General Business.

COMMON SOAP

WILL CAUSE ROUGH SKIN On Face and Hands.

We have just imported a large lot and Cucumber

Soap direct from the factory which next TWO WEEKS

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

__AT__

STEAMSHIP CO.



Division. Additional Direct Service.

Commencing Monday, June 29th, 1903 Steamers leave St. John Mondays, Wednesdays and Fridays at 8.00 A. M. for Lubec, Eastport, Portland and Bos-6.30 p. m.

Returning, leave Boston, via Portland, Eastport and Lubec, Mondays, Wednesday; and Fridays at 9.00 A. M. From Boston, direct Mondays and Thursdays Freight received daily up to 5.00 P.M, All freight via this line is insured against fire and marine risk. G. P. & T. A. CALVIN AUSTIN. V. P. and General Manager, Foster's Wharf, Boston, Mass.

HICKEY'S

Flesh Producer.

Stimulant.

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

DENTISTRY

Henry G. Vaughan, D. D. S. Office Hours: -9.30 a,m to 1 p.m. 2 p.m. to 6 p.m

Wednesdays -2 p. m. to 6 p. m. Saturday -9 30 a.m. to 1 p. m. 7.30 p. m. to 9 p. m. GAS ADMINISTERED. PAINLESS DENTISTRY A SPECIALTY.

OFFICE-OVER MACKENZIE'S MEDICAL HALL CHATHAM, N. B.

(ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST. ORGANIST S. MARY'S CHURCH, CHATHAM, N.B. Concert Pianiste and teacher of Piano, Pipe

Organ, Theory &c. CLASSES IN THE ABOVE SUBJECTS TO BE FORMED AT ONCE FOR THE FALL TERM. Studio; S. Mary's S. S. Room. Applications for terms, etc., to be made at S. Paul's Rectory, The "ADVANCE" office and the

Bank of Montreal.

ESTABLISHED 1817.

(all paid up) \$12,000,000 (TWENTY MILLION DOLLARS!) IN THE SAVINGS BANK DEPARTMENT

of this Branch, interest is allowed AT CURRENT RATES on sums of \$4.00 and upwards and paid or compounded twice a year, on 30th of June and 31st December. This is the most convenient form for depositors, but deposit receipts will be issued to those who prefer

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

SPECIAL NOTICE

The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, try. 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.

CHATHAM. N. B., - SEPTEMBER 10, 1903

Fisheries Protection.

ment's G. T. Pacific resolution.

continent will be much less this year than

A special despatch to the Gazette from

Tweedie and Attorney General Pugsley,

after a conference with Sir Wilfrid Laurier

and other government members, had very

good reason to be satisfied with the

progress which is being made in reference

and the Halifax award, and that the

correspondent was given to understand

that the question of the exact terms of

well as the whole subject of the adminis-

tration of the fisheries in the future, will

be taken up at an early day and deter-

The Liberal party papers have a special

desp.tch which makes the startling

announcement that it was rumored about

the streets of Montreal on Saturday that

not take tangible form in action, they

help to advertise him-and that's exactly

A Winnipeg "special" despatch to the

"The Grand Trunk Pacific Railway,

anticipating that its Bill will carry at

Bay Co. to supply it with a few dog trains

to be used by the exploring party that is

to be sent over the proposed route of the

have any special cablegram or Marconi-

grem from Switzerland on the subject of

expert Alpine guides and mountain

climbers for the exploration of the route

over which the government is to build the

line for it, with the people's money,

The main resolution of Sir Wilfr

Laurier for committing the Grand Trunk

Commons, and the details of the measure

are now under consideration by that body.

We see sorry to think that the members

supporting the Government have

generally subjected themselves to party

discipline as to put aside their doubts as

to the wisdom of the measure and have

accepted it just as Premier Laurier

dictates. It would, perhaps, be best, as

party considerations have thus prevailed

in the matter over all other interests, that

an agreement be come to by the respec ive

leaders to have the vote for and against

the Government scheme recorded and the

bill passed, as it is said the Government

requires, in its entirety. That course

bring an already unusually prolonged and

m schievous session to a close. It me

the further lengthening of the session.

order that it may give additional force

demand for extra indemnity. There will

of course, be no division on that question.

be, however, that many members prefer

Pacific bill has passed the House

between Quebec and Moncton.

railway east of Winnipeg this winter."

