General Business.

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WILL CAUSE SKIN ROUGH On Face and Hands,

We have just imported a large lot Cucumber Soap

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10 cents. for 3 Cakes It is made from Pure Olive Oil and the Juice Mackenzie's Medical Hall

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Commencing Monday, June 29th, 1903 Steamers leave St. John Mondays, Wednesdays and Fridays at 8.00 A. M. for Lubec, Eastport, Portland and Bosleave Boston, via Portland, Eastport Freight received daily up to 5.00 P.M, All freight via this line is insured against fire and marine risk. G. P. & T. A. CALVIN AUSTIN. V. P. and General Manager,

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

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Henry G. Vaughan, D. D. S.

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Because of cool summers, High position open to Sea Breezes, Perfect Ventilation. Study is just as pleasant now as in winter. Students can enter at any time. Send for catalogue.

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ESTABLISHED 1817.

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

on sums of \$4.00 and upwards and paid or 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.



Miramichi Advance.

. AUGUST 20, 1903

A Great Question in Canadian Politics.

A good deal is being said and written

just now on the subject of Hon. Mr Blair's retirement from the Dominion ministry, the causes which led up to it and the course pursued by the government since in the matter of the Grand Trunk Pacific scheme. That the contract proposed to be made with Grand Trunk Pacific Company is an unbusinesslike one, in which the people of Canada have all to lose and little or nothing to gain, cannot be denied. is at the expense of the country that the most difficult and costly part of the Winnipeg to Moncton. While the Company is not to pay anything towards the construction of this part of the line, it is to have the say about its location. In fact it can, when it thinks proper, after the portion which will help its Portland traffic is built, delay the building of the more eastern section almost indefinitely, and thus defeat, for years, the realization of the avowed object of the whole undertaking. It is true that after seven years the company is to pay three per cent to the government on the cost of construction, but there is a proviso that if it fails to make this payment, the amount shall be capitalised and added to the sum on which the three per cent. in default Brunswick, irrespective of former party should have been paid; and as there is no penalty provided for the failure of the Company to pay the interest at any time the security for the people's out-

In addition to this undertaking of the government in connection with the Winnipeg-Moneton section, it is guarantee the bonds of the Company to an extent practically covering the cost of the Western section, from Winnipeg to the Pacific. Respecting the Western section, the main objection is that there has been no demand for it on the par of the public. It is true that railways are required as the Western country becomes occupied by settlers-along the C. P. R. for instance - but most of the territory to be traversed by the proposed western section is still awaiting settlement, while there are well settled areas elsewhere in those vas territories in which the need of government aid in establishing contributory railway facilities to existing lines more pressing.

lay is what any banking or othe

pradently managed financial concern

would consider next to worthless.

The reason, therefore, for urgency in building another transcontinental rail way, doing it at the expense of the people of Canada and, at the same time, making a gift of it to a private company, must be sought for outside of public demand or public interest, especially when the undertaking involves the degradation and discrediting of the splendidly equipped Intercolonial Railway, in the building, maintenance St. John liberals to drop Mr. Blair and and improvement of which the people of Canada have invested some \$70.-000,000. Everybody who has given attention

the development of the Intercolonia Railway under more recent governmen management, has felt a just pride in The expansion of its business and useful ness as a great trunk line, has been looked forward to by the people. Its early extension to Georgian Bay and the erection of elevators and other facilities there for handling grain for transatlantic shipment from St. John and Halifax has been anticipated as a certainty. By means of this policy it has been the certain expect ation of Canadians that their government road would take the position so long hoped for as the greatest of all-Canadian railways. This being accomplished. was further hoped that the I. C. R. would next be extended westward from one the western lake ports, across the grainproducing prairies to the foot of the Rocky Mountains, and ultimately, perhaps, to the Pacific. Mr. Blair seems to be the man who could have carried out at least a part of so grandly conceived and practical a scheme, leaving its fina consummation to his successors. When compounded twice a year, on 30th of June however, he found that interests other than those whose first concern was the best service of the people of the country were working upon the government to supplant the Intercolonial, as it exists to-day, with a line of privately-owned railway, whose success must necessarily be achieved the expense of and to the degradation of the people's line, for the extension and upbuilding of which he had labored hard, no other course was open to him but to enter a protest and, failing in making that effective, to resign.

