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THREE TRIPS A WEEK

For Boston.

COMMENCING OCT. 1ST the Steamers of this Company will leave St. John every MONDAY, WEDNESDAY and FRIDAY morning, at 7.30 o'clock, standard, for Eastport, Lubec, Portland and Boston.

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STR. "MIRAMICHI,"

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On and after Wednesday, Sept. 12, 1900,

Will leave Chatham every morning (Sundays excepted) at 7.10 a.m. for Newcastle, and leave Newcastle at 7.45 a.m. and Chatham at 9 a.m. for points down river, viz:—Loggieville, Burnt Church, and Neguac, calling at Escuminac on Mondays, and Wednesdays and Bay du Vin on Tuesdays, Thursdays and Saturdays returning to Chatham same day.

Steamer will not call at Bay du Vin on the way down unless to land passengers who are to return same day.

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

STEAMER "NELSON"

CAPTAIN BULLICK.

On and after Monday, Oct. 15th, 1900, and until further notice will leave

CHATHAM AT	NELSON AT	NEWCASTLE AT
9.00 a.m.	9.50 a.m.	10.15 a.m.
11 00 "	11.50 "	12.15 p.m.
2.00 p.m.	2.50 p.m.	3.30 "
4.30 "	5 10 "	5.30 "

All Freights Must be Prepaid.

J. ARCH'D HAVILAND,
Manager.

Chatham, N. B., Oct. 6, 1900. (Telephone 40.)

Excursion Rates on Steamer Miramichi:

On Tuesdays, Thursdays and Saturdays, Excursion Tickets, good for day of issue only, will be issued from Newcastle or Chatham, to points down river at the following rates:

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

On Mondays, Wednesdays and Fridays, will be issued from Chatham, for the round trip to Escuminac—one person 75 cents; parties of 5 to 10 persons, 50 cents each; parties of 10 persons or more, 40 cents each.

MEALS AND REFRESHMENTS can be had on board at Reasonable Rates.

J. ARCH'D HAVILAND,
Manager.

Chatham, N. B., Sept. 17th, 1900.

Executors' Notice.

All persons having legal claims against the estate of Bartholomew Stapleton late of the Town of Chatham in the County of Northumberland, Blacksmith, deceased, are requested to present the same duly attested, within three months after this date, and all persons indebted to the said estate are requested to make immediate payment to the undersigned executors of said estate.

Dated at Chatham this 21st day of August A. D. 1900.

D. CHESMAN,
R. D. STAPLEDON. } Executors.

NOTICE.

To James Graham of the Parish of Glenelg, in the County of Northumberland and Province of New Brunswick.

Notice is hereby given that under a power of sale contained in a certain mortgage bearing date the twenty-fifth day of September A. D. 1895 made between you the said James Graham of the one part and Charles L. Rainsborrow of the Parish of Hardwick, in the county and province aforesaid, Farmer and Lumberman of the other part, registered in volume 72 of the County Records on pages 40, 41 and 42 and numbered 33 in said volume. There will in pursuance of the said power of sale and for the purpose of satisfying the monies secured by the said indenture of mortgage, default having been made in payment thereof, be sold by Public Auction in front of the Post Office, in the Town of Chatham, on Thursday, the sixth day of December next, at twelve o'clock noon, the following lands and premises in the said mortgage described "All that tract of land situate in the Parish of Glenelg, in the County of Northumberland, in the Province of New Brunswick, bounded as follows: Beginning at a maple tree standing on the northern bank or shore of Bay du Vin River at the south east angle of lot number thirty-nine granted to Joseph Cunard east of the Richibucto Road, thence running by the magnet north twenty degrees west sixty-four chains, thence north sixty-two degrees east with a rectangular distance of fifteen chains, thence south twenty degrees east sixty-seven chains to a hemlock tree standing on the bank or shore of Bay du Vin aforesaid and thence along the same following the various courses thereof up stream to the place of begining, containing one hundred acres more or less and distinguished as lot number forty-three east of the Richibucto Road northerly side of Bay du Vin River, excepting that part of the settlement road running through the above described tract and was granted to the said James Graham by grant dated the thirtieth day of May A. D. 1885 and is known as the Graham homestead property.

Also all that certain other piece or parcel of land and premises situate lying and being on the South side of the Bay du Vin River aforesaid in the Parish of Hardwick aforesaid bounded as follows: On the west by lands originally granted to the late Angus McDonald, deceased, on the east by lands originally granted to the late James Hill, deceased, on the north by the said Bay du Vin River and extending southerly the full extent of the front tier of lots on the said river, containing two hundred acres more or less and known as "The Green farm property" which piece of land was conveyed to the said James Graham by Harrison T. Graham.

