

General Business.

EASTERN STEAMSHIP CO. International Division. ADDITIONAL DIRECT SERVICE.

Commaning June 30, 1902, Steamers leave St. John at 8 a.m. Atlantic Standard on MONDAY, WEDNESDAY and FRIDAY, for Lunenburg, Pictou, Miramichi and E. St. John. For Boston DIRECT, on TUESDAY and SATURDAY at 6.30 a.m.

Teacher Wanted. For District No. 3 school, Parish of Gloucester, Westfield. Apply to the Secretary of Trustees, JOHN MARTIN.

COMMON SOAP WILL CAUSE ROUGH SKIN On Face and Hands. We have just imported a large lot of Olive Oil and Cucumber Soap.

3 Cakes for 10 cents. It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall. DENTISTRY! Henry G. Vaughan, D. D. S.

GAS ADMINISTERED. PAINLESS DENTISTRY A SPECIALTY. OFFICE—OVER MACKENZIE'S MEDICAL HALL, CHATHAM, N. B.

THE BEST STORE TO PATRONISE.

I beg to return thanks to my patrons for their favors of 1901, and as the year has come to a close the most important feature of my business is to make the next year more successful than the last.

ROGER FLANAGAN. Water Street, Chatham.

EXQUISITE STYLE IN DRESS



W. L. T. WELDON MERCHANT TAILOR. CHATHAM, N. B.

Administrators' Notice. All persons having any just claim against the estate of Joseph M. Ruddock, late of the Town of Chatham, in the County of Northumberland, proprietor of the Miramichi Foundry, are hereby requested to file a claim with the undersigned administrator within three months from this date.

DR. C. B. MCMANUS. DENTIST. From over 20 years' experience in the most successful manner by latest methods. All work guaranteed.

NOTICE. Extracts from Act of Assembly 60, Vict. A. D. 1897. The property to the amount of Five Hundred dollars of a wife described by her husband and compelled to support herself by and where the whole property owned by a widow, as well as the place where she resides as elsewhere, is under the value of Fifty Dollars.

Miramichi Advance.

CHATHAM, N. B., JULY 31, 1902.

The Globe and its New Partner.

The St. John Globe was almost absent two years ago in its renunciation of its former policy of running local politics on federal lines. It was, just then, anxious to secure certain advantages for an individual in whom it was interested.

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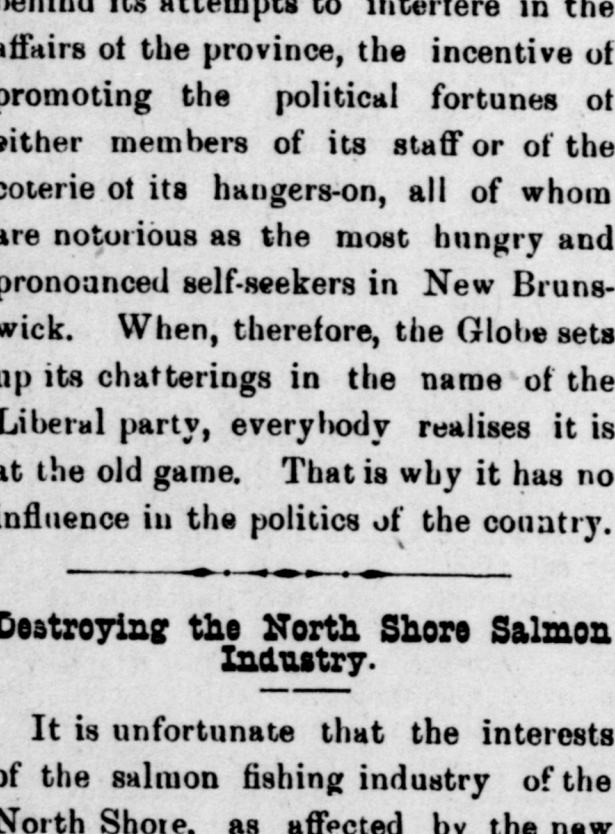
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inimal to the salmon industry, we referred to the conditions in regard to salmon netting, down to and after the time when net fishing was prohibited in non-tidal waters, and continuing said— "Meanwhile, the question as to whether the provincial Government should assume the administration of all the inshore fisheries—as they have the right to do under the latest decision of the law officers of the Imperial Privy Council—came up between the local and federal authorities, and the New Brunswick government consented that the Fisheries department at Ottawa, for the present, at least, should continue to administer all the fisheries, save those of the inland waters situated by the Crown.

