General Business.

## **COMMON SOAP**

WILL CAUSE ROUGH SKIN

On Face and Hands,

We have just imported a large lot and Cucumber

Soap direct from the factory which next TWO WEEKS

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

Mackenzie's Medical

## WANTED.

If you desire a really profltable line, send us your name with reference, and if we think you a suitable person we will find a place for you on our selling force. We always have openings for good men at good

STONE & WELLINGTON, "Canada's Greatest Nurseries," Toronto

#### EASTERN STEAMSHIP CO.



International DIVISION. Additional Direct

Commencing Monday, June 29th, 1903 Steamers leave St. John Mondays, Wednesdays and Fridays at 8.00 A. M. for Lubec, Eastport, Portland and Bos-For Boston, direct on Tuesdays and Saturdays at Returning, leave Boston, via Portland, Eastport and Luber, Mondays, Wednesday; and Fridays at 9.00 A. M. From Boston, direct Mondays and Thursdays Freight received daily up to 5.00 P.M. All freight via this line is insured against fire and marine risk.

A. H. HANSCOM. W. G. LEE, Agent, St. John, N. E G. P. & T. A. CALVIN AUSTIN,

V. P. and General Manager, Foster's Wharf, Boston, Mass.

## (ANADIAN a PACIFIC KY.

Through Fast Express leav-SHORT LINE ing Halifax at 8.45 a.m., St. John 6,00 p.m. Daily except Sunday. MONTREAL Coaches and Sleepers Halifax to Montreal.

The Fast Train leaving Mon. treal every Sunday, Wednesday and Friday, at 11 40 a m PACIFIC COAST

Leaves Montreal 9,30 a n econd Class Coaches, Palace CANADIAN NORTHWEST Sleepers, and on Thursday carries Tourist Sleepers Reaches all points in Cauadian Northwest and British Columbia.

Write for descriptive matter, rates, etc., to C. B. FOSTER,

D. P. A., C. P. R. St. John, N. E.

## WANTED.

Old Postage Stamps used between 1840 and 1870 worth most on envelopes. Also old Blue Dishes; old China, Brass Andirons, Candlesticks, Trays and Snuffers, and old Mahogany Furniture. Address W. A. KAIN, 116 Germain Street, St. John, N. B.

## Bank of Montreal.

ESTABLISHED 1817.

Capital (Reserved Fund (all paid up) \$12,000,000

(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 December. This is the most convenient form for depositors, but deposit receipts will be issued to those who prefer

COLLECTIONS

made at all points in Canada and the United States at most favorable rates.

SPECIAL NOTICE The Chartered Banks in Chatham, N. B.

and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK NOON, commencing on October 4th next. Until futher notice, for convenience of customers, this Bank will be open for busibusiness from 9.30 a. m. on Saturdays. Other days as usual from 10 a. m. until

R. B. CROMBIE, Manager Chatham Branch.



THE MARLIN FIRE ARMS CO.

MET HAVEN, & COMMECTICUT

Miramichi Advance.

CHATHAM, N. B., The Government's Transcontinental Railway Propositions.

The people of Canada are now possession of the main features of th proposed transcontinental railway scheme which has been arranged with surprising celerity between Premier Laurier and the promoters of the undertaking. It is a proposition in volving the expenditure of many millions of money by Canada for the building by the government of a great railway reaching from the Maritime Provinces to Winnipeg, which is to handed over to the promoters' private company, who are to pay nothing or account of it for seven years, at the end of which time they are-if its su plus revenues shall be sufficient-to pay interest at the rate of three per cent on its cost. If, as is likely to be the case, the three per cent is not forthcoming, it is to be capitalised and charged to the company. Meantime, the government of Canada is to continue pay all expenditures on capital accoun which, like the capitalised interest, to merely add to the amount on which the company may continue to be default in its interest payments. There is no penalty provided for non-payment of interest, save that the sum on which it may be payable is to be enlarged.

road-that which is to run from Winnipeg to the Pacific—is to be built by the same company under government guarantee of bonds at the rate of 75 per cent. of the cost of construction up to a maximum of \$13,000 per mile on the prairie division between Winnipeg and Edmonton, and \$30,000 per mile for the Mountain division between Edmonton and the Pacific coast, that for all practical purposes the people of Canada are to furnish the means to build the whole road.

