General Business.

BOTTLES

VARIETY AT

**COMMON SOAP** 

WILL CAUSE

ROUGH SKIN On Face and Hands.

We have just imported a large lot Olive Oil and Cucumber Soap

direct from the factory which next TWO WEEKS ---AT---

3 Cakes for 10 cents. It is made from Pure Olive Oil and Cucumbers. We can recommend it Mackenzie's Medical Hall

DERAVIN & CO. COMMISSION MERCHANTS

ST. KITTS, W. I. Cable Address: Deravin LEON DERAVIN, Consular Agent for France.

### DENTISTRY!

Henry G. Vaughan, D. D. S.

Office Hours:—9.30 a.m. to 1 p.m. 2 p.m. to 6 p.m. Saturday—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 HALL. CHATHAM, N. B.

## BEST 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 special object in view I have selected my stock from best houses 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 at rock botton prices. Thanking you for past favors, await your visits,

> ROGER FLANAGAN. Water Street, Chathan

EXQUISITE STYLE IN DRESS Dominion, therefore, display ability



made to measure by an artist tailor who knows the value of perfect fit, heautiful fine workmanship, and who selects his fabrics with an eye to please the taste of the well bred gentleman, "The tailor makes the man" is an old saving and we can supply all defects of form, and give you both style and satisfaction in suits and overcoats. Ladies suits, coats and skirts at reasonable rates. Gents fur lined overcoats a specialty.

. WELDON

MERCHANT TAILOR. CHATHAM, N. B.

# Bank of Montreal.

ESTABLISHED 1817.

(TWENTY MILLION DOLLARS!)

IN THE SAVINGS BANK DEPARTMEN of this Branch, interest is allowed

AT CURRENT RATES on sums of \$4.00 and upwards and paid or compounded twice a year, on 30th of June and 31st December. This is the most convenient form for depositors, but deposit

anaipts will be issued to those who prefer COLLECTIONS

made at all points in Canada and the United States at most favorable rates. TRAVELLERS' LETTERS OF CREDIT

R. B. CROMBIE.

Manager Chatham Branch.

Miramichi Advance.

OHATHAM, N. B. JUNE 12, 1902

The Lieutenant Governor and Mrs Snowball will be at home on Wedne day and Thursday next, the 18th an 19th instant, from 4 to 6.30 o'clock

Will they Never Learn?

We observe that there is an agita tion in the United States to encourage traitors of Cape Colony to come to the former country. Are there not enough of the imported assassin class there already?

Slowing the "Fast Line."

cated the idea that it is futile to discus between Great Britain and Canada unless the claims of certain ports to be its termini are ignored. We have instance, should exert all its influence in the direction of securing for itself the position of Canada's terminus for transatlantic freight business, especially in winter, while it should yield to Sydney, Halifax or some other Nova Scotia fast passenger business-both winter and summer.

No good reason can be urged for using either St. John or Quebec in connection with the fast line, and we are, therefore, at a loss to understand why so able a public man as Mr. Tarte, Dominion Minister of Public Works, while affirming the true idea on which the choice of a fast line terminus should be chosen, shows that he is prepared to sacrifice it for a part of the year, doubt less for purely local reasons. He says

"My idea would be to have Quebec the summer terminus of the fast line, Halifax the winter terminus for passengers, and St. John for freight. The reason for this is obvious. The C. P. R. must be de pended upon almost exclusively to supply trade for the winter port, and their own line runs only to St. John, so that the Canadian line should furnish it with return freight. For the passenger terminus my idea is to have passengers landed where they can get along as fast as possible, and freight carried on the very fas liners is generally of a perishable naturethat is the reason why I would make Halifax and Quebec the termini of the

To have a line fast, it is absolutely shortest possible portion of it be used for steamship and the greater for rail Cape Breton port claims first place as fast line terminus, while Halifax, because of its prominence as the great Atlantic, is also entitled to consideration. Quebec can expect to be con-

sidered only in connection with the use of Bellisle Straits as part of the route, and, even then, it has disadvantages which would be fatal to a fast line; but to select any route save that south of Newfoundland for the purpose would handicap its success from the start.

with the proposed fast line he will be contributor to its non-success to an equal extent with those who, for similar reasons, advocate the alleged claims of St. John in the same connection. Until the public men of the and breadth of mind which will enable them to overcome and ignore sectional claims, we shall have no fast line; fo if our natural advantages are to be handicapped and sacrificed to petty self-seeking contentions between provinces, we had better leave the development of the great idea to those coming after us, who will have learned better than ourselves the necessity of broad ideas to the success of the undertaking.

has been proclaimed by the Lieutenant-Governor-in-Council.

