General Business.

COMMON SOAP

WILL CAUSE SKIN ROUGH On Face and Hands.

We have just imported a large lot and Cucumber Soap

next TWO WEEKS

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

-AT-

EDWARD RAILWAY.

TENDERS FOR BUILDINGS.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tenders for Buildings, P. E. Island," will be received until

SATURDAY, THE 1ST DAY OF AUGUST, 1903, for the Wooden buildings required on the Murray Harbour Branch: NINE STATIONS, TWO WATER TANKS, ONE ENGINE-HOUSE,

Plans and specifications may be seen at the office of the Engineer in charge, Charlottstown, P. E. I. the Assistant Engineer's office, Marcay River, P. E. I. and at the Chief Engineer's office, Moncton where forms of tender may be obtained. All the conditious of the specification must

Railway Office, & Moncton, N. B., 6th July, 1903,

EASTERN STEAMSHIP CO.



Division. dditional Direct Service.

International

D. POTTINGER,

General Manager,

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 6.30 p. m.

Returning, leave Boston, via Portland, Eastport and Luber, Mondays, Wednesdays and Fridays at 9.00 A. M. From Boston, direct Mondays and Thursdays at Freight received daily up to 5.00 P.M, All freight via this line is insured against fire and marine risk. A. H. HANSCOM, G. P. & T. A. W. G. LEE, Agent, St. John, N. B. CALVIN AUSTIN.
V. P. and General Manager,
Foster's Wharf, Boston, Mass,

CANADIAN O PACIFIC KY.

Through Fast Express leav-LINE ing Halifax at 8.45 a.m., St. John 6.00 p m. Daily except Sunday. First and Second Class MONTREAL Coaches and Sieepers Halifax

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

ver in 97hrs. Carries Palace and Tourist Sleeping Cars PACIFIC EXPRESS Leaves Montreal 9.30 a m Second Class Coaches, Palace

CANADIAN NORTHWEST Sleepers, and on Thursday carries Tourist Sleepers Reaches all points in Canadian Northwest and British Columbia.

Write for descriptive matter, rates, etc., to C. B. FOSTER, D. P. A., C. P. R. St. John, N. B

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.

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IN THE SAVINGS BANK DEPARTMENT of this Branch, interest is allowed AT CURRENT RATES

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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 3 p. m.

> R. B. CROMBIE, Manager Chatham Branch.



Miramichi Advance.

CHATHAM, N. B.,

The Railway Question and Hon. Mr. Blair's Resignation.

We publish in this number of the

ADVANCE the conclusion of the debate in the House of Commons on the subject of Hon. A. G. Blair's resignation as Minister of Railways. The proposition of the Premier, in the matter of building a second transcontinental railway, as developed by the discussion of the resignation, while it does not, perhaps, disclose the whole scheme as it will be presented to Parliament is, however, sufficiently set forth to justify the statement that it ought not to be entertained. It is conceded that the Intercolonial Railway should be extended to the wheat-producing areas of Canada without delay and ISLAND ultimately, to the Pacific; but the proposal to build a new line, practically with government money, and then to pass it out of government hands and government control into those of a private company, seems like the suicidal bartering away of a great public franchise of the people and substantially perpetuating the freight rate monopoly, the burden of which has retarded the development of our Western country and been a potent source of discouragement to its people as well as a repelling element against prospective settlers.

It is not the time, now, to discuss the proposal for building a second all-Canadian line between Quebec and the Maritime Provinces, because the whole scheme is not made known. It may be said, however, that such a railway is not a present necessity. When it is built it should be as a government line, John, direct, and be owned and operated by the government or under government auspices-preferably by commis-

Our people, without regard to their political affiliations, are with Mr. Blair in the stand he has taken in this momentous matter. His manly course has consolidated his independent friends commanded the respect of his opponents, and all will watch the scheme to be brought down by Premier Laurier with a critical interest greater than has been given to any measure of any Ottawa Government since confederation. Those who say that the people of New Brunswick, and especially those of them who claim to be Liberals, are in favor of the government scheme as so far disclosed, have not correctly gauged the true state of New Brunswick public feeling on the subject.