There is, however, another very mportant consideration involved. is the practical abandonment of th Intercolonial as a through line, after the large expenditures made upon it for betterments and undertakings account of extension to and terminal facilities at Montreal within the last five or six years. Millions have been spent for relaying it with heavier rails, increasing the strength of its bridges. acquiring the Drummond railway, leasing, for ninety-nine years at \$140,000 a year, running rights over the Grand Trunk into Montreal, paying half the cost of Bonaventure station terminals in that city, etc.-all for the purpose of making it a bidder for through traffic from the West to our winter ports.

It was believed that the Intercolonial was only on the threshold of its real usefulness as a part of one of Canada's big railways, and there was an expectation that the next great railway undertaking of the government would be its extension from Montreal to least some of the great lake ports, where it would share in the transportation thence to the seaboard of the grain coming to those ports from the prairies. To this, as a further advancement of the government-owned system, it was believed that it was contemplated push the road further westward as requirements of the country might

It was anticipated that the government might, meantime, give reasonable aid to private railway enterprises designed to keep pace with the development of the western country, for the when its requirements in that regard will be so great as to invite almost unlimited capital and enterprise providing transportation facilities in way of feeders of trunk lines carrying ever increasing grain freights to the Atlantic seaboard.

It is, therefore, a great disappointment that such a sudden and inexplic able change has been made in government's apparent policy of the last six years as is involved, particularly in the proposition to practically abandon the idea of a government-owned operated trunk line from Winnipeg to the sea. It is a proposition which means the degrading of the splendidly equipped government line to position of a local road, the building at public expense and placing in private hands of the big new line that is to take the through traffic the Intercolonia) would otherwise have, and the withdrawal of the guarantee which a through government-operated would afford to the commercial community east and west against arbitrary freight exactions of private transportation companies.

It is clear that the chief object in building through New Brunswick a substitute for the Intercolonial as part of a line from the west to the sea is not to secure the advantage of the shortest route, for after leaving Edmundston. the contract provides that it shall end at Moncton. By being taken by the most direct route from Edmundston it would reach St. John with less mileage than Moneton, but, according to Sir Wilfrid's bargain, St. John is practically ignored apparently in order that its geographical position as the chief winter port of Canada may be discounted in the interest of the more remote port of Halifax. It is true that Sir Wilfrid hinted in his speech in railway from Chipman to the I. C. R. might be utilised as a kind of branch of the Grand Trunk Pacific to St. John. but no such provision is in the contract,

to run from the Quebec boundary at or near Edmundston to Moncton. The vague hints that it will pass through Boiestown, Doaktown, Chipman or any other existing centre may be taken for what they are worth. They are probpeople of those localities for local reasons.

Altogether, therefore, we have no

reason, now that the measure has been introduced and explained by the premier, to change the view we expressed last week in reference to it. It it passes through parliament-and it seems probable that it will do so-it will signalise a departure from the heretofore prevailing policy of government ownership or practical controlling power and authority over railway transportation in Canada. It may not so appear to everybody at the present time, but it underlies the arrangement which Sir Wilfrid Laurier is now asking parliament to sanction with precipitation that has no excuse save in the apparent importunity of great private interests, which seem determined to push the matter to the results they seek while their too willing friends are in a position to do the work, although so little is really known of s accomplished.

Wilfrid must have been amazed at his The other section of the proposed temerity, or perhaps the recklessness with which he underrated public discernment and judgment in some portions of what was perhaps the best speech that could said, for instance :-