Terms Cash.

Dated 26th September A. D. 1900.

CHARLES L. RAINSBORROW
Mortgagee.

R. A. LAWLOR,
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CHATHAM, N. B. - - OCTOBER 18, 1900

The Duty of Electors.

It appears to be required, by many of those who get, in various ways, into positions as political leaders, that the people shall not exercise their individual judgment at election times, but keep blindly along in the old groves of partyism, regardless of what one set of leaders may do in the way of forfeiting their confidence, or of the merits of others along the lines of honest administration. These leaders seem to forget that educational facilities and means of rapid and inexpensive communication of all kinds have quickened men's thoughts and perceptions and placed them in touch with the every day life of the country; that the people are acquainted with the actual conditions surrounding them and well informed as to those in the country generally; that they are in a position to judge and form opinions for themselves, and are, therefore, not influenced to any great extent by the charlatanism of self-seeking politicians who, in order to promote their party's designs, resort to the obsolete devices of a generation or two ago, when the stage-driver was the head of the intelligence bureau and the country representative and the session justices dictators of the country's politics.

Whatever may be the assertions of the active politicians who are now on Foster expeditions all over the country, it cannot be denied that Canada has been ably and honestly governed during the last four and a half years. A great change for the better is apparent in all departments of business and industry; prosperity prevails to a greater extent than ever before. If this be true—and we challenge successful contradiction of it—should it not weigh far more with the people than the partizan platitudes of those who employ themselves in efforts to prop up the tottering cause of men whose only claim to political merit lies in achievements of leaders who are dead, and whose most conspicuous acts have been unseemly squabbles in their highest councils, and tactical blunders discreditable to their party traditions? Should not the electors, regardless of former party affiliations, think only of the merits, or demerits of the administration, and either approve or condemn—vote for or against it—in that regard alone? And, if it appear that the country's managers have done well and have bettered the record of their predecessors, why should not the electors, regardless of party names or former political affiliations show their appreciation thereof by sustaining the men who have so moulded the policy of the Dominion as to give to the people the advantage of the improved conditions which they enjoy? In all the relationships of life it is not so much what men say as what they do that they are judged by. The age is a practical one, and the people do not require to be told, at second hand, of the manner in which their affairs are conducted. They keep themselves informed on the work of parliament where the ins and the outs are face to face, and they read the official statements showing the results of the management of the party in power; they observe what is going on about them and arrive at fair and honest conclusions. They also know, by experience, how fertile in the expedients of misrepresentation the outs become at election-time, in the hope that, by making all sorts of absurd charges, they may win sufficient votes to restore them to power.

Such being the conditions, it does not seem reasonable, notwithstanding the strenuous and questionable efforts of the party out of power, to expect that the pending federal elections shall result otherwise than favorably to the Government, and that it will not only be sustained, but its majority increased.

The ADVANCE does not believe in partizanship. It realises that if good is done by a Conservative it is just as meritorious as if done by a Liberal, and vice versa, and that it is the duty of the elector to support the good action, regardless of the party from which it emanates. We also believe that it is the duty of the newspaper, especially when elections are pending, to place before the electors facts which may assist their judgment in determining how they ought to vote. This seems especially necessary because there are so many publications, which are merely party organs, whose chief object it is to promote the political fortunes, at all hazards and in any way, honest or otherwise, of those who maintain them.

We presume that our readers remember something of the fears we all entertained that if Messrs. Laurier, Cartwright and their associates in the campaign of 1896 succeeded to power, such changes would be made in the tariff as to ruinously disturb the business of the country. They did succeed, however, and fortunately, strengthened their organization as a government by inviting to their aid Messrs. Blair of New Brunswick and Fielding of Nova Scotia.

The Montreal Star, which is the greatest and most unreliable of all the partizan papers of Canada, prophesied nothing but ruin for the country as the result of Liberal accession to power and the changes they made in the tariff. Amongst other things it said (and we quote from its columns)—

"Wages of all operatives will fall."

"Employers of labor would be driven to increase the length of the working hours to compensate for the loss of trade."

"Americans, Germans and Swiss will immediately invade the Dominion as a slaughter market, and when the factories and shops have been destroyed and Canadian mechanics driven from the country, will put up the prices of all imported goods, with the certain result of increased expense to every family."

"Work for all wage-earners will grow scarcer and scarcer every month, until the whole character of the industrial life in Canada will have been changed, with corresponding depression throughout the country."

