General Business.

EASTERN STEAMSHIP CO.

International Division.

ADDITIONAL DIRECT SERVICE.

Commencing June 30, 1902, Steamers leave St. John at 8 a.m., Atlantic Standard, on MONDAY, WEDNESDAY and FRIDAY, for Lubec, Eastport, Portland and Boston. For Boston DIRECT, on TUESDAY and SATURDAY at 5.30 p.m.

Returning, from Boston via Portland, Eastport and Lubec, MONDAYS, WEDNESDAYS and FRIDAYS, at 8.15 a.m. From Boston DIRECT, MONDAYS and THURSDAYS at 12, noon.

Freight received daily up to 5 p.m.

A. H. HANSCOM, G. P. and T. A. W. G. LEE, Agent, St. John, N. B.

CALVIN AUSTIN, Vice-President and General Manager, General Offices, 368 Atlantic Ave., Boston, Mass.

COMMON SOAP

WILL CAUSE

ROUGH SKIN

On Face and Hands.

We have just imported a large lot of

Olive Oil and Cucumber Soap

direct from the factory which we can sell for the best TWO WEEKS

—AT—

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall.

DENTISTRY!

Henry G. Vaughan, D. D. S.

Office Hours:—8.30 a.m. to 1 p.m. 2 p.m. to 6 p.m. Saturday—8.30 a.m. to 1 p.m. 7.30 p.m. to 9 p.m.

GAS ADMINISTERED.

PAINLESS DENTISTRY A SPECIALTY.

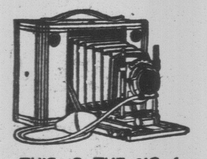
OFFICE—OVER MACKENZIE'S MEDICAL HALL, CHATHAM, N. B.

THE BEST STORE TO PATRONISE.

I beg to return thanks to my patrons for their favors of 1901, and as the year has come to a close the most important feature in my business is to make the next year more successful than the last. With that as a leading object in view I have selected my stock from best houses in the Dominion of Canada and United States and bought it at the lowest prices, so as to still enable me to increase my business by selling goods cheaper than I ever did before.

Call and prove my assertions when we shall show you many new stock at rock bottom prices. Thanking you for past favors, I await your visits.

ROGER FLANAGAN.
Water Street, Chatham.



THIS IS THE NO. 4

CARTRIDGE KODAK

and may be used with either Plates or Film.

It is our Highest Priced one, costing $25,

but we have them at

$20.00 $17.50 $15.00 $12.00 $10.00 $8.00 $5.00 $2.00 and $1.00.

Full Supply of

FILMS, PLATES, PRINTING PAPERS, DEVELOPERS, ETC., always on hand.

Mail orders promptly attended to.

HICKEY'S DRUG STORE

Administrators' Notice.

All persons having any just claim against the estate of Joseph M. Buddock, late of the Town of Chatham, in the County of Northumberland, proprietor of the Miramichi Foundry, are hereby requested to file the same with the undersigned administrators within three months from this date duly attested, and all persons indebted to the said estate are required to make immediate payment forthwith to the undersigned.

(Sgd.) MARGARET J. BUDDOCK,
CHARLES D. BUDDOCK.

INTERCOLONIAL RAILWAY.

TENDER FOR AN ENGINE HOUSE, ETC., AT ST. JOHN, N. B.

Sealed Tenders addressed to the undersigned, and marked on the outside "Tender for Engine House at St. John," will be received until

MONDAY, 18TH AUGUST, 1902,

for the above work.

Plans and Specifications may be seen after the 28th instant at the Office of the Terminal Agent at St. John, and at the Chief Engineer's Office at Moncton, N. B., where forms of tender may be obtained.

All the conditions of the Specifications must be complied with.

D. POTTINGER,
Railway Office, General Manager.
Moncton, N. B., 23rd July, 1902.

Real Estate Sale!

On the 22nd day of August, A. D., 1902,

at o'clock in the afternoon, in front of the Post office in Nelson Village, in the County of Northumberland, I will sell at Public Auction, to the highest bidder, the real estate of the late Julia Murphy of Bartaby River, consisting of the following, viz:—

All that lot of land situate in the Parish of Nelson and described as follows, to wit:—bounded on the north by land in possession of Thomas Gorman, on the south by the Point Gorman lot on the east by the Sutton Road and on the west by the Sutton Road, which said lot comprises seven and one half acres more or less;

Also that piece or parcel of land situate in the said Parish of Nelson and bounded as follows:—beginning on the northerly line of lot fifty two fronting on Barnaby River, granted to James Murphy, at its intersection with the westerly side of the road from Barnaby River to Nelson, thence running by the magnet of the year 1839 north eighty nine degrees west fourteen chains and fifty links, along the north range line of the said granted lot, or a spruce tree standing on the northwesterly angle thereof; thence north one degree east thirty three chains and fifty links, to a fir tree, thence south eighty nine degrees east thirty chains, or to the westerly side of the road above mentioned, and thence following the various courses of same to a southerly direction to the place of beginning, containing eighty acres more or less.