> It is established that the region between Winnipeg and Quebec is a fertile clay belt, water-powers, rich in all those resources which go to make a fine agricultural and industrial country. In fact it is only within the last four weeks that an important authority in the lumber trade. The Lumber Journal of Chicago, stated that there was a section of country there which would become the source of supply for the future wood pulp and paper industry of the world. Such being the facts, what is the conclusion to be drawn from them? The conclusion seems to be an obvious and a reasonable one-that is, that we must at once provide for a railway to tap these rich and ertile territories. I will not dwell upon facts which are well known and patent to everybody. Our fertile prairies are becomng settled, and are going forward by leaps and bounds. Thousands and hundreds of thousands of immigrants are coming in every year. For one, two, three generations at least, and parhaps more, these numerous settlers will grow cereals, and probably nothing else. They will have need of every thing that is required by civilized men. They will have need of clothing, furniture and every other kind of manufacture. Then, sir, what shall we do? Shall we allow them to be supplied by our American neighbors, or shall we provide a railway which will enable our manufacturers in Ontario and Quebec to supply them with what they shall require? There is one thing above all which will be their chief need, and that is lumber. They must have lumber for their houses, their barns, their stables and all their buildings. Where are they to get it? Not from the section of country where they live and work. The lumber is not to be had in that section. But, luckily for us, the other section of road, the section between Moneton and Quebec, is rich in lumber of every kind. and the moment the road is open there will be established an important trade between the older sections of the country and these

section between Moncton and Quebec

newer sections.

when he said that Ontario was to put the "American" nose out of joint when these western prairie settlers were looking for wooden furniture, etc., but he evidently thought he would make it all right when he presented the idea that when they wanted rough lumber for "houses, barns, stables and all their buildings" they would pass through the territory between Winnipeg and Quebec, which would become "the source of supply for the future wood pulp and paper, industry o the world" and come down between Que bec and Moncton, so rich in lumber every kind for their "house, barn and stable" stuff. It seems that in his pursuit of "sunny ways" and golden-hued arguments Sir Wilfrid was carried beyond a reasonpresentation of facts. His ideas of the section of the proposed road between Moncton add Quebec supplying the prairie settler with his house, barn and stable lumber reminds us of that eloquent passage in a speech of an ardent maritime promoter of confederation who, before St. John audience, said : "We shail see myriad piles of our own native cordwood adorning the sloping shores of Pacific." We submit to Sir Wilfrid tha he runs a big risk in virtually admitting that he is promoting a scheme by which the future prairie settler is to pas through a region which he admits become the source of the world's future wood supply for pulp purposes, and buy his stable and other rough spruce lumber a thousand or more miles further on, jus for the purpose of patronising the lumber region between Quebec and Moncton. large proportion of those in the lumber business, or to be in it, in either regio know, of course, quite as well as Si Wilfrid that the principles of trade and of his absurd assurances, but the simpleminded and unsophisticated people in both regions may rise up against him in

transportation will prevent the realization turn: those now in the Winnipeg-Quebec region because he would send trade away from them to those of the Quebec-Moncton region and, later, those in the latter region because his promises will not

items "Pretender to Throne of Morocco On what former occasion did he die? It appears that, as the earth becomes that 22 acres of land are necessary to same area, if devoted to wheat culture, would feed 42 people; if to oate, 88; potatoes, Indian corn and rice, 176; and if to plantain or breadfruit, over 6,000 introducing the bill last week that the is fulfilled, however, we may reasonably expect the chemist to provide artificial

on Friday last, when the Ontario canal their majesties at Queenstown Saturday ner is there any undertaking by which items of supply came up Mr. Gourley the king said that the queen and himself back and fell off on opposite side of truck. Michael Murray and Archibald Gerrard. the government is bound to build the gave a rebuke to those members from that looked forward to renewing in future Allison then struck Indian in face. Could road for its favorite private company province who are always opposing items years the happy experience of the present not remember whether Gerrard again got on Campbellton "Events" says :appreciably near Chipman or any other of expenditure for the Maritime Prov- visit." This promise of another visit to truck or walked around to the other side Much sympathy is felt by the community

particular point in the province. It is inces. He moved that the i em of \$20,000 Ireland has given the greatest satisfaction for the lighting of the Lachine canal be throughout the country and morning struck out. He was tired of seeing heavy papers in London all pay tributes to the expenditures for the benefit of the people inestimable service which the king has of Outario on cara's yearly, and at the rendered the reslin by his tactful conduct. same time hear Ontario members talking | The visit is commented on as a great sucagainst small expenditures for the wharves cess which will open up a new era of and barbors in Nova Scotia. He would prosperity for Ireland and the address ably intended to win the support of the not support any more expenditures on issued by the king at Cowes is welcomed canals unless the rates on the I. C. R. were reduced by 50 per cent. This was, of journey. Even the Irish papers are course, only meant to emphasise the fact enthusiastic, declaring if only the king that Ontario, being given the advantage | will pay a yearly visit or send the Prince of free canal transportation should hesi- of Wales, if he cannot come himself, that tate before talking of the Intercolonial Ireland's troubles will soon begin to disbeing a burden on the Dominion appear. treasury.

