General Business.

### EASTERN STEAMSHIP CO.



International Division.

Commencing June 30, 1902, Steamers leave St. John at 8 a.m., Atlautic Standard, on MONDAY, WEDNESDAY and FRIDAY, for Lubec, Eas port, Poland and Boston. For Boston DIRECT, on TUSDAY and SATURDAY at 6,36 p.m. heturning, from Boston via Portland. Eastport and Lubec, MONDAYS, WEDNESDAYS and HILLDAY-, at 8 15 a.m. From Boston DIRECT, M NDAYS and THURSDAYS at 12, noon. Freight received daily up to 5 p.m. A, H, HANSCOM, W. G. LEE, Agent, St. John, N.

VIN AUSTIN, Vice-President and General Manager, General Offices, 368 Atlantic Ave., Boston, Mass. C LVIN AUSTIN,

#### **COMMON SOAP**

WILL CAUSE

ROUGH SKIN On Face and Hands.

We have just imported a large lot ( ve Oil Soap

dir et from the factory which \_\_\_AT\_\_\_

I: is made from Pure Olive Oil and the Juice

Mackenzie's Medical Hall

DENTISTRY

Henry G. Vaughan, D. D. S. tifice Hours:—9.30 a,m to 1 p.m. 2 p,m. to 6 p.m. aburday—9.30 a,m. to 1 p.m. 7.30 p, m. to 9 p, m

GAS ADMINISTERED PAINLESS DENTISTRY A SPECIALTY. OFFICE-OVER MACKENZIE'S MEDICAL HALI

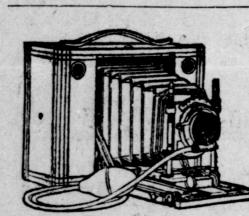
CHATHAM, N. B.

### PATRONISE.

I heg to return thanks to my patrons for their favors of 1901, and as the year has ny business is to make the next year more successful than the last. With that s . cal object in view I have se ected my · ···k from best houses in the Dominion o Canada and United States and bought it at the lowest prices, so as to still enable me to increase my business by selling goods cheapnau I ever did before.

Call and prove my assertions when we sh wyou my new stock at rock bottom Thanking you for past favors, I await your visits,

> ROGER FLANAGAN. Water Street, Chatham.



THIS IS THE NO. 4

and may be used with either Plates or Film.

It is our Highest Priced one. costing \$25,

but we have them at \$20.00 \$17 50 \$15.00 \$12.00 \$10.00

\$8.00 \$5.00 \$2.00 and \$1.00. Full Supply of\_ FILMS, PLATES, PRINTING PAPERS, DEVELOPERS, ETC.,

always on hand. Mail orders promptly attended

Administrators' Notice.

All persons having any just claim against the estate of Joseph M. Buddock, late of the Town of Chatham, in the County of Northumberland, proprietor

required to make immediate payment forthwith t (Sgd.) MARGARET J. RUDDOCK, CHARLES D. RUDDOCK,

### INTERCOLONIAL RAILWAY TENDER FOR AN ENGINE HOUSE, ETC. AT

ST. JOHN, N. B. Sealed Tenders addressed to the undersigned, and marked o the outside "Tender for Engine House at St. John," will be received until

MONDAY, 18TH AUGUST, 1902. for the above work. 28th instant at the Office of the Terminal Agent at Si. John, and at the Chief Engineer's Office at Mon.cton. N B., where forms of tender may be An the conditions of the Specifications must

D. POTTINGER. General Manager. Moneton, N. B , 23rd July, 1902.

### Real Estate Sale

On the 22nd day of August. A. D., 1902.

