

General Business.

FISHING TACKLE.

At the Chatham Carriage and Agricultural Warehouses. \$65.00. The '97 Model. MASSEY, HARRIS BICYCLE.

Beautiful in Design! Faultless in Construction! Dunlop Tires, Perry Chain, Christy Saddle.

FEATHERSTONE BICYCLE '97 MODEL. COMBINATION TANKS. The Deane 20" The Deane 24" The Deane 28" The Deane 32" The Deane 36" The Deane 40" The Deane 44" The Deane 48" The Deane 52" The Deane 56" The Deane 60" The Deane 64" The Deane 68" The Deane 72" The Deane 76" The Deane 80" The Deane 84" The Deane 88" The Deane 92" The Deane 96" The Deane 100"

INTERCOLONIAL RAILWAY. On and after Monday the 7th September, 1897, the trains will run as follows: (Sundays excepted) as follows: WILL LEAVE CHATHAM JUNCTION.

Jubilee Millinery. THE BOUQUET. In commemoration of the QUEEN'S JUBILEE, I will sell the remainder of my choice stock of Millinery and other goods at a large discount.

ROGER FLANAGAN'S. Wall Papers, Window Shades, Dry Goods, Ready Made, Clothing, Gent's Furnishings, Hats, Caps, Boots, Shoes &c. &c.

GROCERIES & PROVISIONS. R. FLANAGAN, ST. JOHN STREET CHATHAM.

International S. S. Co. Three Trips a Week for BOSTON. COMMERCIAL MAY LINE, the steamer of the line John G. Bennett, is to depart for Boston on Monday, July 5th, 1897.

Executors' Notice. All persons having claims against the Estate of the late John G. Bennett, High Sheriff deceased, are hereby notified to file the same City of Montreal, N. B., before the undersigned, within three months from the date hereof, and all persons indebted to the said Estate are requested to make immediate payments to the undersigned.

Bye-Road Appropriations, Northumberland County, 1897.

LUDLOW. William R. McCluskey, Commissioner. To expend in district where most required, \$35. Thomas O'Donnell, Commissioner. To expend in district where most required, \$50. John Murphy, Commissioner. To expend in district where most required, \$40.

BLISSFIELD. Thomas Cowie, Commissioner. Arbo road, \$5. Doaktown to Blackville parish line, south side, 40. Holmes' siding road, 10. Weaver's siding road, 10. Sutherland road, 5. Hurley Brook road, 5. Weaver's road, 5. To open road river to highway at T. Moran's, 15.

Ronald Hurley, Commissioner. Road to meadows at Withersall's, 10. Fowler's hill, 5. Green's to Hogan's, 5. Gilks' road, 10. Bamford's to Mesereau's, 10. Mitchell road, 5. Harris road, 5. Hogan's Hill, 5.

Robert Swin, Commissioner. To expend in district where most required, \$30. Hugh Murray, Commissioner. Knowles' to Donalds', \$25. John Connell road, 5. Knowles' to Mahoney's, 5. McCormack road, 5. McLaughlan road, 5. Murray's to Connell's, 5. Connell's to Mahoney's, 10. Murray's to Arbo's, 10. Arbo road to Driscoll's, 5. Arbo road to Duff's, 5. Duff's to Grand Lake road, 10.

BLACKVILLE. Edward Hayes, Commissioner. Renous bridge to Whalen's, north side, \$10. Whalen's to Colepaugh's, 30. Renous bridge to mouth Dunganon, south side, 10. Road from highway north side to close bridge, 5. Renous towards McLaggan's, 5. Dennis Hogan road, 5. Highway to river at Edward Hayes', 10. Highway to river at Everett Donovan's, north side, 5. To pay John M. Donovan for work done last year, 10.

Percy Lebbins, Commissioner. David Coughlan road, river to railway, \$10. Harris' siding to river, 10. B. N. T. Underhill's to Joseph Arseneau's, 25. Shaddock road, 10. Underhill road along the Christie line, 20. Lockstead road, McLaggan's to Geo. Stevens, McKenney's to Vickers' front road, 20. Railway station to river, 10. Wm. Hennessey's to Forks road, 10.