To be sold of the above land being authorized by Decree dated 15th July last, and granted by Sandford Fleming, Esquire, Judge of the Probate Court of Northumberland.

Dated 18th July, 1902.

M. POWER, Executor.

Miramichi Advance.

CHATHAM, N. B. - AUGUST 21, 1902.

The Intercolonial Railway.

There has been another series of official changes on the Intercolonial Railway which would be looked upon as revolutionary if the order brought about by them were not more in the nature of a return in the direction of former conditions than the establishing of new ones. It would seem to an outsider that the desire of the Hon. Mr. Blair, since he first became minister of Railways, has been to divest the management—the working—of the road of disabilities which had grown and fastened themselves upon it as its operations expanded. It is, perhaps, no serious reflection upon those who preceded him in the headship of the Department that the Intercolonial's operating expenses were larger in proportion to its earnings than those of other big roads which however, were owned and run by companies. Political influences and claims forced themselves in and so hampered those in charge that business considerations had to be subordinated to them. It was natural that, under the circumstances, fault should be found by the general public who were not in a position to appreciate the disabilities the road's officials had to contend against. It, therefore, happened that individuals, instead of the system were blamed, and there was an outcry against them, which could only be satisfied by the introduction of new men from whom better things were expected.

It is not necessary to enumerate the changes that have been made in the last five or six years, but they have been important as affecting the control of the maintenance and operating departments. It is evident that all that was expected to result from them has not been realised, yet it cannot be said that they have been altogether unfruitful, or that the men who came, tried their skill and have gone again, labored in vain. It has doubtless, been fully demonstrated that the methods of maintaining and operating a railway built by government for the purpose which the Intercolonial was chiefly designed to serve, cannot be entirely assimilated with those under which company roads, built to be run as commercial enterprises, are.

We are not entirely acquainted with the details of the management of Mr. Harris, who was the first "expert" brought into the Intercolonial service and given practically a free hand in the direction of administering its traffic affairs on business principles, as distinguished from the mixed business and political system theretofore in vogue. We remember, however, that from the day he was appointed until that on which he resigned, he was about the worst abused man in the service. It was natural that it should be so, for men long identified with the railway's administration realised that they had been officially prevented from doing what it was expected the new traffic manager would accomplish, and they could not be expected to hail his advent with enthusiastic acclaim, while the patrons whose traffic requirements had been met on a political basis, and whose "cinches" were to be interfered with by "Lord Harris" also made no secret of their intention to drive him out. Mr. Harris, therefore, met the fate of all who set out to accomplish the unattainable. Any other man would have similarly failed. If any old official of the road had been set at the task assigned to Mr. Harris, he might—to use a Dooleyism—have kept his job longer, because of his better acquaintance with local conditions, but it would have been only a matter of time when he too would have been retired.

The next new high official introduced into the service was Mr. E. G. Russell, a native of New Brunswick, who had passed through nearly all the grades of telegraph and railway work, in a thirty years' experience in Canada and the United States. He was given the position of Manager of the Intercolonial and the biggest salary in its service—$7,000. He exercised control over all departments of the railway excepting those of Audit and Stores. Whatever may have been the merits of his work, or his qualifications as a Manager, he had the same conditions to contend with as those which handicapped Mr. Harris, and he has resigned. So far as we can learn, he endeavored to effect changes which he thought would benefit the road and its administration in the public interest, from a purely business standpoint. He suffered shipwreck, however, on the old rock of political conditions which are and ever will be inseperable from Intercolonial administration, so long as it is under the control of a Government department.

As we have suggested, the experiences of the Intercolonial with the ex-managers, while it has cost something in the way of salaries that appear large when compared with those of equally good men long in the service, must have their compensations. These managers, doubtless, worked along some new lines with success in some cases and failed in others. Their successful leads can be followed up and their failures serve as warnings against future experiments in the same channels.

Now that Mr. Russell has ceased to be manager, the office of Assistant Manager, held by Mr. E. T. Horne, has been abolished. His salary was $3,600 a year. General Manager Pottinger takes control—as he is well able to do—of the responsibilities of these two offices, and will be aided by Mr. J. E. Price, whose former office of Assistant Superintendent is re-established. Mr. Price will have control of the train service, stations and maintenance of way and works, with headquarters at Moncton and salary of $2,400 a year. He is succeeded at Campbellton, as district superintendent of the Moncton and St. Flavie district by Evan Price, brother of H. A. Price, district passenger agent at Montreal. H. H. Bray succeeds Mr. Price as chief train despatcher at Campbellton.

