

General Business.

NOTICE.

Through the efforts of Mr. W. A. Hickman, Immigration Commissioner, who has been in England for some months past, it is expected that in the coming spring a considerable number of farmers with capital will arrive in the province, with a view to purchasing farms. All persons having desirable farms to dispose of should place their names with the undersigned, who will be glad to see them, to be filled in with the necessary particulars as to location, price, terms of sale, etc. Quite a number of agricultural laborers are also expected, and farmers desiring help will also please communicate with the undersigned.

C. WARMUNJE IS OFFERING

SPECIAL BARGAINS

WATCHES, CLOCKS, JEWELLRY,

Silverware & Novelties,

All new goods. Give him a call

We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all.

WARMUNJE, CHATHAM N. B.

COMMON SOAP

ROUGH SKIN

On Face and Hands.

We have just imported a large lot of

Olive Oil and Cucumber Soap

direct from the factory which we can sell for the best

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall,

Chatham, March 18, 1901.

GO TO

PORTLAND, BOSTON, ETC.

VIA THE

Canada Eastern Railway and Fredericton.

Pullman Sleeper runs through from Fredericton Junction to Boston.

INTERNATIONAL S. S. CO.

TWO TRIPS A WEEK

BOSTON

\$3.50. Winter Rate. \$3.50

COMMENCING NOW the Steamers of this Company will leave St. John every MONDAY and THURSDAY morning at 7.30 o'clock standard for St. John, Halifax, Portland and Boston.

Returning, leave Boston MONDAY and THURSDAY at 8.15 a.m., Portland 8.30 p.m.

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

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

For rates and other information apply to nearest Ticket Agent, or to

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

WANTED.

Agents for the National Window Cleaner in Kent, Westmorland and Northumberland Counties, with all glass—large commissions. None but hustlers need apply.

H. G. VERNER, General Agent, No. 236, Fredericton, N. B.

PULP WOOD!

The DOMINION PULP COY LTD, opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for

CORD WOOD, nine feet logs, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter.

Particulars on application. Postal address: CHATHAM, N. B.

F. O. Drawer 3.

THE DOMINION PULP CO. LIMITED.

DENTISTRY!

Henry G. Vaughan, D. D. S.

Office Hours—9.30 a.m. to 1 p.m., 2 p.m. to 6 p.m. Saturdays—9.30 a.m. to 1 p.m., 2 p.m. to 5 p.m.

GAS ADMINISTERED.

PAINLESS DENTISTRY A SPECIALTY.

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

JOHN J. NOONAN'S

Cap Specials

HEAVY TURN DOWN BAND

30c. 40c. 50c.

FLANNEL SHIRTS,

\$1.10, \$1.25, \$1.50.

HOMESPUN PANTS,

\$1.25, \$1.35, \$1.65.

Fresh Grocery Specials.

HAMS, BACON, PURK, BEANS, and CANNED GOODS

JOHN J. NOONAN,

Next below Riverside Hotel, WATER ST.

FARM HELP.

Anyone in need of Farm Help should apply to H. A. D. Dunn at St. John, as a number of young men who have lately arrived from Great Britain are seeking employment. Applicants should give a full and true statement of their qualifications with regard to kind of work, wages given, period of employment to right man, etc.

Miramichi Advance.

CHATHAM, N. B., DECEMBER 12, 1901.

A Great and Amazing Demagogue.

The American Transvaal League held a very large meeting at Chicago last Sunday night, the principal speaker at which was W. Bourke Cockran. That eloquent, but very inadequately informed gentleman said amongst other things—

"This meeting has no disposition to provoke bitterness or to increase the crop of resentments already too large throughout the world. Much as we might desire the incorporation of Canada in the union, unless it could be accomplished by the consent of the people on both sides of the frontier, we do not wish it, but it may be well to point out that there was much less justifiable ground for the assault upon the South African republics by Great Britain than there would have been for the forcible annexation of Canada by this country."

Mr. Cockran proceeded to make the remarkable proposition that "one word spoken by President Roosevelt of the 'United States to the British Ambassador, or in the hearing of the English 'nation, would restore peace.' etc.

It is no wonder that so many people in the United States have entirely inadequate notions of the relative power of that country and Great Britain, or of the temper of the Canadian people or the causes of the war in South Africa, when men of Mr. Cockran's opportunities for possessing accurate information feel that they can make such bald assertions as that quoted pass current before thousands of them.