Moncton Transcript says :-

the reference in the fisheries matter.

mined by the government

who elected him.

what he wants.

The St. John Gazette comments or

the inefficient protection of the St John River fisheries and seems to think that the Local Legislature might do something in an improving direction in the matter. The Local Legislature has passed an act for the management, ad- O tawa Saturday said that Premier ministration and protection of the Fisheries of the Province, but it cannot be brought into operation, pending the decision of certain points connected with the question of proprietorship to readjustment of the provincial subsidies which are at present pending. Meantime, pursuant to an understanding between the Federal and Local Governments, the St John river fisheries are being protected by the Dominion. Whether the protective laws are executed less efficiently on the St. John than elsewhere we are not in a position to say, but everybody knows that howvigilant officers may be, there is not a sufficient number of them to protect the fisheries of any river absolutely against poachers. That there are officers who neglect their duties cannot be denied. Unfortunately, those on the St. John owe their appointments more to political than other influences, and so long as that condition prevails a minimum of efficiency may not be unlooked for. The United States system of administering such interests through state commissions gives the best results as to efficiency of protection, as well as in other respects, but whether the Federal or Provincial legislatures will ever adopt that system remains for the future to disclose.

The Two Policies

The Moneton Transcript, incorrectly,

"There is now a clear dividing line on railway construction between the two Canadian political parties. Liberals are committed to an Canadian railway from the Atlantic to the Pacific ocean; the Conservatives have declared themselves hostile to that view, preferring present dependence on the State of Maine."

Well informed Canadians know that those who oppose the Grand Trunk Pacific Railway proposition of Wilfrid Laurier are not doing because they are hostile to an all-Canadian railway from the Atlantic to the Pacific ocean or because they prefer dependence on the State of Maine. No responsible public man or writer of

repute would make such a statement. The objection to the Grand Trunk Pacific scheme is founded upon the fact that it involves the abandonment of practical government railway ownership and control in Canada; because it forces the people to pay for the building of a read for a private company who will be rivals and competitors for the hauling of freight which the Intercolonial would otherwise get; because they realise that the Grand Trunk Pacific road will not be a railway from an Atlantic to a Pacific ocean port, as long as its terminus is in Moncton and it is, therefore, evident that the government will be forced, by the allpowerful promoters of this scheme, who are behind Sir Wilfrid, to hand over to them the portion of the Intercolonial between Moncton and Halifax, degrading the Intercolonial service, which is now a splendid one, to a local traffic

with that of Mr. Blair, especially in

view of Sir Sanford Fleming's opinion

of the route proposed for the G. T. P.

eminent authority who has made sur-

veys of that part of the country says

that only seventy miles or less will be

saved by the new road, but even that

will be offset, in the conveyance of

through traffic, by the excess of curva-

ture and grades, as compared with the

Intercolonia). Mr. Blair would push

the Intercolonial, as a government road.

from Montreal to the eastern end of

Lake Superior, to enable it to share in

Pacific, if found necessary, and, mean-

time, would assist in the construction of

company railways for the colonization

The difference between the two poli-

cies is that while the Dominion treasury

will supply the money for carrying out

both, Mr. Blalr's favors retaining the

ownership and control in the hands of

the people; while Sir Wilfrid's hands

both ownership and control over to a

The partyism which compels men

who disapprove of Sir Wilfrid's policy

they are in favor of it, should not

be encouraged. Mr. Blair and those

who believe as he does can well afford

to be misrepresented by men and news-

papers who surrender their independ-

ence, wholesale. The submission to

such demand of surrender is a compara-

tively new requirement in the Liberal

party, and its members of the right

class will look for better authority than

certain third rate party papers before

they either accept such dicta or, on the

other hand, withdraw their general

allegiance. They will remain in the

to be right, even against a too subser-

The Senate has adjourned until 22

viant majority.

private company as a free gift.

and development of the Western coun-

between Levis and Moncton.