> The Montreal Star's London corres. pondent cables :

"But for the all prevailing depression in the stock markets Sir Wilfild Laurier's announcement of the Grand Trunk Pacific details would have produced lively dealings in Grand Trunk securities. As: fact, however, there has been no marked effect. The detai's leave unal ered the first impression of astonishment at the government undertaking such a scheme Sir Wilfrid's use of Mr. Carnegie's letter to the Times on S turday is regarded as an obvious afterthought.

"A prominent Anglo-Canadian, when interviewed said : "The new government line, practically paralleling the Intercolon ial was hardly neces ary to meet such absurd threats as Mr. Carnegie's. The what it will cost the country before it bending privileges exist to-day because they are of greater benefit to the western and eastern states than to Canada. Mr Practical people who listened to Sir | Carnegie makes a great point about 215, 000,000 bushels of Canadian grain exported from United States ports last year He carefully refrains from saying any hing about the millions of tons of United States goods passing in bond through have been made from his standpoint. He | Canada by the shortest and cheapest route between east and west.'

The ADVANCE has always preferred, ir its humble way, to assist, rather than censure and retard those administering the affairs of the country, which accounts for the party papers on both sides em bracing every opportunity to attribute "opportunist" motives to us. These papers, apparently, cannot understand why an independent journal should exist at all. It is their mission to either "bless altogether or curse altogether" the respec tive Dominion parties, and if other papers do not adopt that kind of policy they treat them as "scabs" from the same standpoint as the ignorant members of the so called unions do the man who labors at his calling on his merits and asks for no aid and fears no threats o interference from his competitors. Th independent attitude which we have always assumed in political matters has enabled us to consistently support any act of the Dominion government which we conceived to be right, regardless of whether the administration of the tim were Liberal or Conservative. The same position of independence leaves us free to speak plainly of the government's Grand Trunk Pacific proposals, and to say tha they are not called for by existing railway traffic requirements, that they involve the abandonment of the necessary principle and policy of government railway ownership and control, are sectional in regard to the Ma itime Provinces, inas much as they discriminate against S John, which is Canada's chief and Sir Wilfrid appears to have forgotten geographically most available winter port the lumber supplying capabilities of "the and are put forward with a suddennes and hysterical vehemence by the P. e nier which suggest that their initiative is no his or that of any member of the govern ment, but the too willingly accepted approach of promoters who have presented allurements which statesmen might enter tain, but for consideration only until they

Pope Pius X.

discovered their real character.

A Rome despatch of 4th says: - Cardina Marche, secretary of the Apostolic briefs. announced to the crowd assembled before St. Peter's, that Cardinal Salto was elected Pope and had taken the name o Pius X.

Troops on duty immediately I'ned up on the piazza and presented arms. minutes after twelve this afternoon Pope Pius X appeared inside the balcony of the basilica and b'essed the repulace, amid he cheers of the enormous crowd assembled upon the pi zza. Cardinal Grouseppe Sarto was born at Piese, Venice, June 2, 1835. He was created a cardinal and Patriarch of Venice on June 12, 1893. He is very learned in ecclesiastical doct ines, a great administrator and organizer, a parron of arts. Early in April, Pope Leo, in conversation with Father Perosia, the Italian composer. said, in speaking of Cardinal Surto, "I hold him very dear, Perosia, as in future. he will be able to do much for you. We firmly believe he will be our successor.' He has been known for many years as one of the greatest preachers in the church.