It is understood that Sir Wilfrid Laurier, Hon. Mr. P. efout line and Mr. F. D. Monk, M. P., who have been announced as to be amongst the probable speakers at the Acadian demonstration at Caraquet on August 17th, will not be present on that occasion, with the possible exception of Mr. Monk.

Surveyor General Dunn has given notice to licensees of crown timber lands and other interested that he will on August 5th hold a conference of lumbermen and others at Fredericton for the purpose of considering the advisability of increasing the stumpage on crown timber lands during the present season.

The system of impounding spawn lobsters, which has been experimented on by the fisheries department this season, promises to turn out very satisfactorily. The spawn lobsters to the number of over 50,000 have been secured in a large enclosure off the coast of Cape Breton, and have been collected from Richmond, Cape Breton and Victoria counties. When the close season opens Bank of Montreal. on August 1, these impounded lobsters will be scattered throughout the coast will be followed, as is usual with comproexpected that the enormous quantity of spawn thus distributed will be of the greatest benefit to the lobster fishing industry. Already some 24,000 of these spawn lobsters have been distributed in

Sunday Laws.

The decision of the judicial committee of the Privy Council in regard to the Ontario "Lord's Day Profanation Act," published in the London Times of July 15, declares that the whole act is invalid. The railway companies had raised questions as to whether or not certain sectious of the act were invalid, as these in erfered with corporate rights conferred by the Grand Truck Pacific, and it is proposed the Parliament of the Dominion. But the effect of the Privy Council's decision is that while the provincial legislatures have the right to constitute courts of criminal jurisdiction, they have not the right to enact criminal law, for "the criminal law in its widest sense" is reserved by the constitution for the Dominion Parliament. Apparently the effect of this decision is to declare invalid and unconstitutional not only the Sun lay laws in all the provinces which make certain acts committed on the Sabbath criminal, but also all provincial laws which create punishable offences. The decision is, seemingly, sweeping and farreaching in its effects. - Globe.

Hon. Mr. Blair Takes a Well Earned Vacation.

The Ot'awa correspondent of the Montreal Herald says :-

"The loss of power is apparently not weighing heavily upon Mr. Blair. He has found a satisfactory substitute. The golf fever has caught him. Mr. Blair is beginning the second week of his life as a private member. While a member of the gove nment he was one of the hardest workers of Sir Wilfrid's lieutenants. Now he is taking things easily. In fact, it is said that the golf craze discovered and captured him before the crisis. While the Cabinet were discussing the G. T. Pacific bill and adopting the plan which Mr. Blair said would mean his resignation, he was trying to solve the mysteries of the Scottish game. This af e noon, after the House had been sitting for three-

for one day said he was going to play golf. He sympa hiz d with Mr. Sifton on the way out, and in half an hour was emulating the British Premier, Balfour. It is a game for which public men seem to have a weakness, whether in or out of office

Notice in Reference to Crown Lands.

Crown lands licensees and any others interested in the subject are notified in the Royal Gazette by Hon. A. T. Dunn,

Surveyor General, as follows :-"As you are aware, during the last Session of the Legislature, it was an nonneed by the Premier in his budget speech, that it was the intention of the Government to increase the stumpage during the present season. In view of the fact and considering the very many important questions connected with the administration of the Crown Timber Lands of the Province, such as protection against fire, reafforestation, etc., after consultation with my colleagues, I have considered it advisable, in the interest of the Department as well as of licensees that a conference of lumbermen and those interested in the Crown Timber Lands should be held at Fredericton for the purpose of considering these questions with a view to more fully protect and promote the interests of all concerned. I have therefore decided to fix the fifth day of August next, at the Departmental Building, Fredericton, et 10 o'clock, a. m. for the purpose of such conference, and trust that you may find it convenient to attend, as I deem it most important that meeting should be as large and as epresentative as possible, it being my intention to secure the attendance of an expert in forestry, who will doub less be able to furnish valuable information on this important subject.

The Spruce Market.