By His Honor The Honorable Jabez Bunting Snowball, Lieutenant-Governor of the Prov ince of New Brunswick. . B. SNOWBALL.

PROCLAMATION. on of Atlantic Standard Time within the Prov that the same shall come into force from and after a day in such Proclamation to be named :

ty of the said Order in Council, proclaim and de-clare that the said Act of Assembly, 2 Edward the Seventh, Chapter 5, shall go in so force at midnight of SATURDAY the fourteenth day of JUNE next.

Given under my Hand and Seal at Freder icton, the twenty-ninth day of May, in the year of our Lord one thousand ning-bundred and two, and in the second year of His Majesty's Reign. By Command of the Lieutenant-Governor

L. J. TWEEDIE The Intercolonial and Canadian Pacific Railways change their time tables next week and the new ones are made up on the new standard time. It is probable that the new order will be observed generally throughout the Province.

Beginning on Sunday morning at ten o'clock, Atlantic Standard time, trains will be run over the Intercolonial Railway in the Maritime Provinces, as far west as Campbellton on Atlantic Standard time, which is one hour faster than the time heretofore used. Thus, for instance, the Maritime Express from St. John and Halifax arriving at Camp- it will place the Intercolonial in a position bellton at 4.05 after next Sunday to successfully compete for the export morning, will leave Campbellton for grain trade. If this arrangement is con-

Atlantic Standard-is to be observed

The Maritime Express which now leaves St. John at 17 o'clock (5 p.m., Eastern standard) will leave on Monday evening next, and thereafter, at 19.30 o'clock (7.30 p.m., Atlantic Standard) which is just one and a half hours later

tions must observe it, by law, the new order seems desirable in every way.

contending that because it was once Sandford Fleming and is so designated in an English almanac, it is a misnomer As the meridian of the new time is or er and more universally and definitely known than the word Intercolonialwhich has several significations-"Atlantic Standard" is by far the best designation. What's in a name, any way? We expect to see sensible people adopt the new time and leave the discussion of its name to the corner grocery debating class.

GOVERNMENT NOTICE :- His Honor the Lieutenant-Governor, during the absence from the Province of the Provincial Secretary and Premier, has been pleased to designate The Honorable William Pugsley, Attorney General, as Acting Premier, and The Honorable Charles H. LaBillois, Chief Commissioner of the Board of Works, as Acting Provincial

L. J. TWEEDIE. Fredericton, 4th June, 1902.

### Lumber in Liverpool.

The holidays being now over, there is general turn to serious business, and it all reports from country districts be true, there is an improvement in trade which will be welcomed by the importers of timber in this district.

Considerable business has been done in the past few days in spruce deals for future delivery in the Lancashire ports. Prices have ruled at £7 10s. c.i.f. for poor specifications containing about 55 to 60 per cent. of 3x7 and 3x8 inch, but for any better lines of dimensions than these

The weekly arrivals per liners have been dealt with on private terms from the ship's side, and all, or nearly all, have

The Norwegian barque "Johanna," for Halifax, N. S., to load a cargo of spruce, went ashore on Tuesday upon a sunken reef, and has become a total wreck.

## Happily the crew were rescued.

He had several interviews at the department of the imperial government regarding future shipments of Canadian from 10,000 to 30,000 horses per year suitable for artillery, cavalry and mounted infantry. All that was required was a steady market, which would encourage farmers to keep up the standard of

breeding. A notable increase has taken place the quantity of cheese, butter and bacon. The value of these exported from Canada has increased from \$19,455,544 in 1896 t \$35,812,434 in 1901, and will occupy relatively better position on the market of the United Kingdom. The newspapers have given much prominence to the dis-

### I. C. R. Extension.

the dominion government has had so negotiations with Mr. Booth looking to the purchase of the Canada Atlantic Rail. road as a means of extending the government road to the Georgian Bay, nothing definite is obtainable. It is well known that Mr. Blair favors an extension of the Intercolonial westward to a port on the Great Lakes, but whether this can be ac complished just now remains to be seen. all that can be said is that there appears to be some negotiations on the tapis. Mackenzie & Mann were here all yesterday watching what was going on."