It is, practically, urged that Liberals, his heart : viz. securing a cabinet posiwho may really look upon the government's surrender to the Grand Trunk Pacific Company's demands as Mr. Blair does, should not give expression to or act upon their convictions. To this end party pressure is being operated to force the objectionable scheme upon the people They are told that as Sir Wilfrid Laurier, leader of the party, and in power as premier of Canada, has committed himself to the new railway policy, which involves an expenditure of \$100,000,000 of the people's money-unnecessarily as many believe-all who have supported his government must smother their convic tions, not only in acquiescing silence, but endorse the deal. If they do not, they must be ranked as enemies of the govern-

ment and traitors to the party. Our impression, however, is that the people of Canada desire to see its affairs managed in an honest, wise and capable manner. We hope that the majority of them attach more importance to this than to the continuance in power of any party. The history of governmental administration in nearly all countries furnishes illustration of the fact that the tendency of party rule is gradually towards an ever-increasing regard for the maintenance of the party, and a corresponding disregard for public opinion. The Laurier adjusted. The July statement of the people since 1896, because it has revenue and expenditure shows a deadministration. Its fiscal policy has been month in 1902,

sound; its financial management, prudent: of Canada's money, is bad financially, a knows anything of Mr. Turgeon reversal of the railway policy which has been so much admired and lovally supported by the people, and suggestive possible surrenders of principles safeguards supposed to exist against the designs of those who would make wholesale exploitation of the Dominion treasury. From a rank and fyle party standpoint, also, the scheme is a mystery as to its inception and the reasons why the country is expected to sacrifice so much at the bidding of its promoters both outside of the government and in it.

It may be asked, in all seriousness Must Liberals who cannot bring them selves to an endorsement of Premier Laurier's course in forcing this Grand new road is to be built-that from | Trunk Pacific scheme upon the Dominion encourage him in perpetrating the great wrong upon their country by a passive acquiescence in it. less they disturb the fanc ed security of their party?

Is it not rather their duty to join Ma Blair in a protest against the scheme and to signify to Sir Wilfrid Laurier, as premie Canada, that they will not follow him longer if he persists in forcing it upon the country. They will do so unless they place party above patriotism and basely surrender their better judgment to the will and designs of those who make merchandise of their loyalty to the party machine. Honor is due to Mr. Blair fo the manly and self-sacrificing stand h has taken in this momentous matter and it will be a reflection on the politica independence of the pecole of New alliances, if they do not join with him in protest against the proposed surrender of public interests involved in Premier Laurier's Grand Trunk Pacific deal.

Mr. Blair's would be Successors.

cabinet material at Ottawa when it is hinted that since the retirement of Ma between other aspirants and Senator Ellis to see which could give the mos enthusiastic support to the government in order to secure the position. Mr Mr. Ellis, who, in 1896, was so

properly considered by Sir Wilfrid as unfit for a ministerial position, should find, in the retirement of Mr. Blair, encouragement to again push his candidacy. The senator, who opposed the Grand Trunk Pacific scheme when h thought Mr. Blair favored it, is one its most ardent supporters now that he thinks that a change of attitude on the subject will help him as against Mr. Emmerson in his aspiration to take Mr. Blair's vacated cabinet position, and the St. John Sun thus summarises the tactics employed in the premises:

Senator Ellis has had no opportunity in the Upper House to make speeches on this subject, but he writes brevier for the Globe. Mr. Emmerson seems to have rebuked Mr. Blair in the house Senator Ellis has done the same in the Globe. The senator has advised the choose a more servile government supporter. Mr. Emmerson is not an editor, but the Moncton Transcript is a comrade in arms, and the Transcript assails the Telegraph which is more than friendly to Mr. Blair. By the Transcript the Telegraph is threatened by the suggestion that the liberals of New Brunswick "know precisely the "duty and obligation which rests upon "them of providing for the greater city "a new provincial organ of libera!

