels will be able to make the voyage in about five days. Suppose this service is reduced to 18 knots and makes the trip in five and a-half days—I do not say it will be done—it would save at least $500 per day.

Hon. Mr. Angers—More than that.

Hon. Mr. Snowball—I am putting it very moderately. Suppose they reduce it to 16 knots and make the voyage in six days, then the saving will be from one to two thousand dollars a day. The inducement is very strong in the company to reduce the speed and save this large sum of money. Again, this means high prices for everything connected with the service. It means high rates for freights to all who use the steamers. Fast steamers can carry but a small amount of freight. In the pioneer days of steam, the boats were limited as to time and it proved so disastrous that the government very justly had to abandon it. The losses of life and property were enormous. Again, it is all very well to say that we should not decry our own country but you must remember that the world sees Canada just as we do. They know the rigors of the climate that we have to contend with, and they know our coast just as well as we do. All these facts are discounted in the markets of the world. On the first day of August the insurance on the whole of the Gulf and the River St. Lawrence doubles. I know it to my sorrow, and it is one of the things worrying me more than anything else that the first of August is so near and the insurance will be doubled on every cargo crossing the Atlantic. Ten days afterwards it increases again and on the 30th August again. Every ten days from now to November there is an increase in the rates of insurance until they got up last fall to 18 per cent in October for cargoes going into our Gulf. We cannot shut our eyes to the fact. It is the result of the geographical position of our country, and to recognize the fact only denotes that we are careful in studying the position that we occupy. It does not injure the country, because the facts are well known. You cannot overlook the fact that in the winter season the passenger traffic will fall off. I am an old traveller. I crossed the Atlantic in thirty days, and I have coached it from Portland up to Aroostook, and had to get out on the hills and help to push the coach up the grades. When you take the route from New York, a few hours after leaving port you cross the Gulf Stream and you are in pleasant weather, as a rule. As people begin to get old they feel the advantage of that. To get aboard a steamer and in four or five hours to get into mild weather is an advantage which cannot be expected by those who take our route. Again there is another advantage which the lines to the south of us have. These ocean greyhounds that sail from the port of New York have a fixed track, and the steamer which goes from Liverpool to New York does not go within a hundred miles of the one from New York to Liverpool. The one is that far south of the other. All they have to fear is vessels coming up from the south crossing their tracks, which can be guarded against at any time. I will not occupy the time of this House any further, but I think it is not the duty of any hon. genteleman here to shut his eyes to any drawback that our country possesses. By shutting our eyes we cannot make the world shut its eyes, and if we enter upon any large undertaking I believe it is the duty of every hon. gentleman to look at it fairly and squarely, to see exactly the position we are in, and give the best advice we can to the government. I am satisfied to leave it in the hands of the government, but at the same time I felt called upon to show that it is not all plain sailing—that it is anything but plain sailing. In the first place, it is not plain to make a contract with such a company with any idea that it will be carried out to the letter, and after the contract is made and all the preliminaries are arranged, there will be immense difficulties afterwards in seeing them carried to a successful issue.

The French Treaty.

A London despatch of 19th says:—

"The action of the Canadian House of Commons regarding the French treaty has been much applauded here, as well as in France. M. Hanotaux, the chief French negotiator of the treaty, is now Minister of Foreign Affairs in the French Cabinet, and the treaty is therefore sure of acceptance in the Chamber of Deputies. Hanotaux, who has the reputation of being an anglophobe, will thus have one point less to harp on in regard to the British lack of good faith, which he brought to the fore so strikingly when the Anglo-Belgian treaty in regard to the partition of Africa was recently announced.

The Pulp-Wood Question.

The Ottawa Citizen says:—"The Michigan and Wisconsin mills are buying spruce in northern Ontario, towing it across the lake, and there carrying on the manufacture. Canada loses a trade estimated by The Printer and Publisher at $2,000,000 a year, and the business is still in its infancy. We have the only supply of spruce fit for pulp on the continent, and the demand of Great Britain for the manufactured article, which has only just begun, is sure to grow rapidly and to assume enormous proportions. Our Government should place an export duty of $3 per ton on all spruce logs exported into any country placing a duty on wood pulp. If this were done, the benefit of the manufacturer would be secured to Canada."

