General Business.

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 next **TWO WEEKS**

—AT—

3 Cakes for 10 cents.

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

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Henry G. Vaughan, D. D. S.

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OFFICE—OVER MACKENZIE'S MEDICAL HALL.

CHATHAM, N. B.

January 5th, 1903.

THE St. JOHN Business COLLEGE

Is the date for beginning our new term.

We thank the public most hartily for the very generous patronage enjoyed during the year now closing.

We will try hard to merit even greater confidence throught 1903.

S. KERR & SON,

Oddfellows' Hall.

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, 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 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 racer "Wahbewawa." She has a full outfit of sails. She could not be built for double the money asked for her, $250 cash, in Saint John. The owner sells for no fault, but has not time to use her. Any officer or member 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.

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EDGAR H. FAIRWEATHER,
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Either on full or part time.

Are you satisfied with your income? Is your time fully occupied? If not, write us. We can give you employment by the month on good terms or contract to pay you well for such business as you secure for us at odd times. We employ both male and female representatives. The next three months is the very best time to sell our goods So de posit is required; outfit is absolutely free.

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STONE & WELLINGTON,
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Old Postage Stamps used between 1840 and 1870 worth most on envelopes. Also old Blue Dishes; old China, Brass Andirons, Candlesticks, Trays and Snuffers, and old Mahogany Furniture. Address

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IMPERIAL LIMITED To PACIFIC COAST	The Fast Train leaving Montreal every Sunday, Wednesday and Friday, making the run to Vancouver in 97 hrs. Carries Palace and Tourist Sleeping Cars.
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We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all.

WARMUNDE. EXPERIENCED WATCHMAKER
Pallen Corner Chatham N. B.

Marlin

.32 Cal. High-Pressure Smokeless

IN MODEL 1893

WE are prepared to furnish our fall 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 arm, 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 barrels are 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 slow enough twist to give best results with black powder ammunition.

Prices same as .30-30 MARLIN.

120-page cut log of rifles, shotguns, ammunition, etc., cover in 9 colors, mailed for three stamps.

THE MARLIN FIRE ARMS CO.
NEW HAVEN, CONNECTICUT

Miramichi Advance.

CHATHAM, N. B., - FEBRUARY 12, 1903.

The Legislature Dissolved.

A Royal Gazette extra of Thursday last, 5th inst., contains the following;

By His Honour The Honourable JAMES BUNTING SNOWBALL, Lieutenant-Governor of the Province of New Brunswick.

J. B. SNOWBALL

PROCLAMATION.

WHEREAS, the Legislative Assembly of this Province stands prorogued to Thursday, the Twelfth day of February, instant, I have thought fit to dissolve the said Legislative Assembly, and the same is hereby dissolved accordingly.

And I have thought fit further to order and direct that Writs for calling a new Legislative Assembly, to meet on the Fifth day of March next, be forthwith issued in due form, returnable forthwith to our Provincial Secretary at Fredericton.

Given under my Hand and Seal at Fredericton, the fifth day of February, in the year of our Lord one thousand Nine hundred and three and in the third year of His Majesty's Reign.

By Command of the Lieutenant-Governor.
L. J. TWEEDIE.

We observe that a number of the papers in the Province assume that the Legislature is to meet on the date named in the proclamation. That, however, does not necessarily follow, as it is not called "for the despatch of business" on fifth of March and the opening may, therefore, be deferred, to a later date.

Dredging in the S. W. and N. W. Miramichi.

When Premier Tweedie was in Ottawa last month he brought to the notice of Hon. Mr. Sutherland, Minister of Public Works, the necessity of having parts of the channel of the Southwest Miramichi between Flett's mill and Millerton, and of the Northwest Miramichi, between the Railway bridge and Redbank, dredged. The Minister referred the matter to resident Engineer Day a week or two ago for some preliminary information and has now directed that gentleman to make the necessary soundings with a view to having the work done during the coming summer.

New Wharves.

