

CHATHAM PULP MILL PURCHASED!

The rumor that the Maritime Sulphite Fibre Mill, Chatham, had been sold was current on the streets on Tuesday morning, but owing to similar rumors having been started many times by interested parties for their own purposes during the more than three years since the works were shut down in 1901, it was thought that it was only a renewal of the old story.

The editor of the ADVANCE, however, in an interview with Mr. R. B. Crombie, Manager of the Bank of Montreal here, learned yesterday morning from that gentleman the following facts:

The mill and lumber lands connected therewith—262 square miles—through seventy of which the I. C. R. runs—have been purchased by Mr. Geo T. Keyes, of East Pepperell, Mass.

Mr. Keyes, who was in New York early in the week, is expected to be in Chatham, with his brother and others who are interested with him in the purchase, in a few days—this week, probably.

The preparing of the mill for the resumption of pulp making is to begin at once.

The purchase and collecting of logs and other pulp wood is also to go on, forthwith.

If limestone can be readily obtained, the work of operating will be entered upon all the sooner, but it is Mr. Crombie's opinion that the establishment will be in full operation, in any case, not later than some time in January.

Mr. Keyes' brother, who is interested in this purchase, is running the Nashua River Paper Mill, a concern owned by the Messrs. Keyes, and they will use a part, at least, of the Chatham mill's output in paper-making at those extensive works.

Asked in reference to the arrangement as to freight rates, Mr. Crombie said Mr. Keyes, with whom he had been negotiating for the sale of the mill for a good while, was determined not to buy unless the Railway could make better rates than before existed. Mr. Keyes, and not the bank, had negotiated with Mr. Emmerson, who had agreed to a satisfactory arrangement, which really unlocked the most important difficulty connected with the sale.

Mr. Crombie is naturally pleased with the successful termination of the matter. He was modest enough to say he did not want any credit given to him for what had been done. All the same, however, it cannot be forgotten that he has taken the lead in accomplishing a great thing for the people of Chatham, for the resumption of the pulp mill's operations will give life to the town. The working people and merchants, farmers and woodland owners, as well as others in both town and country will feel the good effects of the mill resuming work.

Political Notes.

When Hon. Mr. Emmerson, in his matter of fact way, stated to his audience of Saturday evening in Masonic hall that he had been impressed with the importance of doing everything in his power and consistent with his duty and responsibility as Minister of Railways, to assist in securing the resumption of work in the Chatham Pulp Mill, and had agreed to place the freight rates for it on the best possible basis, we do not think the importance of his announcement was realized. And when he intimated that, as a result, he expected the sale of the mill and its resumption of operations would materialize in a very short time, it is possible that his hearers, being accustomed to disappointments over statements of like import made by local irresponsible for political effect almost ever since the mill shut down, did not fully comprehend what the Minister meant. It is a fact, however, that the matter of freight concessions made by Mr. Emmerson has been, perhaps, the most potent factor in leading to the sale of the mill and the assurance of its resuming operations. We, in Chatham, are asked to vote against the candidate in this election—Mr. W. S. Loggie—who is running for Ottawa as the ally and assistant of Mr. Emmerson in the promotion of the town and county's interests in this pulp mill and other freighting business. These material things, which involve the employment of our people and the prosperity of our town are of more importance than voting for a man because he calls himself a Conservative or a Liberal. Let us exercise our brains and not be led away by clap-trap or little personal

considerations as to our preferences for individual candidates. It is what our representative can do for us at Ottawa that we must consider. We are tired of the conditions in this respect of the past eight years. Let us sink party prejudices, do our duty to ourselves, and send Mr. Loggie to parliament as one of the right hand men of the Minister of Railways, and not amongst those who would turn him out of office and put the Haggarts and Bakers and other anti-New Brunswick Ontarians in his place.

THAT HAY STORY.

In his speech at Newcastle on Saturday, the Minister of Railways exploded The Telegraph's story under "scare" head lines in reference to hay carried free by the I. C. R. from Quebec to Nova Scotia for campaign purposes. The Telegraph is owned principally and controlled by a capitalist living in the province of Quebec, but it appears as having failed to inform itself that the arrangement misstated by it was not made with any more reference to that part of the Dominion than to New Brunswick or Nova Scotia. The Telegraph seems to have changed very much in its attitude towards Mr. W. F. Hatheway, who exploited this hay story. It once could not find sufficient words in our language with which to sufficiently ridicule him. Mr. Hatheway doesn't appear to have changed very much, but the Telegraph, which was once reliable, has degenerated and is now the political mouthpiece of men of that calibre.