## The King and Queen's Visit to Ireland

The royal yacht Victoria and Albert reached Cowes Sunday evening, having on board His Mijesty King Edward and Queen Alexandra, on their return from King Edward immediately ordered the issue of the following address: "To my Irish people: I desire on leaving Ireland to express to my Irish people how deeply I have been touched by the kindness and good will they have shown to the queen and myself. Our experience on previous visits had indeed prepared us for a traditional welcome of a warm-hearted race, but our expectations have been exceeded Wherever we have gone, in town or country tokens of loyalty and affection, proffered by every section of the community, have made an enduring impression upon our hearts. The "Telegraph" heads one of its news

"For a country so attractive and a people so gifted we cherish the warmest regard and it is, therefore, with supreme satisfacfaction that I have so often during our stay heard the hope expressed that a brighter era is dawning upon Ireland. Its realization under Divine Providence, depend upon the steady development of self-reliance and co-operation, upon better and more practical education upon the growth of ndustrial and commercial enterprise and upon that increase of mutual toleration and respect which the responsibility my Irish teach. It is my earnest prayer that these and other means of national well being may mu tiply from year to year in Ireland, and that the blessings of peace, contentment and prosperity may be abundantly vouchsafed to

Copies of the address were posted throughout Ireland on Tuesday. In the House of Commons at Ottawa In replying to an address presented to

as a felicitous ending of a memorable

DON'T BE DECEIVED. Get the genuine McLeau's Vegetable Worm Syrup. Mothers know the value of this old and well-tried remedy.

Poultry in Summer. The following practical poultry advice is given by Mr. F. C. Hare, Chief of the Poultry Division of the Dominion Department of Agriculture. SALE OF FOWLS.

It is most profitable to dispose of old eas before the moulting period. then a ready market for fowls on account of the scarcity of chickens. the present time six cents a pound weight is offered for hens by a large produce company in Toronto; eight cents a pound plucked weight is paid in Mon real. In several months live chickens can be bought by the produce merchants for the above rates, or for a small increase in them. If the hens are held until fall they will not realise as great a profit as tion of the market price for fowls and the loss of flesh in moulting. Hens leaned over truck and helped Gerrard on should be sold when they are two years old. All male birds should be sold in the summer and cockerels used for breeding the following season.

PULLETS FOR LAYING. The advantages of retaining the early pullets for fall and winter egg-production have been repeatedly stated. Early collets will lay in their first year five times as many eggs as old hens. The cost of feed will be practically the same for the pullets as for the hens. The profit from the pullets will be correspondingly greater. The most promising am not certain. Mike then struck Mann on utility-type pullets should be selected now, fed liberally so that early winter laying may be encouraged, and later placed in comfortable winter quarters. Transferring mature pullets to a strange pen defers egg-production.

UTILITY-TYPE FOWLS. For poultry farming the utility type of breeding fowl should be selected. This type of fowl can be had in the proper breeds, Plymouth Rocks and Wyandottes. Unlivy-type fowls should be broad. blocky, and of medium size and weight half pounds; hen five and a half even pounds.) The breast should ull, broad and carried well forwa d. legs should be set well apart, short, white or yellow in color and without leg or foot feathering. The utility-type fowl corresponds to the shorthorn type in cattle; a square and broad-bodied, low-set fowl.

SALE OF CHICKENS. From eleven cents to twelve cents per bound live weight is offered in Toronto and Montreal for chickens weighing over one and a half pounds each. This price corresponds approximately to fourteen cents and fifteen cents per pound plucked sitting when Richard Murray struck the weight, and twenty cents and twenty-two cents per pound drawn weight. evident that an increased profit realized by selling the earlier and heavier cockerels of the flock at once. profit corresponds to the increased revenue derived by market gardeners and fruit growers who place staple articles on the market before the regular supply is available.

CRATE FATTED CHICKENS. The increased consumption of chickens in Canada is due to the improved quality and appearance of the chickens that are offered for sale. This improvement has pulling Gerrard's coat and said "come on" been established through the business of crate-fattening chickens introduced by this methods of killing, plucking and shaping the chickens before they are marketed. Every farmer in Canada should be essess in of the details of the cratefattening business. It is a business that can be managed by any member of household; the required number of crates are easily constructed: the chickens gain from one and a half pounds to three bounds eich during the twenty-four days fattening, and the cost of feed per pound of gain in live weight will average from five cents to six and a half cents.