The district superintendents of the three larger divisions—Halifax and St. John, Montreal and St. Flavie, and Sydney and Oxford—will each receive $100 a year extra, increasing their salaries to $1,800 each per annum.

There is a rumor that Mr. Pottinger is to be made deputy minister of Railways at Ottawa, but while, for personal reasons, many would like to see him relieved of the hard work he has so long done in connection with the practial management of the government railways, there is a feeling that it would be difficult to find a man so thoroughly competent to take his place at Moncton. He has worked up through all grades in the service of the Intercolonial, and much of its excellent condition and position, to-day may be attributed to his painstaking supervision and faithful performance of duty.

He Will Not Resign.

The World, the little organ of the "Ancient Order of Growlers," published in Chatham, N. B. condemns Premier Laurier for having failed to meet the views of everybody in England, although its condemnation of the head of the Dominion Government is as much more vigorous and unreserved as it is itself irresponsible and obscure. Sir Wilfrid's friends may assume that he will survive the onslaught and not even contemplate resigning the premiership on account of it.

Fast Line.

The St. John Globe says:—

"As regards the Canadian terminus of a fast line of passenger steamers—say twenty four knot vessels—it would surely be better to have one port all the year round than to have two ports. Quebec is talked of for a summer port and Halifax for a winter port. Halifax is a good port for winter and a good port for summer; and if it be selected as the one it may as well be the other. That would give permanence to the landing place, and it would avoid the dangerous run up the St. Lawrence, which is, of itself, a matter of some importance; but of course the selection of a port depends somewhat upon the nature of the service. With a good fast freight line St. John would do as well as either of the other places named."

The Globe's last sentence is somewhat involved, but it is evidently a suggestion that St. John is as good as Halifax as a terminus for a fast mail and passenger steamship service. The Globe would probably advocate Montreal as such terminus, if it were published there—such is the influence of environment. Mr. Tarte is for dividing the privilege of playing terminus between Quebec and Halifax. That is, he would let Halifax be used when Quebec is frozen up. What Canada needs in connection with the fast line business is less small politics and more statesmanship.

(Gleaner.)

Mr. Tweedie's Return.

The Hon. Mr. Tweedie has wasted no time on the other side of the Atlantic after the coronation ceremonies were over, for he is now on the ocean on board of the Lake Simcoe on his way back to New Brunswick. Mr. Tweedie has, no doubt, had a pleasant visit to the Mother Land, but we can easily understand that he has felt somewhat impatient at having to wait there so many weeks to take part in the coronation ceremony. Mr. Tweedie is essentially a man of business, and even court ceremonials have no charms for him when there is work to be done. The people of New Brunswick were glad to have the province represented by the Premier on such an occasion. They will also be glad to welcome him home, and he will no doubt find the atmosphere of New Brunswick more congenial than that of a court.

Not an Agitators' Journal.

The Boston Pilot, which is recognized as an authority in matters political, at any rate, affecting the Roman Catholics, does not appear to agree with the position taken by a class of Canadian papers, which make a business of promoting dissatisfaction with their political status amongst people of that faith. The Pilot says:—

"Archbishop Ireland is as good an American as he is a Catholic, and America is the happy home of millions of Catholics; but all the same there is no need of overpraising a good thing, as he does when he says: 'Let justice be done to America; in no other country is there a government so fair-minded, so impartial, so willing to treat all classes of citizens with absolute justice as that with which we are blessed in America.'

"The Archbishop of St. Paul need not travel more than half a day's journey from his home to find a country where it would not be impossible for a Catholic to be at the head of the government, where a Catholic is actually at the head of the government today; where Catholic cabinet officers of high rank, governors, chief justices, military and civil dignitaries of all kinds are as common as in Archbishop Ireland's country they are uncommon and almost impossible; where justice in the matter of religion in education is a thing of course, as it is not in the United States."

The Rhodes Scholarships.

A London cable of 12th to the Toronto Globe says that the trustees of the Rhodes scholarships have selected Dr. G. R. Parkin to organize the scheme and to visit the countries to be benefitted by this educational bequest under which two hundred picked men are annually to receive a British education. Dr. Parkin has made it a condition of his acceptance that he shall be given time in which to put Upper Canada College on the best working basis.

The selection is an excellent one.