The London Timber Trades Journal of 18th inst. in its Liverporl notes says :

"Travellers in the country districts seem to have a monotoneus story to tell of the duliness of business in their various goods, whether pine timber or pine deals, rounds. This, they allege, is due to high is shown all over the country, and from prices for timber, deals, &c., which their the same blindfold policy. Buyers do buyers cannot face. This is simply the not fully appreciate the changed condisame old, old story. Buyers, having for tion of things, and the sooner they do years become accustomed to a low range of so the better it will be for themselves.

prices for the r timber, are averse from believing that they have betherto been buying on a low basis. They are shutting their eyes to the fact that the cost of production has of late years been greatly increased, or otherwise the rivellers have failed to put the situation before their customers in the manner they ought to "These remarks apply with more force

to spruce deals than perhaps any other kind of timber. The spruce deal in the country is, as a rule, gifted with large amount of no thern obstinacy-firm. ness is what he likes to have it called. Because he bought spruce deals some years ago on a basis of about £5 10s, to £6 per standard, he is always to look upon these as the normal value. He closes his eyeswe might almost say wilfully-to all the changed conditions that mark the difference between then and now, or else it the traveller's fault in not having educated his customers to the new position. Limits for cutting in the forests are now much dearer, wages are higher, and provisions to supply the logging camps in winter are far above those rolling some few years ago. All there factors acd to the cost of production, and naturally shippers want the equivalent to cover all these increased expenses. Probably the casemaker is one of those who give the traveller the hump more than any class or dealer in spruce In many cases he has taken his contracts upon a last year's basis without having the prudence to cover himself against a rise. In the wholesale or cargo trade we are having a steady rise, and the most recent transaction has been at £7.18s. 9d c. i. f. for a cargo to the West Coast of England. This is an indication of the upward tendency of the market in spruce. and from what we learn the position is in future to be more upwards than downwards. The sooner buyers up the country realise the position of the market the safer they will find themselves. We may just add that a cargo of Miramichi, with a range of ports, of good specification, is

on the market at £8 153. c. i. f. "The same reluctance to buy Canadian

MR. BLAIR EXPLAINS.

He Gives Explicit Reasons why he Resigned From the Cabinet

The Grand Trunk Pacific Scheme as Proposed by the Government was, he says, the Sole Cause of his Withdrawal.

The Late Minister Objects to Another Government Road. Even if it Would not Parallel the Intercolonial.

[Continued from last week's "Advance.'] A SECOND LETTER.

When I gave him my explanation in the letter, I accompanied it with further letter, dated July 13, which I will also now, with your permission, read to

Office of the Minister of Railways and Canals, Ottawa, Ont., July 13, 1903. My Dear Sir Wilfrid, -As I had not lelivered to you my letter of the 10th instant on that day, owing to your request that I should defer action for a day or two to enable you to think matters over still further, I have thought that I might supplement that communication and suggest meaus whereby a common understanding on the railway question could yet be arrived at

between my colleagues and myself. Let me state our position on the main question; My decided preference for a government-owned railway across the continent, and my chief reason for favoring it is that it will have an equalizing and regulating effect upon all other railways throughout the western territory. In this view I am practically alone, and therefore I admit at once that this proposition must be laid aside. but the cabinet has decided that the govern ment shall build half way across the continent, as a government road, namely, between Quebec and Winnipeg, and when built shall lease the same to the Grand Trunk Pacific, and as to the other half it has been determined, as I understand, that