The necessity of new wharves on the north side of the Miramichi opposite Loggieville and at Oak Point having been urged upon the notice of the Minister of Public Works at Ottawa by Premier Tweedie, resident engineer Day has been instructed to make surveys for them as a basis for tenders for the work. These wharves will greatly facilitate the business of those localities in connection with the service of the Miramichi Steam Navigation Company, as well as in other respects.

Two Administrations Compared.

The boldness with which the gentlemen who wish to defeat the Tweedie Government make assertions about its alleged extravagant expenditures and administration is amazing considering the facts.

It is possible that the majority of the people are not conversant with the subject and, therefore, Mr. Hazen and the press supporting him imagine that they can make any kind of assertion respecting financial matters in the Province and they will be believed. The true test of economy is not how much money is spent, but whether it is spent honestly and judiciously.

It is known that the present government is spending $202,480 for education, or nearly $45,000 more than the the government of Mr. Hazen's friends did in 1882—the last of its existence. Will the people condemn Mr. Tweedie for that?

For agriculture, there was spent in 1882 some $24,000; nearly $32 000 was spent in 1902, and no one familiar with the modes of administering that department then and now would wish to return to the former wasteful system.

In 1882 there was but one butter factory in New Brunswick; there are 36 or more now.

There was one cheese factory in 1882; there are now nearly sixty, and cheese is one of the largest exports of the province.

There was not a modern wheat mill in New Brunswick in 1882; there are twenty-three roller process mills to-day, making as good flour as any imported from the west. The work of the government in this one branch of its agricultural policy is the means already of retaining in the Province about $1,000,000 a year of cash, which, in 1882, went to buy flour from the mills of Western Canada and the United States.

In 1882 the hospital grant was $1,500; no less than $7,165 was given to hospitals last year.

The Lunatic Asylum cost $35,000 in 1882; it required $54,419.94 in 1902 to maintain it, on account of the increase of patients and introduction of improved methods for the care and comfort of the unfortunates whose fate it is to be sent there.

There was expended in, 1882, $180,031 for public works. The ordinary expenditure in 1902 was $194,350. There was in addition an expenditure of $150,000 to replace bridges and restore roads which were destroyed by unusual freshets, besides the $100,000 spent on permanent bridges.

Everybody knows that as the country develops the people need greater facilities to enable them to carry on their business. Better roads and more of them, improved bridges in greater number are demanded and must be furnished, for New Brunswick cannot be allowed to fall behind other parts of the Dominion in these or any other respects. If the government failed to respond to the requirements of the people there would be a great and well grounded outcry against it. It is therefore better that the people should be satisfied and the howling done by the government's enemies, who pretend that there should be no increase of the provincial expenditure.

New expenditures which were not in existence in 1882 have to be met, such as exhibitions, which cost $5,500 in 1892. Fisheries protection cost $1,540 in 1902 and game protection $11,914 90, which, under the wise administration of those interests was more that recouped by the license fees received. Protection of the forests against fire cost $1 200 last year. There was no such protection in 1882. A Provincial Boys' Industrial Home is now maintained, aided by a $1,500 government grant. That is a new charge.

The government of the day has reduced the cost of the executive management. That cost was over $40,000 in 1882; it was only $31,000 in 1902—the net saving being exactly $9 240 75.

The Legislature cost nearly $28,000 in 1882; it cost only $20 739.20 in 1902. It will be seen that $17,000 was saved last year under these two heads, compared with 1882.