"The money in circulation all over Canada will shrink until scarcity of money will be a national cry."

"All bank and joint stock companies' shares will suffer continuous impairment."

"All railway and steamboat companies will be affected by the vastly reduced number of passengers."

"It will take twenty years, even with the abolition of the condemned revenue tariff, to climb again to the post where Canada stands to-day, and we believe tens of thousands of families will be pauperized beyond the possibility of recovery."

That was bad enough, coming from even such an irresponsible source as the Star, but after Mr. Fielding had introduced his tariff bill—the same tariff which is in force to-day—Sir Charles Tupper thus wailed:—

"The result is that this tariff goes into operation, and the industries of this country are already paralyzed in consequence, while hon. members gloat, vindictively gloat, over the destruction of Canadian industries. I was reading the wail, the sorrowful wail, of these industries in The Montreal Gazette, where one manufacturer after another declared that their industries were ruined, that their mills must close, and that they saw staring them in the face a return to the deplorable state of things that existed when the hon. gentleman (Sir Richard Cartwright) that last addressed the House was in charge of the fiscal policy of the country. I say that a deeper wrong was never inflicted upon Canada. I feel that so far from rejoicing at it from a party standpoint, I deplore from the bottom of my heart the ruin that is going to be inflicted upon the best interests of Canada and upon its great industries. Still, I unhesitatingly say that, from a party point of view, the gentlemen are doing our work. They are showing the people of this country that no reliance can be placed upon the most solemn declarations that they may make, either in the House or out of it. They are showing the people of this country that, having obtained power, which was all they wished for, they are now prepared to abuse that power at a cost of the sacrifice of the industries of Canada."

It is probable that a large number of people believed in what the Star and Sir Charles said. It turned out, however, to be a false alarm, and when Sir Charles found that the country was prospering under the changed tariff he asserted that the Liberals had not kept their promise of changing the old one, and that they had stolen and maintained the National Policy."

We have said that the country is prosperous under the present administration. We will give some official figures to show that it is, and think the ADVANCE's readers will, as they examine them, realise how absurd were Sir Charles' prophecies.

In the eighteen years of Conservative rule, the foreign trade of Canada increased $66,619,906, or an average of $3,700,000 a year. In the four years of Liberal rule it increased $142,600,495 or an average annual increase of $35,500,000.

The item of railway traffic in Canada shows unprecedented increase. We take only the figures for 1896—the last year of Conservative rule—and those for 1899:—

	1896	1899
Miles in operation,	16,270	17,250
Tons of freight,	24,266,825	31,211,753
Passengers carried,	14,810,407	19,133,365
Gross earnings,	$50,545,569	$62,243,784
Working expenses,	35,042,655	40,423,281

One of the best evidences of a country's prosperity is an increase of its immigrants. Not only have our own people found employment and remained at home to a greater extent than ever before, but people of other countries are attracted by the prosperity of Canada to seek homes here. Immigration since 1896 has been as follows:—

1896	16,835
1897	19,304
1898	22,781
1899	32,598

The figures to the end of June 1900 are, as our readers know, not available in the matter of railway, immigration and similar returns, but the customs returns are, by law, public property monthly. We, therefore, have the figures for the last fiscal year to compare with those of 1896. At the end of last month a statement was issued at Ottawa, showing the export and import trade of the Dominion up to the end of the last fiscal year, June 30th. It is one indicating conditions of prosperity unequalled heretofore in the country's history, and when the figures are compared with those for 1896 they show how far astray were the Star and Sir Charles Tupper when they predicted blue ruin as a result of the Liberals coming into power and reducing the tariff:

Canada's trade for the years 1896 and 1900:

	1896 Conservative	1900 Liberal
Aggregate Foreign Trade	$239,025,360	$381,625,855
Aggregate Foreign Trade on basis of total imports for consumption and total Canadian produce exported	220,502,817	351,558,906
Total Exports—Canadian and Foreign Produce	121,013,852	191,887,416
Total Exports—Canadian Produce only	109,915,337	170,650,985
Total Imports	118,011,508	189,728,409
Total Imports for home consumption	110,587,480	183,209,173
Total Exports Agricultural Products and Animals and their produce, all the produce of Canada	50,591,002	83,326,921
Total Exports Canadian Manufactures	9,365,384	13,692,773
Total Exports Canadian Mine Products	8,059,650	24,580,266
Total Exports Canadian Forest Products	27,175,686	30,050,018
Imports for Consumption from Great Britain	32,979,742	44,644,764
Exports of Canadian Produce to G. B.	62,718,941	97,452,716
Exports of Agricultural Produce and Animals and their produce—the produce of Canada to Great Britain	42,074,357	72,559,421
Export Canadian Manufactures to Great Britain	3,799,266	5,534,198
Export Canadian Forest Produce to Great Britain	12,186,806	15,055,411
Exports of Butter to Great Britain—lbs	4,970,047	24,317,436
Value	893,058	4,947,000
Exports of Cheese to Great Britain—lbs	164,410,940	185,627,757
Value	13,924,672	19,812,670
Exports of Eggs to Great Britain Dozen	5,585,725	10,108,843
Value	704,768	1,447,030
Exports of Bacon and Hams—lbs	53,618,513	134,949,129
Value	4,370,349	12,749,175