Why vote for Mr. Robinson who has done nothing and can do nothing at Ottawa to assist the Miramichi?

Why not, rather, vote for Mr. Loggie, the government candidate, who will have influence with the government in bringing our requirements to its attention?

Do your duty to Northumberland therefore, by voting for Mr. Loggie.

The Miramichi has had an opposition member at Ottawa too long. The government will naturally be more favorable to a friend than an opponent, so let us send Mr. Loggie there in our own interests.

Read the part of Hon. Mr. Emmerson's speech under the heading of "Local Conservative Inconsistency" if you want to get the right idea of what New Brunswick's Tory members were worth to him when he was fighting the Canada Eastern purchase through parliament. Mr. Robinson and his Conservative associates permitted Mr. Haggart and other enemies of the Canada Eastern to decry the road and they had not a word to say in its defence. They let Mr. Emmerson be "pounded" on account of his loyalty to New Brunswick in that matter, and now Mr. Robinson asks the electors of Northumberland to pound the candidate who is to go to parliament as Mr. Emmerson's supporter.

The conservatives cannot answer such arguments as are presented in the returns of the country's business in which the farmers are particularly interested. The agricultural exports of Canada from 1889 to 1896 under Conservative rule were \$368,710,078; under Liberal rule, from 1896 to 1904 they were \$679,781,663, or an increase of nearly one hundred per cent.

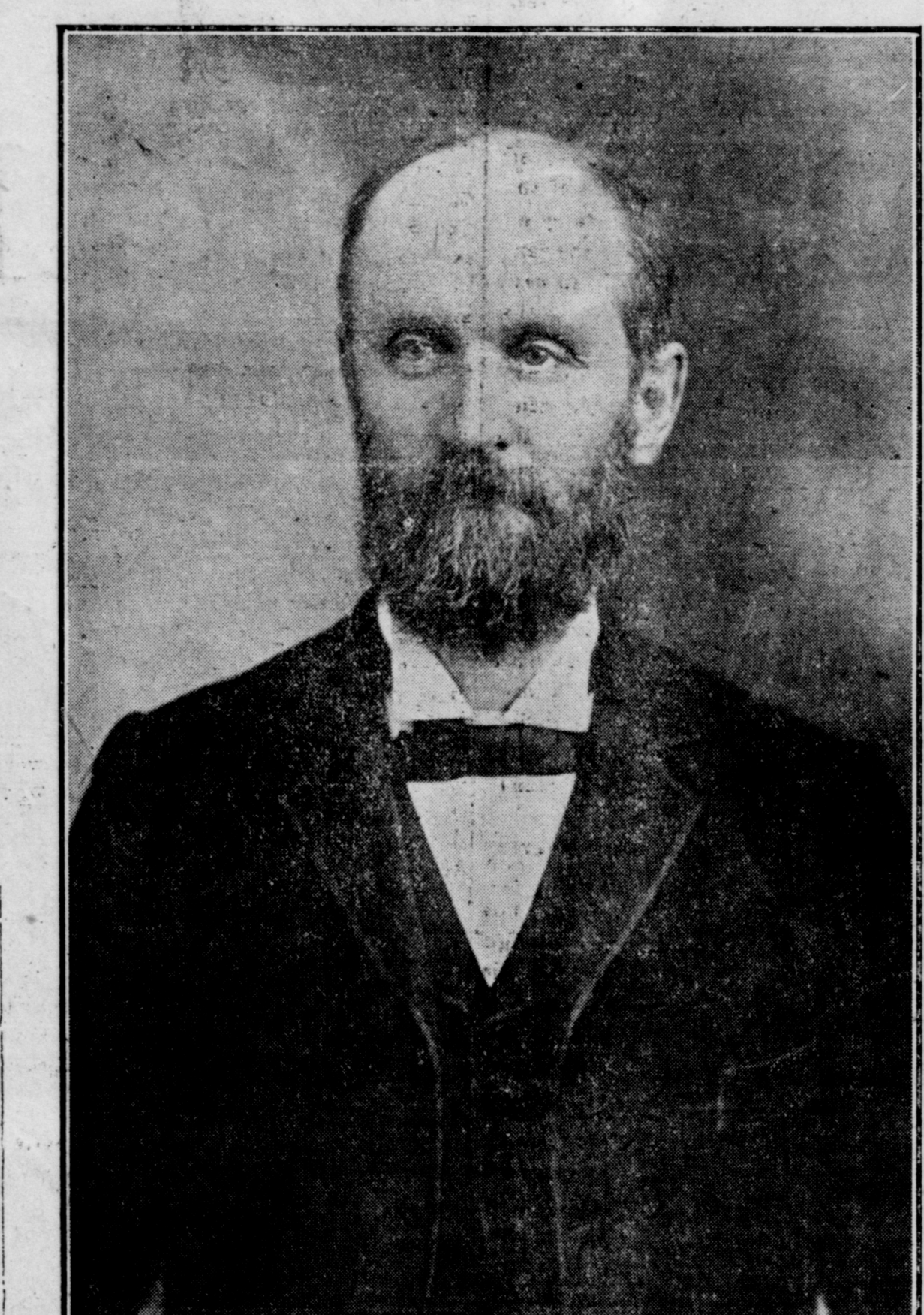
The Conservative papers are making the usual exaggerated claims of their certainty of party success in the pending elections. Their recklessness may be realized when the Sun, which is the "bell weather" of their flock states that the four northern counties are sure to go conservative. If the four do not go Liberal, then usually reliable signs in such matters have ceased to mean anything. Blow, brag, bluster and bluff do not constitute effective election ammunition in these days of intelligence.