If a comparison were made between the cost to the Province of administration by the governments which existed from 1867 to 1883, and those since the latter year, no one would ask that we go back to the old regime. There have been, practically but two governments since confederation—that which was under the leadership, successively, of Messrs. Wetmore, King, Fraser and Hanington, the career of which ended in 1883, and that since, headed, in turn, by Messrs. Blair, Mitchell, Emmerson and Tweedie. The former gave away all the available lumber lands of the Province situated in York, Carleton, Victoria and Madawaska—worth to-day from $4,000,000 to $5,000,000—and legislated for a debt of $2 215,700. Besides that, they drew $2,305,564 57 from the deposit of the Province at Ottawa. They were obliged, in the last year of their existence, to borrow $60,000 in advance on account of the provincial subsidy at Ottawa, and although they showed a credit balance of $50,000 in their accounts for 1882, yet, when they were voted out of office by the legislature in 1883, it was found that they had a floating indebtedness of more than $320,000, $250 000 of which to-day forms a part of the bonded debt of the Province.

We do not claim that the government of Mr. Hazen's friends of those days was corrupt. They were extravagant, however, and reckless of the future of the Province in their methods.

The policy of the present government has been one by which the interests of the Province have been conserved in every possible way. The public domain has been husbanded and made to yield value to the people for what is taken from it. It has not been bartered or frittered away. It is more valuable to-day than when it came under the control of the Blair administration in 1883. The claims of the Province upon the Dominion have been pushed towards settlement with vigor. Some of them have been paid and the payment of others is practically assured. Better subsidy terms are being pressed for, and it is an open secret that they will be conceded; $2,000,000 of the Fishery award will, in the near future, come to New Brunswick, enabling its government to continue the bounties to our fishermen and have, besides, a snug balance of interest to go into the provincial revenue. The attempt to reduce the Ottawa representation of the Province, which has been made because of a misconception of the provisions of the British North America Act, has met with such a protest from our Premier and Attorney General as will, with the aid of the other three original provinces of the confederation, not only prevent the further reduction of our parliamentary representation but, in the end, restore the one member of which we have been deprived for nearly ten years.

Many of these demands for the rights of New Brunswick have either been opposed, or made light of by Mr. Hazen and his following, while he seems disposed to push none of them. Yet he asks the Province to reject its present efficient administration and place him at the head of its affairs. The people wonder at the request, and it is not surprising that he is experiencing difficulty in securing candidates, even in those constituencies where there is any appreciable sentiment of opposition.

The people of the Province know a good government when they have it, and the only question with them now is as to whether Mr. Hazen will be even able to hold his own, or, in other words, how big the government's majority will be.

As to Northumberland, there is no opposition, save in the quarter where envy of the success of Premier Tweedie and his colleagues has always been the ruling motive and policy. The gentlemen who would like to offer opposition to them appear to be willing to relegate Northumberland to the back benches, if, in doing so, they might only defeat the Premier and Messrs. Burchill, O'Brien and Fish. This is well known at home and abroad. It accounts for the visits to the county, whenever an election is on, of emissaries from outside centres, who come here to make use of the little faction by inducing its leaders to offer as candidates, in the hope that they will assist in depriving Northumberland and the North Shore of their present influential position in the affairs of the Province. In the last election they came from Fredericton; this time St. John has sent them. Whether there are any men in the county who so far forget the traditions of Northumberland as to accept outside dictation as to how it shall arrange for its representation at Fredericton, remains to be seen. It may be assumed, however, that Northumberland knows that it cannot afford to have Mr. Tweedie and his colleagues beaten, nor will it do anything to assist those who would deprive the Premier of the support in the legislature of the three colleagues who have so nobly stood by him in the past in his efforts to serve the whole Province ably and faithfully, while seeing that full justice is secured for their own county.

Election Campaign Notes.

Premier Tweedie is to speak in Hillsboro, Albert county, on Saturday evening next and will be in Chatham on Monday.

Messrs. Fish, Burchill and O'Brien are to go to Boiestown to-day. They are to speak in Doaktown this evening and in Blackville tomorrow evening.

Arrangements are being perfected for meetings in the interest of the local government, as soon as possible, in the down-river parishes and on the Northwest.

Hon. Premier Tweedie went to Woodstock yesterday. He is to speak at the Opera House, St. John, tomorrow evening. Hon. A. G. Blair and local candidates will also address the meeting.