The Norwegian Consulate System

We learn from the London Timber Trades Journal that the question of emancipating the Norwegian from the Swedish Consulate system has been forwarded another step by the issue of the report of the special Parliamentary Committee which was appointed to inquire into the possibilities of this plan being carried through. Not only does the committee thoroughly approve of it, but recommends the Norwegian Home Office—as this body has, indeed, actually done—to give Sweden notice that from the 1st of January, 1895, Norway intends severing its foreign representative system—which has since the comencement of the Union been worked conjointly with Sweden—and establishing a consular service of its own. This will cost the country less than the present arrangement, and an adequate sum of 579,000 kronor will be included in next year's Budget to defray the necessary expenditure A somewhat novel feature will be organised by which all consular fees are to be paid at home, and none to the consuls abroad, as usual. This is expected to save Norwegian shipping no less than 100,000 kronor.

The Future of the United States.

The following is the letter written by Lord Macaulay to Mr. Henry S. Randall, of New York, in 1857 and referred to in the speech of Senator Gordon, which the ADVANCE published last week:—

"Your fatel believe to be certain, though it is deferred by a physical cause. As long as you have a boundless extent of fertile and unoccupied land, your laboring population will be far more at ease than the laboring population of the Old World; and, while that is the case the Jeffersonian policy may continue to exist without causing any fatal calamity. But the time will come when New England will be as thickly peopled as Old England. Wages will be as low, and will fluctuate as much with you as with us. You will have your Manchesters and Birminghams, and, in those Manchesters and Birminghams, hundreds of thousands of artisans will assuredly be sometimes out of work. Then your institutions will be fairly brought to the test. Distress everywhere makes the laborer mutinous and discontented, and inclines him to listen with eagerness to agitators who tell him that it is a monstrous iniquity that one man should have a million while another cannot get a full meal. In bad years there is plenty of grumbling here, and sometimes a little rioting; but it matters little, for here the sufferers are not the rulers. The supreme power is in the hands of a class, numerous, indeed, but select, of an educated class, of a class which is, and knows itself to be, deeply interested in the security of property and the maintenance of order. Accordingly, the malcontents are firmly, yet gently restrained. The bad time is got over without robbing the wealthy to relieve the indigent. The springs of national prosperity soon begin to flow again; work is plentiful; wages rise; and all is tranquility and cheerfulness. I have seen England pass three or four times through such critical seasons as I have described. Through such seasons the United States will have to pass in the course of the next century, if not of this. How will you pass through them? I heartily wish you a good deliverance. But my reason and my wishes are at war; and I cannot help foreboding the worst. It is quite plain that your government will never be able to restrain a distressed and discontented majority. For with you the majority is the government, and has the rich, who are always a minority, absolutely at its mercy. The day will come when, in the State of New York, a multitude of people, none of whom has had more than half a breakfast, or expects to have more than half a dinner, will choose a legislature. Is it possible to doubt what sort of legislature will be chosen? On one side is a statesman preaching patience, respect for vested rights, strict observance of public faith, On the other is a demagogue ranting about the tyrannny of capitalists and usurers, and asking why anybody should be permitted to drink champagne and to ride in a carriage while thousands of honest folks are in want of necessaries. Which of the two candidates is likely to be preferred by a working man who hears his children cry for more bread? I seriously apprehend that you will, in some such season of adversity as I have described do things which will prevent prosperity from returning; that you will act like people who should, in a year of scarcity, devour all the seed corn, and thus make the next year not of scarcity but of absolute famine. There will be, I fear, spoliation. The spoliation will increase the distress. The distress will produce fresh spoliation. There is nothing to stop you. Your constitution is all sail and no anchor. As I said before, when society has entered on this downward progress either civilization or liberty must perish. Either some Cæsar or Napoleon will seize the reins of government with a strong hand; or your republic will be as fearfully plundered and laid waste by barbarians in the twentieth century as the Roman Empire was in the fifth, with this difference, that the Huns and Vandals who ravaged the Roman Empire came from without, while your Huns and Vandals will have been engendered within your own country by your own institutions."

