

Publisher's Notice.

The publisher desires to urge upon the notice of all who wish to contribute matter of any kind to the ADVANCE's columnswhether it be advertising, news or notices of meetings, etc.-that the paper goes to press on Wednesday afternoons and, to ensure publication, their favors should be in the office not later than Wednesday morning.

The printing of the paper is frequently delayed by persons who hold back accounts of meetings, announcements of entertainments, etc., which they might easily send in days before that on which we go to press, but they seem to consult only their own convenience and often place them in our hands on Wednesday after the paper is made ready for press, and seem to think it a hardship because they do not appear; and, Secretary, Fredericton, N. B. in most cases of this kind, the contributions are really free list advertisements. We want to help every deserving organization in the community, freely, in every legitimate way, but must expect them not to delay the for the ADVANCE along on Monday or Tuesif you can possibly avoid doing so.



The editor and proprietor of the ADVANCE, Mr. D. G. Smith, who has, since he established the paper in 1º personally conducted it, is obliged, by reason of the demands of other business upon his timeduties which require his frequent absence from home—to place most of the work connected with it in other hands. Mr. Smith has engaged Mr. W. J. Loggie, barrister, to act as sub-editor for the present, that gentleman consenting to do so until a more permanent arrangement can be made, as Mr. Loggie contemplates removing from Chatham to Western Canada in the near future.

the ADVANCE and his Job printing establishment - the best on the North Shore—if a suitable purchaser can be found who is prepared to continue the paper along the lines which it has heretofore followed, of representing the best and cleanest interests and aspirations of the community in which it is published. A competent man of established good character and industrial and Day. temperate habits will be liberally dealt with in any proposal for acquiring the paper, plant and good will. The opportunity is an excellent one for a practical printer with a good education, or for a newspaper wan who can associate a practical prietorship of the ADVANCE.

St. Andrew's church garden party is held on the Manse grounds on Tuesday, Sept. 1st.

BASE BALL:-The "Stars" and "Alerts are to "play bali" on 26th Exhibition grounds, Chatham.

LABOR DAY will be spent by thousands of people attracted from different points by the splendid programme of races on the Exhibition Association's track, Chatham.

Dou't be deceived with any remedy offered to be just as good.

S. PAUL'S AND S. MARY'S S.S. pienie which was to have been held at Bay du Vin yesterday was postponed on account of the

hurst had his left foot quite seriously injured on Tuesday last by being cut with a scythe in the hands of a workman, while cutting three bulls. hay in his field.

will be closed on Wednesdays from 9 a.m. until 2 p.m., owing to his duties as deptal surgeon to the Hotel Dieu requiring his presence at that institution.

Town AND COUNTRY are awakening to keen interest in the coming Labor Day (Sept. 7) trotting and pacing races on the Chatham track of the Miramichi Exhibition Association.

JUBILEE CELEBRATION :- The parishioners of St. Louis, Kent county, will, on the 9th of September next, celebrate the nittieth | country. san wersary of the ordination of their pastor. the Very Rev. Joseph Pelletier.

ANY CHILD WILL TAKE McLean's Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLean's Vegetable Worm an early hour, of Mr. Alex. Brown, son of

of the Maritime Oddfellows Grand Lodge at Lunenburg, N. S., Mr. A. E Ruddock of trouble which so increased that he went to Chatham was appointed District Deputy the Victoria Hospital, Montreal, for an Grand Master for Chatham Lodge and Mr. J. L. Stewart, Chatham, one of the grand | The operation was unsuccessful and death representatives in the Sovereign Grand followed its performance. Mrs. Brown was Lodge.

WANTED-FAITHFUL PERSON TO TRAVEL for well established house, in a few counties, calling on retail merchants and agents. Local territory. Salary \$1024 a year and expenses, payable \$19.70 a week in cash and expenses advanced. Position permanent. Business successful and rushing. Standard House, 334 Dearborn St., Chicago.

Pipes, were, a few days ago, presented with a highly finished Morris chair and couch by the Dorchester penitentiary staff, headed by the Warden. The presentation was accompenied by an appreciative address in which we'com ng is elence was made to Mrs. Pipes Cormerly Miss Saids Gillespie, of Chatham) Mr. Pipes making a suitable reply.

