General Business.

INTERNATIONAL S. S. CO.

THREE TRIPS A WEEK

— FOR —

BOSTON!

COMMENCING MAY 14, the Steamers of this Company will leave St. John every MONDAY WEDNESDAY & FRIDAY morning, at 7.30 o'clk, standard, for Eastport, Lubec, Portland and Boston.

Returning, leave Boston same days at 8 o'clk. EF WEDNESDAY'S trip from St. John, Steamer does not touch at Portland.

Through Tickets on sale at all Railway Stations and Baggage checked through.

Passengers arriving in St. John in the evening can go direct to the Steamer and take Cabin Berth or Stateroom for the trip.

For rates and information apply to nearest Ticket Agent.

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

EVERY MOTHER SHOULD Have it in the House

For common ailments which may occur in every family. She can trust what time indorses. For Internal as much as External use. Dropped on sugar it is pleasant to take for colds, coughs, croup, colic, cramps and pains.

I have used your Anodyne Liniment in treating our infant (only six months old) for colic, and our little three year old daughter for summer complaints and bowel disease generally, and found it to be excellent. JOHN L. HOALLS, Americus, Ga.

JOHNSON'S ANODYNE LINIMENT

Relieves Every Form of Inflammation. Originated in 1810 by an old Family Physician. No remedy has the confidence of the public to a greater extent. For Sore Throat, INFLAMMATION from Cold, Price 25 and 50c. S. S. Johnson & Co., Boston, Mass.

Parsons' Pills

"Best Liver Pill made." Positively cure Biliousness, Sick Headache, all Liver and Bowel complaints. They expel impurities from the blood. Delicate women find relief from using them. Price 25c. I. S. JOHNSON & CO., Boston, Mass.

AGENTS WANTED.

No experience necessary. Permanent position. Liberal terms. Pay weekly. Stock complete with fast selling specialties, including Seed Wheat, Oats, Potatoes, &c. OUTFIT FREE. Secure territory now. Write, BROWN BROS. CO., Nurserymen, Limited, Brown's Nurseries P. Q., Ont.

EQUITY SALE!

MRS. ELIZABETH WALLS' ESTATE

Notice is hereby given that on Tuesday, the 24th day of July, A. D. 1900, at the hour of two of the clock in the afternoon, at or near the Post Office, in the Town of Chatham, in the County of Northumberland, in the Province of New Brunswick, there will be sold at Public Auction, under and by virtue of and in pursuance of the authority given to me, the undersigned Referee in Equity, in and by a certain order of the Supreme Court in Equity, bearing date the 27th day of April, A. D. 1900, and made in a certain suit therein pending, wherein Johanna Murphy is the Plaintiff, and James D. Murphy and Mary Curran, administrator and administratrix of the personal estate and effects which were of Elizabeth Walls, deceased, who died intestate, are Defendants; and in pursuance to the provisions of the Fourth Chapter of the Acts of the General Assembly of the Province of New Brunswick made and passed in the 53rd year of the reign of Her present Majesty, Queen Victoria, entitled "An Act Respecting Practice and Proceedings in the Supreme Court in Equity," all the Real Estate, Lands and Premise of which the said Elizabeth Walls was seized at the time of her death, in separate lots, mentioned and described in the said order as follows:—

FIRST,

"All that piece or parcel of land situate, lying and being in the Parish of Chatham aforesaid, bounded as follows, to wit: Commencing on the north side of Duke Street at the distance of sixty-nine feet easterly from the east side of lands lately owned and occupied by Alexander Kay, deceased; thence northerly on a line parallel with King Street sixty eight feet six inches; thence easterly on a line parallel with Duke Street twenty-nine feet six inches; thence southerly on a line parallel with King street thirty-five feet six inches; thence westerly on a line parallel with Duke Street four feet three inches; thence southerly on a line parallel with King street thirty-three feet three inches, or to the north side of Duke Street; thence westerly along the north side of Duke Street twenty-five feet three inches to the place of beginning—being the same piece of land that was conveyed to said Johanna Murphy by James Crowley of the thirteenth day of July, A. D. 1870, and by said Johanna Murphy conveyed to said Elizabeth Walls, by deed dated the 14th day of November, A. D. 1883, registered the 14th day of November, A. D. 1883, in Northumberland Registry Office in Vol. 63, pages 214 and 215.

