

General Business.

Miramichi Advance.

CHATHAM, N. B., AUGUST 21, 1902.

The Intercolonial Railway.

There has been another series of official changes on the Intercolonial Railway which would be looked upon as revolutionary if the order brought about by them were not more in the nature of a return in the direction of former conditions than the establishing of new ones. It would seem to an outsider that the desire of the Hon. Mr. Blair, since he first became minister of Railways, has been to divest the management—the working—of the road of disabilities which had grown and fastened themselves upon it as its operations expanded. It is, perhaps, no serious reflection upon those who preceded him in the headship of the Department that the Intercolonial's operating expenses were larger in proportion to its earnings than those of other big roads which however, were owned and run by companies. Political influences and claims forced themselves in and so hampered those in charge that business considerations had to be subordinated to them. It was natural that, under the circumstances, fault should be found by the general public who were not in a position to appreciate the disabilities the road's officials had to contend against. It, therefore, happened that individuals, instead of the system were blamed, and there was an outcry against them, which could only be satisfied by the introduction of new men from whom better things were expected.

It is not necessary to enumerate the changes that have been made in the last five or six years, but they have been important as affecting the control of the maintenance and operating departments. It is evident that all that was expected to result from them has not been realized, yet it cannot be said that they have been altogether unfruitful, or that the men who came, tried their skill and have gone again, labored in vain. It has doubtless, been fully demonstrated that the methods of maintaining and operating a railway built by government for the purpose which the Intercolonial was chiefly designed to serve, cannot be entirely assimilated with those under which company roads, built to be run as commercial enterprises, are.

We are not entirely acquainted with the details of the management of Mr. Harris, who was the first "expert" brought into the Intercolonial service and given practically a free hand in the direction of administering its traffic affairs on business principles, as distinguished from the mixed business and political system theretofore in vogue. We remember, however, that from the day he was appointed until that on which he resigned, he was about the worst abused man in the service. It was natural that it should be so, for men long identified with the railway's administration realized that they had been officially prevented from doing what it was expected the new traffic manager would accomplish, and they could not be expected to hail his advent with enthusiastic acclaim, while the patrons whose traffic requirements had been met on a political basis, and whose "cliches" were to be interfered with by "Lord Harris" also made no secret of their intention to drive him out. Mr. Harris, therefore, met the fate of all who set out to accomplish the unattainable. Any other man would have similarly failed. If any official of the road had been set at the task assigned to Mr. Harris, he might—by using a Dooleyism—have kept his job longer, because of his better acquaintance with local conditions, but it would have been only a matter of time when he too would have been retired.

The next new high official introduced into the service was Mr. E. G. Russell, a native of New Brunswick, who had passed through nearly all the grades of telegraph and railway work, in a thirty years' experience in Canada and the United States. He was given the position of Manager of the Intercolonial and the biggest salary in its service—\$7,000. He exercised control over all departments of the railway excepting those of Audit and Stores. Whatever may have been the merits of his work, or his qualifications as a Manager, he had the same conditions to contend with which his predecessor, Mr. Harris, and he has resigned. So far as we can learn, he endeavored to effect changes which he thought would benefit the road and its administration in the public interest, from a purely business standpoint. He suffered shipwreck, however, on the old rock of political conditions which are ever and will be inseparable from Intercolonial administration, so long as it is under the control of a Government department.

As we have suggested, the experiences of the Intercolonial with the ex-managers, while it has cost something in the way of salaries that appear large when compared with those of equally good men long in the service, must have their compensations. These managers, doubtless, worked along some new lines with success in some cases and failed in others. Their successful leads can be followed up and their failures serve as warnings against future experiments in the same channels.