Mr. Cockran evidently assumed—and perhaps rightly—that his audience of last Sunday evening was as ignorant as the Boers themselves were of the British Empire's unity and power, when Kruger issued his war ultimatum. It is a fortunate thing for the peace of the world, generally, that President Roosevelt will, probably, tell the Chicago League, that he proposes to mind his own business in the Transvaal matter.

Halifax and the I. C. R. The Canadian Pacific Railway management has evidently done a good deal of missionary work in Halifax, and succeeded in making some of its most prominent men believe that the Intercolonial—the people's road—ought to be handed over to them. No C. P. R. promoter appeared in the Halifax movement, so far as the accounts of it that have reached us show, but the same can be said of almost every other similar movement upon public sentiment or appeal to present local interest made in behalf of the great Canadian corporation. That so important a body as the Halifax Board of Trade should however, be moved to advise, practically, the handing over of the government road to the C. P. R. Company, shows how capable must be the latter's missionaries in the work assigned to them.

At the bottom of Halifax dissatisfaction with the I. C. R. management is what its business men refuse to see or admit, viz.—the disadvantages of that port's geographical position as a transatlantic shipping point for Western products. Its Board of Trade knows that St. John is practically the winter port of Canada for that traffic, and as Halifax possesses a harbor than which there is none better in North America, its Board of Trade does not appear capable of understanding why it should not be used equally with that of St. John for that purpose.

There is, however, the inexorable reason, which is, that while fast mail and passenger transatlantic service must be over the shortest possible route and that which has the shortest ocean run, as compared with its railway run, so the most economical freight route must be that which has the shortest railway run to its ocean terminus. So long, therefore, as the undoubtedly correct policy of carrying Canadian transatlantic freight through Canadian ports is acted upon, we must expect to see St. John used as the winter port of Canada for that traffic.

When Canada shall have sufficiently advanced in its ideas of national progress to realize that it ought to avail itself of its advantage of offering the fastest mail and passenger route between Europe and North America, we shall expect to see Halifax putting forth its rightful claim as the Canadian all-year-round western Atlantic terminus for that service, and it would then be as absurd for St. John to hope to be considered in that connection as it now is for Halifax to move to sacrifice the country's interest in the Intercolonial Railway because western freight destined for Europe is not brought past St. John to be shipped from the wharves of Halifax.

Those who are desirous of having Canada's trade interests most effectively and rapidly developed, and to see it keep pace with and even surpass the competing nation south of it, fully understand that it would be suicidal to transfer the control of the government road to any private corporation. There is plenty of work for both railways, and the time is not very remote when there will be other through lines called into existence by the country's needs.

The Intercolonial railway is doing a great work in the development of Canadian trade. From being a line from somewhere east to nowhere west, it has, under the statesmanlike policy of Mr. Blair, been pushed on into the commercial metropolis of the Dominion, and instead of being crippled and its usefulness impaired by its control being passed out of the government's hands, the policy of the country should be its extension westward and

directions where the business available or to be created, maintained or enlarged will justify. Indeed, if there is to be any change in ownership of Canada's great highways, the true policy would seem to be government control under commission, and dissociated from politics. We should not then, probably, witness the remarkable spectacle of leading papers of the maritime provinces, assisting as far as they can the absurd and suicidal policy suggested by the Halifax Board of Trade in connection with the I. C. R.

As to the fact that deficits have been, practically, the rule in connection with the management of the Intercolonial, what of that? The same thing is true of the canal system. We have, however, not heard of anyone in Ontario proposing to hand the canals over to the C. P. R., nor of that great company promoting public sentiment or moving boards of trade in the direction of advocating such a policy. Moreover, it must not be forgotten that the Canadian Pacific Railway Company owes its existence to the fact that it was presented by the people of Canada with about \$135,000,000. If that great sum were called a deficit it would be considered a pretty big one. But nobody who realises the great things accomplished by that public gift is disposed to find fault with it. It was a wise and patriotic expenditure, and Canada is reaping the benefit of it in the expansion of its trade and its extension of its commercial prestige, which are sources of national pride, as well as profit to its people.