A Halifax despatch of 7th says :and the Canada Atlantic which will result trymen." in giving to the Intercolonial entry into the wheat territory of the west. The scheme, in short, is that in return for permanent traffic arrangements on the Canada Atlantic Railway, the government will guarantee the interest on the bonds of the company, to enable them to double track their line from Coteau to Depot Harbor. It is further stated that the Deminion will hardly be ever called upon

tion to supply export business at both of the ports of Halifax and St. John.

A Sidelight on the Wood Trade of South Africa.

A report from Mr. James Cumming. who was sent from Canada as a Special Trade Commissioner to South Africa, has just been published, and in it are some instructive comments upon the wood trade of that region. After pointing out that Sweden, Norway, and the United States have hitherto contributed the bulk of the requirements, he expresses the opinion that South Africa should become one of Canada's largest customers for lumber of all kinds. The southern part of Africa is comparatively treeless, and will always import all kinds of wood. The principal buildings throughout the counlarge demand for wooden ceilings and representing literally "The cattle on Dressed lumber should be in long lengths, or in pastoral pursuits are entitled to rank exists for red pine and spruce, planed and calling for as much skill and intelligence in., 1 in., 11 in., 11 in., and 2 in. in thickness, by 6 m., 8 in., 9 m., and 11 in. each box being wired in one buudle, are the speakers were C. W. Peterson, Deputy also used for pitprops in the mines, and

Durban firm of saw millers possesses what Robert Miller and F. W. Hodson. is said to be the largest and best equipped plant in South Africa. It has a complete entries for the Stallion Show, but every machinery, and is extensively occupied in spoke volumes for Alberta as a horse window making and general joinery, as raising country. Cydesdales Shires well as sawing. When times are brisk it | Hackneys, Standard Breds and French employs 80 Europeans and 200 natives | Coachers were the breeds represented and and others. Its yards and buildings cover three acres of ground in a very valuable situation in the town. Of match factories there are two owned by companies in the vicinity of the town, and a third, privately owned, at Bellairs, a suburb of the hands, and is capable of turning out 3,000 cases, each containing 50 gross boxes of matches, in 12 months. Splints and all ingredients have to be imported, as the of which were judged very satisfact rily materials are not obtainable within the by Prof. C. E. Day. The sale passed of colony. It appears to us that the demand from South Africa for wood goods of

## NEWS AND NOTES.

various kinds will in a few years profound

ly modify the whole course of the marker

The late Senator Clemow left an estat of \$750,000. His only daughter wi eventually receive the whole of it.

Monsignor Falconi, the papal delegate to Canada, will succeed Cardinal Martinelli as papal delegate to the United

A remarkable trio of salmon was re cently exhibited at a shop in Bond street, London. They came from Norway, and weighed together 1571 lbs.

Mr. Samuel Russell, Liberal memberelect for East Hastings in the new Ontario legislature, is a New Brunswicker, a native of Northumberland county, and graduate of the University of New Bruns-

The Parisian, with the Coronation contingent, Governor-General and provincial premiers, sailed from Quebec on Saturday night. A salute of 21 guns was fired from the citadel, and the steam whistles of all tugboats and vessels in port were blown.

The towers for the Marconi system at Table Head, Cape Breton, have been erected, and work on the plan has been pushed along. The manager for Marconi, who has been superintending the work. says he expects the wireless telegraphy man out by June 18 to commence the making of transatlantic tests.

His Honor lieutenant-governor Snowoall forwarded through Lord Minto telegram of congratulation to his majesty and the signing of agreement for peace. The telegram expresses the gratification of the government and the people of New Brunswick upon the conclusion of the

The British steamer Camorta, from Madras for Ragoon, with 650 passengers. which was believed to have foundered May 6 in a cyclone, owing to the discovery of wreckage, has been discovered sunk at Baragua Flats in the Irrawady Delta. directly in the track of shipping. Her topmasts are protruding above the surface

Under the heading : "A Sad Spectacle" the Truro, N. S., News says :-

"The Supreme Court closed its session for this week at one o'clock to-day, when the jury brought a verdict of guilty of horse stealing against Mrs. Rushton and her son. It was a sad spectacle indeednever seen before in the Truro Court and probably not in any other Court in the Province-of a mother and her grown up son standing in the criminal box together charged with stealing and found guilty by the verdict of a jury of their fellow coun-

Mr. Michael Davitt unveiled in th emetery at Armagh, a few days ago nonument erected to the memory of Carberry, an Irishman who was killed at Modder River while fighting on th Boer side. Cardinal Logue refused to allow speeches to be made in the cemetery. and ordered that a political inscription of the monument be effaced. Mr. Davitt. owever, made a speech after the unveiling, which led to disorder. A large force of police was present and prevented

According to a news agency, Colonel towards and in the spring of the year, teriff preference in its present form, or Fleming.