Now that Mr. Russell has ceased to be manager, the office of Assistant Manager, held by Mr. E. T. Horne, has been abolished. His salary was \$3,600 a year. General Manager Pottinger takes control—as he is well able to do—of the responsibilities of these two offices, and will be aided by Mr. J. E. Price, whose former office of Assistant Superintendent is re-established. Mr. Price will have control of the train service, stations and maintenance of

way and works, with headquarters at Moncton and salary of \$2,400 a year. He is succeeded at Campbellton, as district superintendent of the Moncton and St. Flavia district by Evan Price, brother of H. A. Price, district passenger agent at Montreal. H. H. Bray succeeds Mr. Price as chief train despatcher at Campbellton.

The district superintendents of the three larger divisions—Halifax and St. John, Montreal and St. Flavia, and Sydney and Oxford—will each receive \$100 a year extra, increasing their salaries to \$1,800 each per annum.

There is a rumor that Mr. Pottinger is to be made deputy minister of Railways at Ottawa, but while, for personal reasons, many would like to see him relieved of the hard work he has so long done in connection with the practical management of the government railways, there is a feeling that it would be difficult to find a man so thoroughly competent to take his place at Moncton. He has worked up through all grades in the service of the Intercolonial, and much of its excellent condition and position, to-day may be attributed to his painstaking supervision and faithful performance of duty.

**He Will Not Resign.**  
The World, the little organ of the "Ancient Order of Growlers," published in Chatham, N. B. condemns Premier Laurier for having failed to meet the views of everybody in England, although its condemnation of the head of the Dominion Government is as much more vigorous and unreserved as it is itself irresponsible and obscure. Sir Wilfrid's friends may assume that he will survive the onslaught and not even contemplate resigning the premiership on account of it.

**Fast Line.**  
The St. John Globe says:—"As regards the Canadian terms of a fast line of passenger steamers—say twenty four knot vessels—it would be better to have one port all the year round than to have two ports. On the whole, it is better to have one port for a summer port and a winter port. Halifax is a good port for winter and a good port for summer; and if it is selected as the one it may be better to have two ports. The maintenance to the landing places, and it would avoid the dangerous run up the St. Lawrence, which is, of itself, a matter of some importance; but of course the selection of a port depends a great deal upon the nature of the service. With a good fast freight line St. John would do as well as either of the other places named."

The Globe's last sentence is somewhat involved, but it is evidently a suggestion that St. John is as good as Halifax as a terminus for a fast mail and passenger steamship service. The Globe would probably advocate Montreal as such terminus, if it were published there—such is the influence of environment. Mr. Tarte is for dividing the privilege of playing terminus between Quebec and Halifax. That is, he would let Halifax be used when Quebec is frozen up. What Canada needs in connection with the fast line business is less local politics and more statesmanship.

**Mr. Tweedie's Return.**  
The Hon. Mr. Tweedie has wasted no time on the other side of the Atlantic after the coronation ceremonies were over, for he is now on the ocean on board of the Lake Simcoe on his way back to New Brunswick. Mr. Tweedie has, no doubt, had a pleasant visit to the Mother Land, but we can easily understand that he has felt somewhat impatient at having to wait there so many weeks to take part in the coronation ceremony. Mr. Tweedie is essentially a man of business, and even court ceremonials have no charms for him when there is work to be done. The people of New Brunswick were glad to have the province represented by the Premier on such an occasion. They will also be glad to welcome him home, and he will no doubt find the atmosphere of New Brunswick more congenial than that of a court.

**Not an Agitator's Journal.**  
The Boston Pilot, which is recognized as an authority in matters political, at any rate, affecting the Roman Catholics, does not appear to agree with the position taken by a class of Canadian papers, which make a business of promoting dissatisfaction with their political status amongst people of that faith. The Pilot says:—"Archbishop Inland is as good an American as he is a Catholic, and America is the happy home of millions of Catholics; but all the same there is no need of over-praising a good thing, as he does when he says: 'Let justice be done to America; in no other country is there a government so fair-minded, so impartial, so willing to treat all classes of citizens with absolute justice as that with which we are blessed in America.'"