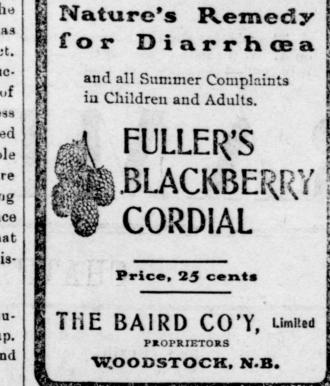
FALL FAIRS. Fowls that are to be exhibited at the fall fairs should be shaded from the during moulting. This will prevent new feathers having a faded or mottled appearance. Breeders of fancy fowls very particular in this respect and cover the tops of the yards used by the moulting birds with old carpets, lumber, etc. The fowls are given liberty during the late afternoon and evening only. Animal food and vegetables are necessary for moulting fowls; the animal food, such as waste meat or raw bones will increase the supply of protein or albumen for the growth of feathers; the vegetables are useful in regulating the system.

W. A. CLEMENS, Publication Clerk. The Murder of Richard Mann of

of Richard Mann, late of Dee Side. Restiprovoked by anything the victim did at the some others, including an indian named Gerrard. boat, but after they landed they soon parted. What happened on the occasion is fairly people now enjoy in the public administra- | disclosed by sworn statements at the inquest Mrs. Dixon deposed :-

Was standing at corner of Mr. Day's make peace, took Allison by arm helped him house, waiting for husband to put in his into truck as also Gerrard and told them to horse, when I saw Mann and Louis Michel go. walking up road. They went down bank towards truck on which were Gerard and Allison, Indian came down bank and caught 'That Richard Mann came to his death by Gerrard by leg trying to pull him off, violence and the said violence consisted of Indian was drunk I think. Gerrard drew kicks and blows given by Richard Murray,

A . Chee House



of truck. Then saw Gerrard strike Mann, the latter falling to the ground, Saw Gerrard raise foot and strike Mann, but cannot say where, thought it a shove and not a kick. Mr. Wm. Murray then ran down to shore and said, "Who started this." or words to that effect, he, Mr. Murray, picked up a board; some conversation that ] do not remember then passed, Murray still At retaining hold of board. One of Mr. Murray's sons said, "Drive on, Allison and Gerrard." The truck started up the hill followed by Wm. Murray. I saw Gerrard pick up the board but I do not know if board fell or if he threw chased Gerrard across the road, Gerrard dodged blow and Ian backwards towards truck facing Mr. Murray. Truck by this time passed Mr. Quinn's store on Mission they will this month owing to the reduc- Road. Mr. Murray then picked up the board and struck one of the horses. Allison with one hand. Murray then went back to shore and when I looked around I saw this Season? Richard Mann sitting with back against bank at end of blacksmith shop. Mr. Murray's two sons Richard and Michael and Mr. Jas. Quinn were on the shore. The father said to one of his sons. "Would you take a white man's part against an Indiau,' and Michael said, "I would take any man's part, no matter if he was black or white i he has only one arm." I then saw the thre Murrays go around to where deceased was sitting up, and Mr. Murray said, "You are a \_\_\_ ", I thought it was Wm. Murray but

left cheek, am positive it was left cheek, whereupon Wm. Murray said, 'Stop boys, do not kill the old man." Dick then said to deceased, "Get out of this," and lifted him up and threw him forward on some rocks and then the three men were standing so close together that their personality was undistinguishable, but one of them kicked Mann. I think the one delivering the kick wore grey trousers. Kick was somewhere under jaw, Mann was lying on left side. I saw Mrs. Mike Murray and Mrs. Wm. Murray run towards shore and I said to my husband, who had come out by this time. (mature weight-cock seven to eight and | "let us go home as quickly as possible, I've seen too much, I think they have killed the old man for the blow sounded as if he had struck an ox."