Bernard McCormack, Commissioner. Myera to Dunganon, \$25. South side Barhrolewew's River, 15. North side, 15. Joseph McCarthy, Commissioner, (Special). To pay John A. Underhill, del. on bridge on White Rapid Brook, \$8.25. David Morehouse, Commissioner. From main post road to front road at Nat. Morehouse, \$15. New road south side Miramichi, 20. Jas. B. Morehouse road south side Miramichi commencing at school house north side, 10. Obadiah Arbo road at school house north side, 10. Old mill road south side Cain's river, 25. Thos. Colford road south side Cain's river, 30. Main road north side Cain's river, 30. Jas. J. Porter road north side Cain's river, Horseshoe road, 20. To cut road round Noonan's hill between Glen Porter P. O. and Shinnickburn P. O., 10. To pay Michael Murray work done last year, 12. Main road to river at Harvey Arbo's, 15.

DERBY. John Russell, Commissioner. Railway crossing to Wilson's Point, \$15. Road at east side of I. C. R., to Derby Junction, 5. Daniel Harrigan, Commissioner. Betts road, \$15. Parker road to Williamstown, 20. Road to Bryanton's siding, 5.

John G. Cliff, Commissioner. Michael Kelley's road, \$10. Indiantown to Southesk, 30. Highway to railway station at Indiantown, 10. NORTHESK. Peter Russell, Commissioner. Parish line to McKay's bridge, \$30. Road through Indian reserve, 5. Crowley road, 5. Road leading to R. C. church, 15. Hutchison P. O. down the front, 15. McKay's cove to John McLean's, 10. From Whitesville to Protectionville new road, 25.

John S. Mullin, Commissioner. From John McLean to Red Bank bridge, \$10. Room road, 5. N. West boom to A. Matchett's front road, A. Matchett's to Wm. Currie, 10. Johnson bridge to parish line Southesk, 15. Little Seavole road, 10. To pay for work done last year, 26.

George Esley, Commissioner. On main road in district, \$15. Rosford road, 10.

Shaddock road through English Settlement, Copp's to old schoolhouse, 10.

Parish line to Trout Brook, \$50. Trout Brook to Rolph Bridge, 10. Ways to Dennis' old homestead, 30. Lumden road, 10. Robert Mullin road, 10. To pay Daniel Dennis for work done last year, 5.

SOUTHESK. John Dennis, Commissioner. From R. C. Church Red Bank to Somers' Bridge, \$20. Somers' Bridge to John Dennis, 25. From R. C. Church to Holmes Crossing, 15. Somers' Bridge to Jas. B. Johnston's, 10. To pay for repairs to Somers' Bridge, 120. To pay over expenditure last year, 19.

Thomas Lawlor, Commissioner. To be expended in district where most required, \$50. John D. Goodfellow, Commissioner. Road from Timothy Murphy to John Haynes, \$10. To be expended in district where most required, 50.

ROGERSVILLE. Francis McCarl, Commissioner. To be expended in district where most required, \$100. Ephraim LeBlanc, Commissioner. To be expended in district where most required, \$100. Benjamin Lavoie, Commissioner. To be expended in district where most required, \$100.

NELSON. James Lynch, Commissioner. From Ivory road to Chatham Junction, \$25. Mahoney's corner to Casey's, 5. Cross road at school house to Sutton road past Burns', 10. Sutton's corner to Kent's, 50. Sutton road to parish line past Gaffney's, 10. Foley's Hill to Ivory including bridge, 40. Ivory's to Lynch's, 10. Stephen Vereker's to Wallace's, 5. Ivory's crossing to Stephen Vereker's, 10. Jorry McCarthy road, 5. To pay for work done last year, 18. To pay Fitzpatrick, Power and Lynch work done, 9.

