

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.

3 Cakes for 10 cents. Mackenzie's Medical Hall. If you desire a really profitable line, send us your name with reference, and if we think you a suitable person we will find a place for you on our selling force.

MEN WANTED. If you desire a really profitable line, send us your name with reference, and if we think you a suitable person we will find a place for you on our selling force.

EASTERN STEAMSHIP CO. International Division. Additional Direct Service. Through Pass Express Service. Through Pass Express Service.

CANADIAN PACIFIC RY. Through Pass Express Service. Through Pass Express Service. Through Pass Express Service.

WANTED. Old Foreign Steam used between 1860 and 1870 worth most on wheels. O. B. FOSTER, D. P. A., C. P. R. St. John, N. B.

Bank of Montreal. ESTABLISHED 1817. Capital (all paid up) \$12,000,000. Reserve Fund \$2,000,000.

Marlin. 22 Cal. High-Pressure Smokeless IN MODEL 1893. We are prepared to furnish you half line of Model 1893.

Marlin. 22 Cal. High-Pressure Smokeless IN MODEL 1893. We are prepared to furnish you half line of Model 1893.

Miramichi Advance. CHATHAM, N. B., AUGUST 6, 1903. The Government's Transcontinental Railway Proposals.

The people of Canada are now in possession of the main features of the proposed transcontinental railway scheme which has been arranged with surprising clarity between Premier Laurier and the promoters of the undertaking.

The other section of the proposed road—that which is to run from Winnipeg to the Pacific—is to be built by the same company under government guarantee of bonds at the rate of 75 per cent of the cost of construction up to a maximum of \$13,000 per mile on the prairie division between Winnipeg and Edmonton, and \$30,000 per mile on the mountain division between Edmonton and the Pacific coast.

There is, however, another very important consideration involved. It is the practical abandonment of the Intercolonial as a through line, and the large expenditures made upon it for betterments and undertakings on account of extension to and terminal facilities at Montreal within the last five or six years.

It was believed that the Intercolonial was only on the threshold of its real usefulness as a part of one of Canada's big railways, and there was an expectation that the next great railway undertaking of the government would be its extension from Montreal to at least some of the great lake ports, where it would share in the transportation thence to the seaboard of the province to those ports from the prairies.

To this, as a further advancement of the government-owned system, it was believed that it was contemplated to push the road further westward as the requirements of the country might justify.

It was anticipated that the government might, meantime, give reasonable aid to private railway enterprises designed to keep pace with the development of the western country, for the time does not seem to be very remote when its requirements in that regard will be so great as to invite almost unlimited capital and enterprise in providing transportation facilities in the way of feeders of trunk lines carrying over increasing grain freights to the Atlantic seaboard.

It is, therefore, a great disappointment to mean the degrading of the splendidly equipped government line to the position of a local road, the building of a public expense and placing in private hands of the big new line that is to take the through traffic of the Intercolonial would otherwise have, and the withdrawal of the guarantee which a through government-operated road would afford to the commercial company east and west against the arbitrary freight exactions of private transportation companies.

It is clear that the chief object in building through New Brunswick a substitute for the Intercolonial as part of a line from the west to the sea is not to secure the advantage of the shortest route, for after leaving Edmundton, the contract provides that it shall end at Moncton. By being taken by the most direct route from Edmundton it would reach St. John with less mileage than Moncton, but, according to Sir Wilfrid Laurier's bargain, St. John is practically ignored apparently in order that its geographical position as the chief winter port of Canada may be discounted in the interest of the more remote port of Halifax. It is true that Sir Wilfrid hinted in his speech introducing the bill last week that the railway from Chipman to the I. C. R. might be utilized as a kind of branch of the Grand Trunk Pacific to St. John, but no such provision is in the contract, nor is there any undertaking by the government to build the road for its favorite private company appreciably near Chipman or any other

particular point in the province. It is to run from the Quebec boundary at or near Edmundton to Moncton. The vague hints that it will pass through Boiestown, Deshautes, Chipman or any other existing center may be taken for what they are worth. They are probably intended to win the support of the people of those localities for local reasons.

Altogether, therefore, we have no reason, now that the measure has been introduced and explained by the premier, to change the view we expressed last week in reference to it. If it passed through parliament—and it seems probable that it will do so—it will signify a departure from the heretofore prevailing policy of government ownership or practical controlling power and authority over railway transportation in Canada. It may not so appear to everybody at the present time, but it underlies the arrangement which Sir Wilfrid Laurier is now making in parliament to sanction with a precipitation that has no excuse save in the apparent opportunity of great private interests, which seem determined to push the matter to the result they seek while their willing friends are in a position to do the work, although so little is really known of what it will cost the country before it is accomplished.