The votes on the divisions in the House of Commons on the G. T. Pacific motions, which were taken last week developed the fact that the Liberals almost unanimousl supported the government propositions. On an amendment by Mr. Pattee favor of government construction as The opponents of Sir Wilfrid's operation of Ra Iways, the vote was 135 proposition feel safe in contrasting it 50. Mr. Blatr voted against it.

Mr. Casgrain's amendment to suspend the confirmation of the agreement unti the House is in possession of the report of the Transportation Commission and the members have an opportunity of consult ing their constituents, was voted down yeas, 70; nays, 117. Mr. Blair voted against this amendment.

The main motion, ratifying the contract with the Grand Trunk Pacific was then carried: Yeas, 117; naye, 71. On th final vote Mr. Blair voted Nay.

The pairs were: Cartwright and Tupper. Charlton and Tisdale, Cowan and Pringle Dymont and McCormack, Smith (Vancouver) and Heyd, Fielding and Borden, Scott and S nith (Wentworth), Campbell the traffic between the prairie provinces and McLean, Leighton McCarthy and and the Atlantic seaboard. He would Roddick, Hughes (K ngs, P. E. I.) and

ultimately extend the I. C. R. to the | Seagram. There were two ministerialists no paired, Mr. Sifton and Mr. Ross of the

The division gave the Government majority of 46, which, had the two gentlemen named been present, would have been increased to 48.

There are three constituencies vacant Montmagny, St. James division of Mo treal, and West Queens, P. E. I. these seats are designated as Liberaland they were represented by Ministerial ists after the last election-the majority would be 51.

An analysis of the voting on the adontion of the resolutions gives the following results: ministerialists supporting th to say, by their votes in pacliament resolutions, 117; ministerialists paired or by editorials in their papers, that 10; ministerialist, Blair. voting with Opposition, 1; ministerialists unpaired. 2; Opposition opposing resolution, 69 Opposition paired, 10; independent, Puttee, voting with Opposition, 1; seat vacant, 3; Mr. Speaker, 1; total member-

ship, 214. When passing out of the chamber the Premier and Hon. Mr. Blair met an cordially shook hands. The Premier had scored a political and the ex-Minister of Railways a moral victory.

Spruce Deals. In its Liverpool notes, the London Timber Trades Journal of 29th ult.

party and fight for what they conceive

and a free spone, we as

Mr. Robinson, M. P. for Northumberland, rightly voted against the governwill resign the office of Postmaster Gener- an advancing market for spruce deals the same thing. al to accept that of Minister of Railways. until the close of the shipping season from the New Brunswick and Nova Scotian The volume of Miramichi lumber shipments to the United Kingdom and

A Not Unreasonable Proposition [Portland, Me., "Press."]

A correspondent of the Boston Globe grayely proposes that Maine should be ceded to Canada. His argument is interesting. "A large portion of the State of Maine Nova Scotia, the province of Acadia. Why not restore this now to Canada, give that country its much-desired through railway connections, and straighten out the boundary line? I believe also in ceding Alaska to Canada where it naturally belongs, and thus getting rid of this bone of contention over which crafty Russia expected to embroil Anglo-Saxons. With these two concessions made, two great English-speaking peoples of America might pursue their way in peace and friendship, and leave to time and trade the question of a closer political union. am well aware that in making the concessions the difficulty would be to find a Cheviert, its travelling agent. suitable equivalent for Uncle Sam, unless it would be a cash payment. But trade privileges in Canada and the use of the Canadian fisheries might be considered." This proposition to swap us for cod may be

particularly seductive in Massachusetts, but "The electors of St. Mary's division will we shall take refuge in the doctrine of the meet and ask their representative, the "consent of the governed," and decline to be Hon, J. I. Tarte, to resign his seat for that constituency, as Mr. Tarte was elected as a Liberal and a supporter of Sir Wilfrid. Some of the electors say that his KENDRICK'S LINIMENT cures while present attitude and speeches do not you sleep. Bathe freely for Sore Lungs and represent the views of the large majority

Throat and all Swellings, Pains and Lame ness. Beware of Cheap Liniments at cheap Mr. Tarte, however, is happy in the prices. consciousness that while such rumors do

Management of the Illustration Poultry Stations.