Laying an Atlantic Cable in Twelve Days.

On the 2d of July the Faraday completed the laying of a new Atlantic cable, the actual time occupied in the work of laying the deep sea portion being but twelve days. When the Great Eastern, in 1866, completed the laying of the first successful Atlantic cable, the entire world joined in congratulations. The event was justly looked upon as making an era in the progress of the world. Since that time, however, the making and laying of ocean cables has become a practical, everyday business, and the new cable was not only laid in the shortest time, but is a much better cable than any of its predecessors, having the largest copper conductor and being the speediest ever laid for its length.

Although the Faraday left Woolwich on June 12, she did not, owing to unfavorable weather, reach the vicinity of the previously laid and buoyed shore end of the cable, off Waterville, Ireland, until the 18th, and then, the buoy rope having been wrenched off by a passing propeller, had to grapple for the cable itself, at a depth of about 250 fathoms. Such work now presents no substantial difficulties. The heavy grapnel, attached to 600 fathoms of chain and rope, was three times dragged across the cable's path, when the cable was hooked and hauled up, two miles inside of the end that had been buoyed. The end communicating with the shore was at once tested and spliced to the cable in the tanks, the other piece hauled aboard and the buoys picked up, when, at 10.30 A. M. on the 20th, the vessel was ready to start on the actual work of laying the deep sea cable. At the rate of about seven knots an hour the cable passed up round the core in the centre of the tank, along the troughs and directing sheaves, under the sheave of the strain-measuring dynamometer, and sank to the ocean's bed. For several hours the depth varied from 250 to 500 fathoms, when a great declivity was reached and 1.000 fathoms were indicated, followed by a varying bottom, nearly three miles deep in places. Thence it gradually rose to 1,600 fathoms, dropping subsequently to over 3,000, as hill top and valley in the ocean bottom were passed, until the shallow water of the Newfoundland Bank was reached, some seventy-five miles from the buoyed end of the previously laid shore end on the American side, 502 miles from Canso, Nova Scotia. During all this time communication was constantly kept up with the Waterville station, the news of President Carnot's assassination being received on the Faraday the evening of its occurence. When at 1.585 knots' distance from the Irish coast, and the soundings indicated a depth of 891 fathoms, the lighter deep sea portion of the cable was spliced to a shallow water type, which was continued to the still heavier Canso shore end. Fogs, icebergs, and bad weather prevented the finding of the buoy on this shore end, but after a good deal of dragging the cable was hooked and drawn aboard on the 30th, just ten days from the actual start on the other side, although the final splice was not completed until the morning of July 2.

The new cable was laid for the Commercial Cable Company, being the third cable of that line. It was manufactured and laid by Messrs. Siemens Brothers & Co., who have very extensive works at Woolwich, England., for the manufacture of electrical appliances. The Faraday was especially constructed by the Siemens Brothers for the work of cable laying, and has three large tanks for the storage of cable, with many ingenious appliances to facilitate the paying out, grappling, and hauling up and making all the delicate tests required in all stages of the work. The new cable has a much greater weight of copper conductor or core and of gutta percha insulation than any of the cables previously made. The shore ends and intermediate sections of the new cable comprise about 700 nautical miles and the deep sea portion is nearly 1,600 nautical miles in length.

An Official Visit.

The Chief Commissioner of Public Works, Hon. H. R. Emmerson, has been paying an official visit to the North Shore during the past week. He arrived on Wednesday, accompanied by T. B. Winslow, Esq. Secretary of the Department, and on Thursday proceeded by way of the shore route to Gloucester County, being joined by Hon. Surveyor-General Tweedie, who, as well as Mr. Emmerson, addressed a well-attended and enthusiastic meeting at Tabusintac on Thursday night which was presided over by Donald McEacheran, Esq. The reception accorded to the hon. gentlemen shows that the people of Alnwick at least are very appreciative of good government and abundantly satisfied with the efficiency of their present representatives in the Assembly. It was interesting to hear the expressions of their wish to see Mr. Tweedie represent Northumberland at Ottawa, while they also expressed their fears that were he to abandon his present position at Fredericton to go to the House of Commons the county might not continue to be as efficiently and influentially represented at Fredericton. Their evident desire, however, to have him in both places shows that his services are appreciated. Mr. Emmerson's visit, too, seems to have impressed our Tabusintac friends very favorably and they think a government composed of such affable and withal practical men as these cannot but be popular.