Practical people who listened to Sir Wilfrid must have been amazed at his temerity, or perhaps the recklessness with which he underrated public discontent and judgment in some portions of what was perhaps the best speech that could have been made from his standpoint. He said, in substance:—

It is established that the region between the St. Lawrence and the Gulf of St. Lawrence is rich in iron, coal, timber, water-power, fish and all those resources which make a first-class industrial country. In fact it is only within the last few weeks that an important authority in the lumber trade, the Journal of Commerce, stated that there was a season of country there which would be the source of supply for the world's wood pulp and paper industry of the world.

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Sir Wilfrid appears to have forgotten the lumber supplying capabilities of "the section between Moncton and Quebec," when he said that Ontario was to put the "American" nose out of joint when these western prairie settlers were looking for wooden furniture, etc., but he evidently thought he would make it all right when he presented the line that they wanted rough lumber for "houses, barns, and all their buildings" which would pass through the territory between Winnipeg and Quebec, which would become "the source of supply for the future wood pulp and paper industry of the world" and "one of the great sources of every kind for their houses, barns and stable" stuff. It seems that in his pursuit of "sunny ways" and golden-bird arguments, Sir Wilfrid was carried beyond a reasonable regard for the logic of even his own presentation of facts. His idea of the section of the proposed road between Moncton and Quebec applying the prairie timber to his house, barn and stable lumber reminds us of that eloquent passage in a speech of an ardent maritime promoter of confederation who, before St. John audience, said: "We shall see myriads of piles of our own native cove-wood adorning the sloping shores of the Pacific." We submit to Sir Wilfrid that he runs a big risk in virtually admitting that he is promoting a scheme by which the future prairie settler is to pass through a region which he admits will become the source of the world's future wood pulp supply for pulp purposes, and buy his stable and other rough spruce lumber elsewhere or more miles further, just for the purpose of purchasing the lumber region between Quebec and Moncton. A large proportion of those in the lumber business, or to be in it, in either region, of course, quite as well as Sir Wilfrid, that the principles of trade and transportation will prevent the realization of his absurd assertions, but the simple-minded and unsuspecting people in both regions may rise up against him in time: those now in the Winnipeg-Quebec region because he would send trade away from them to those of the Quebec-Moncton region and, later, those in the latter region because his promises will not materialize.

The "Telegraph" heads one of its news items "Pretender to Throne of Newco dead again." On what former occasion did he die?

It appears that, as the earth becomes over-populated, all men must become vegetarians. A recent estimate shows that 22 acres of land are necessary to sustain one man on fish meat, while the same acre, if devoted to wheat, culture, would feed 40 people; if to oats, 85; potatoes, Indian corn and rice, 175; and if to plantain or breadfruit, over 6,000 people. Ere the direfulness of Malthus is fulfilled, however, we may reasonably expect the chemist to provide artificial food for the multitude.

In the House of Commons at Ottawa on Friday last, when the Ontario colonial items of supply came up Mr. Gourlay gave a rebuke to those members from that province who are always opposing items of expenditure for the Maritime Pro-

vince. He moved that the sum of \$20,000 for the lighting of the Lehigh canal be struck out. He was tired of seeing heavy expenditures for the benefit of the people of Ontario on Canada's yearly, and at the same time hear Ontario members talking against such expenditures on the other side of the water. He would not support any more expenditures on canals unless the rates on the I. C. R. were reduced by 50 per cent. This was, of course, only meant to emphasize the fact that Ontario, being given the advantage of free transport, should not be taxed before talking of the Intercolonial being a burden on the Dominion treasury.

The Montreal Star's London correspondent writes:—"But for the prevailing depression in the stock market Sir Wilfrid Laurier's announcement of the Grand Trunk Pacific details would have produced lively dealings in Grand Trunk securities. As a fact, however, there has been no marked effect. The stock market has been the first impression of astonishment at the government undertaking such a scheme. Sir Wilfrid's use of Mr. Carnegie's letter to the Times on Saturday is regarded as an obvious afterthought.

A prominent Anglo-Canadian, when interviewed, says that the grand scheme, practically nullifying the Intercolonial, was hardly necessary to meet such absurd threats as Mr. Carnegie's. The bending privilege act to-day because they are of greater benefit to the western and eastern provinces than to Canada. Mr. Carnegie makes a great point about 215,000 bushels of Canadian grain exported from the United States port last year. He carefully refrains from saying anything about the millions of tons of United States grain passing in bulk through Canada by the shortest and cheapest route between east and west."