Because the revenue of Canada is larger than ever before, it is charged that taxation has increased. But that is not true. Take, for instance, the customs returns;—they show that while $20,219,037 was collected in 1896, the collections in 1900 were 28,866,986, and it appears to the superficial examiner that the charge of increased taxation is true. Take however another look at it. Here are the figures:

Imports for Consumption in 1896	$110,587,480
Duty collected in 1896	20,219,037

or 18.28 per cent.

Imports for Consumption in 1900	$183,209,173
Duty collected in 1900	28,866,986

or 15.76 per cent., showing a reduction of 2.52 per cent. To that extent the present government has lowered the burden of taxation upon the people. In their prosperity the people of Canada have bought more goods than formerly, and as they increased the volume of their imports the volume of duties was larger. But it is a fact which no sophistry can set aside, that whereas the duties under the Fielding tariff on the imports for consumption in 1900 amounted to $28,866,986, had the rates under the Foster tariff of 1896 been applied they would have been $33,490,655. The people who consumed them therefore saved $4,623,669.

Such facts as these are worth much more than the irresponsible vaporings of campaign prevaricators. If time and space permitted we might fill a dozen columns with equally strong reminders of the improvements brought about by Mr. Fielding, Mr. Blair and their colleagues in the administration of Canada's affairs during the four years they have been in power, but we cannot go further just now for want of space. We hope to return to the subject, however, next week and to show that it would be great folly on the part of the electors of Canada, and particularly of New Brunswick, should they fail in the duty of loyally sustaining the men who have made so excellent a record and so efficiently and intelligently promoted the well being and advancement of the Dominion.

The New Marriage Act.

We observe that the World, in the alleged behalf of the bishops and other clergy, objects to the Act relating to the solemnization of marriage passed at the last session of the Legislature of New Brunswick. It would be only reasonable to expect of a newspaper, before it made use of the names of clergymen of any degree in connection with such a matter, that it would ascertain something in regard to their sentiments on the subject, and we venture to suggest that if the World had done this it would have learned that the Act in question was not passed without the ecclesiastical authorities being first consulted. It had become a necessity, owing to the large number of marriages which had been solemnized, and in reference to which provisions of the law had not been observed, and the validity of which was in question. It removes these disabilities, legalises all marriages heretofore solemnized in good faith and provides against the recurrence of former faulty conditions. The World—eminent authority though it may be in religious matters—will find that the clergy do not at all endorse its views of the subject.

Political Notes.

With elections to come off in the United States on Nov. 6, in Canada on Nov. 7, and in Newfoundland on Nov. 8, the residents of the larger portion of the North American continent, will have busy times in politics for the next three weeks.

Mr. Tarte quite a while ago offered to wager his head against a straw hat that Ontario will send a majority of at least twelve supporters of Sir Wilfrid Laurier to the next House of Commons. The wager is still open.

York County is fortunate in the nomination of Mr. Alex. Gibson, jr., M. P. P., as the candidate who is to run for the House of Commons in the Liberal interest. Mr. Foster, having visited the constituency, decided that he could not be nominated with any hope of success, especially when it was known that Mr. Gibson was to be in the field, so he abandoned it to accept a nomination offered to him in St. John. Mr. Blair, however, has also been nominated for that constituency by the Liberals and, now, it is said that the opposition, knowing that Mr. Foster has no chance for success in New Brunswick, are endeavoring to run him for some safe constituency in the west also. The ADVANCE's prediction, made in 1899, that Mr. Foster would not find a New Brunswick constituency in which he could be elected in the pending Dominion contest is, even now, as good as verified.

Hon. A. G. Blair for St. John.