Hon. H. R. Emmerson was in St. John on Monday on his way to Fredericton and said that Westmorland county would undoubtedly return government candidates, as would also Kent and Albert.

No opposition is in sight in Kent county. The three members of the late House—Messrs. Jas. Barnes, J. B. Gogain and Reuben Johnson, are again offering as government supporters. Mr. Pascal Herbert is also spoken of as a possible candidate in favor of the government.

There does not appear to have been much delay on the part of the friends of the government in getting candidates in the field.

On the North Shore there is a plethora of good men ready to appeal to the electors to send them to Fredericton to support the Tweedie administration.

Have those who appeal to Northumberland to defeat the Tweedie administration suggested anything in the way of advantage to the county that may result in doing so? Why should we try to exchange Mr. Tweedie as premier for Mr. Hazen of Sunbury—even if the latter should be elected there, which is doubtful?

In Gloucester there is no sign of an opposition candidate and, of the two tickets in the field, it is said that the late members—Messrs. T. M. Burns, Joseph Porrier and John Young—are the favorites. Mr. Turgeon, M. P., has a straight Liberal ticket out, all of whom are said to be government supporters; they are Messrs. Frank Curran, Pierre Marris and Jerome Boudreau—all new men—as Assembly candidates.

In Northumberland the late members are the government candidates, viz. Hon. L. J. Tweedie, premier; John O'Brien, Hon. J. P. Burchill and Chas. E. Fish. Their return by acclamation, or by a big majority, if opposed, is certain. We understand that a St. John opposition missionary who came to Chatham on Saturday night, and was quite busy in Chatham on Monday, did not find the outlook for his work very promising.

In Westmorland, Messrs. Robinson and Copp will again offer on the government side and will be associated with Dr. Gaudet; the fourth man of the ticket is, we believe, not yet determined on. Mr. McGee, and Dr. Smith, of Shediac, are both spoken of in that connection. There has been a good deal of dissension in the opposition ranks. They had a kind of convention in Moncton on Friday afternoon and decided that a real convention for the whole county was necessary. There was a disagreement over the mode of calling this proposed conclave. The managers wanted to have it signed by the four gentlemen who formed the opposition ticket in the last general election, but Mr. Sumner, who was one of them, declined to be a party to it. It was then agreed that the call should emanate from Messrs. Humphrey and Melanson, the opposition members who sat in the last House, that Sackville be the place and yesterday, 11th, the date. Whether the gentlemen at the meeting agreed to bury their differences and select four men we had not learned at the time of going to press.

The World has called a convention for Monday evening "to select candidates to contest the county in opposition to the Local Government." The same paper publishes some untruthful statements respecting the finances of the Province and makes some slanderous allusions to the personal affairs of a gentleman connected with the management of the Province. Its editor takes care, this time, not to mention names lest, no doubt, he again be brought to his knees as he was a short time ago by those he slandered. Things have come to a pretty pass in Northumberland when men of the World stamp, acting under instructions from St. John and other outside places, assume to take charge of the county's politics. It will be interesting to see how many persons of repute respond to the World's summons on Monday, for any reason outside of mere curiosity. It is understood that Mr. Stewart promised the St. John emissary that he'd call a meeting to make certain of his "Liberal" friends "face the music."

In Restigouche county, the Chief Commissioner of Public Works, Hon. C. H. LaBillois and H. F. McLatchey seem to be sure of election. For a time after Mr. Mott, Mr. LaBillois' late colleague, became disgruntled with the government, there was a disposition amongst many of his old friends to continue to support him at well as Mr. LaBillois, but having learned why the government had to let him go—that it was because they were called upon to serve private interests at the expense of the people in order to retain that gentlemen's support—they have decided to follow the government's example and part with him and send Mr. LaBillois with Mr. McLatchey as a colleague to the next Assembly. Besides, they cannot see the utility of sending a representative to the Legislature to work against their government member and weaken his influence. The action of Mr. Culligan in joining with Mr. Mott against Mr. LaBillois is one that is looked upon with much disfavor, because it is well known that while Mr. Culligan will bring some strength to Mr. Mott, he will, after the election, realise that he might have saved his deposit under better treatment by his new-found friends.