"The New Brunswick government, it is to be assumed, did not suppose when they consented to this arrangement, that the Fisheries department at Ottawa would be in a bad faith and depart from its former declared policy to the detriment of local interests. But that is precisely what Minister Sutherland has done. He has, whether wittingly or not, we cannot say, started out on a policy of license to the nets in waters where they were not allowed by former ministers for many years because they were so near tide-heads as to capture the fish and destroy the injury of the fishery would be produced and the salmon fishery would be extinct in a very short time. Former ministers learned that if the fish were not to be allowed a chance to get past the tide net—if they were prevented from getting above tide-heads—our salmon fishery would be like that of the coast of Maine, which was destroyed by the gradual blocking of the rivers by nets—non-tidal and semi-tidal. Minister Sutherland appears to be one of the school of netters, and we regret to realize it."

"Mr. Turgeon, M. P., as editor of the 'Courier,' endeavors to convey the impression that the ADVANCE made certain accusations against the minister. He says— "We made it our duty on account of an unjust criticism hurled at the Minister of Fisheries in the columns of the ADVANCE, etc."

"Politicians of the calibre of the ADVANCE were not the right to accuse the Minister of Fisheries of having betrayed the fishermen with the line, etc."

"If Mr. Turgeon would quote what we said, as we have done above, the readers of his paper would see that we never referred to 'the fishermen with the line' at all. We dealt simply with the necessity of keeping dangerous nets out of semi-tidal waters, so that salmon might reach their spawning grounds in order to have the supply for the fishing industry maintained. Moreover, it will be perceived that we 'hurled' no accusations against the minister, but merely stated what he had done; viz., licensed nets where they had long been discontinued in the interest of legitimate salmon fishing, and thus broken faith with the provincial authorities."

"NEW KIND OF AUTOBIOGRAPHY.—Some of the papers published an alleged London press telegram last week in which the following sentence occurred: "An autobiography of Lord Salisbury will probably be written in due time by some member of the Ocell family."

"THE COLONIAL CONFERENCE IN LONDON under dates of 16th inst. that he had expected to leave for home by the Parisian on 24th inst., but as the Coronation was likely to take place on 9th August, he had decided to remain and see it, as most of the other premiers intended to do so."

"Premier Tweedie's Return. Premier Tweedie writes from London under dates of 16th inst. that he had expected to leave for home by the Parisian on 24th inst., but as the Coronation was likely to take place on 9th August, he had decided to remain and see it, as most of the other premiers intended to do so."

"The Fast Atlantic Service. Business-like ideas seem to prevail amongst those who are practically concerned in establishing the proposed fast line between Great Britain and Canada, and it is encouraging to learn that as the project nears realization, the ADVANCE's contention that Halifax or Sydney should be the Canadian Atlantic terminus all the Montreal Star's London cable despatch of Monday last says:— "The Allan and Elder-Dampier steamship companies jointly, and the Furness and several others, have tendered for the proposed fast Atlantic service between Canada and Great Britain."

"The Allan and Elder-Dampier steamship companies jointly, and the Furness and several others, have tendered for the proposed fast Atlantic service between Canada and Great Britain. The Canadian Pacific Railway's offer would entail an outlay of twenty-five million dollars, each passenger steamer costing four million dollars. The freight vessels would cost on an average \$900,000 each."