Hon. A. G. Blair, Minister of Railways and Canals, is the choice of the Liberals of the City of St. John, who were joined by a large number of former Conservatives in a requisition signed by over 1500 electors asking him to be their candidate for the House of Commons. The convention at which the request was formally presented to the Minister was held in the St. John Opera House last Friday evening and over two thousand persons were present, every seat and all the standing room in the place being filled, and hundreds occupying the vestibules and stairways and the street in front. It was a great popular demonstration, which had in it the assurance of victory at the polls.

The convention also nominated for the city and county its late representative, Lt.-Col. J. J. Tucker, whose return is doubly assured. Three hundred leading merchants, manufacturers, professional men and artizans were on the platform, including Senator Ellis, James Domville, M. P., ex-Premier Emmerson, Hon. H. A. McKeown, Hon. A. T. Dunn, Hon. Wm. Pugsley, James F. Robertson, J. Morris Robertson, Joseph Allison, J. M. Taylor, Dr. McAvenny, Carson Flood, Dr. J. M. Smith, Geo. A. Knodell, Dr. W. S. Morrison, Capt. Ferris, A. W. Adams, Alex. Johnston, A. O. Skinner, Joseph Finlay, Louis Green, Walter Foster, Richard O'Brien, John A. Bowes, E. S. Carter, David Chisholm, ex-Mayor Sears, Ald. McMulkin, Ald. Hilyard, Edward Lantalum, James Jack, G. Wetmore Merritt, Hugh Gregory, Dr. D. E. Berryman, Dr. John Berryman, John McMillan, M. F. Mooney, Patrick Mooney, S. S. McAvity, H. J. Olive, John McAvity, Thomas McAvity, John Keefe, John McAvity, Francis McPeake, George McAvity, John L. Carleton, R. C. John Dunn, Count DeBury, L. V. DeBury, John H. Thomson, James Doody, Thos. A. Rankine, Henry W. Maher, Sterling Lordly, T. H. Hall, Wm. Murdoch, F. J. G. Knowlton, Fred W. Blizzard, John Bond, C. E. Macmichael, T. O'Brien, Thos. P. Regan, Wm. Bruckhof, Alex. Macaulay, B. R. Macaulay, Dr. W. L. Ellis, M. Welch, Carleton Co., Jos. A. Likely, H. H. Hanaard, E. F. Jones, W. E. Skillen, Dr. Emery, Chas. Burpee, ex-M. P. Sanbury; James Pullen, Dr. T. Dyson Walker, W. C. R. Allan, Hugh Nealis, John Driscoll, Alfred C. Blair, John Russell, jr., W. A. Quinton, James V. Russell, Thos. Gorman, W. M. Wallace, C. P. Clark, Dr. A. B. Walker, W. H. Barnaby, E. J. Kenedy, P. H. Hamm and many others.

Following the presentation of the nominations of the convention, Hon. H. A. McKeown moved the following resolution:

The liberals of the city and county of St. John and of the city of St. John, in convention assembled, desire to place on record the following expression of their views:

Resolved, first, that while congratulating the Hon. J. V. Ellis on his elevation to the Senate of Canada, they wish to record their appreciation of his eminent services to the liberal party as a public writer for about 40 years, and as their representative in the legislature of New Brunswick and the parliament of Canada for 14 years, and to express the hope that he will live long to enjoy the new honors conferred upon him.

Second—They cordially approve of the conduct of Col. J. J. Tucker as a representative for the city and county of St. John, and acknowledge his zeal and activity in the interests of his constituents, especially with respect to the fisheries and public works.

Third—They heartily endorse the policy of the government of Sir Wilfrid Laurier, which has been so conspicuously successful in promoting the prosperity of the country, the excellence of which has been shown in enormously augmented trade, increased and increasing revenue, a better administration of all public departments, the placing of the Intercolonial railway on a paying basis, liberal appropriations for necessary public works, the giving of preferential trade to the mother country, the increased prestige of Canada among the British people, the sending of a Canadian contingent to South Africa to fight side by side with the soldiers of Great Britain in the wars of the empire, and the general feeling of hopefulness which pervades all ranks and classes and which is the best assurance of a prosperous future.

Fourth—They desire to acknowledge the inestimable services which have been rendered to this province and to this city by the administration of the department of railways by the Hon. Andrew G. Blair. Mr. Blair, in addition to his good work for the business interests of Canada generally, by the enunciation of a policy at once bold and comprehensive, has redeemed the Intercolonial railway from the reproach of being an incubus on Canada by extending it to Montreal and by providing facilities at this port for the shipment of grain and other products of the west to Europe, so that the original design of the construction of this great highway between the provinces may be carried out, and this city and port placed in the position which properly belongs to it as one of the great winter ports of Canada.