SECOND, also all that other lot of land and premises mentioned and described in said order as:

"All that piece or parcel of land situate, lying and being in the Town and Parish of Chatham aforesaid, in the County of Northumberland, on which the buildings formerly occupied by John Brown, merchant, as a store, stands, with a right of road from front to rear of said premises, on the west side of the said building, of six feet, conveying the same breadth as in front of the said premises to the rear thereof, and was conveyed to David T. Johnston by his father, George Johnston, by indenture, bearing date the 20th day of November, A. D. 1870, and by the said David T. Johnston to Thomas Delaney, by deed, bearing date the 14th day of June, A. D. 1882, and bequeathed by the said Thomas Delaney to his wife, Margaret Delaney, by will, bearing date the 9th of October, A. D. 1897, the same having been conveyed by the said Margaret Delaney to said Elizabeth Walls, by deed, dated the 20th day of August, A. D. 1899, and registered in the Registry Office of the County of Northumberland on the 30th day of September, A. D. 1899, in Volume 97, pages 65 and 66.

EF For terms of sale apply to the undersigned. Terms cash.

Dated this 11th day of May, A. D. 1900.

E. GIROUARD, Plaintiff's Solicitor. HENRY H. JAMES, Referee in Equity for the Co. of Kent.

DERAVIN & CO.

COMMISSION MERCHANTS

ST. KITTS, W. I.

Cable Address: Deravin

LEON DERAVIN, Consular Agent for France.

M.S.N. CO.

TIME TABLE.

Miramichi Time used—30 minutes faster than Eastern Standard.

STR. "MIRAMICHI,"

CAPT. GOODFELLOW.

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, Oak Point, Burnt Church, and Neguac, calling at Escuminac on Mondays, Wednesdays and Fridays, and Bay du Vin on Tuesdays, Thursdays and Saturdays.

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

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

STEAMER "NELSON"

CAPTAIN BULLOCK.

COMMENCING MAY 21st, 1900, 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.	3.15 "
4.15 "	5.00 "	5.15 "
7.00 "		7.45 "

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

EF SEE PASSENGER TARIFF FOR RATES.

All Freights Must be Prepaid.

J. ARCH'D HAVILAND, Manager.

Chatham, N. B., May 17, 1900. (Telephone 40.)

Miramichi Advance.

CHATHAM, N. B. JUNE 28, 1900.

What the Record Shows.

Some of our sanguine Conservative friends pretend to believe that a great reaction is going on in the country against the Liberal party. The record of elections to the House of Commons since the change of Government after the general election in 1896, does not, however, bear out this view of the matter. Forty-five seats have been vacated since that time and all of those formerly held by Liberals, have been retained, while no less than ten of those held by Conservatives have been captured by the Liberals.

The situation in this regard is made plain by the following list of constituencies in which new elections have been held, those won by the Liberals from the Conservatives being printed in italics:

LIBERALS.	CONSERVATIVES.
Saskatchewan.	Simcoe E.
Brandon.	Champlain.
Cornwall-Stormont.	Sherbrooke.
Quebec E.	Winnipeg (labor) —4.
Kings (N. S.)	
Queens and Shelburne.	
Ontario N.	
Grey N.	
Queens and Sunbury.	
Portneuf.	
Brant S.	
Queens W. (P. E. I.)	
Bruce.	
Prince W.	
St. Johns and Iberville.	
Bonaventure.	
Oxford S.	
York N.	
Wright.	
Colchester.	
Temiscouata.	
Rimouski.	
Drummond and Arthabasca	
Macdonald, Man.	
Winnipeg.	
Nicolet.	
Toronto C.	
Prince W.	
Prince E.	
Simcoe N.	
Lambton W.	
Bagot.	
Montmagny.	
Levis.	
Huron W.	
Brockville.	
Ontario W.	
Berthier.	
Chambly and Vercheres.	
Labelle.	
Lothiniere.—41	

The principal reason why the Conservatives have not made any show of holding their own when these real tests of popular opinion were made is because many who were adherents of the Conservative party have lost faith in their leaders. They know that the affairs of the Dominion are being well managed, but all their leaders appear to be able to do is to assail the integrity and misrepresent the motives of members of the government. The policy of the Conservatives, as voiced by Sir Charles Tupper, Mr. Clark Wallace, Mr. Foster and others who are in the chief council of the party, is to besmirch the reputation of all public men in Canada who are not of their political faith. They appear themselves to speak in this way, as far as they dare, and to encourage their newspaper organs to adopt the same tactics. Clean Conservatives, however, feel that their intelligence is discounted when no better claims than these can be made for their continued allegiance. They know that the country has prospered under Liberal rule. It may not be because of the change of government, but the fact remains that with some reasonable general tariff reductions and a preferential reduction of 25% on the duties on British goods, the revenue of Canada is greater by millions than ever it was before, and that development in railways, canals and other public works has kept pace with the buoyant financial conditions existing.