Humphrey's

Tailor Made Suits.

We have opened MEN'S OVER-COATS and FALL SUITS, made from Moneton Pure Wool Cloth. These goods are made up by Skilled Catters, First Class, Intelligent Labour, and compare favorably with Fine Custom Made Garments to measure. Prices about 331% less than Custom Garments of same We will be pleased to have you call

and examine these Overcoats and Suits.

See display west window.



W. S. LOGGIE Company, Ltd.

Boot & Shoe Department.

To DAIRYMEN :- Your attention is direct- | Chatham and the funeral took place from ed to the unusual generous prizes for Dairy Products which will be awarded at the Fredericton Exhibition, September 21st to Johnston, Alex. Burr, D. Chesman, H. 26th, 1903, open to the Maritime Provinces. Pr ze lists and any further information may be had on application to Mr. W. S. Hooper, | Chatham Curling Club, being one of its most

FISHING LEASE SALE!-The fly-fishing privilege on the Kedgwick river was sold at Fredericton yesterday for a term of nine years from 1st March last. The upset price publication of the paper when they wish to was \$200 a year, and after some spirited commerce of the Empire through the make ve f our columns. Send your matter | competition it was bought by Dr. W. H. Drummond (of "Habitant" fame) Montreal, day, but don't hold it back until Wednesday for \$370 a year. The distinguished doctor has thus secured one of the best salmon fishing privileges in New Brunswick.

> To Cure a Cold in One Day. Take Laxative Bromo Quinine Tablets. Al druggists refund the money if it fails cure. E. W. Grove's signature is on each box. 25c.

Sloyd Schools.

A feature in connection with the Fredericton exhibition which is already creating considerable interest, is the competition open to scholars attending manual training (Sloyd) schools in the maritime provinces. Valuable gold and silver medals will be awarded for the best work in the various grades. Prize lists containing all particulars may be had upon application to W. S Heoper, secretary, Fredericton.

Labor Day Races at Chatham

The directors of the Miramichi Agricul tural Exhibition Association have decided upon a very attractive programme of races for Labor Day, Sept. 7th. There will be Mr. Smith is desirous of selling \$500 in purses, the events being a 2,20 trot (2.23 pace) for \$225, a 2.35 trot (2 40 pace) for \$175 and a 3 min. trot or pace for \$100. The conditions are mile heats, best three in five; entrance 5% of purse in each class, and 5% additional from money winners; National rules to govern where not otherwise provided for; hopples will be allowed on pacers; records taken after July 25 no bar. Entries close with Mr. Geo. E. Fisher, Chatham, on August 29th. The first race will be called at half past one on Labor

The Cathedral Pazaar.

The Bazaar on the new Cathedral grounds. Chatham, which was to have been opened on Tuesday afternoon did not open until vesterday afternoon on account of the unfevorable weather. Even then it was not as printer with himself in the pro- fine as was desirable, but the patronage was good and it is hoped that finer weather to-day and during the continuance of the Bezaar will make up for the drawbacks of the start. Everybody in town and country should make it a point to patronise this grand affair, first on account of the object for which it is being held and next because of its genuine attractions as a big sa'e of useful and fancy articles and the entertainment and amusements provided by the | Toned up and Made Healthy and

Live Moose

The Advocate says :- Some time ago the Premier of Newfoundland communicated BEWARE OF IMITATIONS of McLean's with the Hon L. J. Tweedie with respect Vegetable Worm Syrup, get the genuine. to procuring seven live moose from the New Brunswick wilds which were intended for breeding purposes in the ancient colony. Last spring Mr. Armstrong had an interview | appetite was poor, and I did'nt relish my with the Surveyor General and other mem . food. It was all due to a weak defective bers of the local government and a price for stomach. I read about Ferrozone and orderthe animals was set, which was accepted by ed six boxes from my dreggist. It was no the Newfoundland government, and Mr. | time at all before I felt much better, and Foor Cur:-Dr. R. G. Duncan, of Bat- Armstrong and John Connell were given the when all the Ferrozone was used I really contract of capturing these monarche of our took a new lease of life. I am stronger forests. They are to deliver four cows and brighter, and feel more like work than