A despatch of 15th from London says:—

Prof. Parkin sailed on the Oceanic yesterday for Toronto via New York, to attend to some business at Upper Canada College. He will return to London in October, and afterwards visit Canada, Australia and the United States in connection with a scheme for the establishment of Cecil Rhodes scholarships. There will be a London office for carrying out the business arrangements under the will.

Mr. Charles W. Boyd, son of the Rev. A. K. H. Boyd, of St. Andrews, will be secretary. Mr. Boyd has been private secretary to Dr. Jameson and Mr. George Wyndham, and acted for a long time as one of Mr. Rhodes' confidential agents, being with him in South Africa, and knowing Lord Milner, Mr. Kruger, Mr. Chamberlain, and all the great figures in the recent imperial drama. The London office will be opened in the autumn and Dr. Parkin's recommendations for a general plan of operations at Oxford will be made in time for carrying the scholarships into effect a year hence.

It is said in some quarters that it will be 1904 before the general plan can be put into operation.

The Wood Trade.

[Timber Trades Journal, 9th Aug.]

Liverpool—These continued holidays are somewhat cramping business, though not sufficiently to make any moan about. After this week we expect more liveliness in all branches of the trade.

The Canadian business continues to be chiefly a contract business, and such important articles as waney board pine mainly go away direct to the consumer in the country. And of pine deals we find nothing new to say further than that the consumption has equalled the import at firm prices for second and third, but for first more money is required to cover the extreme rates now asked by the Ottawa millmen.

Spruce deals keep on their recent firm basis of, say, £7 6s. 6d. c.i.f. for common run of mill fall, with corresponding increase for better specifications and assortments. Whilst on the subject of spruce deals, we may say David Roberts, Son & Co., Ltd., of this port, have just received a shipment of Roumanian spruce, chiefly 3x11 and 3x9, and of an extraordinary long average length, some running up to 32ft. We saw some going through the planing machine and they came out with clear and satiny surface. These were being prepared for one of the Liverpool liners which has been chartered by the Government for five years for transport duty. As these fixtures will be permanent until the time charter is over, it speaks well for the quality of the new import. We hear, however, that the brokers are already asking a large advance in price, which in general opinion is likely to strangle the baby in its birth.

Shoddy in British and American Woolens.

[By Alfred Mansell, Shrewsbury, Eng.]

An article: "Why is Wool so Cheap?" states that shoddy is the great feature in the trade of one of the leading towns of the Heavy Woolen Districts of Yorkshire, and it is well known that the mills do turn out an enormous weight of goods, the material being composed mostly of shoddy, cotton and the like. Sixteen pence to eighteen pence per yard (broad width), is the price of these so-called woolen goods, and plenty of attractive fabrics are made at less.

It is also stated that Scotch manufacturers of tweeds, who hitherto used no shoddy, have had to resort to its use in order to compete with the composition of similar articles largely composed of shoddy produced in several Yorkshire towns and elsewhere.

The manufacture of artificial wools—and it is somewhat difficult to understand the designation—is said to be a large industry supplying manufacturers with a cheap substitute for the real article.

In speaking of the trade of another town in the Heavy Woolen district, the Yorkshire Observer says it is noted for its classical cloth, cheap dress meltons, dyed in classical shades, which find their chief markets in Greece and Levantine ports. If all goes well there is a great future for these goods. The twills and serges produced here are in great favor with wholesale clothiers, and, combined with an export demand, a steady trade results the whole year round. Into the composition of the higher grades a percentage of wool enters, but it is small. The cheap costumes which adorn the windows of many mantle shops are made in this locality. Tweeds and mantle cloths from 1s. 3d. per yard form another important branch, and are made largely throughout this neighborhood. Speaking of military and police clothes "strength being the test," there is little room for mungo or shoddy, and even the tender wool caused by the Australian drought is not admissable.

A well known Yorkshire firm replying to an enquiry on the subject states,—"There is so much mixing done now-a-days to bring goods in at such low prices, that it takes a very good man to tell what there is in some of the manufactured articles.

In the Yorkshire Post's annual trade review of December 7th, 1901, a 54 in. cloth is spoken of which sells at 1s. 1d. per yd., which is composed of all shoddy, but is classed as woolen goods.

The Hon. Geo. W. Wallace, Sante Fe, New Mexico, in an able article on "Substitutes for Wool," recites a statement by a commission house in the trade that 90% of woolen goods contain cotton, and that in 45% the proportion of cotton is ¾; and when in addition to this cotton, the stuffs which masquerade under the score of aliases, such as shoddy, mungo, wastes, flocks, loom flyings, wool extracts, noils, wool stock, manufactured wool jute yarn, &c., &c., the wonder is not that the sales of wool fall off so largely, but that any wool is used at all.