It is not to the advantage of the Conservatives when comparisons of the personnel of the respective party leaders are made, for it cannot be denied that, as a whole, the chief men serving under Premier Laurier are a better average than those under Sir Charles Tupper. The latter are those who, like a lot of perverse school boys rather than statesmen, deserted their leader, Sir Mackenzie Bowell just before the close of the last parliamentary term, and were glad to be taken back into the government by him a few days after. They forfeited the confidence of thousands of the best Conservatives of the country at that time, and brought on the party's downfall. Many, however, held to them through the election of June 1896, who privately shared the general feeling of disgust over that disappointing exhibition of mutinous weakness, but have since lost hope of improvement. They see that no new or better men have been gained by the party, and that so long as its management is under the control of the old regime, it stands to lose every time. This is why there is no appreciable sentiment in the country in favor of the restoration of the Conservatives to power. When they have different and better leaders—leaders worth following—they will probably regain the old friends who hold aloof. Until that time comes they must expect continued reverses and decimation.

Ottawa Notes.

Sir Wilfrid Laurier stated, on Saturday last, that there would be no further legislation of any consequence except a conciliation bill. He would see about the railway subsidies next week. He anticipated prorogation week after next.

Mr. Foster wanted an arrangement to adjourn the House every night at twelve o'clock, but the Premier did not want to make any fast bargain.

Sir Wilfrid announced the appointment of Mr. Bernier to the cabinet and of Sir Henry Joly to the Lieut.-Governorship of British Columbia in place of McInnes removed.

Lieut.-Col. Richard Tyrwhitt, M. P. for South Simcoe died at the family residence on Friday night. He was a Conservative and was first elected to Parliament in 1882,

THE WAR!

LONDON, June 23.—Great Britian's great army in South Africa is slowly accomplishing the work of pacification. The smould ring embers of that once fierce resistance occasionally flare up, but the hard fighting seems to be practically over. The British military progress in the Transvaal is scarcely more interesting now than the events in the Orange River colony during the last two months. The Transvaal annexation proclamation is soon expected. Almost all reports indicate that the Boers are rapidly realizing the futility of a further struggle when opposed to such an overwhelming force.

LONDON, June 24.—According to a special despatch from Cape Town it seems that in the recent fight at Zand River the Boers captured 2,000 mail bags, containing a three weeks' accumulation of letters for Lord Roberts' army and £4,000 worth of stamps, intended for the use of the troops.

LONDON, June 23.—One of the most noticeable features of the week in South Africa was Lord Roberts' abandonment of humane measures towards the Boers which was persisted in despite the criticism of the British colonists and many officers. The stern vengeance that now will be visited not only on those who give the Boers passive assistance, but on those who, after surrendering, fail to assist the British arms, savors more of General Kitchener than of "Bobs."

W. Richmond Smith, war correspondent of the Montreal Star in South Africa, cables as follows:—

"PRETORIA, June 25.—The Strathodna Horse has done one of the great deeds of the war. Leaving Cape Town a month ago they went to Durban by water and then proceded up country, reaching General Buller's forces in time to do splendid service in the advance from Newcastle on towards Standerton and Pretoria—service for which they received special mention in General Buller's despatches to the War office, approved by Lord Roberts. Now they have done a deed which will live in history. They have blown up the railway bridge at Komati Poort, on the railway between Pretoria and Komati Poort, and have cut off all communication of the Boers with the sea. All the Delagoa Bay rolling stock, the Boer artillery, the whole Boer army, including gold taken by President Kruger from the mint here and west of that break and must now inevitably fall into our hands. Strathcona's Horse has effectually bottled up the Boers."

Again Misrepresenting.

[St. John Globe.]

The Moncton Times says the Globe strongly condemns Mr. Emmerson's prospective retirement from the political field to take a seat on the bench. The Globe has done nothing of the kind.

For Mr. Tweedie.