After all, the present attitude of Mr. Mott will be a source of additional strength to the government, as it will relieve the latter of the necessity of a constant watchfulness in the public interest against the attempted encroachments of private designs, the resistance of which led to strained relations with Mr. Mott, and his final defection. Mr. Mott held a good position in the late Assembly as one of the government supporters, but he lacked the faculty of discriminating between the interests of a few individuals in his county and those of the county and province as a whole. In the performance of their duty to the whole people the government seems to have been called upon to decide between sacrificing public rights and interests, and parting with Mr. Mott as a supporter. They, very properly, parted with Mr. Mott. We have no doubt that the county of Restigouche will also part with him as a representative for the next five years. Messrs. LaBillois and McLatchey will make better and more efficient representatives of that constituency in the next Assembly, for they will work together. The success of the government throughout the province by a handsome majority, being admitted, it would hardly be fair to Mr. LaBillois to send him back to Fredericton with an opponent. That would only weaken his influence and perhaps prevent him from doing full justice to the people whom he has, so far, so well represented and who owe him better treatment than to elect, as a second member, one who will work against him. That kind of thing might meet the views of Mr. Mott and his friends, but it would work to the disadvantage of Restigouche. It is, therefore, in the true interest of Restigouche that its electors vote solidly for Messrs. LaBillois and McLatchey.

There was a distinct earthquake shock at Little Metis, Quebec, on Thursday night.

Mr. Legris, M. P., of Maskinonge, has been appointed to the Senate, to fill the vacancy caused by the death of the late Senator Armand.

It's amusing in a small way to read in the little country papers that they predicted an election and some snow in New Brunswick towards the end of February. How profound their knowledge must be!

The refusal of Mayor White of St. John to sign the warrant for the commitment of Frederick Goodspeed (accessory to the murder of William Doherty) to the Provincial Reformatory has been before the Supreme Court and a unanimous decision that he must sign it was given last Friday.

It is now said to be certain that Texas is to be the future home of a large number of Boers who will emigrate from South Africa. The former secretary of the Transvaal and other delegates who have been prospecting for a suitable location have decided on 200,000 acres of land in that state and a large number of irreconcilables will be transported thither as soon as arrangements can be made.

An interesting political rumor reaches us from Albert county. It is to the effect that Dr. Lewis, M. P., is likely to retire from political life at the close of the present parliamentary term, and that Hon. A. R. McClelan, ex-governor of the province, will probably be the Liberal candidate in that constituency in the next election.—F'ton Herald.

The C. P. R. Montreal Express for St. John ran off the rails at Greenville station on Monday. The accident occurred at Lake siding at the Greenville west semaphore where the engine left the track and turned completely round crashing into a freight train on a siding and turning nearly upside down. The second engine also left the track taking three cars with it, including the express and baggage. Engineer Beaton was fatally hurt and Fireman Lewis Ord was badly injured. None of the passengers were hurt, although they had a lively shaking up.

A big street car strike which completely tied up the whole service of Montreal for three days, ended early on Sunday morning, when the car-men accepted the terms offered by the company. The settlement was victory for the strikers, as they were granted nearly everything they demanded. The railway gives a general increase of 10 per cent. and recognizes the right of the men to belong to the union, but reserves the right to employ non-unionists. An equitable hearing will be given to the employes on trial and all men discharged since Jan. 1, may have their cases recognized. The general increase will benefit 2,000 men and will involve an expenditure of $100,000 for the company.

THE PROVINCIAL DEBT.

In a recent article the St. John Telegraph said:

"Of late years it has become fashionable for the opposition to the local government, for the purpose of alarming the people about election time, to refer to the public debt and to state that the government, meaning the administration led by the Hon. Mr. Blair, and succeeding administrations to date, are responsible for the greater part of it.