The Archbishop of St. Paul need not travel more than half a day's journey from his home to find a country where it would not be impossible for a Catholic to be at the head of the government, where a Catholic is actually at the head of the government today; where Catholic cabinet officers of high rank, governors, chief justices, military and civil dignitaries of all kinds are as common as in Archbishop Inland's country; they are uncommon and almost impossible; where justice in the matter of religion in education is a thing of course, as it is not in the United States."

**The Rhodes Scholarships.**  
A London cable of 12th to the Toronto Globe says that the trustees of the Rhodes scholarships have selected Dr. G. R. Parkin to organize the scheme and to visit the countries to be benefited by this educational bequest under which two hundred picked men are annually to receive a British education. Dr. Parkin has made it a condition of his acceptance that he shall be given time in which to put Upper Canada College on the list of working places. The selection is an excellent one.

A despatch of 15th from London says:—"Prof. Parkin sailed on the Oceanic yesterday for Toronto via New York, to attend to some business at Upper Canada

College. He will return to London in October, and afterwards visit Canada, Australia and the United States in connection with a scheme for the establishment of Cecil Rhodes scholarships. There will be a London office for carrying out the business arrangements under the will.

Mr. Charles W. Boyd, son of the Rev. A. K. H. Boyd, of St. Andrews, will be secretary. Mr. Boyd has been private secretary to Dr. Jameson and Mr. George Wyndham, and acted for a long time as one of Mr. Rhodes' confidential agents, being with him in South Africa, and knowing Lord Milner, Mr. Kruger, Mr. Chamberlain, and all the great figures in the recent imperial drama. The London office will be opened in the autumn and Dr. Parkin's recommendations for a general plan of operations at Oxford will be made in time for carrying the scholarships into effect a year hence.

It is said in some quarters that it will be 1904 before the general plan can be put into operation.

**The Wool Trade.**  
(Times Trade Journal, 9th Aug.)  
Liverpool—These continued holidays are somewhat cramping business, though not sufficiently to make any mean attempt. After this week we expect more liveliness in all branches of the trade.

The Canadian business continues to be chiefly a contract business, and such important articles as waney board pine mainly go away direct to the consumer in the country. And of pine deals we find nothing new to say further than that the consumption has equalled the import at firm prices for second and third, but for first more money is required to cover the extreme rates now asked by the Ottawa millmen.

Spence deals through his recent firm basis, say, £76. 61. c. i. f. for common run of mill fall, with corresponding increase for better specifications and assortments. While on the subject of spence deals, we may say David Roberts, Son & Co., Ltd., of this port, have just completed a shipment of Roumanian spruce, chiefly 3x11 and 3x9, and of an extraordinary long average length, some running up to 32ft. We saw some going through the planing machine and they came out with clear and saving surface. These were being prepared for one of the Liverpool liners which has been chartered by the Government for five years for transport duty. As these fixtures will be permanent until the time charter is over, it speaks well for the quality of the new import. We hear, however, that the brokers are already asking a large advance in price, which in general opinion is likely to strangle the baby in its birth.

**Shoddy in British and American Woollens.**  
(By Alfred Massey, Shrewsbury, Eng.)  
An article: "Why is Wool so Cheap?" states that shoddy is the great feature in the trade of one of the leading towns of the Heavy Woollen Districts of Yorkshire, and it is well known that the mill dumps out an enormous weight of goods, the material being composed mostly of shoddy, cotton and the like. Sixteen pecks of shoddy, eighteen pence per yard (broad width), is the price of these so-called wools, and plenty of attractive fabrics are made at less.

It is also stated that Scotch manufacturers of tweeds, who hitherto used no shoddy, have had to resort to its use in order to compete with the composition of similar articles largely composed of shoddy produced in several Yorkshire towns and elsewhere.