When Mr. Emmerson and the Tran script have smashed the Telegraph when Senator Ellis and the Globe have banished Mr. Blair, who will lead the party in the province? Will it be Senator Ellis or Mr. Emmerson, or will here he a war of extermination It may be safely assumed that if Mr

Ellis' candidacy is unsuccessful-which. of course, it must be-he will be as disloyal to the government as he is now servile. He has had positions given to him by the liberal party, but as soon as he secured them he seemed to wan something better and when he failed i further advancement the Globe ac dressed itself to the work of undermining the party by sneering at and opposing its New Brunswick leader and endeavoring to thwart his policy. The senatorship given to Mr. Ellis by Sir Wilfrid on Mr. Blair's recommendation did not prevent him from opposing Wilfrid's Pacific scheme when he thought it was Mr. Blair's. The moment the facts became apparent. however, he conceived the idea of accomplishing two things very near to tion and being revenged on Mr. Blair of whom he has had a kind of "frog and ox" jealousy. So he changed his attitude and became an ardent Grand Trunk schemer, in the hope of supplanting Mr. Emmerson. When he finds that Sir Wilfrid passes him over, as he was obliged to do in 1896, and for the same reason, he and the Globe will again relapse into their accustomed attitude of cold evnicism towards the government and thinly veiled treason to the New Brunswick member of the

Saturday's Canada Gazette contain

able; i's railway policy, enterprising, that "it was his intention to support Sir etc. intelligent and aggressive. But, this new Wilfrid Laurier's new transcontinental The last big event in the fistic arena railway scheme, involving \$100,000,000 railway proposals." Of course. Who that thought otherwise. If Sir Wilfrid Mr. Turgeon to do even worse than that against the intere ts of New Brunswick and particularly of Gloucester county he would not hesitate for a moment. But what do the people of Gloucester who have sent him to Ottawa as their representative think of his course?

The Moncton Transcript is, probably,

the most unstable of all the newspapers of New Brunswick in its attitude towards public men and public questions, and when making statements in support of any position it may take it is entirely indifferent as to whether they are true or not. We all remember how it abased Hon. Mr. Blair until its office received a large amount of railway pitronage and, then, how servile it was in lauding him. It has undergone a change since the dispos al of patronage has fallen into other hands and is worshipping at the feet of those who would dest oy and degrade the Intercolonial Railway, which has really kept it in existence. The Transcript has a feeling of special enmity towards the ADVANCE, as one or two other papers of its class also have, and it manifests it in and out of season. On Tuesday it said "that newspaper did at the outset take "a decided Blairite stand: but last week 'it was silent; and this week it would be unsafe to venture an opinion, until "the issue appears. The Advance is very "amenable to fluctuations of opinion." Amongst the ADVANCE editorial matter which the Transcript designated as "silence" on the subject of the Grand Trunk Pacific were the following refer-

the engineering information

people of Canada instead of on them.

Moosehead section of the Canadian Pacific

"The more Premier Laurier's Grand

the greater is the enquiry as to why its

promotion has been entered upon by him

"When one reads Premier Laurier's

sudden hysterical appeal for the immediate

ental railway scheme, it suggests the query

'How has the country managed to exist up

It will not surprise us to find the

Transcript asserting that this week's

ADVANCE is again "silent" on the G. T. P.

The Intercolonial Railway.

Mr. John M. Lyons, general passenger

agent of the I. C. R., says this year's

traffic over the government road is a

large as any summer yet, and if the

weather only holds good, it bids fair to

outdo past records. There is a constant

demand for the literature of the road and

enquiries are being opened by the fifties

in almost every mail. The picture exhibit

sent through the Eastern States is a good

thing and many patrons are traced to its

booming influences. Mr. Lyons says it is

yet too early to talk about fall and winter

The returns of the receipts

and show a surplus for the year

\$128,177. The receipts were \$6,324,327

and the expenses \$6,196,150. In the

Commons in May last Hon. Mr. Blair

predicted a surplus of \$125,000. As will

be seen his predictions have been more

than verified. In 1896, when Mr. Blair

assumed control, the gross receipts

amounted to only \$2,759,800. That he

has been able to more than double these

the excellent administration of the affairs

of the road by the late minister of

The Great Race Begins To-Day

races between the defender "Reliance"

the N. Y. Yacht Club, represented by Mr

C. Oliver Iselin and the "Shamrock III."

owned by Sir Thomas Lipton, is to take

place today off Sandy Hook. New York.

The second race of the series is scheduled

for Saturday and the third for Tuesday next.