liberal government aid shall be given to the

same company to build and thereafter to

To this mode of solving the railway problem I am decidedly opposed. At best it is a hybrid scheme, involving the comresults. It will be difficult to explain why the government should build the lean section of this railway, and provide a company with government credit to enable it to build and operate the fat section, It is attempted to ustify the eastern proposition from Quebec to Winnipeg on the ground that a great railway highway will thus be assured, open to connect with and who might take their trains independently over this common highway from their connecting point to the St. Lawrence I will not elaborate again my objections to this plan. It is wholly impracticable that this line could be so used by different railway companies. There must be some authorized body to work, not the trains, but the freight cars of different sailways and generally to look after and operate the line. The necessity of this is what I presume has led my colleagues to decide that they will lease this section to to assure the public that a contract can be made with the Grand Trunk Pacific so bind ing as to enable those different railway companies to exercise what are called running rights' from and to Quebec and Winnipeg. This is equally impracticable in my opinion, or nearly so. The Grand Trunk Pacific will employ the men who will handle the traffic. The officers of the line will also be employees of the Grand Trunk Pacific, and the Grand Trunk Pacific Railway Company will be in the field as a keen and active competitor for western traffic with these other companies which it is promised will desire to connect with the terminals at the end of the government-owned section. I will not go into the reasons, which are conclusive, but under these circumstances, other companies, if they can find any other means of reaching eastern points, will not

utilize this road. For my present purposes it will suffice to say that in this opinion I believe I am absolutely correct. As I have said, I am in favor of the whole line being built, and owned by the government; but, having abandoned any expectation in that regard I am equally in favor of the whole line being a company line if any portion of it or a substantial portion is to be a company line, and, there fore, I am prepared since council has determined to go forward with this undertak. ing at once to co-operate with my colleagues estimation, come within the rule that 'the in guaranteeing the bonds over the whole ine to an extent not exceeding three-

should be upon some such conditions as the following. I do not profess to state all of them, but the important ones:

First. - The Grand Tounk Pacific is being aided to a most generous extent. It cannot | thought it advisable at first to retain in my build its road without very liberal assistance. hands the negotiations of this important In giving aid, the government might very subject, keeping my council constantly inproperly impose terms looking to some formed, until I referred the matter to a subfinancial advantage to the country in the mittee, of which you were one. Moreover, future; and, therefore, I would insist that a far from admitting the charge, I claim that share of the earning - I would not say half, since you entered the government, at its but I would not think it ought to be less formation. I have always extended to you than a third of the net earnings or that | the frank, loyal and cordial support which I THE MARLIN FIRE ARMS CO.

Quarters of an hour, Mr. Blair got up, be required for the improvement or betterment of the road, and which remained for ment of the road, and which remained for he reasons which you put forward distribution among stockholders should go for you dissent from our policy, this is not be required for the improvement or better- colleagues. him that he had done enough law-making to the government. In this connection the the time or place to review them.

er de - Catalana 11 m -

government might very properly claim the right to appoint one of the directors, and to this important question. also have the books of the company open to the inspection of a railway accountant at

say, the obtaining of a share during the traffic for Halitax -the company should be bound to carry all unrouted traffic over the whole of the Winnipeg section to a St. Lawrence seaport in summer, and in the winter from Quebec to Halifax and St. John over the Intercolonial, and the Intercolonial should in the division of rates be entitled to such division on a mileage basis, mile per mile, with the Grand Truck Pacific. As to traffic not routed, the G. T. P. should be influence with its shippers in respect of traffic originating in the west for ocean carriage to secure such traffic for the Intercolonial during the winter season, using with its shippers all lawful and proper means to that end. There might very well be a condition in the contract between the government and the G. T. P. in order to ensure the observance of this feature of the contract that the Governor-in-Council should have power by Order-in-Council to declare after enquiry at any time if it is so established that the Grand Trunk Pacific have not complied with their agreement, and have not used all lawful and proper means to secure the routing of traffic over the Intercolonial, and such declaration being made, the same should be final, and conclusive as to the fact, and the Grand Trunk Pacific should be thereupon liable to pay to the Intercolonial the share of freight rates which it would have earned, the agreement being carried out I am sure that this will guarantee bona management, and will thereby secure an and depreciation, and keep the people who live along the line from having the Interthe same time would increase the business carried over that railway to the extent to any and all of the western railways to which such business would have been done by the G. T. P. over the proposed Moncton

Yours faithfully.