The manufacture of artificial wools—and it is somewhat difficult to understand the designation—is said to be a large industry supplying manufacturers with a cheap substitute for the real article. In speaking of the trade of another town in the Heavy Woollen district, the Yorkshire Observer says it is noted for its classical cloth, cheap dress materials, dyed in classical shades, which find their chief markets in Greece and Levantine ports. If all goes well there is a great future for these goods. The tweeds and serges produced here are in great favor with wholesale clothiers, and combined with an export demand, a steady trade results for the whole year round. Into the composition of the higher grades a percentage of wool enters, but it is small. The cheap costumes which adorn the windows of many mantle shops are made in this locality. Tweeds and mantle cloths from 1. 3d. per yard from another important branch, and are made largely throughout this neighborhood. Speaking of military and police clothes "strength being the test," there is little room for mungo or shoddy, and the tender wool caused by the Australian drought is not admissible.

A well known Yorkshire firm replying to an enquiry on the subject states:—"There is so much mixing done now-a-days to bring goods in at such low prices that it takes a very good man to tell what there is in some of the manufactured articles. In the Yorkshire Post's annual trade review of December 7th, 1901, a 54 in. cloth is spoken of which sells at 1s. 1d. per yd., which is composed of all shoddy, but is classed as woolen goods.

The Hon. Geo. W. Wallace, Santa Fe, New Mexico, in an able article on "Substitutes for Wool," recites a statement by a commission house in the trade that 90% of woolen goods contain cotton, and that in 45% the proportion of cotton is 1/2, and when in addition to this cotton, the stuffs which masquerade under the name of fleeces, such as shoddy, mungo, wastes, flocks, loom flyings, wool extracts, nolls, wool stock, manufactured wool jute yarn, &c., &c., the wonder is not that the sales of wool fall so largely, but that any wool is used at all.

I thoroughly agree with his deduction, and also in his statement that the adulterated cloth has neither the wear nor the warmth of honest woolen goods. Mr. Wallace continues by stating that an expert witness before the Ways and Means Committee of the fifty-fourth Congress, testified that the first-class large worsted mills of the United States had put in the French and German process by which short-wool fleeces could be used. This is a fact which speaks for itself. Quoting further from the same source, an English correspondent of the Times writes:—"I give designs and particulars for two most excellent cloths. The worsted panting will make a cloth particularly adapted to the American taste, and it can be made very well on a cotton-backed cloth and mungo filling."

Again, a trade journal in a technical article says:—"The proper finishing of

low-grade goods requires great skill and care, as generally such goods contain a large percentage of cotton in both warp and filling, the amount of wool being only sufficient to form a face to cover the cotton, and it is seldom of the best quality."

Quoting Mr. Muihaer, the greatest manufacturer of shoddy in the United States, Mr. Wallace gives the annual consumption of shoddy in the United States at 40 million pounds, displacing 120 million pounds of wool. The National Live Stock Association of America puts the figures for 1900 as follows:—(and this I presume refers to the U. S. only). Shoddy used in 1900—74 million pounds displacing 222 million pounds of wool, or equal to 72% of all wool in the United States that year. In other words it displaced wool equal in quantity to that clipped from 42,990,000 out of 61,415,000 sheep owned in the United States. Therefore for this shoddy there would have been used 222 million more pounds of wool.

An instance is given of the discovery by accident of the fact that a most reputable and well known manufacturer, who had a contract to supply the Government with 50,000 army blankets, was found to be stuffing the same with shoddy to the extent of 50%. Cotton is also introduced into blankets made in England, and in some cases exceeds 50% of the material used.

The rapid increase in the use of shoddy in the United States is shown by the following figures:—In 1860 thirty establishments had an annual output of a value of \$400,000; in 1890 the census showed ninety-four establishments and a product valued at \$9,208,011.

F. W. Hodson,  
Live Stock Commissioner.

"Sam Napier's" Death.

Samuel H. Napier, an ex. M. P. P. for Gloucester county, but who, for a number of years, has been almost out of the public mind, appears to have died a sudden and lonely death far from human companionship or aid. An Ottawa despatch of 15th inst. stated that a story comes from the wilds of the Gatiniau that an old man named Samuel Napier was found dead in one of Gilmour & Huggins' shanties about 100 miles in the forest, where he had been stationed to look after the depot camp of the firm in that famous lumbering region. He was sent on about May 1st and had been alone, with the exception of his dog, as company. During June he was visited by some of the firm's employees who found everything all right. Napier, who was fond of talking of his experiences as a gold miner and of his subsequent membership in the New Brunswick legislature, was living his solitary life in comfort and happiness. Last week some men were sent in to inspect the premises and found the body badly decomposed in a sitting position beside the table. His dog, which doubtless had become ravenous from starvation, had eaten away a large portion of the body. How long he had been dead will never be known but from the position of the body it is evident the call must have come suddenly.