"Well" said a Nelson farmer yesterday, "I've always been a Conservative, but seeing what the Laurier government is doing for Northumberland and the whole country, I'm going to vote for Loggie this time. I don't like Mr. Robinson running against the government. He ought to do it."

Our own reporter was not at the Newcastle meeting at which the nomination day speeches were made, but we are credibly informed that the report of the speeches, in the World, is an impudent "fake," and that all who were present know it.

Does any sane resident of Northumberland believe the yarn that the people of Northumberland are to be taxed to build the transcontinental railway? If he does he is as ill-informed and ignorant as those who make the assertion take him to be. It is such soft-headed

Ayer's Hair Vigor. What are your friends saying about you? That your gray hair makes you look old? And yet, you are not forty! Postpone this looking old. Use Ayer's Hair Vigor and restore to your gray hair all the deep, dark, rich color of early life. Then be satisfied.



WILLIAM STEWART LOGGIE, Government Candidate for the House of Commons, whose election as Miramichi's representative at Ottawa will be in the County's best interests.

that papers like World and Advocate are paid to provide stuffing for.

Nomination Day.

The Returning officer for the pending Dominion election, John O'Brien, Esq., held his court for the reception of nominations last Thursday at the Court House, Newcastle, assisted by his clerk, Mr. M. S. Benson.

Mr. F. M. Eddy filed the papers of Mr. William Stewart Loggie and Mr. A. Davidson those of Mr. James Robinson. Mr. Davidson demanded a poll.

Mr. R. A. Lawlor, Q. C., objected to Mr. Loggie's nomination on the ground that he had not resigned his seat as a member of the New Brunswick Legislative Assembly and also as a contractor with the Dominion Government.

The objection was not entertained. Mr. Lawlor's grounds being non-existent.

A large and disorderly crowd assembled in the Newcastle Opera House to mar the nomination speeches.

Mr. W. A. Hickson was chosen chairman and he stated it had been agreed that on account of the sudden death of Sam'l Thomson Esq., Q. C. the speaking would be confined to the two candidates.

He referred, in sympathetic and appreciative terms to the deceased gentleman, and introduced Mr. Robinson, the Conservative candidate. That gentleman said he had stood by the policy he had announced four years ago, supported the purchase of the Canada Eastern Railway, assisted, "with Mr. Turgeon's help" in having the telephone line to Tracadie built, had dredging done on the North-west Miramichi, expected to have the railway operated between Newcastle and Blackville, would secure a daily mail to Escuminac, have a railway built down through Alnwick, would have Chatham Railway station brought into the town and, for an opposition man, was a most "promising" candidate. He was understood to express great sympathy with Mr. Morrissy who, to his mind ought to have been chosen as the Liberal candidate instead of Mr. Morrissy, was against the Grand Trunk Pacific Railway scheme of Laurier, heartily in accord with Mr. Blair, and expected the Conservative party to be in the majority after Nov. 3rd.