I thoroughly agree with his deduction, and also in his statement that the adulterated cloth has neither the wear nor the warmth of honest woolen goods. Mr. Wallace continues by stating that an expert witness before the Ways and Means Committee of the fifty-fourth Congress, testified that the first-class large worsted mills of the United States had put in the French and German process by which short-wool-fibres could be used. This is a fact which speaks for itself. Quoting further from the same source, an English correspondent of an American paper writes:—"I give designs and particulars for two most excellent cloths. The worsted panting will make a cloth particularly adapted to the American taste, and it can be made very well on a cotton-backed cloth and mungo filling."

Again, a trade journal in a technical article says:—"The proper finishing of low-grade face goods requires great skill and care, as generally such goods contain a large percentage of cotton in both warp and filling, the amount of wool being only sufficient to form a face to cover the cotton, and it is seldom of the best quality."

Quoting Mr. Muthaser, the greatest manufacturer of shoddies in the United States, Mr. Wallace gives the annual consumption of shoddy in the United States at 40 million pounds, displacing 120 million pounds of wool. The National Live Stock Association of America puts the figures for 1900 as follows:—(and this I presume refers to the U. S. only), Shoddy used in 1900—74 million pounds displacing 222 million pounds of wool, or equal to 72% of all wool in the United States that year. In other words it displaced wool equal in quantity to that clipped from 42,990,000 out of 61,415,000 sheep owned in the United States. Therefore but for this shoddy there would have been used 222 million more pounds of wool.

An instance is given of the discovery by accident of the fact that a most reputable (!) and well known manufacturer, who had a contract to supply the Government with 50,000 army blankets, was found to be stuffing the same with shoddy to the extent of 50%. Cotton is also introduced into blankets made in England, and in some cases exceeds 50% of the material used.

The rapid increase in the use of shoddy in the United States is shown by the following figures:—In 1860 thirty establishments had an annual output of a value of $400,000; in 1890 the census showed ninety-four establishments and a product valued at $9,208,011.

F. W. HODSON,
Live Stock Commissioner.

"Sam. Napier's" Death.

Samuel H. Napier, an ex. M. P. P. for Gloucester county, but who, for a number of years, has been almost out of the public mind, appears to have died a sudden and lonely death far from human companionship or aid. An Ottawa despatch of 15th instant stated that a story comes from the wilds of the Gatineau that an old man named Samuel Napier was found dead in one of Gilmour & Hughson's shanties about 100 miles in the forest, where he had been stationed to look after the depot camp of the firm in that famous lumbering region. He was sent in about May 1st and had been alone, with the exception of his dog, as company. During June he was visited by some of the firm's employes who found everything all right. Napier, who was fond of talking of his experiences as a gold miner and of his subsequent membership in the New Brunswick legislature, was living his solitary life in comfort and happiness. Last week some men were sent in to inspect the premises and found the body badly decomposed in a sitting position beside the table. His dog, which doubtless had become ravenous from starvation, had eaten away a large portion of the body. How long he had been dead will never be known but from the position of the body it is evident the call must have come suddenly.

Samuel H. Napier was a unique character as a legislator, and those who remember him as he appeared at Fredericton thirty years ago will recall some peculiar scenes of which he was the central figure, both in the legislature and out. He was known as one of the Napier brothers who had found the famous "Blanche Barclay" gold nugget at Kingower, Australia, and he often entertained enquirers with the narrative of the vicissitudes they had passed through before its discovery and the schemes they resorted to afterwards to protect it and themselves until they got it to a bank in Melbourne. After his term in the legislature, Napier resided in Bathurst and other parts of the country, the fortune which came to him from the sale of the nugget being comparatively thrown away. Finally, he left the province, his wife continuing to live in Bathurst, where she conducted a restaurant.

In connection with poor Napier's death the story of the finding of the nugget, as he related it to a newspaper interviewer, will not be uninteresting: He was a seaman, making voyages between Liverpool and Melbourne in the fifties, his brother, Charles, being one of the many who found their way to Australia from New Brunswick and elsewhere during the gold discoveries in that country. Finally, he left his ship and joined his brother at Kingower, in 1857. They had ill luck for a time and were almost in despair. His brother, after working with him at the claim which they had acquired, grew despondent and contemplated abandoning it. They had got down to a depth which they believed to be fully below hope of finding gold, and his brother concluded it was useless to try further. Samuel, however, thought he would have one more try, and after an early meal on the 17th of August—midwinter in that region—he went to the shaft and renewed his digging. Relating what followed Napier said: "My pick struck something hard. I knew at once that it was not a bowlder, there was not the same ring to it. It struck dead. Scraping away the dirt, I caught sight of the bright yellow color of pure gold. I knew at once that it was a nugget, but its size I could not tell. This was about ten o'clock in the morning. My brother was working in another part of the claim and I immediately called to him to come. My first thought was that someone would come along and see that we were digging out a nugget; so we tried to keep it partially covered while we dug away with pick and shovel.