DEPARTMENT OF AGRICULTUUE.

The criticism in the House of Commons on July 29th of the illustration poultry work of the Dominion Department of Ottawa, has arranged with the Hudson Agriculture was principally due to the fact that in Government busine s the fiscal year (July 1st to June 30th) is due for the public accounts, instead of the calendar year (Jan. 1st to Dec. 31st). For that The Transcript is not yet understood to reason, necessary expenses incurred during the months of April, May and June in equipping an Illustration Breeding the Company's negotiations there with Station with houses, incubators, brooders, eggs for hatching, etc., were shown in the report of the Auditor General before th house, while it was not possible to show in the same report the revenue derived from the sale of the chickens during fall and winter, and which revenue wi appear in the next year's report. This operated most unfairly against the Bowmanville, Out., Station, which was established in the spring of 1902. expenses of installing the Station \$225 29, and the revenue shown in report was only 66 cts. The revenue derived from the sale of the Bowmanville chickens after the 1901.2 year closed amounted to \$326.84, so that this amount also should be added to the 66 cts. shown in the report. It is learned that of the \$326.84, \$105.94 was paid to the Station by Win. Davis Co., Toronto, Out., \$166.60 by Mr. Henry Gatehouse, Montreal, Que., and \$27.25 by farmers in the vicinity of Bowmanville for pure bred cockerels and pullers for the improvement

much earlier than now anticipated and The other Illustration Breeding Stations vere affected in the same way. The chickens at the Holmesville Station were sold last year for \$551.14. The chickens at the Bondville, Que., Station realised \$593.17. From the latter station two the argument in favor of their prospective hundred and thirty-six pure bred Barred Plymouth Rock chickens were shipped to the farmers of the Maritime Provinces and sold at 50 cts. each. These pure bred cockerels and pullets proved very satisfactory, and reques's have been received by the Department of Agriculture for more pure bred chickens this year. Aside altogether from the practical work that the Illustration Poultry Station are conducting, and which is appreciated by the farmers of Canada, the revenue and expenditure account of the Poultry Division shows that the chickens reared at the Stations pay a good profit above cost of feed and interest on the investment. The men in charge of the Stations are farmers, and are thus able to impart poultry knowledge most satisfactorily to other farmers of their locality; they address Farmers' Institute meetings and make exhibits at Agricultural Fairs: the financial and educational benefits to the farmers derived from the men in charge of these poultry Stations is far in advance of he amount paid them in salary.

TRADE PROFITABLE AND INCREASING. Within the last few years the consumption of chickens has increased in Canada, the business of crate fattening chickens. market price today are chickens that are fatted and prepared for market in accordance with the directions issued by the Dominion Department of Agriculture. ago to Mr, Henry Gatehouse for 12 cts. per pound, live weight; and to Canadian Produce Co., Toronto, Ont., for profitable prices that can be obtained by any farmer shipping the same quality chickens to Montreal or Toronto. KILLING MARKET CHICKENS.

course of the market in spruce, and what ed directions in "Profitable Poultry we indicated then has been fulfilled up to Farming" for killing the chicken by the present. We see no reason to retract dislocating its neck, and the absurdity of anything we have said on this point, for making the statement that dislocating the It is surmised that Hon. Mr. Mulock all indications point to a steady, if not neck and wringing the neck are one and

Yours very truly, W. A. CLEMONS, Publication Clerk.

British Trade Delegates.

After a trip to Lake St. John and the Saguenay, a number of the delegates to the fifth congress of the Chambers of Commerce of the Empire, accompanied by several ladies arrived at Chatham Junction last originally formed with New Brunswick and Saturday morning, where they were met by W. S. Loggie, Esq., M. P. P., who had been appointed for the purpose by the Chatham Board of Trade; Hons. Surveyor-General Dunn and Solicitor-General McKeown representing the New Brunswick government; Thomas Hoben, Superintendent of the Canada Eletero Railway, and Dr. James Hannay. The party were accompanied over the I. C. R. from Riviere du Loup by Mr. H. A. Price, Assistant General Passenger agent of that line, and Mr. Oscar

A special train, which included two Pullman care, was ready to receive the visitors at Chatham Junction and a start was made for Fredericton at 9.30 a.m. The delegates and ladies on board were as

Mr. W. M. Beardshaw, Sheffield.