It must, in truth, be said that Mr. Robinson's remarks did not command the undivided attention of the audience and the interruptions during their delivery were not creditable to those who made them.

Mr. Loggie was received with hearty applause and made reference in his opening remarks to the death of Mr. Thomson and expressed sympathy with the mourning family. He felt proud of being the nominee of the Liberal party of the County and, after referring to his being a delegate to the Dominion Liberal Convention which met at Ottawa some years ago and formulated a platform, he said that event was followed in the next election by the accession of the Liberal party to power. The Liberal party's platform was a tariff for revenue. That idea had been carried out in the changes made by the Laurier Government. The Conservatives assert that the Liberals promised free trade but that was incorrect. They found an 18 per cent. tariff and reduced it to 15 per cent., which was a reduction of 18 per cent in the duties levied. He contrasted the buoyancy of trade in Canada compared with other countries and showed that the trade increase was more than double that of the United States in proportion to the volume in the two countries in the past eight years. When the Conservatives left office Canada had a trade of \$183,000,000, which had increased to \$423,000,000. He dwelt on the bank deposits, immigration, preferential tariff in favor of the Mother land, the increase of debt under the Conservative and its reduction by the

Liberals, the large expenditures on public works, railway extension, showed the advantageous character of the G. T. P. contract, dwelt on the opening up and development of the western country and also of New Brunswick's comparatively unexplored regions by the G. T. P., gave credit to the postmaster general for reducing the postage rates and turning a Conservative deficit of \$700,000 into a Liberal surplus of \$300,000, and appealed to the electors to sustain the Government which had ruled Canada so well and against which no scandal or wrong doing was ever charged. He wanted to go to Ottawa as the Liberal representative of Northumberland, to assist Sir Wilfrid in governing the country on the lines heretofore followed by him, to uphold Mr. Emmerson and New Brunswick's interests and accomplish all that he could for the upbuilding and development of this county in the way of public works; railway and what extensions and in every legitimate manner see that the wants of the Miramichi were attended to [applause and cheers].

An attempt by Mr. Robinson to reply to Mr. Loggie was prevented by a number of disorderly persons, as was also one of Mr. Loggie to get a further hearing.

The latter part of the proceedings, especially, were not creditable to those who turned the meeting into a kind of bedlam.

The names on Mr. Loggie's official nomination were—

- W C Winslow, Chatham
Robt Murray, Chatham
Wm Kerr, Chatham
T M Gaylor, Newcastle
George Brown, Chatham
W B Snowball, Newcastle
P Hennessy, Newcastle
T W Crocker, Blackville
J Y Bamford, Blackville
David Scofield, Escuminac
Edwin Allen, Tabusintac
Donald Gay, Loggieville
George Legoy, Chatham
Jas Nicol, Chatham
David J Buckley, Rogersville
Geo A Flett, Nelson
J D Maloney, Rogersville
Geo Stables, Newcastle
J A Randle,
Simon McLeod,
J M Troy, Chatham
Geo P Searie, Chatham
Charles Bernard, Bonous
Patrick Donovan, Chatham
John Johnston,
and some thirteen hundred others,

amongst whom were the following:

- J. H. Richards, Boiestown
John E. Hovey,
John W. Clowater,
Chas. T. Duffy,
J. S. Pond,
Fred A. Duffy,
David Sanson,
Harry A. Kendall,
Alex. McMillan,
Alex. Arbo,
W. R. McLoakey,
J. D. McMillan,
George H. Parker,
Arch Sandwith,
Wes. Hickey,
J. M. Haden,
H. D. Freese,
Lorenzo Chapman, M. D.,
Edw. M. Lagon,
William Dunphy,
Benj. Dennison,
S. M. Dennison,
Win. Gipsy,
D. F. Bamford,
D. F. Bamford,
Enoch Bamford,
James Maroney,
Charles Weaver,
Alexander McCran,
Wesley Weaver,
James G. Wessay,
Evert J. Wessay,
George Ward,
Ben. Stewart,
C. B. Ogilvie,
Chas. Hillbrand,
M. A. Kelly,
Justus Carroll,
W. C. Cumming,
E. H. Marsden,
Wm. Ogilvie,
H. Attridge,
R. H. Dak,
J. Brooks,
Everett Donald,
Charles Brown,
F. W. Crocker,
Simon McLeod,
John McCallum,
Milton Beck,
David Donest,
John Symist,
Lemuel Fletcher,
F. Frederick Whitney,
J. M. Troy,
Howard Manderville, Derby
Chas. F. Curtis,