They expect to be able to fill the order tonic, the best I ever used." this fall and winter. Mr. Connell is prob-"ENTAL NOTICE :- Dr. Vaughan's office ably the best man for this work in the

In conversation with an Advocate reporter Mr. Connell said that if moose and deer during the past six years, they will become districts. They have become anusually saved my life, and I gratefully recommend bold and Mr. Connell, who is an enthusiastic it." amateur photographer, his some splendid pictures of these big game he has succeeded in taking during his tramps through the

Obituary.

General regret is expressed in Chatham and elsewhere on the Miramichi over the death at Montreal last Thursday morning at the late Mr. John Brown, who was for a long time a respected merchant of Chatham ODDFELLOWS :- At the late annual session | Mr. Alex, Brown has been in failing heal ! since last Spring, his ailment being an internal operation, accompanied by Mrs. Brown, constantly in attendance upon her husband during his illness and all through the ordeal in Montreal as far as she was permitted to be, and was at his bedside faom the time of

the family residence on Sunday. The pallbearers were Messrs. M. S. Hocken, Arthur McKendy and Chas. Bernard. Mr. Brown was a prominent and valued member of skilful players.

The Coming of the Trade Delegates.

The itine ary for a portion of the trip the delegates representing the chambers of

September 24 -- Leave Place Vigor station, inigan Falls at noon. The party will be shown over the works of the Shawinigan Water and Power Company by the officials, Leave Shawisigan at 2.30 p. m., making a stop to inspect the pulp mills at Grandmere, and thence to Quebec.

September 25 - The Quebec board of trade and civic authorities will extend courtesies. Leave Quebec at 5 20 n. m.

September 26-Arrive at 7.32 a. m. at Chatham Junction, where party will leave sleeping cars and will be met by the premier and members of the New Brunswick government and the Chatham and Newcastle boards of trade. Thence the party will proceed up the valley of the Miramichi and down the valley of the Nashwaak River. reaching Fredericton about noon. The visitors will be received by the Mayor and members of the board of trade, and by them entertained at luncheon. Leave Fredericton at 3 p. m. by steamboat down the St. John River. Arrive at St, John city at 8 p. m where the party will be received by the Mayor and the president of the board trade, the members of the city Council and of the board. Headquarters at Royal hotel.

September 27-In St. John. September 28 -The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the reversing falls of the St. John River, the Cushing steam saw mills and sulphite pulp mills, and other industries, At 1.30 p. m. the delegates will be enter tained at luncheon by the St. John board of trade. The afternoon and evening will be devoted to a Steamboat excursion on the harbour and river. The delegates will land at Rothesay, where a garden party will be given: or should the weather prove unfavorable, a reception will be held at St. John at 8 p. m., after the party returns. September 26-Leave St. John at 7.45 a. m. by steamer Prince Rupert, crossing the Bay of Fundy and arriving at Digby, N. S., about 9 30 s. m., thence to other points in

STOMACH

Strong by the Great Tonic

FERROZONE.

"For ten years I suffered acutely from stomach trouble," writes Mr. Maxwell Thompson, of Toledo, "I always had a headache and duil feeling after meals. My before trying Ferrozone. It is a splendid

"Between bad kidneys and a weak stomach," writes Douglas Whittemore of province and has already made some progress | Belmont, "I was reduced to a skeleton this spring. A friend strongly advised Ferrozone so I commenced to use it. Ferrozone soon cured my stomach trouble, and made my continue to increase at the rate they have kidneys perfectly healthy. I have since gained twenty pounds in weight, and enjoy a nuisance to the farmers in the outlying the best of health. I believe Ferrozone

> Why stay sick when Ferrozone can cure you? Don't be foolish any longer. some Ferrozone to-day and take it regularly. Ferrozone assures health and costs but 50c. for three weeks' treatment. Six boxes sent post paid for \$2.50 by The Ferrozone Company, Kingston, Ont.