Referring to the rumor of Hon. Provincial Secretary Tweedie's probable succession to the premier ship in the event of Premier Emmerson's retirement from local politics the Richibucto Review says:

If the forecast be correct, then the North Shore is to be honored, in all probability, by one of her sons being called to the Premiership in the person of the Hon. L. J. Tweedie. This will be the first time in the history of New Brunswick that the Premier has been called from a North Shore constituency, and the compliment will therefore be duly appreciated in this section. Mr. Tweedie will receive the hearty support of the friends of the Local Government and we doubt not will do credit to the honorable position so ably filled by the colleagues who have preceded him. His experience in the financial affairs of the Province will make it the more easy for him to adjust the problems connected with the New Brunswick prosperity with credit to himself and benefit to our people. We cannot wish him better than that his administration may be as popular and beneficial as that of his predecessor has been.

St. John Exhibition.

The St. John Exhibition opens this year on the 10th of September, and closes on the 19th. The management delayed announcing the dates up till the present, hoping to be able to make some arrangement with Halifax so that the two exhibitions would not conflict. As our Nova Scotia friends would not change their date of opening from the 12th Sept., to enable the St. John people to either precede or follow them, the shows must conflict. New Brunswickers should help their own and enable the St. John management to put up just as good an Exhibition as can Nova Scotia. We believe, with the assistance of our farmers, New Brunswick need take no second place. All the local agriculturists should make a special effort to forward good exhibits of live stock and farm products, and so keep our province to the front. The prize list containing transportation rates &c., will soon be out.

Charters.

Timber Trades Journal of 16th inst. says:—

There has been a very good demand for tonnage from all the B. N. A. ports, and full rates have been paid, but at the close there is a little pause in chartering. The following fixtures have taken place:—

Bay of Fundy to W. C. B., 75s. 6d., June/July, "Santanderino" (s).

St. John to Glasgow, 56s. 3d., "Janeta" (-).

St. John to W. C. B., July, 58s. 9d., deals "Jenny" (-).

St. John to W. C. B., 57s. 6d., "Bjorgvin" (s).

1,200 std. boat, Bay of Fundy to p. p. U. K., 58s., July.

1,100 std. boat, Montreal to East Coast, 62s. 6d., 45 per cent. boards.

500 std., Miramichi to Cardiff, 60s.

393 std., Miramichi to Garston, £575.

700 reg., Bathurst to Cardiff, p. t.

Saffer, Richibucto, to Belfast, 50s.

500 reg., New Richmond to Mersey, 58s. 9d.

And a great number of small sailers from the lower ports at 55s. to 60s.

Liverpool Lumber Market.

London Timber Trades Journal, of 9th inst., in its Liverpool report says:—

"Our spruce market maintaines its firm position, influenced by the attitude of the freight market as well as the high first cost. In the month of May last year the import was 11,588 standards, this year it was only 1,520 standards according to the brokers' returns, which appears to us to be under-estimated. Prices for spruce still keep up to their level, and as we have said before, we see no reason for decline. We observe one circular this month quotes "St. John, N. B., £7 12s. 6d. to £7 15s. per standard c. i. f. terms." That a cargo has been sold to come to this port at the former price is a perfectly true statement of one fact. The facts that are omitted relate to the specification, which consists of 55 to 60 per cent. of 7 and 8 in., 10 per cent. of 11 in., balance 9 in. and oddments. It would be as well when giving a price if other conditions were stated, for consumers are only too apt to seize any point that may offer to decline ordinary prices for ordinary specifications."

The same Journal of the 16th inst. says:—

Spruce deals in regular lengths went strongly, a parcel of second Quebec, 13 feet, fetching £10 10s. There was a heavy line of St. John spruce averaging seconds, ex "Marian" the deals mostly selling at £9 10s.; the cargo embraced battens and scantlings, but they all sold well, in face of the heavy line submitted. The fourth deals out of this cargo fetched £8 5s., which seems a very good price.

[Concluded from last week.]

Breeding and Care of Turkeys.

By Thomas Briggs.

HATCHING.

The turkey hen is one of the most faithful sitters and mothers we have and should be utilised for the work whenever possible, but although she will cover twenty five eggs comfortably, as a rule, she will lay more than these before desiring to sit, and the surplus should be placed under ordinary hens.

It is important to select the right kind of hens for this work, in view of the nature of the young turkeys, an active, energetic hen, such as game, pure or crossed would be undesirable, as it would wander far too much and overtax their strength. The best kind would be any of the heavier races, such as Plymouth Rocks, Wyandottes or Buffs—all of which are faithful and attentive, and not prone too wander too much.