The yachting skippers on the Clyde are

generally of t mistic regarding Shamrock

III.'s chances of winning. John Carter,

the well known skipper of King Edward's

Britannia, believes that she is able to

beat the Reliance, but hopes that the

managers will speedily make up their

minds definitely regarding the trim of the

boat and her canvas. Ben Parker, the

captain of Emperor William's Meteor III.

sailed Shamrock I., is similarly confident,

"Providing the weather suits her, and

what suits her is a smart breeze with

about them. The Reliance remained

Lipton and C. Oliver Iselin

during her races for the cup.

The Science of Self-Defence.

good sea on." Capt. Sycamore, skipper

says: "The flat-footed Shamrock

will win." Capt. Archie Hogarth,

The first of the series of America's cur

figures in seven years is a testimonial

expenses of the Intercolonial Railway for

with such impetuous unpreparedness,"

to the present time without it?'

nental scheme that parliament is asked to push it through and saddle the \$100,000,000 undertaking on the country without submitting proper engineering information on

the subject. Those familiar with the country There is, apparently, a paucity of through which it is proposed to build the line between Quebec and Moncton say that given no one would wonder at the Grand Blair from the ministry there has been Trunk people arranging matters so that the expence of construction should fall upon the good deal of pushing and jostling is a prairie compared with the country through which the proposed line is to run n eastern Quebec and Northwestern New Brunswick. President Haves and Senator Cox are wiser in this matter than Premier Emmerson is, of course, the leading Laurier. But they are railway men, and candidate for it, but it is an indication Sir Wilfrid is-a politician. of the weakness of the whole field that Trunk Pacific Railway scheme is developed

"opinion in this province."

government, whoever he may be.

Canada's Buoyant Revenue.

statement showing that the receipts for the fiscal year ending June 30, 1903, were \$66,048,514, and the expenditure \$48,013,750. The revenue for the year previous was \$57,412,380, and the expenditure \$47,382,102. The capital expenditure amounted to \$7,651,977. as against \$12,389,992 for the year previous. The likelihood is that the surplus will be at least \$14,500,000. when all the accounts for the year are commended itself on the merits of its cided improvement over the same

The Transcript says that Mr. Turgeon, his opponent's hand and telling him that Premier's statement. It is not a denial its prosecution of public works, commend- who was in Bathurst on Sunday, declared he is "It"-the best man in the world, of the charge that there has been want of

> took place at San Francisco on Friday evening and the papers thus refer to it :-"James J. Jeffries, champion heavyweight of the world, played with Jim Corbett for Corbett's seconds motioned to Referee Graney to stop the fight in order to save their man from needless punishment.

"The end came shortly after the beginning of the tenth round, when Jeffries planted one of his terrific left swings Corbett's stomach. The man who conquered John L. Sullivan dropped to the floor in gony, and the memorable scene at Carson City, when Bob Fitzsimmons landed his solar plexus blow, was almost duplicated. This time, however, Corbett struggled to his feet and again faced his gigantic adversary. With hardly a moment's hesitation Jeffries swung his right and again landed on Corbett's stomach. Jim dropped to the floor, and then it was that Tommy Ryan, seeing that it was all over, motioned to Referee Graney to stop the punishment.

"During the fight Corbett talked continuously to Jeffries, and to the referee made a number of facetious remarks. He was game to the end and whenever Jeffries landed a blow would make a jesting remark. In the sixth round, during a clinch just after Jeffries had punished him severely, emarked to his referee : "Watch him, Eidie; he's trying to knock me out." He also sald: "He can't knock me out; go ahead and try it."

"Jeff ies only grinned and waded into man all the harder. Corbett's system training was undoubtedly beneficial to him from a physical point of view, but it apparently detracted from his speed. He did not keep away from Jeffries in the manner that was anticipated, but closed, clinching at ducking, thereby avoiding deadly blows, "It is urged against the new transconti-Jeffries delivered the necessary blows and installed himself more firmly than ever on his pedestal as champion heavyweight ougilist of the world.