ANDREW G. BLAIR. THE PREMIER'S REPLY. To that letter the Right Hon. Prime

My Dear Blair,-I received yesterday

With regard to the charge that negotiations with Mr. Hays made progress and were well advanced before I considered it proper or necessary to acquaint you with the facts. I have only to remind you that I

pear to consider very essential-that is to winter of the Grand Trunk Pacific's through amidst Opposit on applause, which required to bind itself that it will use all its fide treatment by the G. T. P. under any years that he has been able to endure the pense to the country which would be involved in the building of a line to Moncton, but of parliament. would save the Intercolonial from destruction colonial degraded to a mere local road, and at regarding the government's railway

I mention these as a few of the stipula tions which appear to me to be reasonable and proper, and which if I had been permitted to conduct the negotiations on this question I would have sought to bring about They do not by any means exhaust all that might be suggested; but I mention these now so that you, Sir Wilfrid, and the Council, may have them before you before you finally determine that you will perpetrate what I cannot help regarding as one of the most indefensible railway transactions which has ever taken place in this country. The more I think upon this subject and look forward to the consequences which are going to flow from an adherence to the present scheme, the less capable I am of reconciling myself to it, and the more determined I feel taking will have to rest upon other schould-

I feel it my duty to add that I shall be compelled on further reflection to oppose the project in its passage through Parlia.

Minister returned the following reply:

Ottawa, Ont., July 14, 1903.

afternoon, your letter, dated the 10th, placing in my hands your resignation as member of the Cabinet and Minister of Railways and Canals. I have received at the same time another letter in which you set forth the reasons which have led you to the course which you have adopted. This last communication opens with a review of the deliberations which have taken place in council on the railway question. In this review, matters are stated which, in my deliberations of the Council, upon all matters which engage their attention are strictly quarters of the cost of the construction of private and confidential.' I, therefore, refrain from discussing them.

he had enjoyed his leader's support in all construction of the line from Moncton to departmental matters. But in that genthe Pacific coast has been purposely selected so as to keep in the hands of the government tleman's position on the trans cont nental the key to the transportation problem from railway question he could not concur. In the prairies to the ocean, and to leave to severing his connection with the Cabinet initiative of a private company the section of country where energy and enter- | Sr Wilfrid thought Mr. Blair had made a prise will be constantly required to meet the great mistake towards himself, towards xigencies of an ever-changing situation. his friends towards his colleagues and It was my duty, this morning, to call upon His Excellency the Governor-General to towards the country. inform him of your resignation, which it was In conclusion, Sir Wilfrid said :- 'I his regret to accept, and in the afterno in] know very well that when we bring

I may observe, however, on the two main had been p epared to recommend Mr.

two lines there will be, not only a distance beacc p'ed that gentleman hal to depart.

Tast for high honors. As long as the

ex-Minister of Public Works was in the

Cabinet he enjoyed his chief's full sup-

port. But when Mr. Tarte tried to force

upon the party a policy which could not

Mr. Blair would bear witness that as long

as that gentleman was in the government

best intereses of the country. I will not

discuss the views of my honorable friend

as given in his letter. The time to do

that will be when the resolutions are

'I am sorry that it is not possible to

satisfy the rather fastidious curiosity of

he leader of the Opposition. He is

ntitled to know a good deal but he has

been rather anticipating events to-day.

He wants to know who is going to take

the place of the Minister of Railways in

the Cabinet, but I think he will agree

with me that the question is rather pre

mature. I am sure that he did not expect

me to give the information, but that the

question was put more as a flyer. Let me

say to him that I think this is a case in

which the good old doctrine: festina lente.

is opportune. I do not propose to make

any haste in filling the position vacated

by my honorable friend from the city of

St. John. It shall be my pleasure,

ccompanied with regret, to ask His

Excellency at no distant day, but some

time, to approve of the selection of another

M nister of Railways. I do not propose

either to say whether there shall be any

reconstruction of the Cabinet because I do

not think there is any occasion for such a

demand from my honorable friend

think we must rest content at this moment

with the statement that there is not and

that there is not likely to be another

vacancy in the Cabinet other than the one

that now exists. With regard to the

policy which we are going to introduce I

am not prepared to say on what day it

will be brought down, but I hope that in

a short time, after a reasonable delay, we

shall have the pleasure of introducing a

policy which will command, I will not say

the support of the leader of the Opposition

The leader of the Opposition said he

could not expect the name of Mr. Blair's

successor till the gentleman was selected.

ence to the newspapers was at variance to

with the course he had adopted towards

newspaper reports that the Prime

Minister decided the fate of his Minister

of Public Works. So it was inconsistent

for the government leader to attach such

importance to the newspapers on one

occasion and then to speak of them as he

members of the House.

had to day.

