General Business.

COMMON SOAP

WILL CAUSE ROUGH SKIN On Face and Hands

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3 Oakes for 10 cents. It is made from Pure Olive Oil and the

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SATURDAY, THE 1ST DAY OF AUGUST, 1903. for the Wooden buildings required on the Murray Harbour Branch: NINE STATIONS, TWO WATER

Plans and specifications may be seen at the office of the Engineer in charge, Charrottstown, P. E. I. the Assistant Engineer's office, Mucray River, P. E. I. and at the Chief Engineer's office, Moncton N.B. where forms of tender may be obtained.

All the conditions of the specification must be compiled with.

D. POTTINGER, Railway Office, # Moncton, N. B., 6th July, 1903.

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W. G. LEE, Agent,
St. John, N. B. CALVIN AUSTIN,
V. P. and General Manager,
Foster's Wharf, Boston, Mass,



Miramichi Advance.

The Railway Question and Hon. Mr. Blair's Resignation.

We publish in this number of the

scheme is not made known. It may be said, however, that such a railway is

political affiliations, are with Mr. Blair in the stand he has taken in this nomentous matter. His manly course has consolidated his independent friends and commanded the respect of his opponents, and all will watch the scheme to be brought down by Premier Laurier with a critical interest greater than has been given to any measure of any Ottawa Government since confederation. Those who say that the people of New Brunswick, and especially those of them who claim to be Liberals, are in favor of the gov-

for one day said he was going to play prices for the r timber, are aversa from I may observe, however, on the two main had been

ADVANCE the conclusion of the debate Notice in Reference to Crown Lands. have done.

The Spruce Market.

The London Timber Trades Journal of just add that a cargo of Miramichi, with not a present necessity. When it is 18th inst. in its Liverporl notes says: a range of ports, of good specification, is built it should be as a government line, "Travellers in the country districts on the market at £8 154. c. i. f.

for one day said he was going to play golf. He sympathized with Mr. Sifton on the way out, and in half an hour was emulating the British Premier, Mr. Balfour. It is a game for which public men seem to have a weakness, whether in or out of office."

Notice in Reference to Crown Lands.

In may observe, however, on the two main believing that they have bethet ten to month of your objections:

(1) I am surprised at your statement that the projected line from Quebec eastward to Moneton will parallel the Intercolonial Railway. The territory served by the new line is not the same as the territory served by the served by the same as the territory applied to port the situation believing that they have the to them the same as the territory served by the same as the territory applied to product on has of late years been greatly increased, or otherwise the crivellers have finded to put the situation before their two fines there will be not only a distance varying from forty to seventy-tive miles, bit a chain of mountains dividing the territory applied to precommend Mr.

Notice in Reference to Crown Lands.

tion as Minister of Railways. The proposition of the Premier, in the matter of building a second transcontinental railway, as developed by the session of the Legislature, it was an inertial railway, as developed by the subject of the range of the Royal Gazette by Hon. A. T. Dunn, in the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the key to the transportation problem from the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the key to the transportation problem from the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the key to the transportation problem from the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the key to the transportation problem from the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the key to the transportation problem from the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the key to the transportation problem from the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the key to the transportation problem from the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the country is, as a rule, gifted with a large smount of no thern obstinacy—firm—the tinental railway, as developed by the discussion of the resignation, while it does not, perhaps, disclose the whole scheme as it will be presented to Parliament is, however, sufficiently set forth to justify the statement that it ought not to be entertained. It is conceded that the Intercolonial Railway should to province, such as protection that the Intercolonial Railway should to province, such as protection and to the discussion of the Legislature, it was an nonneed by the Premier in his budget ago on a basis of about £5 10s. to £6 per standard, he is always to look upon these days to prize will be constantly required to meet the exigencies of an ever-changing situation. It was my duty, this morning, to call upon the Excellency the Governor-General to inform him of your resignation, which it was the normal value. He closes his eyes—we might almost say wilfully—to all the changed conditions that mark the difference between then and now, or else it is the traveller's fault in not having educated his customers to the new position. Limits Mackenzie's Medical Hall.

Mackenzie's Medical Hall.

In to be entertained. It is conceded that the Intercolonial Railway should be extended to the wheat-producing against fire, reafforestation, etc., after consultation with my colleagues, I have considered it advisable, in the interest of the Pacific: but the Vours very sincerely.

In to to be entertained. It is conceded that the traveller's fault in not naving educated that traveller's fault in not naving educated that the traveller's fault in not naving educated that the forests are now much dearer, wages are higher, and provisions which, at this juncture, requires a bold and fearless policy of transcontinental development.

The traveller's fault in not naving educated that the Intercolonial Railway should be extended to the wheat-producing against fire, reafforestation, etc., after consultation with my colleagues, I have considered it advisable, in the interest of the revents, for not to be a reason, and will not be a reason for met all events, for not doing to supply the logging camps in winter are PRINCE EDWARD ISLAND ultimately, to the Pacific; but the the Department as well as of licensees, far above those rolling some few years ago. proposal to build a new line, practically that a conference of lumbermen and All there factors acd to the cost of prowith government money, and then to those interested in the Crown Timber duction, and naturally shippers want the pass it out of government hands and Lands should be held at Fredericton for the equivalent to cover all these increased TENDERS FOR BUILDINGS. government control into those of a purpose of considering these questions expenses. Probably the casemaker is one private company, seems like the suicidal promote the interests of all concerned.