> "At first Corbett was very cautious and apparently was outpointed by Jeffries, but later in the fight he warmed up and showed some of his old-time cleverness. From the first, however, it was generally regarded as hopeless case for Corbett. He made a gallant fight, but he never stood a show

"After the fight was over Corbett quickly ecovered, walked over to Jeffries and shook him warmly by the hand. He said "Jim, you beat me fairly. You stand

alone. No one can touch you." Referee Eddie Graney said after the fight that it was a good heavyweight contest. "Corbett was very clever, but Jeffries was almost equally so and showed marvellous improvement. He practically out-boxed

Corbett during the fight with the exception undertaking of a \$100,000,000 transcontinof the eighth and ninth rounds. Every blow that he landed told and his superior weight and strength was bound to win in the end. "Timekeeper George Harding stated that the blows that won the fight were a left the stomach followed by a right to the same place as soon as Corbett rose to his feet after taking the count of nine. "It was the best fight ever made and astonished even those who had placed implicit faith in his ability

> The crowd that witnessed the fight was andoubtedly the largest that ever assembled at a similar entertainment in California Corbett was the gallery favorite. Jeffries said after the fight:

"My fight tonight will demonstrate to the public that I am a better man than I ever was and gives the lie to the reports which have been circulated in some quarters that I am a physical wreck, through drink and other dissipation. I trained faithfully for this fight and the result shows that I am the natural champion. I outboxed Corbett in every round and carried the fight to him at every stage of the game. I must say, howthe last fiscal year have been made public ever, that Corbett put up a better fight than I thought he would. His punches had no steam and when he did land, which was not often, they did not phaze me: At no time was I distressed and I felt confident of winning from the first. I would have put him out in the fourth if my glove had not burst. The half minute's delay to repair the glove did Corbett a world of good and he was able to continue the contest. He knew was his master and lost his old-time confidence. I fought harder with my I did with Corbett, and I finished the contest as fresh as when I entered the ring. I have no plans for the future. These matters are left to my manager and my trainer."

Corbett said after the fight: "I did my Jeffries was too big for me and he is the best man in the world. If the public is satisfied with my fight, I am glad to give Jeffries all the credit that is his due. I have no personal feelings in the matter. I have fought my last fight."

"Corbett received many telegrams from eastern friends, principally theatrical, offering him lucrative engagements, win or

Hon Mr. Blair on the G. T. P. Scheme.

On Wednesday of last week Hon. Mr. Blair spoke in the House of Commons on the government's agreement with the Grand Trunk Pacific Railway promoters. He spoke four hours and the effort is characterised as the ablest ever made by him in his parliamentary career. He was cheered by both sides on rising. The ministerial side had not expected what followed, and the of Shamrock II., during the America's Opposition applauded in anticipation of cup race, 1901, sits on the fence on something that would tend to still account of the in-and-out form shown by the cup challenger during her trial races. further embarrass the government in the Shamrock III. and Reliance, occupied As the tone of his remarks adjoining berths in the Erie Basin last developed, the Conservative cheers became louder and louder, whilst most of Sunday, and many people gathered the members on the government side listened in silence. We cannot publish dock until Tuesday, when both boats the speech in full, the limitations of brief chat. Sir Thomas Lipton said that | desirable work in the interest of our readers, but we make room for the Capt. Bevis, of Shamrock I., would sail on Shamrock III. during the races, but following summary :

that Capt. Wringe would be in command difficult task for a member under any of the challenger. Designer Fite, he circumstances, to criticise and perhaps added, would also sa l on the challenger condemn a measure introduced by a government to which he had recently belonged. The charge was made in the press that Sir Wilfrid had asked him Prize fighting is now being classed continue in the Cabinet though differing from his colleagues upon this important Chesterfields in their vocation compared question of policy. Mr. Blair took this with what they were in the last generation. The prize-fighters are apparently careful occasion to say that the report was untrue. not to cause each other any unnecessary The suggestion did not emanate from Sir discomfort and one is not surprised, after | Wilfrid. This statement was made simply reading of one of them giving another in fair play and not at the request of the ests. That was the secret of the whole

"terrible smashes" and causing them Prime M nister. time is counted to put him "out" grasping of parliament and the country the Grand Trunk came forward and made its and Swellings get Kendrick's.

deliberation and undue and improper haste in this matter, nor a denial of the studied the question, and before I conclude I think I will convince the minds of the majority of the House that what nine rounds and a half tonight, and then is alleged against the government in this

regard is atsolutely and entirely true. What does the Premier mean when he says: 'The flood tide is upon us that leads on to fertupe : if we let it pass may never recur again?' What does he mean when he says: 'If we let it pass the voyage of our national life, bright as it is today, will be arrested in the shalows?' What does he mean when he says. 'We cannot wait because time does not wait?' I think, and I say with all respect, that it would have been as correct, if not so poetic, for him to have said, 'We cannot wait because Senator Cox cannot wait.' (Opposition cheers.) What does he mean by saying that to wait would be

to destroy our future national life?