The gathering of stockmen at Calgary from the 14th to the 17th of May for the Live Stock Convention Show and Sale was the largest and most representative ever known in the Canadian West. Cal gary is the centre of the great ranching try consist of wood and iton, and the country and it was surprising that hunscarcity of lime for plastering makes a dreds of able and prosperous ranchers. interior house fittings, considerable quan- thousand hills," should assemble at the tities of planed and grooved boards being meetings which had for their object the imported for those purposes. Every- fostering of interests in which every thing in the wood line intended for South farmer and rancher of the plains of Alberta Africa, the Commissioner advises, should is concerned. It is recognized in the be finished as nearly as possible, so that West, as well as in the East, that those little carpentry skill is required to fix it. who engage in any branch of agriculture say, 12 ft. to 24 ft. A steady demand high in the community, their occupations unplaned, from 12 ft. to 25 ft. in length, as any of what are termed the higher

professions. in width. British Columbia cedar is in together to interchange views and experidemand, and lately Oregon pine deals ences with regard to the care, breeding have been introduced. We learn from and improvement of stock, to receive the report that Canadian pine doers are instruction from men who have made a hould develop into a big trade. Hitherto the addresses of the meetings were well shipments have been made via New York. | worthy of attention will be readily recogconsiderably used. In addition to these Minister of Agriculture for the Territories; goods, large quantities of rough timber are J. R. Anderson, Deputy Minister of Agriculture for British Columbia; J. A. for docks and bridges, but the ravages of Turner, W. R. Srewart, R. B. Bennett, the white ants in some districts causes M. P. P., A. E. Cross. ex-M. P. P., and puch pine to be preferred for work touch- P. J. Nolan, besides a strong delegation from the East consisting of Profs. Day, From another report we learn that a Creelman and Drisdale and Messrs.

There was only a moderate number of outfit of all kinds of wood working thing shown was of excellent quality, and ail classes were judged by Mr. Robert

Miller of Stouffville, Ont. The show of cattle was very large and the quality averaged high, although a number of the femal-s were old, and some not in calf which detracted considerably town. One of these factories employs 120 from their value in the same ring. The large majority of the animals exposed for sale were Shorthorns, with a few Herefords, Aberdeen Angus and Ayrshires, all exceedingly well, and the prices realised were considered very good, taking inte consideration the fact that some of the animals were as young as one month and others as old as twelve years. Two hundred and twenty head were disposed of at an average price of \$95.80, m king the total receipts of the sale \$21 077.00. The top price of the sale was \$290.00. while six excellent yearling Shorthorns contrib uted by one breeder averaged \$174 00 each. The following is a summary of the

results of the sale :-BREED. cows. BULLS. RECEIPTS No. Average No. Average Aberdeen Angus 10 \$68.50 40.00 Herefords 78.43 150 52 63.71 168 102.00 21077.00

## A Boon to Lower Miramichi

Farmers. One of the principal drawbacks in the occupation of farming almost everywhere is the expense and difficulty of obtaining fertilisers in sufficient quantities to keep the land in proper condition for the yieldof crops. On the North Shore this difficulty is all the greater, because few of our farmers are stock-raisers to an extent sufficient to feed their crops on the farm and thus, in a large measure, return to the soil the equivalent of what is taken from it. The observant visitor, therefore, too often sees impoverished and "runout" land, alternating with fruitful areas, which represent, on the one hand, attention to the all-important matter fertilising and, on the other, neglect of it. It is true that, in some localities, fertilisers are not readily obtainable, but it is also true that some who assume to be farmers have a very inadequate realization of the fact that it is impossible to attain to any appreciable success in agriculture the King, on the surrender of the Boers unless a systematic enrichment of the cropped soil by artificial means is maintained. Anyone who passes along through the settlements of the lower Miramichi river and bay-Lower Newcastle, Burnt Church, Neguac, Tabusintac, Napan, Black River or Hardwicke-cannot fail to observe a great difference manifest in adjoining farms. One class bears the evidences of attention on the part of the owners to the matter of fertilising-the other of neglect in that respect; and, yet, as a rule, the opportunities of both owners for maintaing their land in "good heart" are equal The difference in the two classes of holdings is