The ADVANCE has always preferred, in its humble way, to assist, rather than censure and retard those administering the affairs of the country, which seems for the party papers to be the chief aim of the Dominion parties, and if other papers embracing every opportunity to attribute "opportunism" to us. These papers, apparently, cannot understand why an independent journal should exist at all. It is their mission to either "blow us down" or "blow us up" as they call it. Dominion parties, and if other papers do not adopt that kind of policy they treat them as "rebels" from the same standpoint as the ignorant members of the so-called unions do the man who borrows his calling on his merits and asks for no aid and no special favor from his competitors. The independent attitude which we have always assumed in political matters has enabled us to consistently support any cause that we believe to be just, regardless of whether the administration of the day was Liberal or Conservative. The same object of independence leaves us free to speak plainly of the government's Grand Trunk Pacific proposal, and to say that they are not entitled for by existing railway rates for no aid and no special favor from the government. We are not in the least bit afraid of the abandonment of the necessary principle and policy of government railway ownership and control, are sectional in regard to the Maritime provinces, inasmuch as they discriminate against St. John, which is geographically most available winter port, and are put forward with a suddenness and hysterical vehemence by the P. & N. which suggest that their initiative is not his or that of any member of the government, but the too willingly accepted approach of presented. We have presented statements which statesmen might entertain, but for consideration only if they discovered their real character.

SALE OF CHICKENS. From eleven cents to twelve cents per pound live weight is offered in Toronto and Montreal for chickens weighing over six pounds. This price corresponds approximately to fourteen cents and fifteen cents per pound plucked weight, and twenty cents and twenty-two cents per pound drawn weight. It is evident that an increased profit will be realized by selling the earlier and heavier cocks of the flock and the lighter hens. The profit corresponds to the increased revenue derived by market gardeners and fruit growers who place staple articles on the market before the regular supply is available.

THE INCREASED CONSUMPTION of chickens in Canada is due to the improved quality and appearance of the chickens that are offered for sale. This improvement has been established through the business of the Department of Agriculture and the introduction of the improved breeds of chickens before they are marketed. Every farmer in Canada should be in possession of the details of the cravat-fattening business. It is a business that is managed by any member of the household; the required number of chickens are easily constructed; the chickens will gain from one and a half pounds to three pounds each during the twenty-four day fattening, and the cost of feed per pound of gain in live weight will average from five cents to six and a half cents.

POPE Pius X. A Rome dispatch of 4th inst.—Cardinal Macho, secretary of the Apostolic briefs, announced the crowd assembled before St. Peter's, that Cardinal Suro was elected Pope and had taken the name of Pius X.

THE KING AND QUEEN'S VISIT to Ireland. The royal yacht Victoria and Albert sailed for Ireland last evening, having on board His Majesty King Edward and Queen Alexandra, on their return from Ireland. King Edward immediately ordered the issue of the following address:—"To my Irish people, I desire to leave Ireland to express to my Irish people how deeply I have been touched by the kindness and goodwill which have been shown to the queen and myself on our recent visit to your island. I have been deeply touched by the kindness and goodwill which have been shown to the queen and myself on our recent visit to your island. I have been deeply touched by the kindness and goodwill which have been shown to the queen and myself on our recent visit to your island."

THE MURDER OF RICHARD MANN OF DESIDE. Much interest is manifested in the death of Richard Mann, late of Deside, Restigouche, which took place at Cross Point, Quebec, on Thursday evening, 23rd inst. It was a case of brutal murder by men more or less under the influence of intoxicating liquor and did not seem to have been provoked by anything the victim did at the time to the murderers. The victim was simply kicked to death. He had come over from Campbellton on the ferry boat with some others, including an Indian named Louis Michel and Archibald Gerrard. Michel and Mann had some trouble on the boat, but after they landed they parted. What happened on the occasion is fairly disclosed by sworn statements at the inquest as follows:—

Mrs. Dixon deposed:—"I was standing at corner of Mr. Day's house, waiting for husband to put in his boots when I saw Mann and Louis Michel walking up the street. They went down towards truck on which were Gerrard and Allison, Indian came down bank and caught Gerrard by leg trying to pull him off. Indian was drunk I think. Gerrard drew back and fell off on opposite side of truck. Allison then struck Indian in face. Could not remember whether Gerrard again got on truck or walked around to the other side

of truck. Then saw Gerrard strike Mann, the latter falling to the ground. Saw papers in London all pay tribute to the memorable service which the king has rendered the realm by his tactful conduct. The visit is commented on as a great success which will open up a new era of prosperity for Ireland and the address issued by the king at Cross is welcomed as a felicitous ending of a memorable journey. Even the Irish papers are enthusiastic, declaring if only the king will pay a yearly visit or send the Prince of Wales, if he cannot come himself, that Ireland's troubles will soon begin to disappear.

DON'T BE DECEIVED. Get the genuine McLELLAN'S Vegetable Worm Syrup. Mothers know the value of this old and well-tried remedy.