Mr. J. G. Cex, Port of Falmouth.

Mr. and Mrs. E. W. Fithian, London.

Mr. and Mrs. H. P. Marsh, Sheffield.

Mr. and Mrs. Wm. Maude, Bradford.

Mr. J. G. Maude, Jr., Bradford.

Mr. Isaac Beckett, Dablin.

Mr. Henry Keys, Bury.

Mr. C. H. Husey, London.

Mr. E. Lelianfield, Pretoria.

Mr. W. D. Peacock, Hobart.

Alderman Paget, Keighley.

Mr. F. Paget, Jrr. Keighley.

Mr. E. S. Taylor, Bury,

Mr. G. H. Heath.

Mr. John Hibbard.

Mr. George Sykes, Cleckheston

Mr. Francis J. Usher, Dublin.

Mr. Joseph Walton, M. P., Barnsley.

Mr. and Mrs. Thomas Henderson.

Major W. Gradwall, Barrow in Furnham.

Mr. W. A. Coates of the Montreal Board

The visitors were delighted with the run

of the beauties of the Miramichi and Nash-

waak valleys was very gratifying to those of

our own people who accompanied them.

the visitors. At Fredericton, which was

reached at 1.25, the run having been made

in less than four hours, the party put

up at the Queen, where they had luncheon

with Surveyor-General Dunn, Solicitor-

General McK-own and a number of repre-

sentative men of the town, presided over by

Mayor Palmer. In the afternoon they

visited Marysville and the big Gibson cotton

mill as well as other points of interest.

After dinner, in the evening they left for St.

John accompanied by the members of the

government named, Mr. Loggie, M P. P.

Mr. George Robertson, M. P. P., and others.

Canada at the St. Louis World's Fair.

World's Fair Grounds, St. Louis, Mo.

DEAR ADVANCE :- The contract for the

erection of Canada's Pavilion was awarded

today to John J. Dunnavant & Co., the

contract price being \$28,000. The building

will be 100 feet square and surrounded by

portices. It will have two stories. The

architect is L. Fennings Taylor, of Ottawa,

The building must be completed

December 1. A permit for the erection

the structure was issued this afternoon by

Director-of-Works Taylor, and Mr. Dun-

navant says he will commence work next

The Canadian reservation is about hall

way between the Agriculture Building and

the Forestry, Fish and Game Building. The

sioner-General Hutchinson's official home or

the World's Fair Grounds next year and

which will serve as a club house for Cana-

dian visitors to the Exposition, will stand

southwest of and close to the big floral clock

on the northern slope of Agriculture Hill

The building will face the avenue which

runs north and south in front of the

Administration Building and extends to the

John J. Dunnavant & Co., have two of

the Exposition's big Exhibit palaces-

Education and Manufactures-and they also

put up the Press Building. On the Pike

As the Canadian building is to be such a

near neighbor to the Palace of Agriculture,

my Canadian readers will be interested in

knowing something about this giant struc-

Louisiana Purchase Exposition at St. Louis,

is the largest structure ever built for the

in the Exposition hearing color on the outer

walls. The Agriculture building will have

used upon it green with points of brighter

of any on the grounds. Its fronts are practi-

allow the use of the wall space inside for

exhibits. Triangular monitor windows

supply sky light, while they cut off the

direct sun light, which would quickly spoil

many of the exhibits this building will

The grand nave 106 feet wide, which runs

Agriculture Building.

handsome pavilion which is to be

AUGUST 31, 1903.

of Trade accompanied the party as secretary

Mr. and Mrs W. T. Anderson, Kimberly. Miss Agius, London. Mr. E. Y. Agius, London. Mr. H. H. Bedford, Sheffield.