> The farmers of the districts referred to have always had within their reach one of the best natural fertilisers known agriculturists-viz. mussel-mud. It found in abundance in our bays and rivermouths, and is really dead oyster-beds, in the main, composed of oyster-shells, and silt which has taken the form of mud. It has, however, been difficult and expensive to procure by the methods in vogue heretofore on the Miramichi as well as other North Shore localities and Prince Etward Island, where it abounds. A device known as the "mud digger" has been the unive sally machine for raising the material, which is ound in depths of water from three twenty feet, the beds or deposits, themselves, ranging the same depths of soil. The diggers are, in most cares, a species of "spoon" dredge worked by horse- rather than the result of bargaining, and power from cumbrous timber-framed each independent government should con-

lature to pass an act to encourage an improved method of procuring this fertiliser and placing it more cheaply, and in larger quantities than heretofore, within reach of our farmers; and an enterprising and ingenious Black River man is the first to take advantage of it for the benefit of the lower Miramichi farmers. The act provides a bonus of \$500 to anyone who builds and equips a steam or other power mussel mud dredge of a capacity not less than 100 tons per day, the price a which the material is sold to be subject to the approval of the Lieutenant-Governor-in-Council and the machine to be under bonds to be operated in the raising of mussel-mud and furnishing same to farmers for at least

Branch, Black River, in company with Messrs. T. A Peters, Deputy Commissioner

Mr. Miller who examined the engine, dredge and working gear reported very favorably on it and Mr. Peters was quite satisfied that Mr. Fowlie was fully entitled to the subsidy provided by the Act of Assembly. We have no doubt that other communities, when they know what can be done on the lines followed by Mr. Fowlie, will want the benefit of similar dredges. They will revolutionise the fertiliser business where mussel-mud is available and prove of great value in developing the agricultural interests of the country. Such aids to agriculture are calculated to do a good work in making the young people satisfied with

the best and most independent existing. The inspecting party were most hospitably entertained by Mr. and Mrs. Fowlie, and returned with the mest pleasing recollections of their visit to Little Branch which, with its saw-mill run by the heirs of the late Geo. Fowlie, its picturesque surroundings and industrious and intelligent people is a desirable community to live in.

Toronto, June 4. - The feature of th its 45,000,000 acres of wheat land, produce conference of boards of trade and chamball the wheat required by Great Britain. ers of commerce of Canada, which opened The only thing needed was the people. at the parliament buildings today under presidency of A. E. Ames, of the Toronto board of trade and with almost 100 delegates in attendance from all parts Canada, was unquestionably the marked diversity of opinion manifested as to the trade relations that should exist between Canada and the motherland.

In opening the conference Mr. Ames said the business men did not desire usurp the functions of government bu

that between knowledge of the science of freeing her from dependence upon foreign countries for her food supplies.

> Sir Wilfrid Laurier be urged to favor about a preference.

1902.

# FOR SPRING TRADE.

With a full line of

MACHINERY AND EVERYTHING Needed for the

FARM AND DAIRY. And with an additional Floor Space of 3,000 feet, we ask all to

which have come direct from the Manufacturers in car-load lots. FLUERY PLOWS. LAND ROLLERS. 6, O. H. Al & B2. FAVORITE DAISY and Tinkler CHURN. WILKINSON PLOWS. No. 1, 2, 3 and 4, No 5, 6 O. H. MELOTTE CLIRPER PLOWS. CREAM SEPARATORS,

18, 16, 14 and 12 tooth SPRING TOOTH HARROWS.

CHATHAM FARM WAGONS, from It to 31 meh Tire. DUMP CARTS, CART WHEELS and AXLES. CART WHEELS without AXLE. RAYMOND, NEW

MASON AND RISCH PIANO. Also a full Line of

PLOW REPAIRS

by the original makers. Try these repairs,

PRICES RIGHT,

GEO. HILDEBRAND, Manager.

Chatham Branch, G. A. Lounsbury & Co., Cunard St.



# CANADA EASTERN RAILWAY.

ROYAL BAKING POWDER CO., NEW YORK.