Mr. McKeown made a capital speech as did also Mr. John L. Carleton, the seconder. Speeches were also made by Mr. E. M. McDonald, M. P. P., of Pictou, and Col. Tucker also addressed the audience.

The speech of the occasion was, of course, that of Mr. Blair, and it was a most statesmanlike deliverance. We regret that limitation of space prevents our reproducing it, but we make room for the portion of it referring to the question at issue between the government and the C. P. Railway. Mr. Blair said:—

I want you to understand precisely what is the complaint which is made by the C. P. R. with regard to the Intercolonial. Some years ago the late Sir John Macdonald, acting by the authority of the government, entered into a written agreement with the C. P. R. to give them for a term of 10 years the right to go into Intercolonial territory and solicit at any point east of St. John, taking in the main line to Halifax, freights from the people in those districts, which freights were to be consigned over the I. C. R. by their route. The officers of the Intercolonial were to be absolutely neutral as against the Canadian Pacific. That is to say, while it was to the advantage of the Intercolonial to get all the traffic possible along the line, and to haul that freight over its own line to Montreal and points west, the government bound itself to permit the agents and officers of the Canadian Pacific to solicit that traffic without the least interference. At the same time, the Intercolonial was to maintain the line and its equipment. I took the liberty, with the approval of my colleagues, to terminate that arrangement, which was distinctly unjust to the Intercolonial, and was one which if left in operation would affect the continuance of that feeling of dissatisfaction which was felt by the parliament of Canada, and the members of parliament from the western provinces, as respects the Intercolonial. Then the trouble began. We were asked to renew the arrangement. We had some correspondence on the subject, very direct and explicit. With that correspondence you are familiar, as it was brought down to parliament. I stated my view that the Intercolonial could not allow this traffic to be taken out of its own territory; but that outside of our territory we would deliver the freight to any railway which might be designated by the shipper. On our line we were bound to carry it ourselves. (Cheers.) I was foolish enough to think that the railway was built for the purpose of carrying freight. (Cheers) But that was not satisfactory. I did not wish to strike a hard blow. I simply wished to assert what I thought to be a proper view. I left them the privilege of running to Halifax, and the use of the station here for a very moderate sum, as well as many other privileges granted them by the arrangement. I simply said that once and for all there should be an end to the arrangement which took from the Intercolonial the traffic which was its own. We wanted it for ourselves. But the C. P. R. wanted to take that business to Montreal itself. There is a fundamental difficulty which cannot be compromised. I am perfectly willing to meet these people on any fair proposition; but you cannot compromise on a basic principle. You must either give it or refuse it and

I CANNOT SURRENDER TO THAT DEMAND.

It is clear to my mind that if anything should happen to the export trade brought to this port by the C. P. R. it will not be due in the slightest degree to the refusal upon the part of the I. C. R. to yield to this demand of the Canadian Pacific. Mr. Shaughnessy has said as much himself. In an interview in this city between himself and the corporation he stated that it was not the amount involved, which was trivial, but it was the principle. If it is not the amount involved what is it? It must be a pecuniary question or else a question outside altogether of this demand which they have made upon us. Mr. Shaughnessy went on to state that the action of the government was destinctly unfriendly to the C. P. R., and that if the C. P. R. was coming down here to promote business and make St. John a Canadian port for winter shipment they ought to be dealt with in a spirit of friendship by the government and not in a spirit of hostility. It is not the trifling amount involved, but it it is the grand principle of fraternity between railways, and particularly on the part of the government. Now I have had a suspicion that the kind of fraternal feeling which would be exhibited by the C. P. R. would be similar so that which would lead the panther to ask the sheep to lie down alongside of it, and in the morning as a result of that fraternal embrace the sheep would be inside the panther. (Laughter and applause.) Mr. Shaughnessy said in this interview: "We admit that the Intercolonial is right from a railway point of view, but we demand it." Could anything be more unreasonable than a demand that there should be no business on the side of the Intercolonial, but that all the business should be on the side of the C. P. R.? If business is not business then what is it? (Laughter and applause.) They say: "Let us go into your territory and take your trade from you; let us reduce the volume of your receipts and discredit your road in the eyes of the people of Canada, and when you do it remember that you are asked to do it and expected to do it not out of any business consideration, but out of a kindly and fraternal feeling on the part of the government toward a competing road." We are a railway. Shall we cease or continue to be a railway? One or the other result must follow. I think the chief trouble with our friends of the Canadian Pacific is that we have become an actual competitor with them, which we were not previous to 1896. (Applause.) We committed our greatest fault in the eyes of the C. P. R. when we extended the I. C. R. to Montreal, but we cannot help that now. We are building up a large business in that territory, with the prospect of a great increase in business in the eastern portion of Canada by reason of the building of the great iron works at Sydney, and it is the splendid prospect which is opening up before the I. C. R. which is making our friends of the C. P. R,

GREEN WITH ENVY.