James Grennan, Commissioner. From Cross road at church to head of settlement, north side, \$20. Cross road at church to Mahoney's, 15. Mahoney's to Kirks', 15. Butler road, 5. Cross road at church past Dalton's to Seniwagner river bridge, east side, 20. Mahoney's cross to John McCarthy's, 20. L. Grennan's corner to John Sullivan's, 15. P. Aylward's to McDougall's, past Cain's, 15. Cross roads at church to Lynch's, 25. To pay L. Grennan for work done last year, 10.

Joseph Connolly, (Special). To pay for work done last year, \$90. Thomas McDonald, (Special). To pay for work done last year, \$105.80. Alex. Harper, Commissioner. To pay Wm. Garbutt for work done, \$11. Monahan ferry road, 5. From great road past Saunders' to Sam's wagon bridge, 15. Harper ferry road, 5. S. W. boom road, 5. Gallen road, 5. Stewart road, 5. Garbutt road, 5.

CHATHAM. Robert Loggie, Commissioner. To expend in district where most required, \$50. Alex. Dickson, Commissioner. To expend in district where most required, \$40. For bridge at Manderson's and on the Forrest road, 100. John Thompson, Commissioner. Harper road, \$20. Brown road, 15. Douglasfield road (Rectory road to Nelson line), 15. Johnstone road, 5. Connell road, 5. Stewart road, 10. Rectory road, 10.

Patrick Connors, Commissioner. Chapel road, \$10. Gordon road, 15. From Richibucto road to Maher road, 10. Searle road, 10. Jardine road, 10. Blakney road, 10. Brown road, 10.

NEWCASTLE. John Cassidy, Commissioner. Chaplin Island road to Northesk parish line, \$30. Road from Northwest Bridge to Jones road, 15. Road past Jones', 10. Sweeney road, 10. Cross road at rear of front lots, 15. Dunlop Road, 5. Casey and Gormley road, 30.

John Hutchison, Commissioner. To be expended in district where most required, \$75. John Lyons, Commissioner. Johnstone road, \$10. Old Bartlog road, 10. Lynch road, 15. Clark Road, 10. Petrie road, 10. John Sullivan road, 10. P. Loggie road, 10.

Miramichi Advance.

A False Cry of Economy.

The opposition at Ottawa presented to the public a genuine sample of small party tactics last week in making use of their majority in the Senate to prevent the extension of the Intercolonial Railway to Montreal. The scheme appears to have been one which the late government itself entertained, and would have probably carried out had it remained in power, and is one which so good an authority as Mr. Pottinger has estimated would increase the earnings of the railway by more than three hundred thousand dollars a year, while the outlay necessary to realize this result would be only \$210,000 annually. It is well known that the politicians now out of office, made some bargains, when in office, in connection with I. C. R. extensions, which were, to say the least, so very extravagant as to, perhaps, suggest to their minds the idea of the jobbery they claim to scold in the present proposals. However, the Conservative majority in the Senate did its work and defeated the government's proposal to purchase the Drummond County Railway as a part of the proposed extension, and on Saturday last Hon. Mr. Blair, as Minister of Railways, moved that the sum of \$157,500 be voted to pay the expenses of one year's trial of the extension of the I. C. R. to Montreal.

The government, he said, had decided it was in the general interest to make the extension of the I. C. R. to Montreal a reality. He could get the consent of Parliament to carry that policy into operation. While not disputing the right of the Senate to take any view they pleased with regard to the conditions, the government did insist upon the right of the House of Commons to put these in possession. He pointed out that the plan at all events into experimental operation. That was the government's determination, and he was going to stay the operation of that policy. "We believe," added Mr. Blair, "that after the experiment is over, it will have died out. The idea that there is a job will have been fully exploded by the investigation which is going to take place in the other chamber. We invite investigation." (Cheers.) "More, we defy it!" who objects to the proposal of the government to take. When we meet Parliament two years hence all opposition will have disappeared, and we will find that this proposal is considered the more it will take hold of the public mind.