From Tabusintac the party proceeded to Tracadie and Pokemouche, being joined at the latter place by John Sivewright Esq., M. P. P. The principal object of the Chief's visit to Gloucester County was to make an official investigation of charges preferred against Hugh Cowan, supervisor, Isaiah Landry, Docite Goodin and three other by-road commissioners, for misappropriation of public moneys in 1893. A full enquiry was made and the testimony taken is to be fully considered by the Chief Commissioner on his return to Fredericton.

The Chief Commissioner examined the new iron bridge at Douglastown and has also visited the parishes of Derby and Nelson. He paid a visit on Monday to Bay du Vin, leaving Chatham in Mr. Miller's steamer, Laura, and was accompanied by about twenty ladies and gentlemen, including Hon. Mr. Tweedie and Messrs. O'Brien and Robinson M. P. P. Everybody was agreeably surprised at the large amount of work which has been done by Mr. Charles Reinsboro, contractor for the new government wharf there. All the blocks, thirteen in number, are built up to the intended height of logs, the materials used as well as the character of the work being excellent. One block will have to be partially taken down, owing to its not having settled as much into the bottom as was expected, but that will cause no appreciable delay. When Mr. Reinsboro has finished this important work, it will be one of the best constructed and most useful on the coast.

Northumberland Co. Court.

The July Session of the County Court opened at Newcastle on Tuesday—Judge Wilkinson presiding.

Before the opening of the Court His Honour noticing that the Honourable Peter Mitchell was in Court made a short address. He said the presence of Mr. Mitchell reminded him of the time when they, with others, were anxiously awaiting examination at Fredericton as attorneys of the Supreme Court in 1847. It was a fact that they stood together, and together were admitted attorneys of the Supreme Court of New Brunswick. Out of the eight then admitted, and all of whom supposed they were promising young men, three only remain: Mr. Mitchell, who has given his time and talents to other pursuits, Mr. Geo. Gilbert, the eminent jurist of St. John, and himself. We know, said the Judge, had Mr. Mitchell devoted his time and his great talents to the law he would, no doubt, be filling the position I at present occupy, or some higher one. It was always pleasing to meet old friends and he felt sure that as the Court was not opened all would feel pleased to hear their old friend make a few remarks as to the old time associations.

Mr. Mitchell in replying thanked the Judge for the very kind and courteous words he had spoken—He felt that His Honor's words had been far too complimentary. He had been pleased to say that possibly if he had devoted himself to the law he might be filling a position on the Bench. This he had long ago felt to be an impossibility. He knew that as long as the present Judge remained at the Bar there would be no chance of his attaining a judgeship. It might be that he had not been as successful as the two survivors of the eight young men who were sworn in as attorneys 47 years ago. He regretted that so many of them had passed away, and he could only say that those surviving would endeavor in the future, as in the past, to discharge the duties that might devolve upon them in their respective positions in the way that would be most conducive to the welfare of the country.

There were indictments preferred against James Fenton for wounding, greviously bodily harm to and assaulting Clifford Gammon, and against Isaac McDonald, Robert Murray and Thomas Ashton for arson.

James Nicol of Chatham, having been elected foreman of the grand jury, the Judge stated the law in all these matters and after retiring and examining the witnesses true bills were returned in all the cases.

Five grand jurors were absent. This, the Judge said, was to be regetted, and it would be necessary to impose a fine on the absentees.

Issac McDonald pleaded guilty and was remanded for sentence. Thomas Ashton pleaded not guilty, as did James Fenton.