NEWS AND NOTES.

The Gand Banks fisheries continue complete failure. Owing to the scarcity of bait more than 250 vessels are now in Newfoundland waters. It is estimated that the total catch of the cod fisheries of North America for the present season will be the smallest in twenty years. The French have fared the worst, their catch being only about one-third of the average.

A deputation from the Quebec Harbor Commission went lately to Ottawa to interview the government in regard to much the operation until his death. Besides his needed harbor improvements at the port of widow, who is a daughter of Dr. J. S. Quebec, and also to discuss the pilotage all, have taken an appropriation to send out Benson, deceased is survived by two young question. The pilots of the lower St. surveyors to examine the route. If it is a height of land south of the Intercolonial. children, a brother, Mr. Andrew Brown and Lawrence, for years past, have been a body | wise or defensible policy to enter upon, it | Then it is to run easterly to Edmunston, a sister. Miss Annie Brown, who came home incorporated. Their fees are immense and | would be just as much so two or three years from Scotland, to visit deceased in his the steamship companies have no redress, hence, and perhaps by that time a commer-

round trip, an expense of from \$5,100 to \$5,700 for each company having vessels making thirty trips a season. The merchants of Quebec desire to break up the system in order that they might employ their own men at one-half of the cost, and be certain of a safer and better service.

The Bulgarian government has presented a memorandum to the powers setting forth at great length the condition of affairs du ing the past three months in Macedonia since the Turkish government undertook to inaugurate the promised reforms. The most precise details, dates, places and names of persons are given, the whole constituting a terrible category of murder, torture, incendiarism, pillage and general oppression committed by the Ottoman soldiers and officials. Particulars were obtained from entirely reliable sources. In many instances the reports were m de by the Turkish authorities. Wholesale massacres and individual murders, destruction of villages, pillaging and setting fire to houses, arrests, ill treatment, torture, arbitrary imprisonment and banishment, the closing and disorganization of churches and schools, the collection of taxes many years in advance, are among the acts of Ottoman administration in the Vulayets of Salonica, Monastery, Uskub and Adrianople. The memorandum gives particulars of no less than 131 individual and general cases of excess and outrages committed by the Turkish authorities. At Smerdesch over 200 Bulgarians were shot and killed with swords or burned to death.

Personal.

Invitations are out for the marriage of Miss Bessie Margaret Bell of Newcastle and Mr. Arthur Bliss Copp, M. P. P. of Sackville, which is to take place in St. James' Church at 8.30 o'clock. Thursday evening, Aug. 20th. - Advocate.

Mr. T. S. Wilkinson, representing the Fredericton Exhibition Association, as advertising agent, was in town this week, booming the big show to be held in that city on 21st Sept. and subsequent days.

Rev. J. Aichibald Bastin, Rector Southampton, York Co., assisted Ven. Archdeacon Forsyth at the services in Mary's and S. Paul's, Chatham, on Sunday. Mr. Roy Muirhead, late of the Bank of Nova Scotia, St. John, and Mr. Lester

Chesman, late of the Canada Eastern Railway service, having severed their connection with those big institutions, are to leave at once for Manitoba, with the intention, we believe, of growing up with that great country. Their many friends wish them

Mrs. Charles Sargeant has been appointed organist of St. Andrew's Presbyterian oburch, Chatham.

Mr. Wm. P. Connors, son of Mr. Patrick Connors of the Chatham Customs, has been promoted to the position of C. P. R. stor keeper at Brandon, Manitoba. He was, for some time, assistant storekeeper at For

Miss Janet Russell, formerly of th ADVANCE office, but now on the staff of the Brooklyn Eagle, left on Tuesday to resume her duties on that big daily, after spending her summer vacation with Chatham relatives and friends.