COMMISSIONER'S BRANCH. OTTAWA, SEPT. 3, 1903.

would enable prorogation to be made STATIONS NOT RUN AT A LOSS.

of their flocks of poultry.

the price realised for plump chickens has advanced. Both the increase in consumpthey are now erecting "Cairo" and tion and the advance in price are due to The chickens that realise the highest Chickens from the Ontario and Quebec Illustration Stations were sold a few days 11 cts. per pound, live weight. These are

The method of killing the chicken by dislocating its neck is different from the old-fashioned way of wringing or twisting the neck. When the chicken's neck i dislocated, and the head is pulled from the neck in the manner described in the bulletin "Profitable Poultry Farming," the loose, unbroken skin of the neck forms a sack into which the blood of the chicken flows. The body of the chicken is as well drained of blood as if the head were cut off with an axe; the market appearance of the chicken is improved by killing by dislocation; the flesh of the chicken more juicy and edible. On the centrary when chickens are killed by twisting the neck, death results mainly by strangulation. The body of the chicken is not freed from blood on account of there being no space in the neck into which the "In spruce deals there is no change to blood can flow. The appearance of the report; the position is as strong as ever, flesh of the chicken that has been killed and is likely to continue so until the end | by twisting its neck is reddish and blood through the 1600-foot length of the building, of the seasor. The shippers have compar- can be pla nly noted in it. In several rises to a height of 60 feet and supplies atively little to offer, and they apparently cities in Canada a law is in force prohibitthe grandest vista of installation space of have as many mouths to fill as they can ing the sale of chickens that are killed by any building ever designed for Ex What about the dredging that was to supply without depending upon Liverpool twisting the neck. Hence the senselesss- uses. have been done in the Northwest and or Manche ter markets. Last January we ness of the ridicule by certain members of The entrances to the building are disprognosticated this would be the future the House in debate regarding the detail. | tributed to serve the visitors. A great

Nature's Cure for Diarrhœa, Cramps. Cholera and all Summer Complaints of children Fuller's Blackberry Cordial

rising approach will lead up from the northwest where is located the main picture of the Fair. The beautiful slopes of the hill around the building have been assigned to the Department of Agriculture and Horticulture, and here during the Fair there will be maintained a fine display of flowering shrubbery and of indigenous and exotic plants. Hydrants to supply water to these exhibits at all times have been planned.

On the south side it has a gallery 500 feet long and 25 feet wide. Here are the offices for Chief of Agriculture F. W. Taylor and his staff; reading rooms where the leading agriculture publications are kept on file; jury rooms and large committee room There is also on this gallery an assembly hall for the meeting of agriculture and other societies. This hall is 106 by 60 feet and has a seating capacity of nearly 1000.

It is readily seen by the foregoing that the Canadian building site is one of the most advantageous on the grounds and Exposition Commissioner Hutchison deserves great praise for the shrewdness he has displayed this Season? in selecting it for Canada.

LOUIS LARIVE. The America's Cup Race.

New York, Sept. 4.-The Reliance, the America cup defender, yesterday won the third and final race and the series for that famous sea trophy, the America's cup. In a dense fog, which prevented vision beyond 200 yards, she finished the race at 5.30.02 amid the acclamation of the assembled fleet. Shamrock III., after running for more than an honr in the fog, missed the finish line, passed by it and then returned to it from over the Canada Eastern, and it is needless the opposite direction. As the Reliance was to say that they found its condition fully being towed through the fleet, yacht up to the standard of the best local lines ensigns fluttered from her truck and spreadthey have trave'led over. Their admiration ers in celebration of her victory. The Shamrock III. did not cross the finish line. As often said of the historic race when the America won the cup, "there was no second." Rev. W. W. Brewer boarded the train at This successful result was achieved only Penniac and presented each of the ladies after four futile attempts to sail off the final with beautiful bequets and the gentlemen race and after the outcome had been with pink rose bouttoneires. Mayor Palmer, admitted by even Sir Thomas Lipton to be a and Messrs. J. W. McCready, J. D. McKay, foregone conclusion. Yesterday's races was J. S. Neill and A. H. F. Randolph, repre- the eighth attempt to sail a race. After sentatives of the Fredericton Board of Trade, one fluke the Reliance won the two following boarded the train at Marysville and greeted races, one by seven minutes and 30 seconds

NEWS AND NOTES.

and the other by one minute and 10 seconds

Major Delmar, the trotter, has broken the world's record for gelding by trotting mile in 2 021 at Providence, R. I., Friday,

George W. Morse, a prominent Boston awyer, and his two sons, Samuel F. B. Morse and Harry Morse, were before the municipal court in Dover, Maine, the other day, charged with killing two deer and two partridges in close time at a pond a short listance from their cottage, the Hermitage. They were found guilty and paid fines of \$80 and costs for each deer and \$5 and costs for each partridge.