When Robert Murray was asked to plead his counsel, Hon. L. J. Tweedie, Q. C., moved to quash the indictment on the ground that William Irving, deputy sheriff, who summonsed a number of the grand jurors, was interested in the conviction of Murray, inasmuch as a reward was offered for the conviction, and Irving was the prosecutor. The court will hear argument on another day, meantime the trial of James Fenton is being proceeded with.—Tweedie & Bennett for Cameron. S. Thomson Q. C., appears for the Crown in all the criminal cases.

CIVIL CASES.

John Sheriff vs. the Bank of Montreal, Tweedie & Bennett plaintiff's attorneys; W. C. Winslow for defendant.

Stephen Gillis vs. James McDonald, E. P. Williston for plantiff; C. J. Thomson for defendant.

The Bank of Montreal vs. William J. Smith, W. C. Winslow for plaintiffs; Phinney & Carter for defendant,

Boyce & Fairley executors &c. vs. James Walsh, C. J. Thomson for plaintiffs; A. A. Davidson for defendant.

News and Notes.

It is clearly established that over 1,000 persons lost their lives during the recent earthquakes in Constantinople.

The French chamber of deputies has adopted the second clause of the anti-anarchist bill, providing that anarchist trials are to take place before a correctional tribunal composed of judges instead of being tried by juries. The vote was 330 for the clause and 176 against it.

The potato bug is a hustler and has fought his way into citizenship and now a new claimant for agricultural honors, or rather detestation has appeared. This is the oat fly. It is spreading destruction through the oat fields of the upper provinces and many of the fields of this province as well are suffering from its ravages. The following description of the bug is given by the Montreal Witness:—"In the township of Pittsburg a pest has appeared in the shape of an oat fly, and so voracious is its appetite that most of the late oats and a great deal of the early, will be destroyed if the plague continues its ravages. The fly is so small as to be hardly visible to the naked eye, but when placed under the microscope it seems to be armed with a pair of 'pincers' with which it pierces the oat. A poison contained by the nippers of the insect works its destructive course, turning the straw a reddish color. One bite is sufficient to blast a stock of grain. With the parents are associated several of a brood, each of which does its share in the work of destruction. It is twenty five years since such a plague has been noticed in this locality."

Fireproof Wood.

M. Basiaux, who is travelling in South Africa, has written a note to the Geographical Society of France, in which he refers to the discovery of "fireproof" timber. The tree is found in the Northern Transvaal, and the wood, which is a sort of ebony, is so excessively hard that it cannot be cut or worked in the ordinary manner except when green. When mature and dry, it resists every known tool, and either blunts or breaks the finest tempered steel. It is almost impregnable against fire, as it required a fortnight's constant burning to reduce the trunk of one of the trees to ashes. The wood, although heavy, is still considerably, lighter than iron or steel. If the tree should be found to exist in any quantity and a discovery is made of satisfactory means of working it, doubtless it will find extensive use in the arts.

Kent Co.

RICHIBUCTO, July 23.—Herbert Stewart, belonging to Rockport and first mate of the two-topmast schooner Walter Sumner, of Moncton, disappeared from the vessel during Thursday night, and is supposed to have been drowned. The Sumner arrived in port on Thursday afternoon and anchored opposite the public wharf. In the evening Stewart and one of the crew came ashore, and returned to the vessel about midnight, both somewhat intoxicated. The last accounts of Stewart are given by his chum, who saw him about one o'clock with his head over the rail in a sickly state.

This week has been a splendid one for haying, and an abundant crop is being saved. —C. C. Carlyle, who lately returned from Newfoundland, was in town yesterday,—large hauls of mackerel are being taken with drift nets. Some boats secured a thousand in a night. Over two hund red barrels were sent to Boston in ice this week.

Premature baldness may be prevented and the hair made to grow on heads already bald, by the use of Hall's Vegetable Sicilian Hair Renewer.

Agricultural Conference for New Brunswick.

Arrangements have been perfected for holding the Governor General's Agricultural Conference at Fredericton on Thursday August 16th and the central committee has make known its wish that all who are interested in agriculture, and particularly all members of farmers' and dairymen's associations and of agricultural societies shall be present and participate in the events of the conference.