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The Liquor License Act in St. John. We are very glad to observe that there is a decided improvement in the administration of the law bearing on the liquor traffic in districts under the license system. Excepting amongst those who hold extreme views upon the subject, the working of the liquor law, wherever it is in force in the Province, is generally regarded as satisfactory; in fact in the City of St. John the traffic in licensed premises, during prohibited hours, has been completely checked. The change is most marked, especially in the leading hotels, whose proprietors, under the old license system, did pretty much as they pleased during prohibited hours, notably on Sundays. It is said that the Sunday business in any of the places referred to would be equal to that of any other three days of the week. Under these circumstances it is not to be wondered at when the authorities seemed to be indifferent to the wrongdoing going on under their very noses, that the Sunday drinking in hotel bars became notorious. One who is in a position to know told the writer the other day that the receipts of the Sunday business of each of several St. John hotels averaged more than \$100, while on a Sunday the proceeds of the sales would not average more than \$5 or \$6. It may be stated, parenthetically, that under the new law, proprietors of hotels are permitted to serve liquors to bona fide guests at their meals and in their rooms, during prohibited hours, and it seems to be a wise provision in one which the hotel men feel very grateful for.

There is no doubt, whatever, that the abuses under the old law, led the local government to completely change the administration of the liquor license system in the Province, and the results, especially in the City of St. John, are unmistakably beneficial to the community, and creditable to the government. Much of the success already attained is due to the good judgment of the Inspector, Mr. John B. Jones who, by the way, is an old newspaper man, and whose training in the journalistic field, has enabled him to bring to the discharge of his new duties those qualities of mind which make for firmness, prudence and common sense. Mr. Jones' record thus far is very creditable and is proof of the wisdom of the government in their selection of him for the responsible position he now occupies.

The Best Railway Management. The claims upon the people of the Intercolonial or government control of railway interests, over those of private, or company management, are well stated by a correspondent of the Transcript who says: "Admitting the population of the Dominion to be five millions and every fifth soul a taxpayer who represents a family of five and that they consume groceries, etc., apart from fuel, equal in bulk to ten barrels, I find that the C. P. R. asks four dollars and fifty cents to convey ten barrels of coal from St. John to McAdam, while the I. C. R. asks two dollars and twenty cents for the same from St. John to Moncton, a longer distance. This means a two dollar and thirty cents (the difference) per taxpayer saving of two million three hundred thousand dollars. Add the fuel and the liquor would double run up to five million dollars. Or in other words, against the I. C. R. than they would with the C. P. R. and the I. C. R. in the hands of some company. These figures are anything but extravagant considering the very short mileage I use for each taxpayer, viz., the distance from Moncton to St. John."

Ontario may say "It is all very well as far as the Maritime Provinces are concerned, but what about Ontario and the province west of us?" My reply to that would be "you have to pay for the I. C. R. We pay for the canal which, as you are not to use the I. C. R. is of no use to you as it is not thought of in your Province. We buy thousands from you, while you buy hundreds from us."

and the railway was a great distributor of goods before the C. P. R. was in existence and is still a great distributor. It is true your wares and products are not used for freight to the same extent as the local freight mentioned, but it would be if the railways running into the Maritime Provinces were all owned by one company. If the government owned both lines it would make no difference as to the provinces west of Ontario. I have only to say, we never "quit" our public work, whether they pay or not, besides these provinces including Ontario, never had more to pay than about seventy-five cents per capita for any one year and of late years less to three cents per head would be the outside limit.

When your cake is heavy, soggy, indigestible, it's a pretty strong sign that you didn't start it with COLTENE. When this great shortening is rightly used, the result will surely satisfy the most fastidious. Always use COLTENE in this way, and your cake and pastry will always be light, wholesome, delicious. Genuine COLTENE is sold everywhere in tin, with trade-mark. Beware of cheap imitations and inferior quality. THE N. K. FAIRBANK COMPANY, Wellington, N. B.

Household Necessities THE E. B. EDDY CO.'S Telegraph Telephone Tiger... Parlor... MATCHES They have never been known to fail.