(Cheers) That is the great wrong which we have committed. And they know this: If they can coerce the government into yielding that which we have refused to yield to-day, to-morrow they would be in a position to make a demand of an extreme character with every prospect of our surrendering. I want to know, in the name of all that is reasonable, where is this thing to stop? When will we cry a halt? We cannot do it to-morrow if we do not do it to-day."

Let me give you a little bit of history of some significance. There was an interview between Mr. Shaughnessy and the representatives of the city. At that interview some statements were made which led to the president of the C. P. R expressing his views upon this question. Alderman Macrae asked the question: "Even if the government does make an agreement with you such as has existed for ten years with respect to traffic, it would not follow, would it, that the C. P. R. would continue its business here?" That was a very pertinent and direct question. It might have been put in this form: "Supposing the minister of railways gets down on his knees and begs that you will allow him to deliver the Intercolonial traffic to the C. P. R. and supposing you accept that, what are you prepared to do? What will you do with respect to the export business at this port?" Mr. Shaughnessy said: "I am not making that a condition one way or the other. I would not desire to have it understood that the company would make an agreement with the I. C. R a condition preceding the maintenance of our winter port business at St. John, nor would I have it understood that even if that agreement was made we would not consider as to what we would do in the future." That statement is certified under the hand of the official who took the statement, with the taking of which I had no connection. Thus, we have the assurance from the lips of the president himself that although this abject surrender should be made, and although the minister of railways should yield that which he has affirmed he could not yield in the true interests of Canada, the C. P. R. were not prepared to say they would continue the business at this port or bind themselves as to their future course. (Cheers.) I want to ask the people who are within the sound of my voice what sort of position I would have been in if I had yielded, and the Canadian Pacific had made some further demand on the threat which they are now making, and had carried out such threats? Would I not have been humiliated beyond measure? Would not the government of this country stink in the nostrils of the people if they had so surrendered?

THEY WOULD DESERVE TO DO SO.

(Cheers.) They would be in the position of having surrendered without any compensation. I take it that the people will realize the position in which this case stands when they come to consider the facts. It is difficult to grasp railway problems. Although I pride myself on understanding some of them fairly well, they are still problems to me. You may take it for granted that no government in Canada would desire to refuse to any railway corporation any request which they could properly and reasonably accede to, and you are bound in all reason to conclude that any refusal which may be given must be founded in the best interest of the public.

Mr. Blair dealt also with the obligations which the C. P. R. had entered into with St. John in consideration of the expenditure of about $750,000, spent by that city to enable the C. P. R. to carry on the winter port business, and asked whether it would not been more businesslike and loyal on the part of certain members of the city council if they were to require the C. P. R. to carry out its contract, than to join with it in its political crusade against the government because its unreasonable demands against the people's interests were not met.

To Our Readers.

The ADVANCE will be obliged to its numerous readers if they will enable us to make reference in our local columns to matters and events in which they are interested, or may think their friends may be. This they can do by giving the information in person at the office, or writing to us about it. Many things proper to be noticed in the ADVANCE's columns do not appear therein, simply because our attention is not called to them by those who would like to see reference to them in the paper, but have omitted to do their part in making them known. Come, therefore, or write and tell us your local news.

Synod Notes.

The Presbyterian Witness (Halifax) in a "Synod Notes" column last week says:—

"The Editor of the Witness has participated in the proceedings of many Synods, and he has seen none more enjoyable than the Synod just closed at Chatham N. B. The people were as hospitable and kind as could be imagined. Homes and hearts were open to us, and I do not think that anyone of all our ministers and elders failed of a warm Christian welcome, and very pleasant quarters.

Among the noble and warm-hearted men that came to the railway station to welcome us and direct us to our allocated homes, we found not only Presbyterian ministers but the Prime Minister of the Province—Hon. L. J. Tweedie. I think too the Mayor of the town was there, and I know that many kind citizens rendered us cheerful and ready guidance.