"Wasn't you excited?" I asked.

"Excited?" said Napier, interrogatively, "I cannot describe to you how excited I was, especially when the nugget was at last got free. It was all I could do to lift it, and I saw that it was solid, pure gold. It was two feet four inches long, by ten inches wide and from 1½ to 3¾ inches thick. It weighed exactly 146 pounds, four ounces and three pennyweights, and was actually the largest and finest nugget of pure gold ever found anywhere in the world. One or two others were found that weighed as much, but they were not solid nor pure gold."

"You knew that it was of great value?" I inquired in a speculative way.

"Certainly; I knew it was a fortune, and the very knowledge that it was enormously valuable made us afraid that someone would discover what we had found and seek to rob us. The first thing we did was to cover it over with loose dirt, and then we sat down to plan how we would get it out so as to prevent anyone knowing it. We discussed scheme after scheme, until we worked ourselves into a great anxiety. How could we get that nugget out without someone seeing it? Had we only unearthed a fortune to find ourselves in danger of losing it?"

The Napiers now realized that sunshine and shadow move swiftly after each other. How could they keep from being robbed of the nugget they had found but a few minutes before? What if to-morrow should find them poor again? The perspiration poured from their faces in the agony of fear that this thought produced. Like all rich men they began to mistrust everybody and everything. Some shadowy spectre was ever running away with their nugget. But something had to be done quickly, no matter how great the risk. Necessity is always the motherhood of invention.

"At last we hit upon a plan," continued Napier. "We remembered that we had loaned a tub to a tailor in the mining camp. We would go down to his place and get the tub on a wheelbarrow, and as we passed the hole where the nugget lay we would place it in the tub. We arranged the whole plan very carefully. We were to take turns in wheeling, and if anyone spoke to us one was to stop and talk to him while the other wheeled on. The scheme worked well, and just about dark we landed the nugget in our tent. We threw it under one of the low beds, and sat down for midnight. Early in the night we put out the light and pretended to go to bed. It seemed to us that twelve o'clock would never come; but at last all lights were out and not a soul stirred in the camp. Now was our time to put the nugget in a place of safety.

"With pick and shovel we began to dig right in the centre of our tent. We worked hard, and in the course of a few hours we had a hole six feet deep. Into that we laid the nugget and filled in the earth with great care, so as to not leave a trace of our work. Then we felt safe. No one had seen the nugget but ourselves, and it was now buried six feet out of sight. No one could get it without great trouble.

"But a nugget buried in the ground was no use to us. We must get it into Melbourne. That was our next problem. There was plenty of time to organize a plan, and besides, there might be other nuggets in our claim. We might see about that. For a time we watched the tent; but after a while went to work every day and left the tent open. We thought it was the best way to prevent suspicion, and it worked all right. No one in the camp knew of the nugget, and our fortune and lives depended on the secret being well kept.

"For three months the nugget lay buried in the ground, and at the end of the period we had washed out our claim. We found a number of nuggets in the same hole, one of which weighed eight pounds. But the big nugget was all we actually got out of the claim; for after paying up all our scores we had only a thousand dollars left from the washings. Supplies were enormously dear. Then we arranged to quit the digging and go to Melbourne, which meant a long ride. Armed only with a shotgun and a revolver, we started in a one-horse cart, and in due time, without delay or suspicion on the part of others that we had a prize, we reached Melbourne.

"Next day we deposited the nugget in the bank, and our fears were at an end. The news spread like wildfire, and thousands rushed to the Kingower gold fields. While in Melbourne we named the nugget the 'Blanche Barclay,' after the beautiful daughter of the governor, and by that name the model in the British Museum is known. The bank gave us an insurance of $50,000 for the safe delivery of the nugget in London, and at the end of August we sailed for England.

"When we arrived in England we were made the lions of London. The papers wrote up the story of the great nugget and told who we were. I was born on the Bay of Chaleur, so that I was recognized everywhere as a Canadian. The Queen sent for us and we dined at Buckingham Palace. We drove down from the Bank of England under a heavy escort, taking the nugget with us. Her majesty and the Prince Consort received us most graciously, and the Prince of Wales, who was a lad of fifteen, showed a very deep interest in the nugget. I do not wonder at that, for it was the prettiest sight one could see. It was 23.7 carats fine, or as near absolutely pure gold as it is possible to get. Of course, the young Prince could not help it.