- George Buchanan, sr Church Point
Peter Loggie,
Alexander Murray,
James McKenzie, Blackville
F G Wetmore,
Thos Dunn,
R M Grindlay,
W A K Underhill,
Henry Steel,
H H Harris,
Andrew Craig,
W H Underhill,
Benjamin Walls,
James Bean,
John McRae,
Alexander Scofield,
Sanford Connors,
Henry Lipsett,
David G Scofield,
George Ramsay,
Allan McDonald,
W J Kelly,
Frank Curwin,
George Fitzgerald,
George Harris,
Lake Mills,
J W P Dickson,
M S Stewart,
Joseph Jimmo,
John Ryan,
Edward Scofield,
William Shields,
George McDonald,
D A MacLean,
Charles Bernard,
Wm P Nowlan,
E A MacLean,
J H Fieger,
Geo McEwen,
Geo McE McFarlane,
John S McLean,
Charles McDonald,
Richard Scott,
Harry Miller,
D Wm Dick,
John B Bell,
Alfred King,
H A Eagles,
Geo Harrington,
Thos Lewis,
Wm Stothart,
J K Loggie,
J Flannibow,
A B MacKinnon,
Edward Nowlan,
George McKnight,
James McNaughton,
Donald Watling,
R J Sweezy,
Charles Anderson,
Shepherd J Frost,
Robert McLean,
Hugh McLean,
Hiram Lewis,
James Anderson,
Wm Kerr,
William Stewart,
Peter Bremick,
Thos DeBrazay,
Alex MacKinnon,
D Dickinson,
Jas Burbridge,
P Morner,
Albert G McLean,
William E Bernard,
James Nicol,
John H Templeton,
A S Templeton,
Robert Mays,
Charles Walker,
John LeMarquand,
John McMahon,
John Foley,
A McIntosh,
Wm Sweeney,
W G Tait,
Fred S Maher,
Arthur Martin,
Samuel McDonald,
C F Gross,
S Johnson,
Wm Woods,
D G Stewart,
John W Walls,
Daniel Dickson,
A C Jardine,
J F McLaughlin,
Matthew Carroll, Nelson
Peter Gorman,
Geo Barhill, jr,
John Fitzpatrick,
Mellie Henry,
John S Bell,
George Driscoll,
James S MacKinnon,
Andrew De Rock,
Edward Ahearn,
J H Wallace,
E D Brown,
Allan Flett,
Isaac G Eason,
Charles A Vye,
W A Johnston,
Robert Baldwin,
William Kagle,
George MacEachron,
James Beahut,
Alexander Vye,
Wm Shanahan,
Alfred Bateman,
William McKenna,
George Hubbard,
Geo A Flett,
Patrick Gaffney,
George Swain,
Dave Dickson,
William Dooley,
Jeremiah McCarthy,
James S MacKinnon,
Daniel Baldwin,
Wm Shanahan,
Patrick Hogan,
John Colman,
Chas Smith,
Carl Peterson,
E O Donoh,
D Doyle,
R L Malby,
R T D Aiken,
R H Armstrong,
John W Sobey,
John Bryant,
Donald Morrison,
John Betts,
and several hundred others.

Hon. Mr. Emmerson

ON THE Miramichi!

He addressed, large, attentive and enthusiastic audiences in Newcastle and Chatham!

Ladies grace the meetings by their presence!

No interruptions save by applause and cheers!

Hon. Henry R. Emmerson, Minister of Railways and Canals, visited Newcastle and Chatham on Saturday. He came to Newcastle early in the forenoon on his official car. It had been advertised that he would address a public meeting in Newcastle at 2.30 p.m. on Saturday, but as the funeral of the late Samuel Thomson Q. C., whose death took place suddenly on Wednesday afternoon was arranged for 3.30, the meeting was postponed until after that event out of respect for one who held so prominent a position in the professional, official and social life of the county.