If the Halifax Board of Trade is wise it will cease to cry over Intercolonial deficits as a reason why the Canadian Pacific should be presented with the people's road, and it will apply itself to the promotion of its further usefulness, by exerting its influence to impress upon the Government the desirability of making the Intercolonial a part of the fastest mail and passenger line between European and North American centres of travel, for in the establishment of such a route there is something of real value for Halifax, on its merits, and it is to be secured on broad grounds, which contrast in a marked degree with the narrow and local advocacy of passing the government road into private hands.

Don't go home, if you have not got at least one bottle of Kendrick's Liniment in the house. Don't go home without it. There is nothing better (if equal) to Kendrick's as a household remedy.

York County By-Election. The House of Commons vacancy in York County, caused by Rev. Joseph McLeod having the election of Alex. Gibson, Jr., protested for alleged bribery by agent, is to be filled by an election to be held on 28th inst., nomination day being 21st inst. Mr. Gibson is to run again, and it is said Mr. McLeod is to oppose him. Mr. McLeod is a cousin of Hon. Geo. E. Foster, and has all the force of the Foster wing of the opposition behind him. The leading Conservatives of York do not want Mr. McLeod to run, because they know he has no chance of election but "the nest of traitors" of which the St. John Sun is the organ in New Brunswick, do not seem to care what the people of York want. They have the election fund and a Foster candidate, and seem to think that the profit of spending the Ontario campaign fund will compensate them for the odium of the defeat that awaits them. It is poor us to put a clergyman to, but Rev. Mr. McLeod don't mind a defeat, for there is money for his local friends in it, and, besides that, he's used to it.

The mention of Senator Snowball's name in connection with the government of New Brunswick, which must soon be vacated by present Governor McClellan, whose term expired yesterday—but who will probably administer the office until the legislature opens, at least—is very favorable received everywhere. By experience in active public life as a member of the House of Commons, as well as of the Senate, and the high social position he occupies, Mr. Snowball is eminently fitted for the office of chief executive of the Province. The Fredericton Gleaner says—

"Some of the western papers are discussing the question of the future of the government of this province in view of the fact that the term of the present occupant of that high office will expire very soon. One paper asserts, we do not know on what authority, that Lieut. Governor McClellan will not receive a second term. And the same paper mentions the name of Senator Snowball in connection with the new appointment. There is, in the Government allowing the present Lieutenant Governor to hold over, as was done in the case of Sir Leonard Tilley, who remained Governor for about three years after his term had expired without receiving any new commission, a precedent which certainly is of the material out of which Lieutenant Governor's are made, but perhaps he does not want the office, and possibly there are others who think that their claims on the position are superior to his. Some time ago the name of Judge Lindsey was mentioned in connection with this position, and it was then said that the vacancy thus made on the Bench would be filled by Mr. Emeryson. This arrangement, however, it is said, will not be carried out."

Generally higher prices, accompanied by a decadence in quality and a comparative absence of plank and deal widths, are likely to be dominant features in the timber trade before many years have passed. Before then we shall no doubt find that the abundant supplies of hemlock which are to be found in the Canadian forests have become an asset of considerable commercial value. Owing to the many prejudices which exist against its use, the tree is now destroyed mainly for its bark, and frequently will-grown, fine trees are left to absolute decay. For temporary piling or temporary work hemlock appears to offer advantages, although it must be said that large contractors to whom it has been introduced appear to have fought shy of experiments. The wood can sometimes be obtained in Liverpool on terms of deals, but the limited supplies on this side perhaps militate against its general use. Canadian railway

engineers use it extensively for the purpose of railway ties, both in its natural condition as well as creosoted, although it must be a somewhat difficult wood to properly pickle. In the quality of the material used in the permanent way, we believe we are right, however, in saying that English railway engineers, on the whole, adopt a higher standard than prevails, taking one system with another, in Canada, or perhaps the United States. Still, for construction work, as well as for colliery tram lines, we should think that hemlock might be employed with advantage on the score of economy. The question, indeed, is mainly one of price. With spruce running down from time to time as low as \$6, and pitch pine timber fluctuating, as a general rule, some where in the neighborhood of \$6, no one cares to dabble in hemlock, although it could probably be put on the market in the shape of deals at 20 to 25 per cent. less than spruce, and in the way of sleepers at considerably under Baltic redwood prices. The question is an interesting one, and if any of our readers, either in Canada or here, who have had actual experience of the use of the wood will, for general information, send us brief particulars we will endeavor to find room for their publication.