IN EFFECT OCT. 21, 1901. Between Fredericton, Chatham and Connecting with I. C. R. Loggieville. GOING NORTH MARITIME EXPRESS, DAY EXPRESS

9 30 p. m 12.10 p.m. FOR CHATHAM FOR FREDERICTON Nelson Ar. Chatham Junc., 1.10 \*\* Freight 10.55 1.30 " 3 00 p m., Fredericton ... 1 00 Ar. Chatham 11.15 " Marysville, .. 12 45 p m 4 05 GOING SOUTH. .. Cross Creek, .. 11 30 .. Boiestown,.. 10 30 1. MARITIME EXPRESS. DAY EXPRES Doaktown, .. 9 35 ...Blackville .... 8 25 Chatham Jet { 7 25 lv 6 55 ar 8.10 \*\* .... Nelson .... 6 35 .... Chatham .... 6 15 [Note.-Passengers leaving chatham on the Loggieville .. 5 50 a n Junction in good time to co nect wiin the Mari time Express going south.]

made up on Eastern standard time. The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Derby Siding, Upper Nelson Boom. Chelmsford, Grey Rapi'ls, 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.

P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundsto and Presque Isle, and at Cross Creek with Stage for Stanley.

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manage modified if need be, so that no interest in Canada need suffer thereby; and in the

The ADVANCE recently announced the

ence over those from other nations when this Archbishop's House, can be done without sacrifice of British Westminster, London, 23rd April, 1902. Around this the debate was waged most My Lord Archbishop, -I have the honor to forward a copy of the letter from the Cardinal Secretary of State, in which I am going cap in hand to Great Britain asking informed of the gracious act, by which the Holy Father is pleased, motu proprio, to dispense Catholics throughout the British Canada was prepared to entirely remodel her Empire from the law of abstinence on Frifiscal system and bind herself by agreement day, the 27th of June, and from fasting and abstinence on Saturday, the 28th June,

Majesties' Coronation will be celebrated throughout the Empire. who avail themselves of this benign dispensation should effer up instead some special prayers. Let all, therefore, on each of these two days, recite either one of the Hymns to the Holy Ghost, and the Acts of Faith, Hope, C. A. Young, of Winnipeg grain exchange, Charity and Contrition, or at least five

> Divine Blessing upon their august Majesties and upon the whole Empire. I shall be grateful if your Grace will kindly transmit this information to your Suffra-

> Paters, Aves and Glorias, to implore the

Believe me to be, Your Grace's faithful and devoted servant in Jesus Christ, HERBERT CARDINAL VAUGHAN.

Translated. Most Eminent Lord,-I am happy to inform your Eminence that the Holy Father. in his desire that Catholics throughout the British Empire may more deeply participate in the festivities that will mark the coronation of His Majesty the King, has deigned to dispense them from the law of abstinence on Friday, the 27th June, and from the law of fasting and abstinence on the Saturday

following, which is the vigil of the feast of SS. Peter and Paul. But it is the desire of the Holy Father that Catholics should make up for this by the recital of certain prayers, the choice

municate the above dispensation to the Episcopate, so that it may be duly brought to the knowledge of the faithful.

I readily avail myself of this occasion to repeat the assruance of profound veneration

I am Your Eminence's humble and devoted servant, M. CARDINAL RAMPOLLA.

Rome, 15th April, 1902.

# Get the Best.

reputation (excepting two veteran Guney waters,) a single rapid and accur--FRANK D CURTIS, Official Steno-

Send for Catalogue.



Students can enter at any time.

\$12,000 000

issued, negotiable in all parts of the world.

At Home.

The ADVANCE has, for years, advo the establishing of a fast passenger line always contended that St. John, for port a similar position in regard to the to refer to it as "Atlantic Standard."

fast line and have the freight boats go to St. John." necessary, as we have frequently pointed out, first : that the shortest possible route be selected and, second: that the transportation. Sydney, or some other British-Canadian naval station of the

It is, therefore, of the first importance that the western Atlantic port of the fast line shall be in Nova Scotia, ooth winter and summer. If Mr. Tarte fails to divest himself of his Quebec sectionalism in connection

Change of Time. The Act of the New Brunswick Legislature changing the time of the Province from the multiplicity of times now observed to the Atlantic Standard.

AND WHEREAS an Order in Council has been passed ecommending that His Honor the Lieutenantvernor do proclaim and bring into force the said

Montreal at 3.15, according to the summated the I. C. R. will have practic-

time table, because Eastern Standard ally a direct line from the great lakes to Arthur Lynch, who fought with the Boers and those who operate them have time-which is one hour slower than

from Campbellton westward.

by elapsed time than at present. It is expected, however,-and it will certainly be most convenient for everyone in the Maritime Provinces, and obviate confusion-that Atlantic Standard time shall be generally adopted for all purposes hereafter. On the Miramichi, it is only about twenty-six minutes faster than solar time, so that the difference is not material. Church services, working and meal hours, etc., can be readily adjusted to it, and as courts, banks and other public institu-

We observe that some of the minor papers are carping over the name applied to the new standard time adopted for the Maritime Provinces, called Intercolonial standard by Sir the Atlantic and the Atlantic is broad-

Provincial Secretary's Office.