"Then the nugget was put on exhibition at Crystal Palace, for which privilege we were paid $250 a week. We lived at a small hotel on the Surrey side and had a great time. This lasted for three months during which time Sir Roderick Murchison had a cast made of the nugget for the British Museum. The work was so perfectly done by an Italian that you couldn't tell one from the other until you lifted them. He also gave me a duplicate.

"Finally we sold the nugget for $60,000. It was not worth more than $50 000 intrinsically, but being the largest and finest gold nugget ever found, we got $10,000 more than its real value. After a time it passed into possession of the Bank of England, the intention being to keep it for the British Museum; about that time a new general manager, or new directorate, came in, and to the surprise and regret of everyone the nugget was one day melted down and turned into money. It yielded about ten thousand sovereigns. And that was the end of the nugget."

HOBBLED SIX YEARS.

Cured in Six Weeks of Chronic Rheumatism by Ferrozone.

Hundreds, aye thousands of cures have been put on the market for Rheumatism during the past few years, but a remedy with power to cure Chronic Rheumatism, Ferrozone excepted, in the estimation of Mr. Cullen, of Sturgeon Bay, does not exist.

Mr. Cullen says, "As everyone knows I have been simply tortured for years with Muscular Rheumatism, not the ordinary kind that bothers most people, but the kind that ties one up so that he can't move.

"For six years I hobbled about like a cripple, unable to move without crutches and canes. I used quantities of medicines, special baths and so forth, but they didn't help me very much.

"On the advice of a Presbyterian minister I used Ferrozone, gave it a good trial at first and when I saw it was helping, I bought six boxes and took one tablet at the close of each meal. I am perfectly cured and am to-day as spry as a youngster of ten. I am convinced that my recovery is entirely due to the marvellous action of Ferrozone."

Mr. Cullen's case is a fair example of the kind of cures that Ferrozone is effecting every day. In severe cases of Neuralgia, Sciatica, Rheumatism and Lumbago, it acts with surprising alacrity, and no case is recorded where it failed.

Ferrozone cures these diseases because it is a solvent for uric acid in the blood. It removes all traces of it and other poisons from the blood in from two to ten days. Then it builds up and invigorates the system, and makes weak, sickly people strong and well enough to resist and ward off disease.

The best rheumatism remedy that one can buy is Ferrozone. It relieves quickly and cures so perfectly that the disease never again returns. After all other remedies fail, it cures, and that is the sort of medicine you want. Ferrozone price 50c. per box, or three boxes for $1.25. Sent to your address by mail if price is forwarded to N. C. Polson & Co., Kingston, Ont. At C. P. Hickey's, Chatham, N. B.

PUBLIC NOTICE!

Notice is hereby given that the undersigned have deposited in the Offices of the Honorable, the Minister of Public Works at Ottawa, the plan and a description of the site of a proposed extension and addition to their mill wharf at Loggieville in the County of Northumberland, Province of New Brunswick, and on the westerly side of the River Miramichi and that duplicates of the said plan and description have been deposited also in the Office of the Registrar of Deeds for the said County of Northumberland, at Newcastle in the said County. Also that application will be made to His Excellency the Governor-in-Council for approval of the said plan and site and of the building of the said extension and addition to said wharf.

Dated, Chatham N B, July 23rd, A D 1902

DAMERY & McDONALD.

WANTED

THE St. JOHN Business COLLEGE

Capable and intelligent young men to learn Shorthand. We cannot begin to supply the demand for such writers, and no class of work gives better opportunities for advancement.

Send for pamphlet, "Male Stenographers Wanted," showing the demand, and the openings a stenographic position gives for rising in the world.

Students can enter at any time.

S. KERR & SON,
Odd Fellows' Hall.

DR. C. B. MCMANUS.

DENTIST.

Rooms over J. D. Creaghan's store, Newcastle. Is prepared to do all work in a most satisfactory manner by latest methods. All work guaranteed.

FIRE WOOD.

For sale a quantity of slab, edgings and spar wood all in three to four feet lengths, and fairly dry. Apply at office.

J. B SNOWBALL CO., LTD.

Yacht for Sale.

The Sloop "Winogene" 6.83 tons register, 36 feet overall, ten feet 2 inches (10.2) beam, draft 3 feet 6 inches, with air 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 Club, often beating the larger boats such as the "Canada." She has won and now owns the "Willis Cup" also holds the "McLellan Cup" winning these Cups from the race "Athene" which has a fortune fit of sails. She could not be built for double the money asked for her, $150 cash, in Saint John. The owner selling on no fault, but has not time to use her. Any officer of the club could inform any 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 boats here.

Any further information will be furnished by her owner, or any officer of the R. K. Y. Club.

Apply to

EDGAR H FAIRWEATHER,
67 Prince William Street,
Saint John, N. B.