1 4 c'erck in the afternoon, in front of the Po office in Nelson Village, in the County of Northumhe land, I will sell at Public Auction, to the highest bider, the real estate of the late Julia Murphy of Barrab River, consisting of the following, viz: and described as follows, to wit:-bounded on the porth be for in possession of Thomas Gorman, on the south by the Peter Gorman lot on the east by the Sutton Road and on the west the Sutton Road, which said lot comprises seven and one half acres said Parish of Neison and bounded as follows :believe on Barnaby River, granted to James Mar; hy, at its intersection with the westerly side of the road from Barnaby River to Nelson, thence 11 ning by the m. goet of the year 1839 north eighty Line degrees west fourteen chains and fifty links. a or g he north rn ine of the said granted lot, or te a spince ther standing on the northwesterly angle il ereof ; the ace north one degree east thirty three thems and firty links, to a fir tree, thence south suchty nine negrees east thirty chains, or to the resterly sine of the road above mentioned, southerly unrection to the place of beginning, cont in Ly eighty acres more or less. I cense dated 18th Jay 19st, and granted by Samuel homson, Esquire, Judge of the Probate Court of Nor humber land.

Dated 18th July, 1902.

N. POWER, Executor.

### Miramichi Advance.

OHATHAM, N. 8.. - AUGUST 21, 1902.

There has been another series

The Intercolonial Railway.

official changes on the Intercolonial Railway which would be looked upon as revoluntionary if the order brought about by them were not more in the nature of a return in the direction o former conditions than the establishing of new ones. It would seem to an cutsider that the desire of the Hon. M. Blair, since he first became minister of Railways, has been to divest the man agement-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 how ever, were owned and run by companies Political influences and claims forced themselves in and so hampered those in charge that business considerations had officials had to contend against. It.

to be subordinated to them. It was natural that, under the circumstances, fault should be found by the general and Cucumber public who were not in a position to appreciate the disabilities the road's therefore, happened that individuals, instead of the system were blamed, and there was an outcry against them, which 3 Cakes for 10 cents, could only be satisfied by the introduction of new men from whom better things were expected.

changes that have been made in the last five or six years, but they have been important as affecting the control of the ship on account of it. maintenance and operating departments. It is evident that all that was expected to result from them has not been realised. vet 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 round than to have two ports. Qu bec i 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 come to a close the most important feature | 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. was natural that it should be so, for men long identified with the railway's administration realised that they had been 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 "cinches" 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 old official of the road Mr. Harris, he might-to use Dooleyism-have kept his job longer. because of his better acquaintance with people of New Brunswick were glad to local conditions, but it would have been

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 United States. He was given the position of Manager of the Intercolonial and the biggest salary in its servicethe Miramichi Foundry, are hereby requested to the the s me with the undersigned administrators within three months from this date duly attested, and any person indebted to the said estate are departments of the railway excepting those of Audit and Stores. Whatever had the same conditions to contend with as those which handicapped 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 stand- in Ame.ica.' point. He suffered shipwreck, however, on the old rock of political conditions which are and ever will be inseperable from Intercolonial administration, so long as it is under the control of a

only a matter of time when he too

Government degartment. As we have suggested, the experiences officers of high rank, governors, chief of the Intercolonial with the ex- justices, military and civil dignitaries of flocks, loom flyings, wool extracts, noils, managers, while it has cost something in all kinds are as common as in Archbishop 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, States." donotless, 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 the same channels.

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- Canada College on the best working basis. of the responsibilities of these two offices, and will be aided by Mr. J. E. T can to of the above land being authorized by Price, whose former office of Assistant Superintendent is re-established. Mr. Prof. Parkin sailed on the Oceanic yes. backed cloth and mungo filling " Price will have control of the train terday for Toronto via New York, to Again, a trade journal in a technical thought produced. Like all rich men they kind of cures that Ferrozone is effecting

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. Flavie 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-Halitax and St. John, Montreal and St. Flavie, 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 persona reasons, many would like to see him relieved of the hard work he has long done in connection with the practial 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," publish 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. It is not necessary to enumerate the Sir Wilfrid's friends may assume that he will survive the onslaught and not even contemplate resigning the premie

#### Fast Line.

The St. John Globe says :-"As regards the Canadian terminus a fast line of passenger steamers-say twenty four knot vessels-it would sulely be better to have one port all the year talked of for a summer port and Halifax for a winter port. Halifax is a good port for winter and a good port for summer : and if it be selected as the one it may as well be the other. That would give permanence to the landing place, 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 s me what upon the nature of the service. With a good fast freight line St. John would do as well as either of the other places

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. would let Halifax be used when Quebec is frozen up. What Canada needs in connection with the fast line officially prevented from doing what it business is less small politics and more statemanship.