I have therefore decided to fix the fifth day of August next, at the Departmental perpetuating the freight rate monopoly,

Building, Fredericton, at 10 o'clock, a. m.,

The wholesale or cargo trade we have the suicidal promote the interests of all concerned.

In many cases he has taken his contracts upon a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce.

In the wholesale or cargo trade we last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce to cover himself against a last year's basis without having the produce. private company, seems like the suicidal with a view to more fully protect and of those who give the traveller the hump the burden of which has retarded the development of our Western country trust that you may find it convenient to the produce to cover mines. In the wholesale or cargo trade we are having a steady rise, and the most to any one. But I am bound to say that and been a potent source of discourage- attend, as I deem it most important that recent transaction has been at £7 18s. 9d. ment to its people as well as a repelling the meeting should be as large and as c. i. f. for a cargo to the West Coast of there may be occasions when, unintenelement against prospective settlers. | representative as possible, is being my England. This is an indication of the It is not the time, now, to discuss intention to secure the attendance of an upward tendency of the market in spruce, Canadian line between Quebec and the Maritime Provinces, because the whole wards. The sooner buyers up the country than as to whether or not the proposals realise the position of the market the safer they will find themselves. We may

> should run, not to Moncton, but St. seem to have a monotonous story to tell of "The same reluctance to buy Canadian John, direct, and be owned and operated the duliness of business in their various goods, whether pine timber or pine deals, by the government or under govern- lounds. This, they allege, is due to high is shown all over the country, and from ment auspices—preferably by commisbuyers cannot face. This is simply the not fully appreciate the changed condisame old, old story. Buyers, having for tion of things, and the sooner they do years become accustomed to a low range of so the better it will be for themselves.

MR. BLAIR EXPLAINS.

He Gives Explicit Reasons why he Resigned From the Cabinet.

The Grand Trunk Pacific Scheme as Proposed by the Government was, he says, the Sole Cause of his

Withdrawal. The Late Minister Objects to Another Government Road, Even if it Would not Parallel the Intercolonial.

WANTED

Note 12 May 19 May 19

workers of Sir Wilfrid's lieutenants. Now he is taking things easily. In fact, it is said that the golf craze discovered and captured him before the crisis. Willed the most generous extent. It cannot build its road without very liberal assi-tance. In giving aid, the government might very profile bill and adopting the plan which, he was trying to solve the mysteries of the Scottish game. This afe moon, after the House had been sitting for three-quarters of an hour, Mr. Blair got up, and remarking to the members around, him that he haddone enough law-making

ADVANCE the conclusion of the debate in the House of Commons on the subject of Hon. A. G. Blair's resignation as Minister of Railways. The the Royal Gazette by Hon. A. T. Dunn.

Yours very sincerely,
WILFRID LAURIER.
The Hon. A. G. Blair, Ottawa, Out.

MR BLAIR CONTINUES. Resuming, Mr. Blair said :as though it had been designed. I have not, however, allowed myself, in consideration of this question of the rasignation, in themselves which my right honorable friend had decided to make to parliamen', 'I have decided according to the best lights I possess, I do feel that when Sir Wilfrid said I had made a g eat mistake

conviction of his mind.

'It is my pl in and simple course to let but the support of the majority of the it be known at the earliest possible members of the House.

as that gentleman was in the government

hest intereses of the country. I will not discuss the views of my honorable friend as given in his letter. The time to do

that will be when the resolutions are

before the House. 'I am sorry that it is not possible t satisfy the rather fastidious curiosity of the leader of the Opposition. He is entitled to know a good deal but he has been rather anticipating events to-day. He wants to know who is going to take the place of the Minister of Railways in the Cabinet, but I think he will agree with me that the question is rather premature. I am sure that he did not expect me to give the information, but that the question was put more as a flyer. Let me which the good old doctrine: festina lente. is opportune. I do not propose to make any haste in filling the position vacated were such as were entitled to my support. by my honorable friend from the city of St. John. It shall be my pleasure, accompanied with regret, to ask H:s Excellency at no distant day, but some Wilfrid said I nad made a g time, to approve of the selection of the words myself, towards my friends, M nister of Railways. I do not propose country," that he is speaking the honest either to say whether there shall be reconstruction of the Cabinet because I do 'But if I am capable of exercising any not think there is any occasion for such a udgment on a matter of this kind I am demand from my honorable friend. and to say that I cannot agree with think we must rest content at this moment him. I am bound to say that I could with the statement that there is not and not have come to this parliament and, that there is not likely to be another with what little knowledge and experience vacancy in the Cabinet other than the one I have had of the railway question, deliberately and calmly advised this policy which we are going to introduce I parliament and this country, that this scheme was one which merited acceptance will be brought down, but I hope that in

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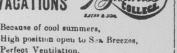
The trains between Chatham and Fredericton will also stop when signalled at the following flag tations—Derby Siding, Upper Nelson Boom, Chelmstord, Grey Rapids, Upper Blackville, Blissfield arrol's, McNamee's, Lutilow;—astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Crossing, Clearwater, Siding, Pennisc.

oross, just below which was a skull and cross
boues, while below were the arms of the allowed by Mrs Alexander Robinson on St. John Street, where he 'may be found at all hours.

scholar, being unable to accept the task of writing the oratorio brevis, or later eulogy upon the Pope, the congregation of Cardinals

of Cardinals held to-day, forty-five Cardinals and give you renewed health also the opinions of some of his colleagues, strength and vigor.

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