Samuel H. Napier was a unique character as a legislator, and those who remember him as he appeared at Fredericton, thirty years ago will recall some peculiar features of which he was the central figure, both in the legislature and out. He was known as one of the Napier brothers who had found the famous "Blanche Barley" gold nugget at Kigowar, Australia, and often entertained enquirers with the narrative of the vicissitudes they had passed through before its discovery and the schemes they resorted to afterwards to protect it and themselves until they got it to a bank in Melbourne. After his term in the legislature, Napier resided in Bathurst and other parts of the country, the fortune which came to him from the sale of the nugget being comparatively thrown away. Finally, he left the province, his wife continuing to live in Bathurst, where she conducted a restaurant.

In connection with poor Napier's death the story of the finding of the nugget, as he related it to a newspaper reporter, will not be uninteresting. He was a Scotch man, making voyages between Liverpool and Melbourne in the fifties, his brother, Charles, being one of the many who found their way to Australia from New Brunswick and elsewhere during the gold discoveries in that country. Finally, he left his ship and joined his brother at Kigowar, in 1857. They had all luck for a time and were almost in despair. His brother, after working with him at the claim when they had acquired, grew despondent and contemplated abandoning it. They had got down to a depth which they believed to be fully below hope of finding gold, and his brother concluded it was useless to try further. Samuel, however, thought he would have one more try, and after an early meal on the 17th of August—his brother having gone to bed—he went to the shaft and renewed his digging. Returning what followed Napier said:—"My pocket was empty when I went to bed, but I found something hard. I knew at once that it was not a bowler, there was not the same ring to it. I struck dead. Scraping away the dirt, I caught sight of the bright yellow color of pure gold. I knew at once that it was a nugget, but its size I could not tell. This was about ten o'clock in the morning. My brother was working in another part of the claim and I immediately called him to come. My first thought was that someone would come along and see that we were digging out a nugget; so we tried to keep it partially covered while we dug away with pick and shovel.

"Were you excited?" I asked.  
"Excited?" said Napier, interrogatively, "I cannot describe to you how excited I was, especially when the nugget was at last got free. It was all I could do to lift it, and I saw that it was solid, pure gold. It was two feet four inches long, by ten inches wide and from 1 1/2 to 3 1/2 inches thick. It weighed exactly 146 pounds, four ounces and three pennyweights, and was actually the largest and finest nugget of pure gold ever found anywhere in the world. One or two others were found that weighed as much, but they were not solid pure gold."

"You knew that it was of great value?" I inquired in a speculative way.  
"Certainly! I knew it was a fortune, and the very knowledge that it was enormously valuable made us afraid that someone would discover what we had found and seek to rob us. The first thing we did was to cover it over with loose dirt, and then we sat down to plan how we would get it out so as to prevent anyone knowing it. We discussed scheme after scheme, until we worked ourselves into a great anxiety. How could we get that nugget out without someone seeing it? Had we only unearthed a fortune to find ourselves in danger of losing it?"

The Napier men realized that sunshine and shadow move swiftly after each other. How could they keep from being robbed of the nugget they had found but a few minutes before? What if to-morrow should find them poor again? The perspiration poured from their faces in the agony of fear that this thought produced. Like all rich men they began to mistrust everybody and everything.

