

General Business. HOT WATER BOTTLES AND FOUNTAIN SYRINGES IN VARIETY AT HICKEY'S DRUG STORE COMMON SOAP ROUGH SKIN MACKENZIE'S MEDICAL HALL DR. C. B. MCMANUS. ISAAC PITMAN'S Shorthand, Touch Typewriting. INTERNATIONAL S. S. CO. Winter Arrangement. BOSTON \$3.50. Winter Rate. \$3.50. STANLEY, SHAW & PEARDON, Practical Plumbers and Sanitary Engineers. Bank of Montreal. TRAVELLERS' LETTERS OF CREDIT.

Miramichi Advance. APRIL 24, 1902. The Globe's "Webb Syndicate" Bugaboo. The St. John Globe reproduced a lot of conjectures from certain western papers, making an editorial out of them, in which it labored to make its readers believe that there was a syndicate of which Dr. Seward Webb was the head, and that it had designs upon the railway systems of Canada, and was, therefore, worth watching in the public interest. An Ottawa despatch, however, states that Dr. Webb was in that city on Monday last and gave a statement to the press in which he pointed out that he was connected with only three enterprises in Canada, so far as the railway situation was concerned. He said: "First, I built, some eight years ago, the St. Lawrence and Adirondack railway and am president of that corporation. Second, a year ago I undertook, on behalf of the Dominion Securities Company, the construction of the Cape Breton railway in Nova Scotia. I did it because I am a believer in the future of Canada. The property is owned by the Dominion Securities Company. Third, I am interested in the purchase of the Canada Atlantic railway and its boat line. These comprise my interests in Canadian enterprises. There is no Webb syndicate in Canada or anywhere else."

World's Railway Record. A Denver despatch of 18th says: "The world's record has been broken in a run of 14.8 miles on the Western division of the Chicago, Burlington & Quincy Railway, when an average of nearly one hundred miles an hour was made by a regular passenger train. Details of the trip were made public to-day. The run was made by train No. 6, east bound, which left Denver, March 26, behind time. A heavy wind prevailed to Akron, 112 miles from Denver, and the train was 30 minutes behind time at that point. In order to make up time a heavy head of steam was put on, and between Rocky and Wray, a distance of 14.8 miles, the remarkable time of nine minutes was made—a rate of 98.7 miles an hour. It is the fastest time ever made by a run of any length, said Mr. Eustis, passenger traffic manager."

The North Shore's Enemies. Because the World is inspired, in almost every issue, to attack Hon. Mr. Tweedie, that paper pretends to believe that he, in some way, suggests subjects for treatment in the ADVANCE. We are not able to say what the practice of Mr. Tweedie was towards the World in this respect when he and some other gentlemen established that paper in Chatham and imported its present editor to manage it, but we assume that it had no editorial assistance from him. It is well known that there is one thing in which Mr. Tweedie is different from most prominent public leaders, it is in his belief in editors having the greatest freedom possible from suggestions or interference of anyone in their treatment of public men and public questions; and it may be that Mr. Tweedie's indifference to the praises which the World used to bestow on him when he and his associates were finding the cash to run the office, until they became tired of it, is the cause of its vindictive howling against and about him at the present time, and to which he equally pays no attention. Mr. Tweedie is, we think, a believer in the idea that the press ought to have a free hand in its treatment of all matters it discusses, and especially in regard to political affairs, for all editors—even those of the World—represent some phase of public opinion, and whether they are well-informed or ignorant, broad-minded or of narrow or cranky make up, they are always giving expression to views and sentiments, which are not without their value to those who happen to be, for the time, public leaders.

Coming Developments. An Ottawa despatch says that application is to be made to parliament for an act to incorporate "The Canada Eastern Railway Company," with the usual powers, including the power to acquire the railway undertaking of the Alexander Gibson Railway and Manufacturing Company, to issue paid up stock and bonds in payment for the railway undertaking, to construct and operate extension of the said railway, to construct and operate a street railway in the town of Fredericton, New Brunswick, to erect and operate telegraph and telephone lines, to acquire the franchise and undertaking of the Fredericton and St. Marys Bridge Company and issue paid up stock and bonds therefor, to acquire lands and erect and manage works for electric and other power, to acquire franchises, to sell and lease power, to construct and acquire vessels for freight and passengers, and to issue bonds for the purposes of the company, and with such other powers as may be necessary.