#### [Gleaner] Mr. Tweedie's Return.

The Hon. Mr. Tweedie has wasted no the coronation ceremonies were over, for he is now on the ocean on board of the Like 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 had been set at the task assigned to essentially a man of business, and even court ceremontals have no charms for him when there is work to be done. The have the province represented by the Premier on such an occasion. They wil also be glad to welcome him home, and he will no doubt find the atmosphere of New Brunswick more congenial than that

### Not an Agitators' Journal

The Boston Pilot, which is recognized 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 Ir land is as good an may have been the merits of his work, American as he is a Catholic, and America or his qualifications as a Manager, he is the happy home of multions of Catholics; that it takes a very good man to tell what but all the same there is no need of overpraising a good thing, as he does when he says : 'Let justice be done to America : in no other country is there a government treat all classes of cit zens with absolute justice as that with which we are blessed but is classed as woolen goods.

> Ireland's country they are uncommon and matter of religion in education is a thing of course, as it is not in the United

#### The Rhodes Scholarships.

A London cable of 12th to the Toront Globe says that the trustees of the Rhodes warnings against future experiments in scholarships have selected Dr. G. R. Parkin to organize the scheme and to visit Now that Mr. Russell has ceased to the countries to be beneficted 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 The selection is an excellent one.

A despatch of 15th from London

the business arrangements under the quality."

A. K. H. Boyd, of St. Andrews, will be States, Mr. Wallace gives the annual consecretary. Mr. Boyd has been private sumption of shoddy in the United States secretary to Dr. Jameson and Mr. George at 40 million pounds, displacing 120 one of Mr. Rhodes' confidential agents, Live Stock Association of America puts knowing Lord Milner, Mr. Kruger, Mr. I presume refers to the U. S. only, the recent imperial drama. The London | displacing 222 million pounds of wool, or office will be opened in the autumn and D. 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 Wood Trade.

[Timber Trades Journal, 9th Aug.] Liverpool-These continued holidays are somewhat cramping business, though not sufficiently to make any moan about. After this week we expect more liveliness in all branches of the trade.

The Canadian business continues to b chiefly a contract business, and such important articles as waney board pin 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

Spruce deals keep on their recent firm basis of, say, £76, 61. c.i.f. for common run of mill fall, with corresponding increase for better specifications and assortments. Whilst on the subject of spruce deals. may say David Roberts, Son & Co., Ltd., of this port, have just received 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 satiny 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

#### Shoddy in British and American Woolens.

[By Alfred Mansell, 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 Woolen Districts of Yorkshire, and it is well known that the mills do turn out an enormous weight of goods, the material being composed mostly of shoddy cotton and the like. Sixteen pence to the price of these so-called woolen goods, and plenty of attractive fabrics are made

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

The manufacture of artificial woolsand 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.

town in the Heavy Woolen district, the Yorkshire Observer says it is noted for its classical cloth, cheap dress meltons, dyed in classical shades, which find their chief markets in G. eece and Levantine ports. If ali goes well there is a great future for these goods. The twills and sirges produced here are in great favor with wholesale clothiers, and, combined with an port demand, a steady trade results whole year round. Into the composition of the higher grades a percentage of wool enters, but it is small. The cheap costumes | claim which they had acquired, grew deswhich adorn the windows of many mantle shops are made in this locality. Tweeds and mantle cloths from 1. 3d. per vard form another important branch, and are made largely throughout this neighborthe as an authority in matters political, at any hood. Speaking of military and police rate, affecting the Roman Catholics, does clothes "strength being the test," there is little room for mungo or shoddy, and even the tender wool caused by the Australian drought is not admissable.