FULLY FOR LAYING. The advantages of retaining the early pullets for fall and winter egg-production have been repeatedly stated. Early pullets will lay in their first year five times as many eggs as old hens. The cost of feed will be practically the same for the pullets as for the hens. The profit from the pullets will be correspondingly greater. The most promising pullets should be selected and fed liberally so that early winter laying may be encouraged, and later on placed in comfortable winter quarters. Transferring mature pullets to a strange pen defers egg-production.

UTILITY-TYPE FOWLS. For poultry farming the utility type of breeding fowl should be selected. This type of fowl can be had in the proper breeds, Plymouth Rocks and Wyandottes. Utility-type fowls should be broad, deep, and of medium size and weight. Mature weight—cock seven to eight and a half pounds; hen five and a half to seven pounds. The breast should be full, broad and carried well forward. The legs should be set well apart, short, white or yellow in color and without leg or foot webbing. The utility-type fowl corresponds to the standards in outline, a square and broad-bodied, low-set fowl.

CRATE PATENT CHICKENS. The increased consumption of chickens in Canada is due to the improved quality and appearance of the chickens that are offered for sale. This improvement has been established through the business of the Department of Agriculture and the introduction of the improved breeds of chickens before they are marketed. Every farmer in Canada should be in possession of the details of the cravat-fattening business. It is a business that is managed by any member of the household; the required number of chickens are easily constructed; the chickens will gain from one and a half pounds to three pounds each during the twenty-four day fattening, and the cost of feed per pound of gain in live weight will average from five cents to six and a half cents.

FALL FAIRS. Fowls that are to be exhibited at the fall fairs should be shod from the sun during moult. This will prevent the new feathers having a faded or mottled appearance. No time interval between the shod and the exhibition of the fowls. The fowls are given liberty during the late afternoon and evening only. Annual feed and vegetables are necessary for moulting fowls; the animal food, such as waste meat or raw bones will increase the supply of protein or albumen for the growth of feathers; the vegetables are useful in regulating the system.

THE VERDICT OF THE CORONER'S JURY was:—"That Richard Mann came to his death by violence and the said violence consisted of the blows and kicks of Richard Murray, Michael Murray and Archibald Gerrard."

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Nature's Remedy for Diarrhoea and all Summer Complaints in Children and Adults. FULLER'S BLACKBERRY CORDIAL. Price, 25 cents.

THE BAIRD COY., Limited PROPRIETORS WOODSTOCK, N.B.

Do You Want to Fit Yourself out with A Buggy, an Open Wagon, A Set of Harness or other Seasonable Article? IF SO GO TO George Hildebrand, Cunard St. Chatham, N. B.

CANADA EASTERN RAILWAY. IN EFFECT JUNE 15, 1903. Further notice, trains will run on the above Railway, daily (Sundays excepted) as follows:

Table with columns: FOR CHATHAM (read down), FOR FREDERICTON (read up), GOING NORTH, GOING SOUTH. Lists train numbers, departure times, and destinations.

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 all points West, and at Gagetown with the Grand Falls and Fredericton, and at Cross Creek with the C. P. RAILWAY for all points West.

REMOVAL. Dr. John S. Brown has removed his office to the residence, lately occupied by Mr. Alexander Reid, on St. John Street, where he may be found at all hours. Chatham, July 7, 1903.

NOTICE TO MARINERS. The repairs to machinery at Station Fog Alarm, Birch Point, Miramichi Island, have been completed, and the Alarm is now in operation. F. J. HARDING, Agent, Dept. Marine & Fisheries, St. John, N. B.

HICKEY'S BEEF. HICKEY'S WINE. HICKEY'S IRON Tonic. Will build up the System and give you renewed health strength and vigor. AT HICKEY'S DRUG STORE.

INTERCOLONIAL RAILWAY. Tender for Building for Conductors, Express Rooms, etc., at Moncton, N. B. Seal Tender, addressed to the undersigned, and marked "Tender for Building at Moncton," will be received until MONDAY, the 10th DAY OF AUGUST, 1903, for the above mentioned work.

ROYAL BAKING POWDER. ABSOLUTELY PURE. Makes the food more delicious and wholesome.

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DENTISTRY! Henry G. Vaughan, D. D. S. Office Hours—9:30 am to 10 p.m., 2 p.m. to 6 p.m. Wednesday—9:30 am to 10 p.m., 2 p.m. to 6 p.m. Saturday—9:30 am to 10 p.m., 2 p.m. to 6 p.m. GAS ADMINISTERED. PALETT'S DENTISTRY A SPECIALTY. OFFICE—OVER MACKENZIE'S MEDICAL HALL, CHATHAM, N. B.