LINIMENT.

This closed the debate.

before the House.

equainted the council of your final deterforward this policy we must incur severe criticism. I know the difficulty of reconyou my extreme sorrow for an action which ciling men to a big scheme, but because regret as a great mistake towards yourself. towards your friends, towards your colpolicy is big or will arouse criticism ought leagues, and above all towards your country, not to be a reason, and will not be which, at this juncture, requires a bold and cason for me at all events, for not doing fearless policy of transcontinental developwhat is required at this moment in the

(1) I am surprised at your statement

that the projected line from Quebec eastward

to Moneton will parallel the Intercolonial

Railway. The territory served by the new

by the Intercolonial Railway. Between the

varying from forty to seventy-tive miles, but

a chain of mountains dividing the territory

The plan which we have adopted for the

to be served by each of them.

ine is not the same as the territory served

Yours very sincerely, WILFRID LAURIER. The Hon. A. G. Blair, Ottawa, Out. MR BLAIR CONTINUES.

Resuming, Mr. Blair said :-"I have about concluded all that I have to say upon this occasion. I acquit the right honorable gentleman of any intention or disposition to offer a discourtesy upon this occasion to me. I realize that it would be foreign to his nature and disposit on to offer intentional discourtesy to any one. But I am bound to say that there may be occasions when, unintentionally, perhaps, the same result follows as though it had been designed. I have not, however, allowed myself, in consider ation of this question of the resignation. to be influenced by any other thought than as to whether or not the proposals in themselves which my right honorable friend had decided to make to parliament were such as were entitled to my support. 'I have decided according to the best

lights I possess, I do feel that when Si Wilfrid said I had made a g eat mistake "towards myself, towards my friends, towards my colleagues, and towards my country," that he is speaking the honest conviction of his mind.

But if I am capable of exercising any judgment on a matter of this kind I am bound to say that I cannot agree with him. I am bound to say that I could not have come to this parliament and with what little knowledge and experience I have had of the railway question. deliberately and calmly advised this parliament and this country, that this scheme was one which merited acceptance and approval, and have been doing my du'y to myself. I should not have been doing my dury to the party with which I

but the support of the majority of the It is my plain and simple course to let it be known at the earliest possible moment how strongly I felt, as a respons ble minister of the Crown, with respect 'My strong conviction is that this It seemed to him that Sir Wilfrid's refer-

country cannot adopt and carry into oper Second-As a means to achieve the same ation the policy which the Premier and purpose which the Nova Scotia people ap- the government have decided upon." Mr. Tarte, for it was after studying all the The ex-minister resumed his sea

joined in by a few on the Liberal side. MR. BORDEN FOLLOWS.

The leader of the opposition, who fol lowed Mr. Blair, said : "I think it is only right, in view of the announcement which has been made, to state from this side of the House that while we have on many occasions opposed Mr. Blair as strenuously as we were able to do, no personal feeling has entered into our personal conflicts either on his side or on ours. While we have not seen eye to eye with him on many questions, still every one on this side of the House has recognized to the fullest extent the very great ability which he has brought to the discharge of his public duties, the very great experience which he has acquired in public life, and especially the enormous industry he has displayed on all occasions in the discharge of his public duties as a minister of this government. Indeed, I know that I am voicing the opinions of both sides of the House when I say that many of us have been surprised during the past five or six shoulders particularly during the sessions

I do not propose to discuss the very vague information given to the House policy. A full opportunity for that will be afforded when the policy is itself laid before the House. But I may say in passing that no one can fail to recognize the great responsibility which this government has taken upon itself when we realise even from the vague and general statement made by the Prime Minister the extrao dinary character of the proposal which will be announced to the House before the end of the session.