'Wherein is our future national life going to be destroyed because we take the proper time to study what we are doing and to reach wise and just conclusions in regard to an enterprise vas ly greater than has ever before engaged the attention of parliament. I fail to discover wherein we have to appeal to heaven against the possibility of a little delay in this matter. I know of no reason why the interests of Canada are going to be prejudicially affected because when we move forward we see the end to which we are looking and know the limits of the responsibilities by which we believe we assume to be bound and because we believe we understand the conditions under which we are operating. The every opportunity. He also did some clever government may possibly not deliberate, but parliament and the country have a this Season? but all his cleverness was of no avail. He right to deliberate before we commit them fought his fight and when the time came, to a scheme of such large and extraordinary proportions. It is only just to the people of Canada that they should have the chance to talk it over, at all events. I cannot help feeling that it is rather in a condition of hysterics than a condition of calm reason and judgment; that it is condition of sentimental exaltation which has inspired the hurry and haste with which the measure is pressed forward: because I will not believe it possible that

> this connection. 'With all the skill of an old parliamentary hard the Premier, referring to Mr. Carnegie and his threats, and quoting what was said by President Cleveland. succeeded in working up our anxiety, arousing our fears and convincing many of our friends on this side that we were on the verge of a very grave calamity, 10 40 ly that an awful abyss was yawning before us, that we were looking down a precipice and were on the eve of being precipated to everlasting ruin and disaster. Then he was to relieve them of their distress by telling them that the government was going to save them by giving them ar alternative line. I want to ask the calm reason and judgment of parliament as to why this argument was put forward when we have the bonding privilege all these years, when the conditions in the United

any other than straightforward and honest

motives have inspired my colleagues in

States are so potent as to prevent the possibility of its being withdrawn, when the number of American railways and much shipping, carrying goods to Canada are depending on it, when they would be actually destroying their own trade by adopting such a course, I ask why the Premier should feel impelled at this late date, after we have been seven years governing the country and have never felt even a thrill because of this possibility, he and the government should come to us now in the frenzied rush, the impetuous haste which has inspired this legislation to tell us that we are in deadly peril of having our commerce destroyed by the action of a friendly government. This argument must be put forward because there is not a real, substantial argument to sustain the case and the government feel that they are called upon to appeal to the prejudices and the feelings, to arouse the passions of the people in order to carry through a measure which on its merits they would have no hope whatever of run to the Province of New Brunswick,

with both of which connection could be made, if need be, and which are just as transcontinental, just as Canadian, just as national, as any railway which we could const uct in Canada. There are railways on Canadian soil, and one of them. least, is owned by the country. I would have much preferred that this argument had not been presented by the Premier. that it had been left to somebody else t declare that Canada is at the mercy any other nation. I am loathe to acknowl edge that we have not in ourselves today the means to protect ourselves against any such possibility, and I do not like to have the word go abroad that Canada is so hemmed in by the United States that it requires the expenditure of \$100 000 .-000 to get relief. I do not think there any fear of the abrogation of the bonding privilege. The period when we have feared it is long since passed away. and whatever may be the merits or demerits of the scheme we are now dis cussing I do trust that no man's judgment is going to be influenced in favor of what he would otherwise consider a defective or unjustifiable measure because this bogey of the abrogation of the bonding privilege has been raised,

What was the need for this new national transcontinental system, this line from ocean to ocean? Isu't the Canadian Pacific a national road in every sense of the term. Doesn't this same term apply to the Canadian Northern, even if its tracks do not extend from ocean to ocean. The United States has more than one national railway system, yet not one of them extends from the Atlantic to Pacific under one and the same ownership and management. Canadians are now called on to provide far more than the business needs of the country in the way of transportation facilities. Any, thing less would be a mistake, and anything more is not required. It is only six months since this question

the new transcontinental line was broach ed, and that is not a long time, especially when it is remembered that ministers' time during a parliamentary session is very fully taken up. Whence came the irresistable pressure which says this line must be built at once? It was never mooted as a public necessity till the Grand Trunk Railway took the notion that this would serve their inter-



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

CANADA EASTERN RAILWAY.