"Such a statement is untrue and made for the purpose of misleading the electors. The majority of the electors have not at hand the official statements from year to year in which the items comprising the public debt are set forth in detail, and have to depend entirely on the statements made by the press and from the platform for information upon this important subject. In order that the public may be fully and correctly informed on the matter, we present a statement from the official records, by which will appear at a glance the date and chapter of the act of assembly by which the several items that make up the indebtedness are authorized, the object and amount of each item, and the administration under which each particular item was passed.

"This statement is brought down to the 31st of October, 1901, the latest date available to the public. At the last session of the legislature further additions to the public debt were authorized to meet smallpox bills, repairing damage done bridges by the freshets, importation of horses, etc., the particulars of which will be made public when the Auditor-General's report for 1902 appears. The statement of the bonded debt is as follows:—

Hon. A. R. Wetmore, Premier, Sept. 21, 1867—June 9, 1870.

1870, April 7,	Chap. 40,	Carleton Branch Ry.	$15,000

Hon. G. E. King, Premier, June 9, 1870—4th May, 1878.

1873 April 14,	Chap. 36,	Chatham Branch Ry.	$ 56,000	
1874, April 8,	Chap. 8,	Petitcodiac & Elgin Ry.	70,000	
"	"	" Audover Branch Ry	51 000	
"	"	" St. Martins and Upham Ry.	145,600	
"	"	" Maduxnakeag Bridge	10 000	
"	"	" Grand Southern Ry.	413,000	
"	"	" Kent Northern Ry.	135,200	
1875, April 10,	Chap. 8,	St. John Suspension Bridge	65,000	
"	"	" Woodstock Bridge (old)	25,000	
				$ 970,800

Hon. J. J. Fraser, Premier, 4th May, 1878—23rd May, 1882.

1882, April 6,	Chap. 34	N. B & P. E. I. Ry.	$105 000	
"	"	" Harvey Branch Ry.	9,000	
"	"	" Carsquet Ry.	180,000	
"	"	" Northern & Western Ry.	321,500	
"	"	" St. Louis, Richibucto & Buctouche Ry.	21 000	
"	"	" Elgin, Petitcodiac & Havelock Ry.	37,000	
"	"	" Moncton & Buctouche Ry.	95 000	
"	"	" Albert Southern Ry.	48,500	
"	"	" Central Ry.	147,000	
"	"	" Temiscouata Ry	66,000	
"	"	" St. John Bridge & Ry. Exten.	55,500	
"	"	" St. Stephen & Milltown	14,000	
Funded May 3, 1883.	Chap. 12,	being part of floating debt of $321,374.49, due banks Dec. 31, 1882, and expended previous to that date	250,000	
				1,299,500
		Redeemed previous to 3rd March, 1883		2 285,300
				69,600
		Total legislated previous to Mr. Blair taking office and now outstanding		$2,215,700

Hon. A. G. Blair, Premier, 3 March, 1883—17 July, 1896.

1887, April 5,	Chap. II,	Imported horses	$ 30,000 00	
1891 " 16,	" II,	Black Brook & Nelson Ry.	26,500 00	
"		Gulf Shore Ry.	42,000 00	
"		Restigouche & Western Ry.	25,000 00	
1892 " 7,	" 20	Tobique Valley Ry.	70,000 00	
1891 " 16,	" 3			
1895, March	" 4	Permanent Bridges	674 280 00	
1896, " 20.	" 3			
1891, April 16,	" 3			
1892, " 7,	" 3	Woodstock Bridge	150,000 00	
1894, " 2,	" 4			
1893, " 15,	" 6,	grain elevator and wharves, St. John,	17,000 00	
				$1,034,780 00

Hon. Jas. Mitchell, Premier, 17 July, 1896—29 October, 1897.