London Timber Trades Journal of 31st May, in its Liverpool notes, says :-

higher prices are wanted.

gone into consumption.

Canada and the Mother Country Professor Robertson, Dominion commissioner of agriculture, who has returned from England, states that Canadian affairs and Canadian products are occupying a much larger attention there than ever before.

supplies to South Africa and found the authorities most favorably disposed to Canadian products. The hay and flour hipments to Africa have given exceeding satisfaction. He found, however, that even one inferior bale of hav in a shipment had a tendency to seriously injure the reputation of the shippers. While in England he went before the committee on remounts to give evidence regarding the supply of horses from Canada. He pointed out to them that Canada would supply

cussion on preferential trade.

An Ottawa despatch says :-"While the report is current here that

The 'Chronicle' to-day announces that an arrangement is about to be entered into between the Dominion Government the Atlantic seaboard, and be in a posi- in South Africa, and who was elected in times to run the risk of losing them by [Fimber Trades Journal.]

November last to represent Galway in the sudden thaws of the ice, while the House of Commons, and who, it was an- farmers who haul away the mud as nounced in a despatch to the Associated raised sometimes lose their teams from Press from Paris, had decided to go to the same cause. The mussel-mud, London and attempt to take his seat in however, is such a prime necessity to the House, will not be allowed to carry successful farming in the districts where out his intention, but will be arrested on it is procurable that the more thrifty the charge of treason immediately after and enterprising farmers are willing to landing in England. A sharp watch is go to any reasonable risk in getting it. being kept for Colonel Lynch, and if he The spirit of progress has, we are glad to reaches Westminster it will be by strata- observe, inspired the New Brunswick Legis-

A Great Cattle Convention.

The stockmen of the Territories come

Total number of head ..... 220. Average sale price ......95.80.

farming, combined with industry and thrift, and a lack, or want of appreciation of such knowledge, combined with lazi-

of Agriculture; Roger Flanagan and James Miller of Chatham, for the purpose of inspecting what is designated a steam dredge for raising mussel-mud, built and equipped by Mr. F. A. Fowlie of that place. Instead of the old contrivance to be worked from the ice Mr. Fowlie has a very perfect and efficient dredge that can be worked in open water. It is a regular dredger on the "orange peel" principle; that is it resembles a quartered orange-peel. It is of highly thought of, and the lead which the life study of such matters, and to enjoy hard steel and is operated by a four horse Dominion manufacturers have in this line social intercourse one with another. That power Northey gasolene engine and lifts 250 lbs. of mud or other material at each "grab." It was worked in only two feet of water ou Knockdown cases, the requisite pieces for nized when it is mentioned that among Friday, as Mr. Fowlie did not expect Mr. ters on that day and the machine lav aground in Little Branch, just below the Fowlie mill, the tide being low. The dredge made two descents every forty seconds, lifting and dumping the material taken from the bottom of the river. In six feet of water it averages two lifts each minute. Mr. Fowlie's claim that it has a maximum capacity of 120 tons a day was therefore amply verified. The boat containing the dredging mashinery is of the scow class, 30x12 ft. and 2 ft. 6 in. deep. It is a stern-wheeler capable of a speed of five or six miles an hour. There are also two decked scows for carrying the mud and a third under construction. They are 45x12 ft. and 2 ft. deep and have a carrying capacity of 50 tons each. Orders are now booked for several thousand tons, some of the enterprising farmers of Black River and Napan wanting 1000 tons each. It is realised that if the dredge is used in transporting ers, valuable time will be lost. The farmers are so much pleased with the machine that they want to see it at work digging all the time possible, and a number of them are, therefore, building scows either singly or in partnership, so as to do their own transportation after Mr. Fowlie gives them their oads. He can sell them the mud alongside at from 10 cents per tou, as a minimum price for raising on large orders, to 15 cents for smaller lots. The price, delivered, is from 25 to 35 cents, depending on the quantity ordered and the distance to point of delivery.

the farmer's profession, which, after all, ie

original resolution said nothing about mak-An Important Trade Meeting.

simply to express their views on some

Mr. Drummond made a vigorous argument for his motion saying that ere long Great Britian would see the best way of teaching the virtues of free trade would be to give other nations a taste of their own medicine. If England gave her colonies a preference on foodstuffs within F. Hatheway, of St. John, (N. B.). that the foreign supplies. preferential rate on British imports into Canada be granted only on goods brought

The next proved an apple of discord. trade, offered it as follows :--

George McLagan, of Stratford board of "That preference between the motherland and the colonies should be entirely voluntary, sider the interests of its own people first;

3 and 4 section ORAG HARROWS. DISK HARROWS. One and two horse SEED SOWERS. A representative of the ADVANCE made a very pleasant trip on Friday last to Little

THEY WEAR BEST.

the material to the farm-landings of purchas-

opinion of this conference Britain would be

interests."

of the day.

ing a bargain.

alms seeking.