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Cuts, and all Skin Diseases of Horses,  
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YOU MAY WORK THE HORSE  
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Some shadowy spectre was ever running away with their nugget. But something had to be done quickly, no matter how great the risk. Necessity is always the motherhood of invention.  
"As I was hit upon a plan," continued Napier. "I remembered that we had lost a tub to a tailor in the mining camp. We would go down to his place and get the tub on a wheelbarrow, and as we passed the hole where the nugget lay we would place it in the tub. We arranged the whole plan very carefully. We were to take turns in wheeling, and if anyone spoke to us we were to stop and talk to him while the other wheeled on. The scheme worked well, and just about dark we landed the nugget in our tent. We threw it under one of the low beds, and sat down for midnight. Early in the night we put out the light and pretended to go to bed. It seemed to us that twelve o'clock would never come; but at last all lights were out and not a soul stirred in the camp. Now was our time to put the nugget in a place of safety.  
"With pick and shovel we began to dig right in the centre of our tent. We worked hard, and in the course of a few hours we had a hole six feet deep. Into that we laid the nugget and filled in the earth with great care, so as to not leave a trace of our work. Then we felt safe. No one had seen the nugget but ourselves, and it was now buried six feet out of sight. No one could get it without great trouble.  
"But a nugget buried in the ground was no use to us. We must get it into Melbourne. That was our next problem. There was plenty of time to organize a plan, and besides, there might be other nuggets in our claim. We might see about that. For a time we watched the tent; but after a while went to work every day and left the tent open. We thought it was the best way to prevent suspicion, and it worked all right. No one in the camp knew of the nugget, and our fortune and lives depended on the secret being well kept."

"For three months the nugget lay buried in the ground, and at the end of the period we had washed out our claim. We found a number of nuggets in the same hole, one of which weighed eight pounds. But the big nugget was all we actually got out of the claim; for after paying up all our scores we had only a thousand dollars left from the washings. Supplies were enormously dear. Then we arranged to get the digging and go to Melbourne, which meant a long ride. Armed only with a shotgun and a revolver, we started in a one-horse cart, and in due time, without delay or suspicion on the part of others that we had a prize, we reached Melbourne.  
"Next day we deposited the nugget in the bank, and our fears were at an end. The news spread like wildfire, and thousands rushed to the Kigowar gold fields. While in Melbourne we named the nugget, the 'Blanche Barley,' after the beautiful daughter of the governor, and by that name the model in the British Museum is known. The bank gave us an insurance of \$50,000 for the safe delivery of the nugget in London, and at the end of August we sailed for England.  
"When we arrived in England we were made the lions of London. The papers wrote up the story of the great nugget and told who we were. I was born on the Bay of Chaleur, so that I was recognized everywhere as a Canadian. The Queen sent us and we dined at Buckingham Palace. We drove down from the Bank of England under a heavy escort, taking the nugget with us. Her majesty and the Prince Consort received us most graciously, and the Prince of Wales, who was the last of August, showed a very deep interest in the nugget. I do not wonder at that, for it was the prettiest sight one could see. It was 23 1/2 carats fine, or as near absolutely pure gold as it is possible to get. Of course, the young Prince could not lift it.  
"Then the nugget was put on exhibition at Crystal Palace, for which privilege we were paid \$250 a week. We lived at a small hotel on the Warwick and had a great time. This lasted for three months during which time Sir Robert Marchmont had a cast made of the nugget for the British Museum. The work was so perfectly done that these clips from the press, 'Galloway' & Co., an Italian that you couldn't tell one from the other until you lifted them. He also gave me a duplicate.  
"Finally we sold the nugget for \$60,000. It was not worth more than \$50,000 intrinsically, but being the largest and finest gold nugget ever found, we got \$10,000 more than its real value. After a time it passed into possession of the Bank of England, the intention being to keep it for the British Museum; but that time a new general manager, or new director, came in, and to the surprise and regret of everyone the nugget was one day melted down and turned into these clips from the press, 'Galloway' & Co., an Italian that you couldn't tell one from the other until you lifted them. He also gave me a duplicate.  
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"With pick and shovel we began to dig right in the centre of our tent. We worked hard, and in the course of a few hours we had a hole six feet deep. Into that we laid the nugget and filled in the earth with great care, so as to not leave a trace of our work. Then we felt safe. No one had seen the nugget but ourselves, and it was now buried six feet out of sight. No one could get it without great trouble.  
"But a nugget buried in the ground was no use to us. We must get it into Melbourne. That was our next problem. There was plenty of time to organize a plan, and besides, there might be other nuggets in our claim. We might see about that. For a time we watched the tent; but after a while went to work every day and left the tent open. We thought it was the best way to prevent suspicion, and it worked all right. No one in the camp knew of the nugget, and our fortune and lives depended on the secret being well kept."