Smokeless Railway Engines. Chicago people, and those who travel on, or live near the Lake Shore Railway, are happy over the announcement that the management of that line have determined to do away with the smoke nuisance on the entire system by the use of a new smoke-consuming device. Tests are being carried on to perfect the device, which has also attracted the attention of the New York Central people. It is said that with careful firing there is no escape of smoke from the engines. An official of the road says: "By the use of the 'consumers' the amount of the travelling public will be greatly increased, as it will be possible for passengers to open car windows without being annoyed by cinders and smoke. We have found that soft coal can be used, as the attachment not only consumes the smoke but shows a saving of at least one ton of coal on an ordinary run."

Boers for Canada. A London despatch of 18th says: "The question of what to do with many of the Boer prisoners has been a matter of the most earnest consideration on the part of the British government. A good deal of correspondence has taken place on this subject between the Colonial office and the Canadian government. Canada wants men, plenty of men; in the Northwest Territories and towards British Columbia there are thousands of square miles that are lying waiting for settlers. The Boers are the sort of settlers that the Canadian government is looking for. The Dominion government proposes to give a full homestead, consisting of 160 acres of land, to each head of a family that will settle down, as well as to each male over twenty-one, to assist them with money—as settlers are at present assisted—and to admit them to the same terms of civil liberty as any settler."

The Pilotage Law. Hon. Mr. Fitzpatrick's bill before the Canadian Parliament to amend the Pilotage Act provides: 1. Paragraph (c) of section 59 of the Pilotage Act, as amended by chapter 36 of the statutes of 1900, is repealed, and the following is substituted therefor: "(c) Ships propelled wholly or in part by (i) employed in trading between any one or more of the provinces of Quebec, New Brunswick, Nova Scotia or Prince Edward Island and any other or others of them, or (ii) employed in voyages between any port or ports in the said provinces or any of them and the port of New York or any port in Newfoundland, or (iii) having a draught when loaded not exceeding sixteen feet, and employed exclusively in voyages between any port or ports on Lake Ontario, Lake Erie, Lake Huron, Lake Superior, Lake Michigan or on any of the waters connecting those lakes and any port or ports on the River St. Lawrence, or between any ports on the River St. Lawrence; except only in the ports of Halifax, Sydney, pilotage district, Miramichi and Picton, as respects each of which ports the pilotage authorities of the district may, from time to time, determine, with the approval of the Governor-in-council, whether any, and which, if any, of the steamships so employed shall or shall not be wholly or partially, and if partially, to what extent, and under what circumstances, exempt from the compulsory payment of pilotage."

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ROYAL BAKING POWDER. ABSOLUTELY PURE. Makes the food more delicate and wholesome. CANADA EASTERN RAILWAY. IN EFFECT OCT. 21, 1901. Between Fredericton, Chatham and Loggieville. GOING NORTH. For Chatham (read up) Express 1:00 p.m., Freight 1:15 p.m. For Fredericton (read up) Express 1:00 p.m., Freight 1:15 p.m.

CONNECTIONS. THOS. HOEN, Supt. ALEX. GIBSON, Gen'l. Manage. A Good Boy in Real Life. COONEY'S HISTORY OF NEW BRUNSWICK AND GASEP. The appointment of a young gentleman to the position of chief inspector is explained on the ground that his father owns an orchard and that he himself, has studied law, but never practiced it! The only question that should arise in this connection is whether the position of chief inspector is a sufficiently high reward for so worthy a young man. That he should refrain from practicing law, even after he had studied it, suggests the possession of a sensitive conscience which, while it will make him an admirable fruit inspector, might, perhaps, be employed by his country in some higher position.

W. L. T. WELDON. MERCHANT TAILOR. CHATHAM, N. B. THE BEST STORE TO PATRONISE. I beg to return thanks to my patrons for their favors of 1901, and as the year has come to a close the most important feature of any business is to make the next year more successful than the last. With that view in mind, I have selected my stock for the coming year in the Dominion of Canada and United States and bought it at the lowest prices, so as to still enable me to increase my business by selling goods cheaper than I ever did before. Call and prove my assertions when we show you my new stock of goods. Thank you for past favors. I await your visits. ROGER FLANAGAN, Water Street, Chatham.