Wm. Preston, of Stratford objected

Andrew Pattullo, M. P. P., questioned

John Russell, president of Winnipeg board

of trade, said his own province could from

W. J. Ferguson, of Stratford, said the

Montreal board of trade resolution meant

raised enthusiasm by saying that by 1905

wheat as is now sent by the United States

P. B. Dumoulin, Quebec, held that care

should be taken to see if the proposed

relations with the United States would be,

He rather favored turning to them for

D. R. Wilkie, of the Imperial Bank,

feared was that the next endeavor would be

abandon the British preference. He hoped

to bribe by free trade or reciprocity

F. X. Perrault, of Gaspe (Que.), and

Commerce, favored the resolution, speaking

latter saying it simply placed responsibility

Jacques Bureau, M. P., Three Rivers.

thought the Montreal resolution too broad

preference of 5 per cent. on all colonial

At the evening session a resolution by W

in through Canadian ports was withdrawn

and a substitute by Robert Munro, of Mont-

ence for preference was adopted.

grain entering England.

Masson, president of Montreal Chambre

that bribe would be resisted should it

the Canadian west would furnish as much

and Canada to Great Britain.

o a policy of preference.

the questions that would come before the better relations. Retaliation for a preferimperial conference in London during the ence policy would injure Canada. The debate of the day was on a resolu- said there was no fear of further retaliation tion presented on behalf of the Montreal on the part of the United States. They had board of trade by Geo. E. Drummond to done their worst to Canada and what he opinion that Great Britain would serve best the interests of the empire by giving the products of her colonies a preference in her markets as against the products of foreign countries, it being believed that such preference would stimulate trade and develop colonial enterprises and, more for the French Canadian business men, the over, serve to make the colonies attracfor the outcome of the coming conference. tive not only to the large number of British subjects emigrating annually from the British isles, but also to the surplus and Sanford Evans, of Winnipeg, feared population of other countries and at the that the wording might prejudice the case same time benefit Great Britain by largely to a committee for amendment.

15 years she would be independent of The first amendment to the motion was adopted unanimously and provided that joint British and colonial royal commission to consider the best means of bringing

size I and A. This is something every farmer should have. A full line of Light Driving and Work Harness. One Car of CANADA CARRIAGES well assorted.

in the English mind. He moved to refer it This was lost, as was the Stratford amend ment, and the Montreal resolution of prefer-A resolution of the Winnipeg grain exchange was also endorsed asking for a specific

real, adopted to the effect that only 25 per cent. of the preference be allowed on goods not imported through Canadian ports, Cockshutt of the Brantford board of trade, gia her, U. S. Circuit Court, New York. that negotiations be entered into for the removal of the cattle embargo in Great

A line of British cables around the globe devices, generally placed on the ice that it is possible to continue the Canadian Kingston, speaking for Sir Sandford was favored on motion of Mr. Chown, of

call and inspect our stock consisting in part of the following, all of One Car assorted.

NOVA SCOTIA CARRIAGES, One Car

WILLIAMS and EMPIRE SEWING MACHINES. BELL OR DOHERTY ORGANS.

for all Plows ever sold by us for the past twenty-two years. All made

and all sold on our Usual Liberal Terms.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY for all points East and West, and at Fredericton with the

Coronation Dispensation

serving the interests of the empire by addispensation of His Holiness the Pope in usting the present tax on food stuffs and connection with the King's coronation, the evying any other duties that may be imposletters in connection with which are made in such a manner that imports from Canada and other colonies will have preferpublic as follows :-

Robert Munro, Montreal, stated the which is the vigil of SS. Peter and Paul, in order that they may more easily join in the festivities with which the week of their But the Holy Father desires that those

gans for promulgation in their respective arrangement was better than closer trade dioceses

Archbishop of Westminster.

of which he remits to the judgment of your Your Eminence is also authorized to

I am not acquainted with, nor do I know