1897, March 13,	Chap. 21,	Lunatic asylum	$ 10,000 00	10,000 00

Hon. H. R. Emmerson, Premier, 29 October, 1897—31 August, 1900.

1898, March 18,	Chap. 31,	Dufferin & Exton wharves	$ 8,000 00	
1900, April 12,	" 33,	York & Carleton Ry.	14,500 00	
				$ 22 500 00
				$3,282,980 00
Item imported horses, paid by sinking fund				30,000 00
				$3,252,980 00
Surplus on issue 55 and 60 Vic.			$ 502 93	
Dist. on issue 60 Vic.			36,363 73	
Debentures called in but outstanding			2,000 00	
				38,866 66
Total bonded debt, 31 Oct., 1901				$3,291,846 66

Public Debt.

Total bonded debt brought down	$3,291,846 66
Other liabilities, as per page 1 Auditor General's Report	184,655 54
Gross debt	$3,476,502 20
Assets, as per page 1 Auditor General's Report	700,237 96
Net debt 31st Oct., 1901	$2,776 264 24

The above statement of the details of our public debt makes the matter so plain that "he who runs may read." When our financial arrangements were made at Confederation, it was not intended that the Provinces should run in debt for subsidiziug railways and other public works of that nature, and they never should have done so, yet the people have not only demanded such subventions, but have approved them. A most notable instance is that of 1882. In April the Fraser government subsidized railways in all parts of the province to the extent of over one million dollars, with which action as a battle cry the newly reconstructed Hanington-McLeod government went to the country in June and was sustained by a good majority.

"The Tory opposition of to-day, when they inveigh so severely against railway subsidies, ought to realize that they are putting the dagger to the hilt in their old party friends of twenty years ago."

In view of the foregoing and of the ADVANCE'S unanswerable editorial statement of the record of the debt contracted by the successive governments of the province up to 1883, it required a very presumptuous assumption of the supposed ignorance of the people of the province for the opposition papers to make statements, of which the following from the Moncton Times of the 5th instant is a sample:—

"A few years ago we practically had no debt in this province. Now it is in round figures $4,000,000, the interest on which is $140,000."

That is the kind of "twaddle" the Hazen candidates and press think is good enough for their purpose in the pending election.

Michael Connolly, the contractor, will leave for England next week to purchase a modern steamer to replace the Admiral on the Baie Des Chaleur route to Gaspe, which will give a service of about nine months each year, instead of seven as at present.

Hampton, Kings county, has suffered a great loss in the destruction by fire of the Flewelling Company's mills on Friday morning. The fireman appears to have been careless in making the fires and permitted a lot of shavings which were on top of the boilers to ignite while he was firing through the doors. The result was the destruction of the saw mill, grist mill, box factory, dry house and shingle mill, with all their contents. The match factory was saved. The Flewelling property was insured for $70,000 in a scheduled policy. The proportion of loss by the fire is about $25,000. About 150 men are out of employment by the fire.

Candidates.

The candidates in the pending Assembly elections in the Province of New Brunswick who have been regularly announced by convention and otherwise are appended. It will be observed that there are more candidates on the Government side than seats in some of the constituencies, but it is probable that before nomination day some of these will retire. The opposition is still struggling to find candidates.

	Govt.	Opp.
Albert,	Osman, Ryan.	Gross, Rommell.
Carleton,	Appleby, McCain, Gallagher, Shaw.	Fleming, Smith.
Charlotte,	Hill, Russell, O'Brien, Grimmer.	
Gloucester,	Burns, Young, Porrier, Curran, Marris, Boudreau.	
Kings,	Pugsley, Scovil, King.	Sproul, O'Connell, Moore.
Kent,	Barnes, Gogain, Johnson, Herbert.	
Madawaska,	Gagnon, Baker.	Leforest.
Northumberland,	Tweedie, Burchill, O'Brien, Fish.	
Queens,	Farris, Carpenter.	Woods, Camp.
Restigouche,	LaBillois, McLatchey,	Mott, Culligan.
St. John City,	McKeown, Robertson, Purdy.	Shaw, McInerney, Wilson, Hathewey.
St. John County,	Dunn, Ruddock.	Anderson, Agar.
Sunbury,	Harrison, Peake,	Hazen, Glasier.
Victoria,	Porter, Lawson, Tweedale, Kertson.	Carter, Curless.
Westmorland,	Robinson, Copp, Gaudet, Smith, McGee.	Melanson, Humphrey.
York,	Allen, Whitehead, Campbell, Scott.	