UNPACKING TO-DAY!

ONE CAR LOAD

—OF—

FARMERS' WAGONS, DUMP-CARTS, CART WHEELS AND AXLES

(the latter in all sizes from 1½ to 4-inch tires) with and without bodies.

Call and see this lot at

THE WAREROOMS

—OF—

THE LOUNSBURY Co., Limited.

Cunard Street, Chatham.

ROYAL BAKING POWDER

ABSOLUTELY PURE

Makes the food more delicious and wholesome

ROYAL BAKING POWDER CO., NEW YORK.

CANADA EASTERN RAILWAY.

IN EFFECT JUNE 16, 1902.

Until further notice, trains will run on the above Railway, daily (Sundays excepted) as follows:

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down)			FOR FREDERICTON (read up)		
Freight	Express		Express		Freight
7 00 a m	4 00 p m	Fredericton	1 45		5 25
7 10	4 10	Gibson	1 42		5 20
7 40	4 15	Marysville	1 25 p m		5 05
9 20	5 27	Cross Creek	12 00		2 50
10 45 a r	6 25	Boiestown	10 45 l r		1 15 pm
11 00 l r			10 40 a r		
12 00	7 10 a r				11 00 l r
12 05 p m	7 25 l r	Doaktown	9 50		11 45 a r
1 55	8 25	Blackville	8 42		10 00
3 10	9 30 a r		7 40 l r		8 30
3 45	9 25 l r	Chatham Jct	7 30 a r		7 30
4 05	9 45	Nelson	7 00		7 10
4 40	10 05	Chatham	6 40		6 40
5 00 a r	10 20	Loggieville	6 20 a m		6 25 a m

Connecting with I. C. R.

GOING NORTH.

	Maritime Express	Day Express
Lv. Chatham,	12 00 p. m	1.00 p.m.
Nelson	12.20 a m	1 20 "
Ar. Chatham Junc.,	12 40 "	1.40 "
Lv. " "	1.00 "	2.05 "
Nelson	1 20 "	2.25 "
Ar. Chatham,	1 40 "	2 45 "

GOING SOUTH.

	Maritime Express.	Day Express
Chatham,	6 50 a. m.	10 20 a. m.
Nelson	6.50 "	10.40 "
Ar. Chatham Junction,	7.10 "	11.00 "
Lv. " "	7.40 "	11.50 "
Nelson	8.00 "	12.10 "
Ar. Chatham	8.20 "	12 40 "

The above Table is made up on Atlantic standard time.

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations:—Derby, Siding; Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blackville Carroll's, McNamara's, Lottor, Anie Crossing Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

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

STANLEY, SHAW & PEARDON,

Practical Plumbers

—AND—

Sanitary Engineers.

Plumbing and Hot Water Heating.

WATER STREET. (next door to the Hocken Building) CHATHAM N. B.

POST OFFICE BOX 189.

Marlin

.32 Cal. High-Pressure Smokeless

IN MODEL 1893

WE are prepared to furnish our full line of Model '93 rifles, solid and take-down, for the new .32 Caliber HIGH PRESSURE SMOKELESS cartridge. This size uses a 165-grain bullet and has a velocity of over 2,000 feet per second, making it the most powerful cartridge made for an American gun with the exception of the .30-40 U. S. Army. It is sufficiently deadly for any game known in North America.

Another great advantage is that the barrel is not bored and rifled (but not chambered) exactly the same as the regular .32-40 Marlin, one turn in 16 inches. This makes the use of black powder and lead bullets as satisfactory and convenient as in a regular black powder rifle.

This size is the first high-pressure arm developed in this country for a caliber larger than .30, and the first to use a stem enough larger to give best results with black powder ammunition.

Prices same as .30-30 MARLIN. 128-page cat log of rifles, shotguns, ammunition, etc., cover in 5 colors, mailed for three stamps.

THE MARLIN FIRE ARMS CO.
NEW HAVEN, CONNECTICUT

TO LET—IN ELKIN BLOCK.

ONE STORE 21 x 55 feet, with basement well ventilated and drained and good rear entrance and accommodation.

PHOTOGRAPH GALLERY with single slant light, 29 x 40 feet.

1 FRONT OFFICE 17 x 20 feet (2nd floor)

1 CLUB ROOM 29 x 55 feet (3rd floor)

Apply to W. J. ELKIN.

Bank of Montreal.

ESTABLISHED 1817.

Capital	(all paid up)	$12,000 000
Reserved Fund		8,000,000

(TWENTY MILLION DOLLARS!)

IN THE SAVINGS BANK DEPARTMENT

of this Branch, interest is allowed

AT CUR