The nest should be where there is an abundance of fresh air. It is a good plan to give a full measure of cooling. Artificial systems of hatching and rearing have been adopted for turkeys but not with the same measure of success as in the case of chickens and ducklings. Why this should be so is not easily explained, but it is true that few continue to follow artificial methods who have tried them. I do not think that the failure is so much in the hatching as the rearing. Perhaps it may be that young turkeys are unable to look after themselves as well as chickens which are found in a day or two quite as hardy when reared in a brooder as under hens. This is not so with the chicken turkeys, and it is better to rear by means of hens than artifically.

The period of hatching is 28 days.

REARING.

When the turkeys are hatched they should be kept in the nest for a day, or a day and a half before which time they will require no feeding whatever; and this time is necessary for them to get over the strain in hatching. Where a large open fronted shed facing the south is available this should always be employed during the first three or four weeks.

The coops should be placed against the back wall, and if the floor is covered with dry earth sand or fine gravel, the youngsters will be able to move about freely but under shelter even on the most unfavorable day. Such a shed should be perfectly open in front or, at any rate, wire netted and is much better if gabled or with slope of roof to the back, so as to afford all the light and sunshine possible to the inmates. Under such conditions an ordinary coop may be employed, but out in the open this would not give sufficient protection. At the end of ten days the hen may be allowed out with her brood. The great points to ensure success in turkey raising are:

First, to give as much light and air as possible;

Second, to let the birds have plenty of room, both in the coop and outside;

Third, to place them on dry ground, which should be sweet and untainted;

Fourth, to shelter them from windrain;

Fifth, to keep them from long grass;

Sixth, to observe the most perfect cleanliness in everything connected with them.

FEEDING.

Young turkeys must be well fed, but not pampered. The latter is accountable for much mortality. It is necessary to let them have meat and plenty of green food. The meat must be lean and cooked. Any form of garden stuff is good;—young onions are about the best; then lettuce, young cabbage and endive may be used. During the first week hard boiled eggs chopped fine and mixed the first three days with breadcrumbs moistened with sweet milk, but after that with increasing quantities of steeped Spratt's meal and boiled rice should be given. After that we must tempt the appetite by a variety of food, making Spratt's chicken meal—an invaluable cooked food—the basis. We can vary it by rolled oats and boiled rice, adding about one tenth of grittle or meat meal and using sweet skim milk if it is available. Feeding should be regular, four times a day after the first week, but for the first week it should be oftener. All food remaining should be removed after each meal. They may have grain such as buckwheat or crushed wheat meal when two or three weeks old.

News and Notes.

In the House of Commons on Thursday night, Hon. Mr. Mulock stated that before the present season of navigation closed telegraphic communication would be established between Canada and Belleisle. The cable will be delivered in Canada within eight weeks and within a month thereafter it will be laid.

Mrs. Lenebsky and Mrs. Michelena Andersen, both Swedes and residents of Brooklyn, were killed on the Coney Island Creek trestle at an early hour Friday morning, by a Brooklyn rapid transit trolley car. The Rapid Transit Company recently increased its rate of fare to Coney Island from five to ten cents. The women, refusing to pay the extra five cents, were put off the car, and starting to walk to their destination met their death on the trestle.

The deal between the Allan line and Furness line has been closed by which the Furness line will run a joint service with the Allans between Liverpool, St. John's, Nfld., and Halifax. The Furness line will also take over the management of the Glasgow, Liverpool and Philadelphia line conducted by the Allans.

The steamer Grand Lake, which has just returned to St. John's Nfld., from Labrador, reports immense bodies of ice along the coast and extending far eastward into the Atlantic. It is not likely that a transatlantic steamer will be able to go through the Straits of Belisle for weeks to come. The steamer brings reports of great destitution among the settlers of northern Labrador.

A despatch of 24th from Atlanta, Georgia, says:—A passenger train on the Macon branch of the Southern Railway ran into a washout one and a half miles north of McDonogue last night and was completely wrecked. The wreck caught fire and the entire train, with the exception of the sleeper, was destroyed. Every person on the train except the occupants of the Pullman car perished. Not a member of the train crew escaped. Thirty-five people in all were killed.

A Fortune Found at Sea.

THE SHIP SENATOR PICKED UP A PRIZE VALUED AT OVER $200,000.

One of the richest prizes ever picked up at sea is now making her way across the Atlantic to Gibraltar, in charge of six seamen from the British ship Senator. The vessel is the Norwegian iron ship Superb, with a rich cargo of ore, which was picked up in latitude 33 N., longitude 36 W., totally abandoned, but in first class condition, vessel and cargo being valued at fully $200,000.