It was five months since the government promised the appointment of transportation commission; yet that body so far has not held a sitting. How long did the Prime Minister expect to keep the House and country in ignorance of that the whole responsibility of the under- the proposed policy upon which Mr. Blair had separated from his colleagues? This announcement should be made at once and the House should be informed whether there was to be any cabinet reconstruction consequent on Mr. Blair's

said he felt compelled to say a few words, he proceeded to intimate that Premier Laurier had inspired an editorial article attacking him in the Toronto News; also that he had been offered; recommendation for high honors by his colleagues in the government which the state of his fortunes did not admit of his

SIR -WILFRID LAURIER. Sir Wilfrid Laurier could not see the relevancy of Mr. Tarte's speech. The article in the 'News' he had never seen till a few minutes before entering the chamber. Mr. Tarte ought to know better than to imagine that this editorial was inspired by him. On his honor he had nothing to do with the article. Moreover, he did not think it had been inspired by any member of the Cabinet was not his wish to minimize any opponent. For his own part he did not care what was written about him in the press. Neither abuse nor compliments affected him. Anything the 'News' could portion of the net earnings which will not consider is due by the Prime Minister to his say about him did not add an inch to what interred with the body. he really was. All he desired was the When all had been arranged, the supreme Students can enter at any time.

esteem of those around him. The Prime Minister admitted that he given, all present joining. Half suppressed

The state of the s

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IN EFFECT JUNE 15, 1903. TNtil 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 CHATHAM FOR FREDERICTON (read up) Freight Nelson Freight Ar. Chatham June. 12.10 a m 1.35 ** 4 30 p m .. Fredericton ... 1 15 4 40 4 35) ly Lv. 4 33 ar Nelson 4 15 Ar. Chatham 2.35 " 1.10 " Marysville,... 1 00 .. Cross Creek, ..11 45 p m 2 15 ..Boiestown,.. { 10 43 lv 10 40 ar GOING SOUTH. Doaktown, .. 9 45 MARITIME EXPRESS. DAY EXPRESS Chatham Jet { 7 35 lv 7 20 ar 10.55 " Nelson .

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, Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac. Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime

.Chatham 6 40

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 in the upper provinces and with the C. P. RAILWAY St. John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston

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

sobs were heard on all sides.

This coffin was sealed personally with the

erect a suitable tomb in the Basilica of St.

John Lateran, which was chosen by the

Thus was Pope Leo consigned to his long

Monsignor Farabulini, the famous Latin

scholar, being unable to accept the task of

writing the oratorio brevis, or later eulogy

upon the Pope, the congregation of Cardinals

At the sixth meeting of the Congregation

complained generally of the lack of order.

Cardinal Oreglia replied that he had already

noticed this and that he would punish those

TENDER FOR AN ENGINE HOUSE AT STE.

THURSDAY, 6TH AUGUST, 1903.

for the above work.

Ste. Flavie, P. Q., and at the Chief Eugineer's Office, Moneton, N. B., where forms of tender may be

D. POTTINGER,

ST.JOHN

Usiness

S. KERR & SON.

Ste. Flavie, P, Q.," will be received until

All the conditions of

21st July, 1903.

Because of cool summers,

Perfect Ventilation.

High position open to Sea Breezes,

Study is just as pleasant now as in winter.

Railway Office,

Pope himself as his final resting place.

The second coffin was of lead, and very heavy. On the cover at the head was a Get the best, the best is KENDRICK'S cross, just below which was a skull and cross

Pope Leo XIII Laid at Rest.