"Question of Imperial Defence. London, July 25.—The representatives of the war office are said to have been disappointed at the lack of enthusiasm shown for the scheme of imperial defence. Mr. Seddon's support of the idea was nullified by Canada and Australia standing aloof, Sir Wilfrid Laurier and Edmund Barton making it clear that they had no intention to ask their parliaments to sanction any military expenditures beyond what were required by their own defence. They were ready, they said, voluntarily to render service in any future war, as they had done in the war in South Africa and with this intention, to reorganize their local forces so as to fall into line with the imperial army in the way of employing standard patterns of arms, ammunition, etc."

"The Dominion Pulp Co. Ltd. London, July 25.—The announcement from Montreal that the request of the Canadian ministers now in London, the Canadian Pacific Railway has offered to establish and work a weekly fast service between Quebec and Liverpool in the summer, and between Halifax and Liverpool in the winter, with a good freight service, is causing considerable stir in England, where it is hailed with delight as being an offset to J. Pierpont Morgan's shipping combine."

"Economic Pork Production. In the past some objections have been raised by the packers to the use of forage plants and roots for pork production, but the thought of recent experiments would seem to show their fears or objections groundless; in fact, the good influence of a considerable proportion of green fields or roots in the rations of a pig can scarcely be overestimated. It has long been known that skin milk has a most beneficial influence upon the thrift of the porkers, and quality of the pork, even when the amount fed forms only a small part of the ration. Green feed and roots seem in a large measure to be capable of supplementing the now—in view of the tremendous expansion in the Canadian bacon industry—quite inadequate supply of dairy products, for use in pig feeding. The farmer whose conditions permit may go even further than to use forage plants as a supplementary food. He may even make them the chief item of his pig feed if he is careful to use a good proportion of grain (oats, peas and barley) during the last month of the feeding period."

seen Commander Wakeham's report, but we doubt, very much, that he says anything in it about the protection of fish. It will probably be found that the only question left to him in 1899 was "interference with navigation," and no sane person would say that the one net placed where it is now, under present conditions, is such interference. Let the Department submit to any competent authority the question whether this net is or is not a menace to the salmon fishing industry of Gloucester county, and we are sure it would not remain licensed for twenty-four hours—that is, if the minister has a proper regard for that industry."

"Respecting Mr. Turgeon's friend of the Chatham World, we cannot see why he should be logged into the matter. We know him well enough to realize that he would not recognize and could not defend one who was a traitor to his party; who being a blatant Conservative seeking the party nomination, turned about and, in the space of only one day, became an ardent Liberal and accepted that party's nomination, as Mr. Turgeon, M. P. for Gloucester did; and, yet, this is the Mr. Turgeon who, in his paper, 'the Courier' says 'But when we attack a man like Mr. Turgeon, whose uprightness, political probity and sincerity of intention are recognized and appreciated even by his 'adversaries, we must know how to bridle the tongue, otherwise the blow strikes 'falsely.'"

"If the poor creature could only see himself as others do, and realize that he is the same party of the ragsman's rig and red handkerchief" of the old Conservative days, before he assumed his present role of the oppulent, petty tyrant or political friends and persecutor of former opponents, he might be less vain-glorious over the imaginary character he writes and publishes of himself."

"We hope, at all events, that he will cease to be a meddler in this matter of the salmon fisheries. They are, as the well informed know, decreasing, and even with the most careful administration and exercise of a policy of gradual net-restriction, cannot be maintained forever. It is to be hoped, therefore, that Hon. Mr. Sutherland will recede from the policy he has started out upon, of licensing new nets in semi-tidal waters, where former ministers—Conservative and Liberal—recognized their danger to the existence of the coast fisheries."

"As to some other matters which Mr. Turgeon has thought proper to introduce in this discussion, we will reserve their consideration for a more fitting time. He may be assured that we refrain from further reference to them simply because they are not relevant to the subject we are dealing with. By and bye it may be necessary to enter the domain which we are invited by sundry references of a personal character, the thrashing out of which will be a more fitting pastime when the subject may properly be the 'Courier.'"