PAINTS, OILS, VARNISHES AND HARDWARE. Ready-Mixed Paints, all shades, including the Celebrated WEATHER AND WATERPROOF, THE BEST EVER MADE. School Blackboard Paint. Gloss Carriage Paint, requires no Varnishing. Gaining Colors, all kinds. Graining Combs, Dry Colors, all shades. Gold Leaf, Gold Bronze, Gold Paint. Stains, Walnut, Oak, Cherry, Mahogany, Rosewood, Floor Paints, Weather and Waterproof. Kalsomine all shades. 7 bbls. English Boiled and Raw Oil, Pure. 1 Turpentine. 100 Kegs English White Lead and Colored Paints. 1 bbl. Machine Oil, Extra Good, Neats Foot Harness Oil. Ready Mixed Metallic Roofing, 92 per cent Iron. 10 Kegs, 100 lbs. each Dry Metallic Roofing, 92 per cent Iron. VARNISHES, Elastic Oak, Carriage, Copal, Denar, Furniture. Hard Oil Finish, Pure Shellac, Driers. Joiners' and Machinists' Tools, a speciality. Special attention to Builders' Materials in Locks, Knobs, Hinges etc. Sheet Lead and Zinc, Lead Pipe, Pumps. 75 Rolls Dry and Tanned Sheathing Paper. 75 Kegs Wire Nails, \$2.45 per Keg. 30 Boxes Window Glass. 20 Kegs Horse Shoes, \$3.90 per Keg. 15 Boxes Horse Nails \$3.00 box. 10 Tons Refined Iron \$2.50 per 100 lbs. Cast Steel, Bolts, Chain, Nuts, Bolts, Washers, Grindstones, Grindstone Fixtures. WHITE MOUNTAIN ICE CREAM FREEZERS \$1.90. CLOTHES WRINGERS \$2.50. DAISY CHURNS \$3.75. Cart and Wagon Axles, Cow Bells, Wire Screen Doors, Window Screens, Green Wove Wire 14c. yd., Barbed Wire Fencing, Counter Scales, Weigh Beams, Steelyards, Carpet Sweepers, Blasting Powder and Fuse, Sporting Powder, Guns, Revolvers. To arrive from Belgium 35 Single and Double Barrel Breech Loading Guns. Barber's Toilet Clippers, Horse Clippers, Lawn Shears, Accordions Violins, Bows and Fixings.

FARMING TOOLS ALL KINDS. Mower Sections, 70c. doz. Hoads, 40c. each, Knives, \$3.00. Guards, 35c. each, Rivets, Oilers. My Stock of General Hardware is complete in every branch and too numerous to mention. All persons requiring goods in my line will save money by calling on me, as they will find my prices yard down below the lowest; prove this by calling.

J. R. GOGGIN. CANADA EASTERN RAILWAY. SUMMER 1897. On and after MONDAY, JUNE 21, until further notice, trains will run on the above Railway, daily (Sundays excepted) as follows: Between Fredericton Chatham and Loggieville. Connecting with I. C. R. GOING NORTH. GOING SOUTH.

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager. John, she was able to resume her voyage to Liverpool. If there's a marine mishap anywhere on the North American coast north of Cape Cod, the ordinary English marine reporter appears to have a mania for connecting it in some way with St. John N. B. Halifax is all right, but as soon as the British shipmaster gets clear of that port, no matter whether he is going to Europe, up the St. Lawrence or round Cape Horn, it is St. John that is sure to bob up and run against him—according to high nautical authorities in the English papers.

St. John Letter. CURIOUS FIGURES—NOTES AND NOTABLES—THE MARKETS, ETC. Lord Kelvin says that it is proved by science that the earth has been habitable about 30,000,000 years. Comparatively our record of man's existence extends back only a few days, and in those few days he has made only a superficial survey of the surface. The probably seven-sevenths of the land on this globe has never felt the pressure of human foot, yet we sometimes feel that the world is very small and astronomers are always speculating on means of their acquaintance to the inhabitants of other worlds. In 100 years, if no great catastrophe occurs, the natural increase in the population of North America will be about 100,000,000, or 500 years somewhere in the vicinity of 700,000,000, then one great town will extend from the Atlantic to the Pacific and to feed the

A large number of farmers in the vicinity of