It was, therefore, after four o'clock when Mr. Emmerson was driven to the

CARD. To the Electors of the County of Northumberland. GENTLEMEN:—At a regularly called convention of the Liberal Association of the County of Northumberland it was chosen as the party candidate for the pending election. I appreciate the honor conferred upon me and in the hope that my candidature will unite the party and be the means of once more placing Northumberland on the Liberal side in Parliament, I have been induced to lay aside personal considerations and place myself in your hands. The Liberal party has always had my undivided support. Under the able leadership of Sir Wilfrid Laurier, with Hon. Henry R. Emmerson as Minister of Railways and Canals and our leader in New Brunswick, it has the strongest claims not only upon the people of this Province, but the Dominion at large. Its period of power, beginning in 1896, has been one of unprecedented commercial and industrial prosperity. Its record is one of treasury surpluses and decrease of public debt—last year of over one million dollars—while its expenditures for the upbuilding and development of the country have been more liberal than those under any former government and the affairs have been honestly administered. The Liberal party will in this election be handsomely sustained all over Canada, and I am sure you must agree with me that it is time the grand old Liberal party of Northumberland should fall into line by electing a Liberal representative. I therefore ask you to rally to my support, and, laying aside any personal considerations or differences, and forgetting the past mistakes which have tended to weaken Northumberland Liberals, let us again unite and, fighting together, we are sure of success. I cannot in the short time between now and polling day meet and address you all as fully as I would like to do, but I confidently ask for your influence in my favor and your votes on the 3rd November. If I am elected, as I confidently expect to be, you may rely on my services for the promotion of the best interests of the Dominion at large and of the Miramichi in particular. I have the honor to be Your obedient servant, W. S. LOGGIE.

Newcastle Opera House, accompanied by a number of prominent citizens, the procession being headed by the Newcastle Band.

THE LADIES ATTEND. There was a large audience present and many ladies occupied seats in the gallery.

Mr. W. S. Loggie, the Liberal candidate, was the first of the party to appear on the platform and he was received with hearty applause.

Mr. T. W. Crocker was chosen to preside, and as he took the chair, Hon Mr. Emmerson entered and was received with enthusiastic applause.

The chairman, after referring to the sad event which had caused the change in the hour for opening the meeting, introduced Hon. Mr. Emmerson, whose coming forward to speak was the signal for renewed cheers.

HON. H. R. EMMERSON. [Our report of Mr. Emmerson's speech, which follows is merely a synopsis one, giving the points he made out not with the fullness in which they were presented.]

Mr. Emmerson expressed his gratification at meeting so large an audience, whose presence at this time of the day, betokened the deep interest felt by the people in the pending election. He had been meeting and talking to audiences all over the Province and the condition of his voice did not admit of his making a speech, but he would have just a little talk in which he would present two of the most salient features of interest in the campaign. After claiming Northumberland as being very near to him by right of inheritance, his father having been born here, he proceeded to say that there were

TWO GREAT PARTIES under which the affairs of Canada had been administered—the Liberal and the Conservative. Each had made its impress upon the affairs of the Dominion. He invited comparison of the results achieved by each during their periods of administration and claimed it could not be said that the Liberals suffered in any way thereby. He briefly referred to the prevailing trade prosperity, decrease of the public debt, in the face of the millions spent in public works and other facilities for developing the country and the surpluses under Liberal rule. He would not dwell upon these in detail, but referred to the home comforts of the people, and said the boys and girls knew that they enjoyed advantages they had not before, and that no such favorable conditions were known under Conservative rule, which was marked by an ever-increasing public debt, deficits and periods of trade depression which had been unknown since the Liberals came into power in 1896.

THE TRANSCONTINENTAL RAILWAY. Proceeding, he said he intended to dwell more particularly upon two subjects—the Trans-continental and the Intercolonial Railways. Early in the parliamentary session of 1893 the G. T. Pacific Railway scheme was introduced. It was called the Transcontinental, but it was for a line of railway which was to run from Port Simpson on the Pacific to North Bay in Ontario, where it would connect with the Grand Trunk. That road would deliver its freights, therefore, to another road running to Toronto and Chicago with Atlantic terminal in New York, Boston and Portland.

Cold Settles in the Back. It hits people in a tender spot and makes it mighty hard to brace up. Nervine will take that kind out of your spinal column in short order; it soothes, that's why relief comes so soon. Nervine's gentleness, that's why it cures. Nervine's strength, that's why it remedies. Nervine can't fail to cure lame back, lumbago, sciatica and neuralgia. Nervine is king over all muscular pain, has no equal and costs 25c per bottle.

TO RENT. The two story building on George St. lately occupied by Mr. Arnold McLean as Warehouses and Theatre shop. Second story was formerly occupied as a residence. Possession given 1st Oct-ber. J. B. SNOWBALL CO., Lth.

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