> Isadore Day deposed : - When I came out of house saw Richard Mann and Louis Michel on the road; when they got this side of forge they went down hill. Truck was then stopped. Saw Mann struck by Gerrard with fists, Mann fell. When Mann was lying down Richard Morray struck him with his feet also, when truck was stopped Mann got up about 3 or 4 minutes after Gerrard struck him, but Richard Murray did not strike Mann for some five or six minutes afterwards. Richard Mann was blow. Did not see Mann making any movement after Murray struck him and I watched him for 3 or 4 minutes. After this Mike Murray caught hold of Mann to see if he was living and Murray sung out for water. John Geraghty of Oak Bay Mills, age 19 testified that he was working at end o blacksmith shop loading stone as time row. Saw team with Gerrard and Allison on truck, horses heads turned west shop. Saw Michel come down and catch Gerrard by coat and went to put him off waggon, saying to come down and they would settle it. Gerrard, who was in waggon

said "I won't go" but Indian insisted on whereupon Allison knocked Michel down. then Gerrard who got off truck, struck Mann, who fell, but witness could not say where Gerrard struck. Gerrard then kicked him, somewhere between breast and head. Then Gerrard jumped on Mann about head or breast. Gerrard then left deceased and shortly Gerrard got in truck and went away Saw Mann on his feet after this but he again directly fell, though unmolested. Win. Murray was present when Mann fell and he started after Gerrard and Allison. Michael Murray came in off wharf. Wm Murray wanted to know who beat Louis

Saw Richard Murray take hold of Mann, haul him up to his feet and he fell again. Did not see Richard Murray either strike or kick deceased. Saw afterwards somebody give Mann a kick in thigh, it being one of the three Murrays. Thought Mann was dead when Richard pulled him up. When deceased last fell as noted above, he did not see him come to the erect posture but a moment of his being erect he simply reeled over as a dead man. Paul Wilmot, a boy of 17 years old

testified: Standing at Day's house Mann

made for Gerrard when Allison struck

Indian and Gerrard got down, knocked

Mann down and made a kick at his face, but on account of the hollow I could not say where the kick was landed. R. Murray had hold of Allison now. When W. Murray came down again M. Murray struck Manu a slap in face with open hand, and Mann was then reclining on bank, M. Murray said. "Get up and get over to your own side of river" and R. Murray went over and Much interest is manifested in the death | kicked Mann, I would say about three times but cannot say where on account of bank gouche, which took place at Cross Point, and W. Murray and Mike got Dick away, Quebec, on Thursday evening, 23rd ult. It After R. Murray kicked Mann, Mann did was a case of brutal murder by men more not rise again and he grabbed him and or less under the influence of intoxicating pulled him by shoulder towards rubbish iquor and did not seem to have been pile. Body was then limp, motionless and useless. No time intervened between time to the murderers. The victim was Murray's kicking Mann and dragging him. simply kicked to death. He had come over I could not see where Murray kicked Mann from Campbellton on the ferry boat with but they must have landed as I heard the thuds. I afterwards saw R. Murray go down with a pan of water, I got my horse and Michel and Mann had some trouble on the went away, After Gerrard struck Mann he walked a distance of 3 or 4 yards in a stooped posture to where he lay reclining. Miss Kean deposed:-Gerrard jumped on

The verdict of the coroner's jury was :

to Mann, but don't know what part of body,

with both feet. I saw R. Murray try to



# Do You Want to Fit Yourself out with

A Buggy, an Open Wagon, A Set of Harness

or other Seasonable Article?

IF SO GO TO

George Hildebrand, Cunard St. Chatham, N. B.

Why not also get something in these lines for a friend just at

## CANADA EASTERN RAILWAY.

IN EFFECT JUNE 15, 1903. I Ntil further notice, trains will run on the above Railway, daily (Sundays excepted) as follows.

Between Fredericton, Chatham and Connecting with I. C. R. Loggieville. GOING NORTH FOR FREDERICTON MARITIME EXPRESS. DAY EXPRESS 11.30 p. m 11.50 " Freight Nelson 12,10 a m Ar. Chatham Junc., 1.35 " 4 35 ) ly Lv. 12.30 12.50 :: 2.15 \*\* 1.10 " Marysville,... 1 00 2.55 " .Cross Creek, ..11 45 p m 2 15 .. Boiestown, ..  $\begin{cases} 10 & 43 \text{ lv} \\ 10 & 40 \text{ ar} \end{cases}$ 12 45 pm GOING SOUTH. 11 40 ) lv Doaktown, .. 9 45 MARITIME EXPRESS. DAY EXPRES Blackville,... 8 35 Chatham Jet { 7 35 lv 7 20 ar 7.10 " 10.55 "

The above Table is made up on Atlantic 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.

