General Business.

EASTERN STEAMSHIP CO.

International Division.

ADDITIONAL DIRCT 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 6.30 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, 268 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 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.

Mackenzie's Medical Hall.

DENTISTRY!

Henry G. Vaughan, D. D. S.

Office Hours:—9.30 a.m to 1 p.m. 2 p.m. to 6 p.m Saturday—9 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 of any business is to make the next year more successful than the last. With that special 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 show you my new stock at rock bottom prices. Thanking you for past favors, I await your visits.

ROGER FLANAGAN.
Water Street, Chatham.

EXQUISITE STYLE IN DRESS

belongs to the man who has his clothing made to measure by an artist tailor who knows the value of perfect fit, beautiful finish and fine workmanship, and who select his fabrics with an eye to please the taste of the well bred gentleman. "The tailor makes the man" is an old saying and we can supply all defects of form, and give you both style and satisfaction in suits and overcoats. Ladies suits, coats and skirts at reasonable rates. Gents fur lined overcoats a specialty.

W. L. T. WELDON
MERCHANT TAILOR.
CHATHAM, N. B.

Administrators' Notice.

All persons having any just claim against the estate of Joseph M. Ruddock, 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 any person indebted to the said estate are required to make immediate payment forthwith to the undersigned.

(Sgd.) MARGARET A. RUDDOCK,
CHARLES D. RUDDOCK.

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,
General Manager.

Railway Office,
Moncton, N. B., 23rd July, 1902.

Real Estate Sale!

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

at 4 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 Lazette 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 lot in possession of Thomas Gorman, on the south by the Peter Gorman lot on the east by the Sutton Road and on the west 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 magnetic of the year 1839 north eighty nine degrees west fourteen chains and fifty links, along the north line of the said granted lot, or to 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.

The sale of the above land being authorized by Decree dated 15th July last, and granted by Samuel Thomson, Esquire, Judge of the Probate Court of Northumberland.

Dated 15th July, 1902.

N. POWER, Executor.

Miramichi Advance.

CHATHAM, N. B., - AUGUST 7, 1902.

The Coronation.

Statements of different kinds—some of them of an alarming character—are sent to the press regarding the condition of the King, but there seems to be warrant for the belief that His Majesty is making excellent progress towards recovery and will be quite able to go through the Coronation ceremonies on Saturday next, which is proclaimed a public holiday.

Newfoundland and the Dominion.

We print, in another column, an article from the Gloucester, Mass., Times, on the subject of the proposed union of Newfoundland with Canada. The Gloucester paper presents, perhaps, the strongest existing argument in favor of the inclusion of the old colony in the Canadian confederation. In the times, years ago, when feeling ran very high between the peoples of the United States and the British Provinces of the North American seaboard, the fishermen of the former did about as they pleased on the coasts of Nova Scotia, Prince Edward Island and Newfoundland, where, the annual visits of "the Yankee fishermen" were a source of terror in many localities. For the last thirty-five or forty years, however—and especially since Confederation—different conditions have existed. The rights of British Americans on our coasts have been better understood and protection extended to them in such a way as to command respect; so, when the United States fisherman now wants anything belonging to British subjects in the way of property or privilege, he has learned that he must pay for it. He still has the best of it in the international arrangements, however, and realises that should there be a union of Newfoundland with the Dominion it will not be made with the object of helping the United States, but for the consolidation of British interests in North America, and particularly in order that the benefits of the natural and other advantages possessed by the united provinces and the colony may accrue to their people.

The Times is mistaken in saying that the Canadian administration's policy is hostile to New England. For a long time United States fishermen enjoyed privileges on our coasts which were of great value, while our people received little or nothing in return. We were shut out of that country by their protective tariff, while they enjoyed both our markets and our fishing privileges; and when we asserted our rights in a much less drastic way than they had been accustomed to protect similar ones of theirs, they set up the cry of hostility. After all, there is no hostility in the matter on either side, we suppose. It is only the self-protection which our neighbors have taught us by example. We give them the privilege of buying bait at a nominal charge, and if we should terminate the modus vivendi it would only be putting a stop to what they would, probably never have granted, had they been in our place.

Canada will, of course, have to sacrifice something in making satisfactory terms with Newfoundland, should that colony entertain the idea of joining us, and it may happen that the greatest compensation to the country at large will be secured through possession of the fishery privileges on which the New England paper sets so high a value, for Canada will be in a position to make use of the necessities of the United States fishermen in enforcing her demand for a quid pro quo in other departments of commerce.

The fear that Canada will "put the screws on" to the extent of shutting her neighbors out from their bait supply is, we think, groundless. Canada would continue the bait privilege, but our cousins might be required to give us compensation in the way of relief from restrictions with which they hand cap us in their marke s.

It can make little difference to the people along the southern shores of Newfoundland who her the fisheries there are prosecuted by British or Yankee Americans. In either case they would have the same employment and the same remuneration for their work as they now have, and, in addition, get from their fellow Canadians such supplies of food and clothing as they need much more cheaply than at present, for they would have absolutely free trade with the rest of the Dominion.