A well known Yorkshire firm replying to an enquiry on the subject states, -- ring to it. Is struck dead. Scraping away "There is so much mixing done now-a- the dirt, I caught sight of the bright yellow days to bring goods in at such low prices, there is in some of the manufactured

In the Yorkshire Post's annual trade review of December 7th, 1901, a 54 in so fair-minded, so impartial, so willing to cloth is spoken of which sells at 1s. 1d. per yd., which is composed of all shoddy,

The Hon. Geo. W. Wallace, Sante Fe. "The Archbishop of St. Paul need not New Mexico, in an able article on "Subtravel more than half a day's journey from stitutes for Wool," recites a statement by the head of the government, where a in 45% the proportion of cotton is 3; and government today; where Catholic cabinet which masquerade under the score of aliases, such as shoddy, mungo, wastes. wool stock, manufactured wool jute yarn. &c., &c., the wonder is not that the sales almost impossibe; where justice in the of wool fall off so largely, but that any

> 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-fibres could be used. This is a fact which speaks for itself. Quoting further from the same source, an English correspondent of an American paper writes :- "I give designs and particulars for two most excellent cloths. The larly adapted to the American taste, and before? What if to-morrow should find convinced that my recovery is entirely due fleet, and is one of the stiffest brate have it can be made very well on a cotton- them poor again? The perspiration poured to the marvellous action of Ferrozone.

College. He will return to London in low-grade face goods requires great skill October, and afterwards visit Canada, and care, as generally such goods contain Australia and the Unit d States in con- a large percentage of cotton in both warp nection with a scheme for the establish- and filling, the amount of wool being only ment of Cecil Rhodes scholarships. There sufficient to form a face to cover the will be a London office for carrying out cotton, and it is seldom of the best

Quoting Mr. Mulhaser, the greatest Mr. Charles W. Boyd, son of the Rev. manufacturer of shoddies in the United Wyndham, and acted for a long time as million pounds of wool. The National being with him in South Africa, and the figures for 1900 as follows :- (and this Chamberlain, and all the great figures in | Shoddy used in 1900-74 million pounds equal to 72% of all wool in the United States that year. In other words it dis placed wool equal in quantity to that clipped from 42,990,000 out of 61,415,000 sheep owned in the United States. Therefore but for this shoddy there would have been used 222 million more pounds of

An instance is given of the discovery by accident of the tact that a most reputable (?) and well known manufacturer, who had a contrac: to supply the Govern ment with 50,000 army blankets, was found to be stuffing the same with shoddy to the extent of 50%. Cotton is also introduced int , blankets made in England and in some cases exceeds 50% of the material used.

The rapid increase in the use of shodds 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 ninery-four establishments and a product valued at \$9 208.011.

> F. W. Hodson. Live S ock Commissioner.

#### "Sam. Napier's" Death.

Samuel H. Napier, au 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 or aid. An Ottawa despatch of 15th instant stated that a story comes from the wilds of the Gatineau that an old man named Samuel Napier was found dead in one of Gilmour & Hughson's 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 in 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 employes who found everything all right. Napier, who was foud 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 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

Samuel H. Napier was a unique character as a legislator, and those who remember him as he appeared at Fredericton thirty eighteen pence per yard (broad width), is years ago will recall some peculiar scenes of which he was the central figure, both in the egislature and out. He was known as one of the Napier brothers who had found the famous "Blanche Barclay" gold nugget at Kingower, Australia, and he 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

come suddenly.

In speaking of the trade of another | 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 interviewer, will not be uninteresting : He was a seaman, making voyages between Liverpool and being one of the many who found their way to Australia from New Brunswick and elseluck for a time and were almost in despair. His brother, after working with him at the pondent and contemplated adandoning 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 Augustmidwinter in that region-he went to the what followed Napier said : "My pick struck | the other until you lifted them. He also something hard. I knew at once that it was not a bowlder, there was not the same 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 to 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

"Were'nt you excited?" I asked. "Excited?" said Napier, interrogatively, "I cannot describe to you how excited I was. his home to find a country where it would a commission house in the trade that 90% especially when the nugget was at last go not be impossible for a Catholic to be at of woolen goods contain cotton, and that free: It was all I could do to lift it, and saw that it was solid, pure gold. It was two Catholic is accually at the head of the | when in addition to this cotton, the stuffs | feet four inches long, by ten inches wide and from 14 to 32 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 nor pure gold." "You knew that it was of great value?"