His Excellency, the Governor-General, will be present and address the Conference. Hon. W. D. Hoard, Ex-Governor of Wisconsin, an eminent agriculturalist, has also been invited to attend and deliver an address. Prof. J. W. Robertson, Dominion Dairy Commissioner, will also be present, and other eminent speakers. It is the wish of the Central Committee to make this Conference the greatest agricultural demonstration ever held in this province. All the railway and steamboat lines will give reduced excursion rates for the Conference. The committee having charge of the matter are His Worship Mayor Beckwith, chairman, J. W. McCready, secretary, Sheriff Sterling, Hon. F. P. Thompson, John A. Campbell, W. P. Flewelling, John M. Wiley, A. T. Murray, Fred. B. Edgecombe, James S. Neill, D. F. George, Julius L. Inches, Isaac Peabody. Ald. John Moore,

Information will be given on application to the secretary.

Rare Opportunity to secure Canadian fine Art Work.

1ST 2ND 3RD, 4TH, 5TH, 6TH, 7TH AND 8TH NOS. READY.

A number of excellent art publications are being offered to the public through the leading papers of Canada and the United States, but none of them has the strong claims upon our people presented by that known as "Canada" which is being issued by "The Art Publishing Company" of Toronto and offered to our readers, as will be seen by advertisement in another column.

The object of this series of Canadian fine art pictures is to provide the people of the Dominion with a scenic and descriptive reproduction of the superb natural and artistic beauties of their own country and the evidences of its material progress. To show Canadians by the easy process of the sight some of Canada's historical shrines, something of her national wealth and development, her glorious lake and river scenery, her entrancing landscapes and world-renowned natural wonders—to depict in panoramic photographic pictures the urban and rural life of the Canadian people, their industrial hives, their great public enterprises and their national landmarks—the series will cover the whole vast domain of British America from the Arctic Ocean to the forty-ninth parallel, and from the fog banks of Labrador to the pure breezes of the Pacific Ocean. It is a country from which European kingdoms could be carved including lakes in whose waters, where primeval forests are reflected, old world principalities could sink from sight; with mountains, upon who massive breasts the Alps could be lightly carried; with a Niagara; and a St. Lawrence; with pastoral scenes of upland and meadowland, prairie stretches, rugged mineral treasures and timber areas. It is a country of magnificent natural beauties and varied interest: one to be proud of, and one that we should study more and learn more about.

This is the purpose of this scenic and descriptive series of pictures. It is to place within the reach of our own people the means of acquainting themselves with all that is notable in the natural features of their own country. Our Dominion is so large and its distances so magnificent that some such means of studying it is necessary. Its beauties and wonders are scattered over such a wide area that neither by travel nor travellers' tales is it likely that the great majority of our people will ever know them.

The scope in Canada, it is clear, is a wide one, and the field rich with materials. The project is undertaken in the belief that the people of Canada will welcome an effort to place before them the natural scenery, material progress and national features of their country, and that they will extend to it their hearty support. The work will be carried out in the best manner known to the photographic, engraving and printing art. Every locality and section of the Dominion will be fully and splendidly represented, that the possessor of the completed work may truly feel that he has within its compass as thorough and complete an acquaintance with Canada as if he had spent years in travelling over it. The pictures will be accompanied by accurate descriptions of the subjects presented, and the object is not less to instruct the mind than to please the eye. This, then, is the purpose of "Canada," and if its accomplishment be carried out with the fidelity and completeness with which the company hopes to endow it, it will be a work of permanent merit, and of great national as well as artistic value.

Nos. 1, 2, 3, 4, 5, 6, 7 and 8, of the series may be ordered at once, and will be either delivered at the ADVANCE office on application, or mailed to any part of Canada. Each part will contain not less than 16 pages of illustrations and descriptive matter. Twenty-six parts will comprise the series, thus ensuring upward of four hundred superb photographic views covering the whole domain of British America.

The parts will be sold at ten cents, and when completed will ensure the possessor a complete acquaintance with our country, and a valuable work of art.

A Cause of Dyspepsia.