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UNPACKING TO-DAY! ONE CAR LOAD OF FARMERS' WAGONS, DUMP-CARTS, GART 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

CANADA EASTERN RAILWAY. IN EFFECT JUNE 16, 1902. UNL further notices, trains will run on the above railway, daily (Sundays excepted) as follows:

Table with columns: FOR CHATHAM (read down), Express, Freight, FOR FREDERICTON (read up), Express, Freight, Connecting with I. C. R. GOING NORTH, GOING SOUTH.

The above Table is made up on Atlantic standard time. The trains between Chatham and Fredericton will also stop at the following stations:—Derry Station, Upper Nelson, Room, Chatham, St. John, and all points west, and at Gt. Falls, Woodstock, Houlton, Grand Falls, Edmundton and Presque Isle, and at Cross Creek with Stage for Stanley.

CONNECTIONS are made at Chatham Junction with the I. C. 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 Gt. Falls, Woodstock, Houlton, Grand Falls, Edmundton and Presque Isle, and at Cross Creek with Stage for Stanley.

INTERCOLONIAL RAILWAY. TENDER FOR ADDITION TO BLACKSMITH SHOP AT MONCTON, N. B. Stanley Hoben, Supl. ALEX. GIBSON, Gen'l Manager

Marlin .32 Cal. High-Pressure Smokeless IN MODEL 1893 WE are prepared to furnish our full line of Marlin .32 Cal. High-Pressure Smokeless rifles, solid and hollow point, for the new 32 Caliber HIGH PRESSURE SMOKELESS cartridge. This rifle uses a 165-grain bullet with a velocity of over 2,000 feet per second, making it the most powerful cartridge made for an American rifle.

Yacht for Sale. The Steam "Wingspan" 6.83 tons register, 38 feet overall, 12 feet 2 inches (10-2) beam, draft 3 feet 6 inches, with 40 horse power, 1000 lbs. outside ballast, (none inside), run, planked with pine, oak timbers, berths for four people, a comfortable cruiser. She is the fastest boat of her size in the Club, from her larger boats such as the "Gaulois". She has won and now owns the "Wills Cup" and the "McLellan Cup" winning these cups from the "Wabster" and "Sheila". A full outfit of sails. She could not be built for double the money asked to her, \$200 each, in paint and the buoyancy that makes life a pleasure, that's gone too.

TO LET—IN ELKIN BLOCK. ONE STORE 21 x 55 feet, with basement and front porch, and good rear entrance and accommodation. PHOTOGRAPH GALLERY with single front and rear entrance. FRONT OFFICE 17 x 30 feet (2nd floor). CLUB ROOM 35 x 35 feet (3rd floor). Apply to W. J. ELKIN.

GO TO PORTLAND, BOSTON, ETC. VIA THE Canada Eastern Railway and Fredericton. Pullman Sleeper runs through from Fredericton to Junction to Boston. Bank of Montreal. ESTABLISHED 1817. Capital (all paid up) \$12,000,000. Reserve Fund \$3,000,000. (TWENTY MILLION DOLLARS) IN THE SAVINGS BANK DEPARTMENT 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 of December. This is the most convenient form for deposits, but deposits will be issued to those who prefer them. COLLECTIONS made at all points in Canada and the United States at most favorable rates. TRAVELLERS' LETTERS OF CREDIT issued, negotiable in all parts of the world. R. R. CHOWNIE, Manager, Chatham Branch.

GARTRIDGE KODAK 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 to. HICKEY'S DRUG STORE

PULP WOOD! The DOMINION PULP CO. LTD., opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for CORD WOOD, nine feet lengths, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter. Particulars on application. Postal address: CHATHAM, N. B. P. O. Drawer 3. THE DOMINION PULP CO. LIMITED.