The prize was spoken on May 24 in latitude 36.04 N., longitude 20.04 W., by Captain Jones of the British steamship Chivertone, which arrived at Portland Me., this week from Carthagena. Despite the fact that the Superb, which is a full rigged ship, was manned by only six men, there was no requests for assistance made to Captain Jones, who stated that signals displayed stated that the vessel was proceeding to Gibraltar. When last seen he calculated that she was proceeding at the rate of about four knots.

The Superb left Rio Janeiro on February 18 for Middlesborough, Eng., with a full cargo of manganese ore, and was deserted by her crew, who became needlessly alarmed in a storm on April 27, in latitude 33 north. The frightened sailors were picked up by the barque Seafarer, from San Francisco for Hull, and were landed at Portland by the tug Oceana on May 1.

The British ship Senator, from which vessel the prize crew was taken, sighted the abandoned vessel on May 6, and an officer on boarding the vessel found her sound and staunch, with the exception of her main, mizzen and foretop-gallant masts, which were gone. About sixty feet of her amidship starboard rail was also gone, but otherwise she was as sound and staunch as on the day she was launched. An examination made by the officers from the Senator showed that the vessel was deeply laden with ore but did not leak.

A call was made for volunteers from the Senator and five seamen in charge of the second mate was sent on board and put in charge of the prize, which was stated by insurance experts to be one of the most valuable that has ever been picked up at sea, both vessel and cargo being subject to the salvor's demands.

The entire crew, as well as the owners of the Senator, will participate in the salvage award, which will be at least seventy-five per cent. of the value of the Superb and her cargo, estimated to be worth not less than $200,000 and probably a great deal more.

The Superb, which until recently hailed from London, is 220½ feet long, 37½ feet beam and registers 1444 gross tons. A. P. Ulrikson, of Mandel, Norway, is her principal owner.

Methodists and Prohibition.

TORONTO, June 20.—The Toronto Methodist Conference yesterday, while voting approval of the principle of Dominion prohibition or failing that, of prohibition in those provinces and territories that have voted in its favor, refused to endorse the plan of the Dominion Alliance to get the pledge of 100,000 voters at the next general election to vote for only such candidates as would agree to do all in their power to obtain prohibitory legislation to at least those provinces which have given majorities for it.

The speech of the Rev. Dr. Sutherland, which was loudly applauded, seemed to show that there is general objection to the alliance campaign. Dr. Sutherland said that in their great zeal for prohibition, pure and simple, they were letting the great principle of moral suasion slip away from them. If they got a prohibition measure to-morrow it would be utterly useless without a mighty public sentiment behind it.

"We have been pedd ling along for twenty years with this resolution," he said, "and what under heaven has it amounted to? Nothing, and never will along these lines. We should have a stronger deliverance or nothing at all. This does not mean anything. I have no faith in these resolutions that come to us from the alliance. Let us for once in our history act as men in this matter. I do not wonder that we have become the laughing stock of the floor of the House of Commons. Let us act as we mean, or let us drop it altogether and follow the old temperance lines as we used to."

Bye-Road Appropriations, 1900.

LUDLOW.

W. R. McCloskey, Commissioner.

To expend in district where most required	$20

R. A. Pond, Commissioner.

To expend in district where most required	$25

John McAleer, Commissioner.

To expend in district where most required	$25

William A. Brown, Commissioner.

To expend in district where most required	$25

BLISSFIELD.

John Connell, Commissioner.

Shinnick's to Kirwin's	$10
Connell road	10
Kirwin's to Mahoney's	10
McLachlan road	5
Mahoney's to Connell's	10
McCormack road	5
Murray's to Arbo's	10
David Connell's to Hugh Murray's	5
Duff's to Grand Lake road	10

Michael Hannan, Commissioner.

On the Grand Lake road between Duff's and the Miramichi River	20
To expend in district where most required	50
To expend on the Betts' Brook road	20

Frederick Morehouse, Commissioner.

To expend in district where most required	50

Enoch M. Bamford, Commissioner.

To expend in district where most required	50

HARDWICKE.

Hugh McKay, Commissioner.

East side Little Branch to Fowlie's mill	$10
Victoria Bridge road	5
McDonald's Point to shore	5
Wm. Williston road	5
Joseph Williston road	5
Gulliver Bridge road	5
On road between Sam and Henry Kingston	10
Rainsborrow's to S. J. Kingston's	10
East side Bay du Vin from Parish line down	15
C. Fraser's to Horton Creek	20
Between Jas. Graham's and Thos. Miller's, highway to river	5
From Main road, south side, to Main road, north side at Fraser's Bridge	10
Highway to shore at Bay du Vin boom	10

Joseph B. Williston, Commissioner.