I inquired in a speculative way. "Certainly: I knew it was a fortune, and Culten, of Sturgeon Bry, does not exist. 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 cripple, unable to move without crutches and scheme after scheme, until we worked our- canes. I used quantities of medicines,

ourselves in danger of losing it?" The Napiers now realized that sunshine and when I saw it was helping, I bought and shadow move swiftly after each other. six boxes and took one tablet at the close of How could they keep from being robbed of each meal. I am perfectly cured and am worsted panting will make a cloth particu- the nugget they had found but a few minutes to-day as spry as a youngster of ten. I am from their faces in the agony of fear that this Mr. Cullen's case is a fair example of the service, stations and maintenance of attend to some business at Upper Canada article says ;- "The proper finishing of began to mistrust every body and everything. every day. In severe cases of Neuralgia,

## LOTASINE



A quick and positive cure for arness and Saddle Galls, Scratches, Sores, Cuts, and all Skin Diseases of Horses, Cattle and Dogs. YOU MAY WORK THE HORSE 25 Cents All dealers THE BAIRD COMPANY, Limited.

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

Proprietors, Woodstock, N.B.

" At last we hit upon a plan," continued Napier. "We remembered that we had caned 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 n the tub. We arranged the whole plan very carefully. We were to take turns in wheeling, and if anyone spoke to us one was to stop and talk to him while the other wheeled on. The scheme worked well, and ust 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 precended to go to bed. It seemed to us that twelve clock would never come; but at last all ights were out and not a soul stirred in the camp. New 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. lonely death far from human companionship Then we fest 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 "For three months the nugget lay buried

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 angget 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 quit 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

in the ground, and at the end of the period

"Next day we deposited the nugget in THOS. HOBEN, Supt. the bank, and our fears were at an end. The news spread like wildfire, and thousands rushed to the Kingower gold fields. While in Melbourne we named the nugget the 'Blanche Barclay,' 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 Landon, and at the end of August we sailed for

"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 for us and we dined at Buckingham Palace. We drove down from the Bank of England under a heavy escort, taking the nugget Melbourne in the fifties, his brother, Charles, with us. Her majesty and the Prince Consort received as most graciously, and the Prince of Wales, who was a lad of firteen; where during the gold discoveries in that showed a very deep in erest in the nugget. country. Finally, he left his ship and joined I do not wonder at that, for it was the as it is possible to get. Of course, the young Prince could not life it.

"Then the nugget was put on exhibition at Crystal Palace, for which privilege we were paid \$250 a week. We lived at a swell hotel on the Surrey side and had a great time. This lasted for three months during which time Sir Roderick Murchison had a cast made of the nugget for the Beitish Museum. The work was so perfectly done shaft and renewed his digging. Relating by an Italian that you couldn't tell one from 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 ; about that time a new general manager, or new directorate, came in, and to the surprise and regret of everyone the nugget was one day melted down and turned into money. It yielded about ten thousand sovereigns. And that was the end of the

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"For six years I hobbled about like a selves into a great anxiety. How could we special baths and so forth, but they didn't get that nugget out without someone seeing | help me very much. it? Had we only unearthed a fortune to find "On the advice of a Presbyterian minister I used Ferrozone, gave it a good trial at first

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8.00 " The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Oerb, Siding, Upper Nelson Boom, Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime

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Notice is hereby given that the undersigned have ister of Public Works at Ottawa, the plan and a description of the site of a proposed extension and addition to their mill wharf at Loggieville in the County of Northumberland, Province of New Brunswick, and on the southerly si te of the River Mirentchi and that duplicates of the said plan and description have been deposited a so in the Office of the Registrat of Deeds for the said County of Northumberland, at Newcastle in the said County. Also that application will be made to His Excellency that Governor-Ge eral-in Council for approvat of the said plan and site and of the building of the said extension and addi ion to said wharf

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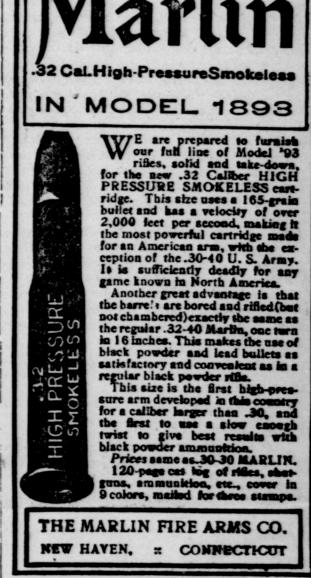
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