The Crown Lands Department of the On tario Government has arranged for a big sale of timber limits to be held probably in December. Agents and estimators are now busy furnishing the department with in formation regarding the limits to be sold. This sale will be the largest since 1884, and the fourth largest since confederation in 1867. In the neighborhood of 900 square miles, or 25 townships, will be offered. This disposal of timber is to make room for the advancing settlement along the line of several new railways - Temiskaming & Northern Ontario, Bruce Mines & Algoma Central Canada Railway, the latter being the one projected by Conmee and Clergue from French River to Hutton township.

ALWAYS SICK. CONSTANTLY TIRED.

Nerves on Edge, Appetite Poor Sleep Disturbed-You Need

FERROZONE.

"The benefit I derived from Ferrozone." writes Mr. Al. P. Whitehead from Monctor. ture. The Palace of Agriculture at the "is really marvellous. For two years I didn't have one day's freedom from nervous headache and pains in the back and reception of a single department, and is 15 side. I consulted doctors in Montreal, but per cent. larger than any other building at wasn't helped. I used Ferrozone, and am glad to say my health is better to-day than It is 500x1600 feet thus containing a floor for many years. I weigh ten pounds more space of almost 20 acres. This building and | and look and feel stronger. Ferrozone is the the Horticulture building are the only ones | best tonic I ever used.' Mrs. Duncan W. Dunham, of Portland,

writes: "Last winter I was attacked by neuralgia and was run down in health. I used all sorts of medicines, but found Ferro-Garlands, wreaths, and festoons of fruits | zone the best. It brought back my appetite and flowers figure in the color scheme. and has made me strong, so that I don't The architectural members, such as the expect to be bothered with neuralgia or weak cornices and the piers between the mould- spells again." The cures of Ferrozone are lasting,

The plans for this building have been because it does its work thoroughly. It is usual. prepared under the immediate supervision a specific for all forms of skin diseases, of Mr. Isaac Taylor, Director of Works of kidney, liver and stomach trouble. It cures the Exposition, by Mr. E. L. Masqueray, headache and languid feeling in a short time Chief of Design. The cost of construction Ferrozone contains more nourishment and vitalizing preperties than you can get in any The building is probably the best lighted other way-in short, it assures health and cally successive series of windows each 75 six boxes for \$2.50. At druggists, or by feet long and 27 feet high. These windows | mail from The Ferrozone Company, Kingsare placed 14 feet from the floor so as to ton, Ont. Get a supply to-day.

WANTED.

1,500 TO 2,000 CORDS SPRUCE AND FIR BOX WOOD

delivered on cars on C. E. R. and I. C. R. or at my mill, South Nelson. Highest Prices paid.

THOS. W. FLETT.



Do You Want to Fit Yourself out with

an Open Wagon, A Buggy, of Harness

or other Seasonable Article?

IF SO GO TO

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

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

CANADA EASTERN RAILWAY.

IN EFFECT JUNE 15, 1903.

Between Fredericton, Chatham and Connecting with I. C. R. Loggieville. GOING NORTH. FOR CHATHAM (read up) MARITIME EXPRESS. DAY EXPRESS 11.30 p. m 12.55 p.m. Freight Nelson 12,10 a m Ar. Chatham Junc., 4 35 l lv Lv. .Gibson .. 12.50 .. Marysville, ... 1 00 1.10 " .. Cross Creek, .. 11 45 p m 2 15 . Boiestown, .. 10 43 lv GOING SOUTH. Doaktown, .. 9 45 MARITIME EXPRESS. DAY EXPRESS Blackville.... 8 35 Chatham Jet $\begin{cases} 7 & 35 \text{ lv} \\ 7 & 20 \text{ ar} \end{cases}$ 7.10 ** Nelson 7 00 12,10 p, m, Chatham ..