John Young, E q , M. P. P , was in town

Miss Harding, of Lockport, N. S., is the guest of her brother, Mr. Ross Harding, traffic in the region the new line will serve? Messrs, M. S. Hocken and Edwd. John-

son and Mrs. Hocken, of Chatham, and Miss Wright, of St. John, had an outing on | tion with this line, and added that Canada the N W. last week, with headquarters at is 'face to face with a grave crisis.' 'What Col. Call's salmon pool. They killed a crisis? asked Mr. Blair. 'Where is it number of salmon and grilse.

Mr. Louis Salter, has been making welcome visit to his parents here. Congratulations are being received by Mr. and Mrs. R. A. Snowball on the arriva

Mrs. J. J. Benson, of Montreal, after short visit at Woodburn, has gone on a visit to Nova Scotia friends, accompanied by Miss Alice Fisher. They will return in a short time to Woodburn.

Mr. Wm. Allain, of Neguac, were amongst the I. C. R., that it proposed to take away Chatham's visitors of last week.

in town on Tuesday. Joseph L. Black, Eq., and Mrs. Black, of Sackville, are the guests of Mrs. Black's way which will mean the dismantling of the brother, Lt. Governor Snowball, at I. C. R. and the depletion of its business Wellington Villa. Dr. Arthur Anderson. of Heart's Content, Nfld., and Mr. Kinghorne of Montreal, who were also visiting at

[Continued from second page] Canada's interest would have been far to Moneton there is no necessity, there better served if this whole scheme were put no reason, there is no justification for i off two years till surveys were made to ascertain what sort of country the road would traverse. Two years was a short waste of the public money. It is not only time in the life of a nation like this, and then the cabinet could have given reasons

for the policy it wished to submit. If the Dominion really wanted to de something of advantage, or that would stand a better chance of helping the public and Canadian seaports, let it extend the Intercolonial to Georgian Bay, continuing the principle of government ownership and government operation. He fully knew that many were opposed to the policy of government operation. Often and often he ha regretted that trip of Sir Wilfrid Laurier to Depot Harbor, the terminal of the Canada Atlantic system. It had filled the Prime Minister with a prejudice against government ownership which no amount other members of the cabinet who were not any more favorable to the principle of government ownership and operation. Some Liberals in their opposition days had formed they had never lost. But Mr. Blair could not close his eyes to the fact that the feeling in favor of government ownership is steadily advise the government to take over all the roads, but was satisfied that a public-owned policy of the past in the policy of today.' trunk line here and there would serve the people's interests best. Returning to the plan contained no Moncton extension. . He proposition for extending the Intercolonial had heard that the plan had been put forto Depot Harbor, he said the latter was open | ward by an opponent of the road for the to navigation for a month or six weeks later purpose of killing the project. But the in the fall than the canals. That was a government had swallowed the feature that strong point in its favor, and by it a was regarded as fatal, through highway could be acquired down to for a large volume of trade.

Mr. Blair's idea was that the government

Cures Grip

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Safe and Reliable. Cures

Promptly. 10 and 25 Cents.

expenditure would provide work for thous. | shore and in the valley of the St. John ands who may need it till better times come river. This line was projected between the

The ex-Minister criticized very severely tion to draw on. This was already served the feature of the contract which pur orts to make the line from Moncton to the prairies desire to use it. Such a thing was an impossibility from a practical point of view, as Mr. Hays would readily admit if he had one company must have the control, and | tion for a transcontinental road built by the whatever company it may be would give government. Their interests would be fully other companies would not use the highway country would assist, if necessary. at all if they could avoid it. The only ideal solution of the matter was for the govern-

and operating the prairie section if it was line. The saving of 120 or 140 miles, which constructed at all.

There was no immediate necessity for the line which it was proposed to construct across Manitoba and the Territories. How many railways in that country is the Dominion to aid? Is the number to be limited by influential corporations? If the Grand Trunk Pacific's line in the Territories is to a district that there is no need to open yet to settlement. He was informed on reliable authority that there is room for five million more settlers in the belt that the C. P. R. and C. N. R. already serve, and at the present rate of immigration it would be twenty or twenty-five years before all that land would be taken up. It is desirable, as far as possible, to keep settlement from scattering to remote parts. Then, why all this haste, as though the very existence of Canada depended on immediate action. any cloud overhanging the Dominion? He didn't know of any. Is there any danger that the Grand Trunk would not be just as with merit. We want railways to serve the ready two or three years from now to accept the contemplated present of the eastern sectionsfrom Winnipeg built at public expense? Not much danger. They would be

in just as receptive a mood by that time as they are to-day. Is there any congestion of An important organ of the government uses the expression 'Now or never' in connec-