To pay John McGinnis for work done	$5
From Great road to shore, between Hugh McGinnis and Patrick Taylor	10
To expend in district where most needed	80

A. G. Williston, Commissioner.

Point Sapin road	$15
Donald McLean's to shore	10
Road between Donald and C. C. McLean to side road	15

William Manuel, Commissioner.

On line between Fleigher's and Preston's,	$10
Mt. Carroll road,	5
For work done on bridges last year,	10
On road between John and Thos. P. Walsh,	5
O'Feill and O'Leary road,	5
David Bransfield road,	5
Lloyd road between Lloyd and Mrs. Preston,	10
Jeremiah Sullivan road,	5
Road between H. Allen and Mrs. Phillips,	10
Between McGraw and Nash,	5
Between Edward and Jas. Nowlan,	5
M. Manuel, road,	5
Wilson road,	5
W. G. Tait road,	5
Thomas Carroll road,	5
To open drain from Sapin road to shore,	15
Ed. O'Neill road,	10
Road between O'Neill and Walsh,	5
Road between Philip and Patrick Carrol,	5
Great road to Hardwood settlement,	10
Martin and Raphael road,	5
Durrell road,	5
Portage River, South side,	10
Portage River, west side,	10
Eel River, southeast side,	10
George Jenkins road,	10
From Frank Tibo's to John Daigle's east side Portage river,	15
Between Con. O'Neill and Sargeant,	10

Marcel Tibo, Commissioner.

To extend Portage river road to river at mill,	$20

ALNWICK.

William Ross, Commissioner.

To pay John Doyle for work done	$10
To expend in district where most needed	70

William L. Davidson, Commissioner.

Church Point to Great road via Anderson's	$15
Shore to Anderson's mill	5
Oliver Savoy's to Davidson's	5
Great Road to Back settlement, B. Lousier road,	10
A. Savoy road	5
Great Road to Cyril Comeau's	5
Teddy Roy road	5
Simpson and Morrison road	5
Great Road to Basil Gothro's	5
Louis Commeau to Peter Thibode's	5
Vinneau Road	10
Gothro rood to Robicheau,	10

Augustus Allain Commissioner

Savoy and Martin road,	5
Breau and Casey road,	5
Moses Casey road,	10
Fair Isle to Neguac,	10
Fair Isle to Robicheau settlement,	5
Jos. Robicheau and G. Savoy road,	10
Indian Brook road and to repair bridge,	25
Ed. Savoy road,	5
Simon Savoy road,	5
J. & F. Martin road,	5
John McLeod road,	20
Wm. L. Allain road,	5
To pay for bridge at White and LeBreton,	12
Oliver Savoy's to bridge at Anderson's mill,	5

James W. Robertson Commissioner.

James W. Loggie road	$5
Wm. Wishart road	5
John Wishart road	5
North side Tabusintac river	10
Big marsh to boom	5
South side Tabusintac river	10
Eutrope Breau road	5
McLeod's mill to Stymest road	10
McRobbie road	5
Great road to mouth of Tabusintac river	10
Malpec road	5
Ross and Edmund road	5
Blake's mill to Stymest road	10
Stymest road	5
Geo. Simpson road	5
Stewart road	5
Alex. Stewart road	5
Murdock McKenzie road north side Tabusintac	10
Patrick and John Grattan road	10

Beloni Russell, Commissioner, Portage River.

To expend on roads in district where most required	$40

ROGERSVILLE.

Philip M. Casey, Commissioner.

To expend on roads in district where most needed	$100

Ephraim LeBlanc, Commissioner.

To expend on roads in district where most needed	$100

Abraham Bourque, Commissioner.

To expend on roads in district where most required	$100

Francis McCail, Commissioner.

To expend on the New Mill road	$50

L. J. TWEEDIE,
J. P. BURCHILL,
JOHN O'BRIEN,
C. E. FISH.

Rangor's Log Jam.

The great log jam at North Lincoln, Me., where 39,000 000 feet of the East Branch and Mattawamkeag drives are piled up together, still remains without change, and it is not likely that it will be cleared up for weeks yet.

Meanwhile hundreds of men are idle because of the shutting down of steam mills in and near Bangor. It is announced that of the 6,000,000 feet of logs that were brought through the jam last week by means of a channel, 2,000,000 or 3,000,000 are saw logs, and that a drive of these will be made as soon as possible to supply the Bangor mills. This would afford tempory relief, but the bulk of the logs are needed for early summer sawing until the middle of July.