Too close and steady mental application draws to the brain the nervous energy that should aid the Stomach in the work of digestion. The result is Dyspepsia or debility of the stomach, the latter organ being enable to convert food into healthful nourishment. Students or professional men who have become sufferers through this cause will find a most effective remedy in Hawker's nerve and stomach tonic, which, besides being a powerful aid to digestion, is a perfect blood and flesh-builder and nerve and brain invigorator. It meets the case exactly, and more effectively than any other remedy. The price is fifty cents per bottle or six bottles for $2.50. In some cases a single bottle has produced marvellous results, but a longer course will have a more pronounced and lasting effect. Thousands have endorsed this great remedy.

Stop that CHRONIC COUGH NOW!
For if you do not it may become consumptive. For Consumption, Scrofula, General Debility and Wasting Diseases, there is nothing like
SCOTT'S EMULSION
Of Pure Cod Liver Oil and HYPOPHOSPHITES Of Lime and Soda.
It is almost as palatable as milk. Far better than other so-called Emulsions. A wonderful flesh producer.
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MILL FIRE WOOD.
Please take notice that all payments for fire wood must be made to Henry Copp, foreman in charge, or to my office. Payments made to teamsters will not be recognised
J. B. SNOWBALL.

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WILL CURE | THAT COUGH
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IT HAS CURED HUNDREDS
of cases considered hopeless after all other remedies had failed. Do not despair, take courage, be persuaded, and try this truly wonderful medicine.
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For sale by all Druggists and general dealers. Price 25 and 50 cts. a bottle.
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NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 12 JULY, 1894.

The attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations, which reads as follows:—

'19 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 18 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage, and the License be forfeited.'

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly enforced

L J TWEEDIE,
Surveyor General

YACHT FOR SALE.
The Staunch, Fast, Prize Winner, Cabin, Sloop Rigged Yacht, 'CALYPSO,' Launched spring 1890. Complete in detail.

Dimensions		feet	inches.
	Length	27	6
"	Water Line	23	8.
"	Beam	9	6.
"	Depth	5	0
"	Draft	4	0

Will be sold very cheap. Terms on application to owner.
D. W. WARD.
Chatham, June 23rd, 1894.

WARNING.
All persons are hereby forbidden to enter upon, pass over or otherwise trespass upon the property of the County of Northumberland known as the Alms House farm and grove and particularly upon the latter, without the permission of the Commissioners or keeper of the County Alms House, as all such persons will hereafter be dealt with according to law.
A. S. TEMPLETON,
Keeper of the Alms House
County of Northumberland

Teacher Wanted.
For school district No. 7 Bartholomew River, a second or third class female teacher. Apply stating salary to
PETER BURNS,
or BERNARD McCORMACK, Trustees.

THIS WILL BE A NOVELTY.
For one month only Josie Noonan will sell the balance of Summer Millinery at
Coaxing Prices For Cash.
Not only a clean sweep of Millinery but
SUNSHADES,
ELEGANT GLOVES,
RELIABLE HOSIERY,
THE BEST MAKES OF
Corsets And Underwear,
AND A VARIETY OF
SHOT SILKS, VEILING, ETC.
Cut out this "ad" or keep me in mind when buying the above goods If you come at once while the
CHEAP SALE IS ON,
YOU ARE SURE TO GET BARGAINS.
Chatham, July 16, 1894.

FURNACES FURNACES,
WOOD OR COAL,
WHICH I CAN FURNISH AT
REASONABLE PRICES.
STOVES
COOKING, HALL AND PARLOR STOVES.
AT LOW PRICES.
PUMPS, PUMPS,
Sinks, Iron Pipe, Baths, Creamers the very best, also Japanned stamped and plain tinware in endless variety, all of the best stock which I will sell low for cash,
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Cut out this coupon and forward, together with 10 cents to the Art Department of this paper, and you will receive one part of CANADA, as per number in upper right-hand corner, by mail, post-paid, or bring the coupon and 10 cents to this office and receive Portfolio.
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N. B.—Remember, only one Coupon required for each part.

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CHATHAM.
ONE SOLID WEEK
Mr. Wallace Hopper,
and his superb company of players opening with the laughable comedy
"THE LIGHTNING ROD AGEN