It was urged in support of the enterprise that it would give employment to our industrial classes. But all classes in Canada were now fully employed. They did not need this new enterprise. It would come better in hard times if it was desirable at all on

My objection to the railway being constructed to Moncton was stated in my letter to the Premier, declaring that it was paralleling the I. C. R. By paralleling I meant Mr. Fred Fowlie, of Little Branch, and that in the broadest sense it duplicated the through traffic, the largest portion of Mr. T. B. Williston, of Bay du Vin, was the traffic which the I. C. R. would have; that the government was setting up another railway, building with its own means a railmean that all the hopes and interests which naturally centre around the I. C. R. would Wellington Villa, left for home on Monday, be materially prejudiced and impaired. I think I can establish this to the astisfaction of every one. I do not mean that the I. C. Hon. Mr. Blair on the G. T. P. Scheme. R. should have no competition. The road had always had this. But I maintain in respect to this duplication by the extension There is no object, good, bad or indifferent,

to be served by it. It is a total and absolute the destruction of the I. C. R., but the total and najustifiable squandering of the public money. I cannot speak less strongly, because I feel strongly with regard to this. I teel strongly because there is no gentlemer in this House can realize the efforts which have been made-successful efforts-during the past few years to improve the character of the government railway.

'We have expended \$70,000,000 upon the . C. R. Now, the government proposes to expend \$15,000,000 more in order to make

the first expenditure less effective. The I. C. R. has greatly improved its business during the last few years. Seven years ago the total business of the road was three million dollars. Now it is seven million. It came to Montreal to get business. At least \$15,000.000 has been spent in the betterment of the I. C. R. The policy of improvement has been steadily pursued prejudices against the Intercolonial which for the past seven years without a doubt expressed from the Liberal side of the House until today. The leader of the Opposition said the other night that we were reversing gaining ground in Canada. He would not the policy we had pursued all these years. I go further. I say we are condemning the The Hon. Mr. Blair said that the original

Discussing the route of the line through Canadian seaports that would give an outlet the Province of New Brunswick, Mr. Blair said that he understood from the speech of the premier that it is to run back from Levis until it gets to the beight of land somewhere near the United States boundary and the city of Moncton. Mr. Blair said that he was when other men succeed to the management my motives will be misconstrued. I know PRESENTATION: - Mr. and Mrs. A. B. illness. The remains were brought to It costs from \$170 to \$190 in fees for the cial depression will be upon us, when the not certain, but he suspected strongly that of the Grand Trunk. Then the penalties that no man ever gets credit from a certain route would give the road a very black eye, might come in handy if they were provided source for acting from a sense of public because it will be found that in order to in the bill. Without them the company duty, and I expect to have these asperbuild a line there at all capable of carrying might set the country at defiance. More- sions cast upon me. But I have the conany traffic it will have to slip into American over, Mr. Hays of the Grand Trunk had sciousness of having done my duty and in territory and run down a bit and come back said before the railway committee that making this appeal I speak to honorable

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All Headaches

In Powder and Wafer Form, THE BAIRD COMPANY, Ltd.

by branch lines and waterways. The route would present some expensive a common highway for all companies who construction problems in grades and bridging, and its operation would be expensive on

two, and would have only a sparse popula-

that account. It was urged in support of this proposed been consulted in the matter. It was im- line to Moncton that there are settlements possible to work out this idea of a common to the south of the I. C. R. which this road highway for this company and that. Some | would serve. But this was no real justifica-

preference to its own interests, so that served by a company-built line which the Mr. Blair argued that the saving which the new line will effect to Moncton as comment to operate the line itself or through pared with the Intercolonial is only sixtyan impartial commission. The fifty years' three miles. This calculation was based lease to the Grand Trunk Pacific was a upon Sir Sandford Fleming's report to blunder. The public interests would be parliament in 1865. Sixty-three miles was better served also by the country owning a very trifling saving on such a length of