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, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at 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

TO CONSUMPTIVES. The undersigned having been restored to health simple means, after suffering for several years with a severe lung affection, and that dread disease CONSUMPTION, is anxious to make known to who desire it, he will cheerfully send (free of

charge) a copy of the perscription used, which they will find a sure cure for CONSUMPTION. ASTHMA. CATARRH, BRONCHITIS and all throat and lung MAL-ADIES. He hopes all sufferers will try his remedy is invaluable. Those desiring the perseciption, which will cost them nothing, and may prove lessing, will please address. REV. EDWARD A. WILSON, Brooklyn, New York.

usiness September to be a record-breaking month. Many have notified us of their intention t

ready for a big rush. We are better prepared than ever before : more experience, completer equipment, improved courses of study; everything to date. Catalogue to any address.

enter then for the Fall Term, and we are

S. KERR & SON.

DON'T WAIT

till the days get shorter and the weather colder.

BUT SIT FOR YOUR PHOTOS

Now.

Enlarging, Framing, Etc, as

J. Y. Mersereau.

IS OFFERING SPECIAL BARGAINS

---IN---WATCHES, CLOCKS, JEWELLRY

Silverware & Novelties.

All new goods. Give him a call We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all. WARMUNDE, EXPERIENCED WATCHMAKE

Yacht for

overall, ten feet 2 inches (10-2) beam, draft 3 feet 6 nches, without board, over two tons outside ballast, (none inside) iron, planked with pine, oak timbers, berths for four people, a comfortable cruiser. She is the fastest boat of her size in the lub, often beating the larger boats such as the She has won and now owns the "Willis Cup" also holds the "McLellan Cup, these Cups from the racer "Wahbewawa." a full outfit of sails. She could not be built for double the money asked for her, \$350 cash, in Saint ohn. The owner sells for no fault, but has not time to use her. Any officer or member of the club could inform ary intending purchaser as to her condition and abilities. She can outpoint, and work quicker than any boat in the R. K. Y. C. fleet, and is one of the stiffest brass her:

> EDGAR H. FAIRWEATHER. Saint John, N. B.

M.S.N.CO.

CHEAP **Excursion Rates**

TO THE SEASHORE

STR. 'ALEXANDRA'

making the usual calls as per Time Table, and fra addition will call at Burnt Caurch : twice every week day, giving passengers for Burnt Cauch from 4 to 5 hours on the beach on Mondays, Wednesday and

Excursion Tickets good for day of issue only.

Fare for round trip, 35c, excepting on SATURDAYS, when

FARE WILL BE 25c.

The "Alexandra" is an excellent excursion boat, licensed to carry 397 passengers. Room for promenading and dancing.
It is the intention of the management to furnish an orchestra on Tuesdays and Thursdays. Meals and Refreshments on

board at Reasonable Rates Good Hotel Accommodation.

WARMUNDE Sea Bathing, Deep Sea and Trout Fishing.

STR. "MIRAMICHI"

Until Further Notice: On Monday, Wednesday and Frid y evenings, excursion rate for round trip to Newcastle will be 15 cents. On Wednesday, commancing with the trip-leaving Neison at II.30 a.m., excursion rates to all Excursion rate to Bushville and return, any afternoon, 15 cents. Children under 16 years, 10

July ,1st 1903.

NEW HAVEN, x CONNECTICUT Southwest Miramichi this season?

For over 25 years the standard remedy for Hot Weather 25 cents at all Druggists. THE BAIRD CO., Limited. Proprietors. WOODSTOCK, N.B.

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

The Sloop "Winogene" 6. 83 tons register, 36 'feet

Any further information will be furnished wher, or any officer of the R. K. Y. Club. Apply to

-QN-

COMMENCING JULY IST 1903.

Fridays, and from I to 2 hours or the beach on Tuesdays, Thursdays and Saturdays; and passengers for Bay da Vin 3 to 4 hours on Tuesdays.

from Newcastle, Douglastown, Chatham or Loggieville.

has been remodelled and is especially adapted for

Pallen Corner Chatham N. B.