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

Between Fredericton, Chatham and Connecting with I. C. B. Loggieville. GOING NORTH. FOR CHATHAM FOR FREDERICTON MARITIME EXPRESS, DAY EXPRESS (read down) Ar. Chatham Junc., 12.10 a m 4 35 lv Lv. "
4 33 ar Nelson
Ar. Chatham 1.10 .Cross Creek, ..11 45 p m 2 15 ..Boiestown,.. { 10 43 lv 10 40 ar GOING SOUTH. Doaktown, .. 9 45 MARITIME EXPRESS. DAY EXPRESS 6 30 a. m. .Blackville,... 8 35 Chatham Jet { 7 35 lv 10.55 " 10 00 lv f 7 20 ar

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 Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

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

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

CANADIAN

(SECOND-CLASS) will be run to Stations on Canadian Pacific in Manitoba and Assiniboia, West, Southwest, ane Northwest of Winnipeg, as far as

.... Nelson 7 00

Chatham ...

GOING DATES: 1903, From I C R Stations East of New Glasgow From I C R Stations in N.B., North of Moneton

From I C R Stations in N. S., West of New Glasgow. I C R Stations St. John to Aulac and Point du Chene. From Dominion Atlantic Stations. From Summerside, P. E. I.

From Canadian Pacific Statious in New Brunswick. From Canada Eastern Railway Stations AUGUST 24. 1903. CATE extending the trip, before August 31st, without additional cost, to other points in Manitoba and Assinibola, as above. If purchasers engage as FARM LABORERS at Winnipeg

TICKETS WILL BE ISSUED TO WOMEN as well as Men but will not be Issued at Half Rate to Children. Frickets not good on Imperial Limite 1 Express Frains. For all particulars apply to C. B. FOSTER, D. P. A., C. P. R., St. John, N. B

proposition to the government. Who will say that British Columbia made any loud call for the construction of the line which the Grand Trunk Pacific is to build across the northern part of that province? For his own part he had never heard any such demand, The call rather was for rail way construction in southern British Colum-

There was no loud appeal from Ontario for this new system-not even a whisper. Of course, when it is once published that the government has this project or that in view, its own friends and papers take up the cry. But Mr. Blair asked again who ever heard of a call from Ontario for the new line across Canada till the company had made

What cry was there in western Canada for this project? Mr. Blair answered his There was no immediate

Mr. McCreary (Selkirk)-'The farmers o western Canada lost six million dollars last season by congestion of railway traffic.'

Mr. Blair-'I have not lost sight of the congestion, but did that cecur because this road was not built through an unpeopled section up north? It was not because there are not railways enough, but because the existing lines have not sufficient equipment. That is the only reason for last year's congestion, which will be, however, pretty well overcome this season.

Mr. Blair had not heard any agitation fo the line as proposed either in Quebec or the Maritime Provinces. Down in Quebec there was a feeling in favor of building a line over a portion of the same route that the Grand Trunk Pacific will traverse. But there was no talk in Quebec of a new highway from ocean to ocean. Nobody in Canada heard of Sea Bathing, Deep Sea and the portion of this proposed system from Quebec east till this session was half over. The suggestion for a line to Moncton was never heard till quite recently.

There had been no agitation on the platform or in the press for this project till was brought down to parliament. member had risen in the House to dwell on the necessity for the new line.

[Continued on 3rd page] matter. That's where the matter originated. THERE ARE OTHERS, but only one "great agony" to find the "agonized" one 'It is only fair, said the ex minister, It never occurred to the public that we Kendrick's Limment, the greatest modern rising to his feet as soon as the necessary 'that I should call to the serious attention were in such danger, such peril, till the household remedy. For all Pains, Lameness

M.S.N.CO CHEAP

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JULY IST 1903.

COMMENCING

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