It is hardly within the range of possibility that one half of the opposition candidates can be successful, but even if they were Mr. Hazen would have only twelve followers in a house of forty-six.

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A Sleigh! A Set of Harness!

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CANADA EASTERN RAILWAY.

IN EFFECT OCT. 13, 1902.

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

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
7 10 a m	4 00 p m	..Fredericton,	2 20	5 23
7 20	4 03	....Gibson	2 17	5 20
8 00	4 15	..Marysville,	2 05	5 05
9 30	5 27	..Cross Creek,	12 40 p m	2 50
11 00 w	6 25	..Boiestown,	11 25 lv	1 20 pm
11 20 lv			11 20 ar	
12 20 p m	7 10 ar	.. Doaktown,	10 30	12 05
2 00	8 25	...Blackville,	9 25	10 20
3 15	9 20 ar	Chatham Jct	8 25 lv	8 50
3 45	9 25 lv		8 00 ar	8 10
4 05	9 45	.... Nelson	7 40	7 50
4 40	10 05	....Chatham	7 20	7 30
5 00 ar	10 20	.. Loggieville	7 00 a m	7 05 a m

Connecting with I. C. R.

GOING NORTH.

	Maritime Express.	Day Express
lv Chatham,	10 35 a. m.	1.00 p.m.
Nelson	10.55 a. m	1 20 "
Ar. Chatham Junc.,	11.15 "	1.40 "
Lv. " "	11.35 "	2.05 "
Nelson	11 55 "	2.25 "
Ar. Chatham,	12 15 "	2.45 "

GOING SOUTH.

	Maritime Express.	Day Express
Chatham,	7 00 a. m.	10.50 a. m.
Nelson	7.20 "	10.40 "
Ar. Chatham Junction,	7.40 "	11.00 "
Lv. " "	8.25 "	11.50 "
Nelson	8.45 "	12.10 "
Ar Chatham	9.05 "	12.30 "

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, Bliefield Carroll's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manser'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

You can Depend Upon it.

When you get Kendrick's Liniment you get something you can depend upon it is always the same and always reliable. Kendrick's Liniment is a home remedy and will be found useful in many ways in the household, be sure to get Kendrick's. Kendrick's is King.

EASTERN STEAMSHIP CO.

International Division.

WINTER REDUCED RATES

In effect Nov. 1st, 1902 to May 1st, 1903.

Commencing Dec. 18, 1902, and continuing, Steamers of this Company will leave St. John at 8 o'clock, a.m. (Standard Time) THURSDAYS for Eastport, Lubec, Portland and Boston

Returning, leave Boston Mondays, at 8.15 a.m. coming via Portland, Lubec and Eastport.

Through tickets on sale at principal railway stations and baggage checked to destination.

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

CALVI AUSTIN, V. P. and General Manager. Foster's Wharf, Boston, Mass.

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1,500 TO 2,000 CORDS

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BOX WOOD

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Highest Prices paid.

THOS. W. FLETT.

Bank of Montreal.

ESTABLISHED 1817.

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Reserved Fund 8,000,000
(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 them.

COLLECTIONS

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

SPECIAL NOTICE.

The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, NOON, commencing on October 4th next.

Until futher notice, for convenience of customers, the Bank will be open for business from 9.30 a. m. on Saturdays. Other days as usual from 10 a. m. until 3 p. m.

R. R. CROMBIE,
Manager Chatham Branch.