May I here give a broad hint to some ministers that have not attended the Synod, but had intimated their intention to the committee to do so? They ought to have informed the hospitable men of Chatham of their change of purpose. It would have been only proper to do so; and to neglect this little bit of civility is a serious breach of the proprieties. Do you know that one and another of your intended hosts went to the railway station, hoping to meet you—went not once but twice, and you were not there. You would not like to be treated in this way. This hint will surely prove sufficient to prevent neglect in the future. It is given "at large" and "by request"—for we know no names in the matter. Such incidents are not unusual, tho' they ought to be altogether obsolete.

It is needless to say that the chair was filled by our Missionary-Moderator with dignity, suavity, and ability. He kept his grip of the business from first to last.

Admirable above measure is that Silent Man, whom I have seen at say twenty-five Synods or Assemblies, and whose voice has never been heard on the floor except in prayer or saying "Ay" or "Nay"

But we cannot do without speech, and the Head of the Church has imparted the needed gift to one here and another yonder. Thank God for the wise speaker, and for the Silent Man who is also wise.

A delightful episode was the sail on the Miramichi River, enjoyed at Thursday noon, through the kindness of Senator Snowball. The sun was bright: the breezes were balmy: the river laughed in countless ripples: the grassy slopes were green and the trees were green and golden. Thanks were tendered to the Senator for his thoughtful kindness.

Let me not forget the courtesy of the Chatham Citizen's Band, which discoursed sweet music on fitting occasions at the front of the church, or near it—music that was thoroughly enjoyed by the visitors.

This is a fitting place to make mention of the "grand sweet melody" with which the Choir of St Andrew's Church delighted us all during the three evening meetings. It is not often one hears a choir singing with such voice and heart and understanding.

We were favored with the loveliest weather that heart of man could wish: warm, but not too warm: calm and sunny, somewhat hazy over the quiet river in early morn: and on Thursday afternoon glorious cloud scenery presaging rain. And rain fell copiously when the Synod's work was well over.

We were favored with the presence of two veterans—Rev. Lewis Jack, and Rev. J. MacGregor MacKay—men who have retired from the active duties of the ministry. Here also were two other brethren, not ranking in years with the two we have mentioned, but "retired veterans"—Revs. T. G. Johnstone and James Murray. It is indeed a pleasure to see these men in their place watching with unabated interest the progress of the church to whose service they have devoted their lives.

The authorities of the I. C. R. and Canada Eastern are entitled to the thanks accorded them for their kindness in sending a special from Moncton to Chatham to accommodate members of Synod on the opening day. The return journey also was made as comfortable as need be.

The Venerable Rev. Lewis Jack was present at this Synod, an attentive listener: and there were with him as members of Synod two sons, Rev. Thos. Chalmers Jack of North Sydney, and S. R. Jack, elder, St. John."

From Coast to Coast.

THE FAME OF DR CLARKE'S WONDERFUL PILLS SPREADING

Editor of the Daily Echo.

Sir,—At the request of the makers, I cheerfully furnish the following statement in the hops that others like myself might be cured. I was a life long sufferer from rheumatism, stomach troubles and was a total wreck. Nothing did me any good until I tried Dr. Clarke's Little Red Pills, and, thank God, I am now almost well, after taking only six boxes. They undoubtedly saved my life, Clara E. Humphrey, Victoria avenue, Halifax, N. S.

R. D. Henry, Vancouver, writes—Dr. Clarke,s Wonderful Little Red Pills have worked a marvel in my case. I was unable to walk with paralysis and rheumatism, and am now entirely well. These marvellous pills have done what no doctor or medicine could do.

Dr. Clarke's Little Red Pills are a positive and certain cure for rheumatism, asthma, paralysis, catarrh, coughs, lame back, indigestion, all stomach and liver troubles, female complaints, even when the diseases have been standing for many years. The most stubborn cases will yield. For sale by leading druggists or sent direct by mail, by addressing Canada Chemical Co., Peterborough, Ont. 50 cents per box, or 3 boxes for $1.00.

Dr. Clarke's Sure Cure for Catarrh. same price. $100 will be paid for any case that it will not permanently cure

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THANKSGIVING DAY

Excursion Tickets

One Fare for the Round Trip.

Going October 17th and 18th, good to return October 22nd, 1900.

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SUPERB PALACE SLEEPERS,
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LOST.

On Sept. 14th between Bay du Vin and Lower Napan, a light overcoat, trade marked, A. Shuman & Co. Boston. The finder will be rewarded by leaving same with F. W. Sweezey, Napan, or the Proprietor of Hotel Minto, Chatham.

Canada's Sons on Kopje and Veldt