Western Excursions.

The Canadian Pacific is offering special low rates to the First National Baptist Convention at Winnipeg; tickets on sale June 26th to July 5th, good going until July 8th and will be honored for return until August 15th, 1900, also special low rate side trips to Kootenay and Pacific Coast points.

To the meeting of the Women's National Council at Victoria, B. C., in July the Canadian Pacific has named a rate of fare and one quarter for the round trip, tickets on sale July 10th, 11th, 12th, 13th, via all rail or lake route, good going until July 24th and good to stop over within that time; return trip to be completed before August 31st, 1900.

WANTED—SEVERAL BRIGHT AND HONEST persons to represent us as Managers in this and close by counties. Salary $900 a year and expenses. Straight, bona-fide, no more, no less salary. Position permanent. Our references, any bank in any town. It is mainly office work conducted at home. Reference. Enclose self-addressed stamped envelope. THE DOMINION COMPANY, Dept. 3, Chicago.—1,4,00.

OUR 1900 FASHIONS.

Really the nicest line of Suitings ever shown by us, we now have for your inspection.

This is a sort of a Spring Opening, though it is not a formal opening at all.

You will find the nicest goods, the latest fashions, and we are here to fit you perfectly.

W. L. T. WELDON

MERCHANT TAILOR.

NOTICE.

A GENERAL MEETING of the Stockholders of the Miramichi Skating and Curling Rink Company will be held at the Waverley Hotel, Newcastle on Thursday the sixteenth day of August next at 2.30 o'clock in the afternoon, for the purpose of taking into consideration the propriety of dissolving the said Company, disposing of the property and dividing the capital and property remaining among the stockholders, in proportion to their respective interests.

Dated Newcastle, 7th May, A.D. 1900.

JNO. FERGUSON, Sec'y. Treasurer.

DENTISTRY!

Henry G. Vaughan, D. D. S.

Office Hours:—9.30 a.m. to 1 p.m. 2 p.m. to 6 p.m. Saturday Evening—7.30 to 9.

PAINLESS DENTISTRY A SPECIALTY.

OFFICE—OVER MACKENZIE'S MEDICAL HALL, CHATHAM, N. B.

MALT EXTRACTS.

We are prepared to supply the demand for these goods.

WE HAVE

WYETH'S MALT

AT 35cts PER BOTTLE.

PABST MALT

AT 30cts PER BOTTLE.

HOFBRAU MALT

AT 15cts PER BOTTLE OR TWO FOR 25cts.

Reduction in Price in Lots OF ½ DOZ AND DOZEN.

HICKEY'S DRUG STORE

Maid Servant Wanted.

WANTED:—A good general Maid Servant. Apply to MRS. JARVIS, Chatham.

NOTICE OF SALE,

Public Auction.

To be sold at Public Auction on MONDAY, the TWENTY FIFTH DAY OF JUNE, instant, in front of the Post Office in the Town of Chatham, at twelve o'clock, noon:—All the pine, spruce and hemlock lumber standing and growing upon the Cushman property, so called, situate in the Parish of Nelson, in the county of Northumberland, the purchaser to have two years from the date of purchase in which to remove said lumber.

The conditions of sale are that no lumber that will not make a stick eighteen feet long and nine inches at the top end shall pass by the sale, or be cut by the purchaser.

The small grove of pine trees in front of the property next to Monaghan's line not included in the purchase.

TERMS of Sale, Cash.

A full and complete title given to purchaser.

The property on which the above lumber is standing contains about four hundred to five hundred acres and is one of the most valuable timber lots in the County of Northumberland.

REBECCA J. ESSON.

For further particulars apply to LEMUEL A. TWEEDIE, Her Solicitor.

WM. WYSE, Auctioneer.

Above sale postponed till Saturday, 30th inst., same hour.

WM. WYSE.

NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 24 JULY, 1896.

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

ALBERT T DUNN, Surveyor General

NOTICE.

Extracts from Act of Assembly 60, Vict. A. D. 1897.

The property to the amount of Five Hundred dollars of a wife deserted by her husband and compelled to support herself; and where the whole property owned by a widow, as well the place where she resides as elsewhere, is under the value of Fifteen Hundred dollars, and such widow supports minor children of her own or of her deceased husband, her property in the parish where she resides shall be exempt from taxation to the extent of Two Hundred d