Don't be disappointed. You won't be if you use Kendrick's Liniment. There is nothing like Kendrick's for Lameuses, Swelling, Pains, Sores Throat and Lung, and as a general household remedy.

St. John and the Small Fox. The St. John health authorities did not order compulsory vaccination, and they are being generally blamed therefor. It appears, however, that the omission arose through a misunderstanding in regard to the matter, based on advice given to them by their attorney. That gentleman wrote to Attorney General Pagsley in November giving a resume of what purported to be the law on the subject, and on the facts thus presented, the Attorney General replied that in his opinion the local board of health of St. John could not order compulsory vaccination.

The matter came up on Thursday last at a meeting of a committee of the Local Government and the St. John Board of Health. Mr. J. R. Armstrong, Q. C., having stated, on behalf of the board, that the government had been requested by the board to have an order-in-council issued making vaccination compulsory in the district, Premier Tweedie stated, in reply that such special order was not required as the Board had, under the general order-in-council of Dec. 28th, 1900, full authority in the matter. Hon. H. A. McKewen was of the same opinion, but Mr. Armsong, Dr. D. Niel and D. Christie argued the contrary view, and finally referred to the letter of the attorney general, which coincided with the view of Mr. Armstrong.

Attorney General Pagsley, who arrived at the meeting while it was in progress, stated that he had received Mr. Armstrong's letter when he was on duty to the house through illness and had not the Royal Gazette containing the order-in-council at hand and had accepted Mr. Armstrong's statement of the order-in-council in the letter to him as being correct and had based his opinion wholly upon the letter and any little recollection which he had of the order of a year ago. However, when he read the order, he found that Mr. Armstrong had not placed it properly before him in his letter and consequently found that the opinion which he had expressed in his letter to Mr. Armstrong was entirely erroneous, being based upon a mistake of the order-in-council, and as a result, upon reading the order, he endorsed the opinion as set forth by Hon. Messrs. Tweedie and McKewen.

Halifax Board of Trade. The Board of Trade met yesterday afternoon mainly to consider the recommendation of the committee of the Board favouring the passing of the management of the Intercolonial railway over to the Canadian Pacific. There was a very good attendance of members, a number of whom spoke most strongly against the plan, but it was finally carried.

J. A. Chipman opened in support of the resolution, as had been slightly amended, and compared with that which was first brought before the Board. The preamble and resolution now read as follows:—

Whereas, the running of the Intercolonial railway under government management has resulted in a loss of millions of dollars, which in one form or another constitute a part of our interest-bearing public debt; and whereas, there is no evidence in sight that these annual deficits will cease; and whereas, the Intercolonial with its western connections seems more hopelessly entangled in the meshes of the Intercolonial trade between Ontario and the Maritime Provinces than at any time in the past history of the institution; and whereas, the interests of the Grand Trunk Railway seem to be on a greater footing of security than those of the Intercolonial, and that at any former time in the history of that port, leaving nothing for the Maritime Provinces to expect of them in the development of the trade; and whereas, the appointment of a commission by the federal government to take over the management of the Intercolonial railway, and the transfer of the same to the management of the Canadian Pacific, would be a step towards the relief of the Intercolonial from its present financial straits, and would be a step towards the relief of the Intercolonial from its present financial straits, and would be a step towards the relief of the Intercolonial from its present financial straits; and whereas, the management of the Canadian Pacific Railway has demonstrated that it is amongst the best managed roads on this continent; and whereas, it is the opinion of this Board that the Intercolonial placed under the management of the Canadian Pacific the revenues would increase, annual deficits cease, and a surplus of earnings be realized; and whereas, the Intercolonial need be no more in arrears than the Grand Trunk railway need not be debared a right of way over the Intercolonial under the management of the Canadian Pacific, and that such management would be likely to foster local and inter-provincial trade and industries along its route, encourage export and import trade at Quebec, St. John, Halifax and Sydney, secure to this country a fast line and fast freight service; and whereas, the Intercolonial, if placed under the management of the Canadian Pacific, would be a step towards the relief of the Intercolonial from its present financial straits, and would be a step towards the relief of the Intercolonial from its present financial straits, and would be a step towards the relief of the Intercolonial from its present financial straits; 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