the government talked of securing by the

new road would never materialize. The I. C. R. was better able to handle traffic than the new company could possibly be. It could handle four times the business This assertion he made upon good authority. only by the number of demands preferred What a spectacle it will be when two government roads set about cutting on another's throats. Where will this land the run between the Canadian Northern and the government and the country? The Inter-Canadian Pacific, it should not receive a colonial can never pay its working expenses dollar of assistance. If, on the other hand, when this competitive system is built. It it is to pass north of the Canadian Northern, I will simply relapse to the period of annual as the charter indicates, it will pass through | deficits and it needs no stretch of the imagin ation to foresee losses of half and threequarters of a million dollars yearly on the present government system. Why, said Mr. Blair, this whole policy for a line from Quebec east is without a single redeeming reature. No man in New Brunswick had arged the construction of the new road, that is, before the government policy was made known. It had been urged by a certain journal that this eastern section was a gift to New Brunswick. 'I disclaim the gift, said the ex-minister. 'We do not ask any uch gift of the people of the other provnces. We would rather have something

> people, but not to ruin existing lines.' A leading newspaper had drawn a picture of the business flowing over the new road which foretold 'through and local traffic in almost embarassing abundance.' This, said Mr. Blair, is the stretch of politic fancy that is relied on in defence of the proposed policy. Mr. E. F. Clarke-What paper is that

Mr. Blair-I don't like to say. Well, it s from the Toronto 'Globe.' (Laughter.) There would be no practical difficulty in making a traffic agreement with the Intercolonial for an exchange of traffic at Quebec, Mr. Hays had himself said so in the Railway Committee. The Grand Trunk Pacific itself never wanted this eastern extension from Quebec. It would have preferred handing over business to the I. C. R.

It would cost at least fifteen million dollars for the line from Quebec to Moncton, that is, thirty-five thousand dollars a mile for 425 miles. The country was a very difficult one to build through. If the government wanted to make the eastern provinces a present of this much money it could be expended to better advantage upon improvements to the Intercolonial and in harbor improvements. If his advice were

taken the money would not be thrown away. The line from Quebec to Winnipeg is government's calculation is that this will than \$35,000 a mile or fifty million altogether. It cost \$50,000 a mile to lay the and that was through a much more accessible | Any contract with a private company could district than the new system will traverse two hundred miles north. Moreover wages are higher than they were when the C. P. R. was undertaken. Materials also are more

Here then is a public outlay of sixty-five million dollars for the new line from Quebec Mr. Blair referred to the clause which

provides that the Grand Trunk Railway is o secure and hold for fifty years the twenty-five million dollars common stock of the Grand Trunk, His objection to this feature was that there was no declaration as to what the G. T. R, is to pay for the stock. There was nothing to prevent the Grand Trunk getting the stock for a mere song, and that would be an injustice to the people who will use the road and whose money must pay dividends upon the stock. three percent upon the money borrowed to make could reach the ears of those who have pay one-half percent, during this long term. in vain, to pause before they press this This would mean a capital outlay of public measure any farther. I would like to ask magnitude it would be said that some men saw visions whilst others dreamed dreams. 'You cannot add,' said Mr. Blair, 'this immense sum to our debt without startling

financial men on the other side and increasing the rate we must pay for public loans. Under the terms of the contract the Grand Trunk Pacific in winter agrees to carry unrouted traffic to the Canadian seaboard. But what penalty is provided to guarantee that this agreement will be lived up to. The government simply proposes to friends may sneer. I lation of New Brunswick was on the north | So this feature of the bargain was not of opinions are not very far removed from those | Chatham, July 7 1903.

The J. B. Snowball Co. Ltd.

GROCERY DEPARTMENT.

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Cow Ease and

Eureka Fly Killer will rid your Cattle of Flies and increase the flow of milk.