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 P. RAILWAY for Montreal and all points inthe upper provinces and with the C. P. RAILWAY

and Presque Isle, and at Cross Creek with Stage for Stanley. THOS. HOBEN. Supt. ALEX. GIBSON, Gen'l Manager

for the friends of the late Richard Mann of Dee Side who met death about 6 30 p.m. Thursday, July 23rd, at the Cross Point beach under such lamentable, exceptional and horror stricken circumstances-an ill omened hour, or in plainer language, as may

.Chatham .... 6 40

whether intentional or otherwise. He was a man of about 52 years, who had lived up river at Dee Side, the father of large family, had been twice married. Succeeding the autopsy Saturday night, the remains were brought from Cross Point Court House to Campbellton and taken by express to Matapedia. There in the Presbyterian church fuceral services were conducted on Sunday afternoon at two o'clock by Rev. E. Thomas assisted by Rev. Mr.

be inferred from the autopsy, brutal murder

Interment was in the Presbyterian graveyard adjoining. The funeral was large from the surrounding country, and several weat up events linked with the demise is most

## TO CONSUMPTIVES.

The undersigned having been restored to health y simple means, after suffering for several years with a severe lung affection, and that dread disease CONSUMPTION, is anxious to make known to his fellow sufferers the means of cure. To those who desire it, he will cheerfully send (free of charge) a copy of the perscription used, which they will find a sure cure for CONSUMPTION. ASTHMA. CATARRH, BRONCHITIS and all throat and lung MALADIES. He hopes all sufferers will try his remedy it is a nvaluable. Those desiring the perscription, which will cost them nothing, and may prove a blessing, will please address,

REV. EDWARD A. WILSON, Brooklyn, New York.

# Tender for Building for Con-

ductors. Express Rooms. etc., at Moncton, N. B. Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Building at

Moneton," will be received until MONDAY, THE 10TH DAY OF AUGUST. 1903. for the above mentioned work. Plans and specification may be seen at the Office

f the Chief Engineer at Moncton, N. B., where forms of tender may be obtained. All the conditions of the Specification mus D. POTTINGER, General Manager. July 24th, 1903.

INTERCOLONIAL RAILWAY TENDER FOR AN ENGINE HOUSE AT STE. FLAVIE, P. Q.

Sealed Tenders, addressed to the undersigned, and Ste. Flavie, P, Q.," will be received until

THURSDAY, 6TH AUGUST, 1903, for the above work. Plans and specification may be seen on and after the 23rd instant at the Office of the Station Master, . Flavie, P. Q., and at the Chief Engineer's Office

D. POTTINGER. General Manager. 21st July, 1903.

## CITATION.

late Rev John L McDonald, of Loggieville, ar requested to fyle the same, duly attested, and persons indebted to the estate are requested to make immediate payment to RALAWLOR, Chatham, N B, July 8th, 1903.

## REMOVAL. Dr John S Benson has removed his office to the

esidence, lately occupied by Mrs Alexander Fabinson on St. John Street, where he may be found at Chatham, July 7 1903.

12.10 p, m

8.00 "



Miscou Island, Gulf of St. Lawrence.

The repairs to machinery at Miscou Fog Alarm, Birch Point, Miscou Island, have been F. J. HARDING, Agent, Dept. Marine & Fisheries, St. John, N. B .:

# HICKEY'S

Flesh Producer.

Stimulant.

Will build up the System and give you renewed health strength and vigor.

# The subscriber is prepared to furnish stone for

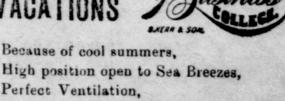
L. J TWEEDIE. or at the office of L. J Tweedie

DENTISTRY! Henry G. Vaughan, D. D. S.

Office Hours:-9,30 a.m to 1 p.m. 2 p.m. to 6 p.m. Wednesdays -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.





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