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**UNPACKING**  
**TO-DAY!**  
**ONE CAR LOAD**  
OF  
**FARMERS' WAGONS, DUMP-CARTS,**  
**CART WHEELS AND AXLES**

(the latter in all sizes from 1 1/2 to 4-inch tires) with and without bodies.  
Call and see this lot at  
**THE WAREROOMS**  
OF  
**THE LOUNSBURY Co., Limited.**  
Cunard Street, Chatham.

**ROYAL BAKING POWDER**  
ABSOLUTELY PURE  
Makes the food more delicious and wholesome  
ROYAL BAKING POWDER CO., NEW YORK.

**CANADA EASTERN RAILWAY.**  
IN EFFECT JUNE 16, 1902.  
For further notice, trains will run on the above Railway, daily (Sundays excepted) as follows:  
**Between Fredericton, Chatham and Loggieville.**  
**FOR CHATHAM (read down)**  
Freight Express  
7 00 a.m. 4 00 p.m. Fredericton 1 45 5 25  
7 10 a.m. 4 10 p.m. Loggieville 1 55 5 35  
7 20 a.m. 4 20 p.m. Maryville 2 05 5 45  
7 30 a.m. 4 30 p.m. Cross Creek 2 15 5 55  
7 40 a.m. 4 40 p.m. Loggieville 2 25 6 05  
7 50 a.m. 4 50 p.m. Loggieville 2 35 6 15  
8 00 p.m. 7 10 a.m. Doaktown 1 50 11 00  
8 10 p.m. 7 20 a.m. Blackville 2 00 11 10  
8 20 p.m. 7 30 a.m. Chatham Jct 2 10 11 20  
8 30 p.m. 7 40 a.m. Chatham 2 20 11 30  
8 45 p.m. 7 55 a.m. Nelson 2 30 11 40  
8 50 p.m. 8 00 a.m. Chatham 2 35 11 45  
9 00 p.m. 8 10 a.m. Loggieville 2 40 11 50  
9 10 p.m. 8 20 a.m. Chatham 2 45 12 00

**CONNECTIONS** are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points further up the river and with the C. P. RAILWAY for St. John and all points West, and at Loggieville with the Grand Falls Extension and Presque Isle, and at Cross Creek with St. John Station.  
**THOS. HOBBEN, Supt. ALEX. GIBSON, Gen'l Manager**

**STANLEY, SHAW & PEARDON,**  
Practical Plumbers  
Sanitary Engineers.  
Plumbing and Hot Water Heating.  
Water Street, (next door to the Hocken Water Office) CHATHAM, N. B.  
P.O. Office Box 188.

**Marlin**  
32 Cal. High-Pressure Smokeless  
IN MODEL 1893  
WE are prepared to furnish for the full price of \$100.00 the new 32 Caliber HIGH PRESSURE SMOKELERS cartridge rifle. This rifle uses a 165-grain bullet and has a velocity of over 2,000 feet per second, making it the most powerful cartridge rifle made for an American rifle. It is also the most accurate rifle in the world. It is also the most reliable rifle in the world. It is also the most beautiful rifle in the world. It is also the most popular rifle in the world. It is also the most famous rifle in the world. It is also the most celebrated rifle in the world. It is also the most distinguished rifle in the world. It is also the most illustrious rifle in the world. It is also the most eminent rifle in the world. It is also the most noble rifle in the world. It is also the most honorable rifle in the world. It is also the most venerable rifle in the world