KOW KURE GARGET CURE

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Fine Off Stock Raisins, Valencia Layer Raisins, London Layer Raisins, Griffin & Skiller Famous Seeded Raisins. Extra Choice Cleaned Currants.

RAISINS. Black Basket Raisins, Royal Cluster Raisins. Dehesea Cluster Raisins,

Our Stock of Canned Goods is large and very complete, being bought at the right time.

GOODWILLIE'S HOME-MADE PRESERVES AND JAMS In Pint Glass Jars.

Strawberries. Raspberries, Peaches. Pears.

Green Gage Plums, Black Currants. Red Currants. Red Cherries.

Upton's Jams

In I pound Glass Jars.

Strawberries. Raspberries, Black Currants. Red Currants, Peaches. Gooseberries. Plums.

Pineapple SNOWBALL CO'Y CHATHAM, N.B.

Exhibition

Agricultural and Industrial Fair and Live Stock Show.

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Secretary.

estimated at 1,400 or 1,500 miles, and the any great consequence, anyway, from a which I have expressed today and who will practical point of view. The government appreciate my action and my attitude in this blundered in leasing the eastern section any private company. If it was built at all it should be operated by the government. That was the only way in which the inter-C. P. R. main line, north of Lake Superior ests of shippers could be fully safeguarded. and would be evaded.

> Mr. Blair, in bringing his long speech to close, said he regretted that in so far as case was strongly presented it operated to some extent against and to the prejudice of his fellow Liberals, 'This,' he said, 'I regret extremely. I wish it could have been avoided, but it was absolutely unavoidable. I had to justify myself, and I have endeavored to do so with no spirit of bitterness or acrimony, but with the determination to put the case as it presented itself to my own mind, and I am prepared to take the conse-

> quences of my action.' The ex-minister was interrupted at this stage by cries of 'Oh, oh,' from his own side

Turning toward the back benches, whence the cries came, he said: 'Some members behind me make sneering references to the Interest will have to be paid for ten years | course I have pursued on this question, but upon the money raised to build the eastern I have this to say, that I have, at all events, section. Interest will have to be paid for the satisfaction in my own mind that I did seven years on the cost of the mountain not lend myself, either by speech or action, section. Then there was the interest for the to the maintenance and support of a proposiperiod during which construction will be tion which I think will be most disastrous to under way. The Grand Trunk Pacific is to the best interests of the people of Canada. pay interest for forty years at the rate of I would be glad if any appeal which I may build the line from Winnipeg east. But to deal with this matter, because in their what if the country has to pay 31 percent, own interests I should like to appeal to for the loan. Then the country will have to these gentlemen, though I make the appeal money amounting to \$139,000,000. Surely them to consider for their own sakes, if not in connection with this project of such the sake of anybody else, what will likely be the consequence of their present determination to press this matter through parliament and to press it upon the country. I would appeal to them in their own interests, and I would appeal to them on behalf of the party with which during my whole life I have been actively allied.'

> Mr. Blair's remarks were again interrupted by cries of 'Oh, oh' from the benches

Continuing, he said: 'My honorable trust to the company to abide by this meaning of the sneer, and I return it to feature of the agreement. Doubtless it them. I would like to have my record will be adhered to whilst the men live who of public life compared with the record make the contract. But what will happen of some of these gentlemen. I know that shippers would route their own traffic and gentlemen. There are many of them who

they will bring to bear the great influence which they possess to persuade the government not to further prosecute this bill. have no hope that any opinions which express could have any influence upon them. But I am satisfied that I have done my duty, and leave the matter in the hands of parliament and the people. I feel that every man in this parliament is just as answerable as I am myself. None of us can shift the burden of responsibility upon the government in a reception of this project. I leave every man to exercise the best judgment which his conscience dictates. I claim the same privilege for myself.'

[ASSOCIATE OF THE LONDON (ENG) COLLEGE ORGANIST'S, MARY'S CHURCH, CHATHAM, N.B.

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Dr John S Benson has removed his office to the-Mr. Blair stated that the principal popu- the company must meet these demands. respect me and my action, and whose son on St. John Street, where he may be found at

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with any . I have remarked that the work was the time the state of the