Rome, July 25.-The body of Pope Leo was interred in St. Peter's to-night. At following inscription : sundown the most important and solemn of all the obsequies took place. About 1,000 M. IV. D. XVII eccles univers prefuit an persons had received invitations to attend XXV mensis 5 obiit die XX Julii an MCMIII. the ceremonies. The cardinals, who met earlier in the Vatican, entered the chapel, Cardinal Oreglia holding the keys of comarms of the camerlengo. The majority of mand. Cardinal Rampolla, an arch priest the chapter of the Basilica lighted a brasier of the Basilica, was waiting outside the which was used in soldering the coffin. gates, in violet robes, surrounded by the These coffins were then enclosed in a third chapter of the cathedral, which was led by casket of polished walnut without de-Mgr. Koppetelli, who conducted the services. I coration. When the last moment came Doctors Lapponi and Mazzoni directed the the heavy coffin, weighing in all 1,322 work of the removal of the bier, which was pounds, was rolled out of the chapel, executed by eight sediari, or Pope's carriers. | preceded by mace bearers and choir singing als. Pulleys were attached to the coffin, fluding it too heavy, they slid it on to a low car with noiseless wheels. Then to the and soon to the strains of the "Benedicstrains of the "Miserere" the procession tus Dominus Deus Israel," it was hoisted carrying candles and torches, left the chapel to the stone sarcophagus above the door, where it will remain until the grateful and went to the church, passing the bronze statue and beyond the shrine of St. Peter. cardinals created by the late Pontiff shall

Those gathered fell to their knees. After slow progress around the church, the cortege arrived at the chapel choir, the bier being ao carried that the dead Pope entered head first, according to the ceremonial. Here all those who had received invitations were stopped, remaining in the main part of the Basilica behind a double line of the Swiss

selected Father de Angelis, a Jesuit, to In the chapel the music changed to notes undertake that duty. of joy and triumph and "In Paradisum" was rendered with telling effect. From the outside, the five bells of St. Peter's rang of Cardinals held to-day, forty-five Cardinals their accustomed salute to the coming night, were present. Cardinal Della Volpe, voicing mingled harmoniously with the music of the also the opinions of some of his colleagues, criticised the ceremonies in connection with the interment of Leo XIII last night and

The scene in the chapel was most effective. The bier bearing the body of the pontiff was received by Cardinal Oreglia. It was placed in the centre, backed by an altar with a beautiful image of the Madonna before which were burning four immense candles. Around the two sides of the chapel, in the choir seats, were thirty-six cardinals. The body was sprinkled with holy water. absolution was given, and the foot of Leo XIII was kissed for the last time by Major Domo Saigano, master of the chamber gisletti, and Count Camillo Pecci. The major-domo then covered the vener-

able features and hands with a white silk veil bordered with gold. Over this the prefect of ceremonies spread a large silk veil, which covered the whole person. Fire was lighted in a brasier and blown by a bellows the sparks rising almost to the ceiling, while Mgr. Bartolina read for about twenty minutes the oratorio or brevis, eulogizing the dead Pontiff and Notary Poponi, eightyfour years old, read out the burial record. The monsignors of the Basilica, aided by

the noble guard, then laid all that was mortal of Leo XIII in a cypress coffin, lined with red satin and bearing on the cover an inlaid cross, the entire sacred college and Prince Colonna rising to their feet as a last tribute and sign of respect. The majordomo put beside the body two silk purses containing coins of silver and a bronze medal struck during Leo's pontificate. A eulogy written in magnificent Latin and setting forth the great events of Pope Leo's life and reign, and enclosed in a metal tube, was also

prayer was said and the last benediction | Send for catalogue.

REMOVAL.

Dr John 8 Benson has removed his office to the

residence, lately occupied by Mrs Alexander Robin-

boues, while below were the arms of the late Pope, with the triple crown, but without the colors, as they signify living authority. At the bottom was a plate bearing the Corpus Leoni P. M. vixit an XCIII

Miscou Island, Gulf of St.

Lawrence. The repairs to machinery at Miscou Fog Alarm, Birch Point, Miscou Island, have been completed

and the Alarm is now in operation. F. J, HARDING, Agent, Dept. Marine & Fisheries, St. John, N. B.

Flesh Producer.

Tonic,

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

MASONIC HALL Thursday, July 30th.

The Distinguished Actress Kate Claxton

THE TWO ORPHANS

Seats for sale at Mackenzie's Drug Store.

BUILDING STONE.

DENTISTRY!

or at the office of L. J Twee lie

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.

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