The New England outcry against the inclusion of Newfoundland in the Dominion confederacy is a natural one, for it will render the people of that colony entirely independent of the Yankee fisherman. If Newfoundland joins Canada it will mean new activities in connection with all its resources, and its rich fishery possibilities will be further developed in a very short time by its own people, who will soon learn that they are a part of the first and greatest member of the Empire, and no longer dependent upon their United States neighbors as hewers of wood and drawers of water, and their province will, with its great resources, become one of the richest and most influential members of the British confederacy in America.

The Same old Moncton Convention Alliance.

The "Globe" is again "wobbling" over the matter of local politics being run on Federal party lines. It joined the Bathurst "Courrier" in a demand that it should be so, but, realising that it was only laughed at by the political leaders on both sides and, in face of a protest by the Moncton Times that it wanted to have a Liberal administration, right or wrong, it hastened to repudiate that idea and in a kind of incoherent way blubbers out that it wants the Tweedie government beaten, anyhow. Everybody however has known that for a good while, but it is amusing to find the Globe, which is prepared, at any time, to protest its alleged unalterable fealty to the Liberal party, so ready to accept Mr. Hazen as head of the local administration, although it is doubtful whether that gentleman would not prefer that the Globe should spare him the blight of its support.

With its usual perversity and display of inaccuracy when it has a purpose to serve, the Globe reiterates the untruth that Mr. Tweedie helped to defeat the Liberal candidate in Northumberland in the last general Dominion election. That paper knows that there was no recognised Liberal candidate in the county in that election. It knows that the candidate Mr. Tweedie helped to defeat was also opposed by the president, secretary and other prominent men of the County Liberal Association, after he had vainly tried to secure recognition as the Liberal candidate. Because the editor and manager of the Globe, and a few persons of similar calibre in Northumberland, called the gentleman referred to the Liberal candidate, it did not follow that he was to be accepted as such. We hope, for the sake of truth, that the Globe will not continue to repeat its little "fib" about Mr. Tweedie helping to defeat the Liberal candidate in Northumberland. Even if he did, is that a reason why the Globe, which declares its liberalism and that it wants local politics run on Dominion lines should be doing all in its power to put a conservative in Mr. Tweedie's place as premier? So far as the ADVANCE is concerned, it has no party choice in such matters, and it admires Mr. Hazen as a creditable representative man, but it is different with the Globe, because it is constantly parading its ultra-liberalism.

It is interesting to observe the working out of the alliance formed against the Tweedie Government by the Globe, Sun, Moncton Times and their satelites—such as the Star, Reporter and Bathurst "Courrier." There is the one common bond between them, which is their burning desire to smash the local government at any price. Their readers will remember that they proclaimed the doom of that government from the platform of the Moncton convention. They told us that as the Liberals and Conservatives composing the Emmerson Government would not fight with each other and disband (so that these wonderful statesmen of the Moncton fizzle might take their places) they were to be swept out of political exisence at the pending local election. They proclaimed that the people were tired of having their affairs administered by such men who were unworthy of confidence, etc. We all remember the result. The government was sustained in the general election by a greater majority than ever.

When Mr. Emmerson resigned the premiership and was succeeded by Mr. Tweedie, the Globe, Sun, Times and others of the alliance set up a fresh howl and predicted the almost immediate annihilation of the new government. But in the eight or nine by-elections that have been since held, there has been an unwavering support of the Tweedie government candidates. The people know when their affairs are well administered and they refuse to be stampeded by the Globe and Sun species of political pessimists.

The Sun discloses the secret of its antipathy to Mr. Tweedie. It puts him down as an opportunist. It calls him that because he refused to leave his colleagues in the local government at the bidding of Sir Charles Tupper and Mr. Foster. Mr. Tweedie had "sand" enough in him to refuse obedience to their orders in a matter which he declared to be outside of their domain as federal leaders. The Globe did all it could to embarrass Mr. Tweedie at the time. It aided the Conservative leaders in their attempt to humiliate Mr. Tweedie and neither the Sun, Globe, Sir Charles Tupper, Mr. Foster nor any of those who are responsible for the Moncton convention blunder will forgive that gentleman for challenging them to do their worst. Mr. Tweedie's stand at that time was a potent factor in the political destruction of Mr. Foster, and as that gentleman is the Sun's demigod, it naturally pursues Mr. Tweedie with the vindictiveness which is its leading characteristic in dealing with those who have failed to take Mr. Foster and the gentlemen of the Sun at that paper's valuation.

It is idle for the Sun and Globe to continue the bald denunciation and abuse of Mr. Tweedie and his colleagues which are their stock in trade. If they could point to acts of mal-administration, people might have some faith in their declarations that the government is "utterly discredited," "untrustworthy," etc., and that the electors ought to turn them out. That kind of senseless chatter has been indulged in year in and year out against the Blair, Mitchell, Emmerson and Tweedie governments, each in its turn, but the province at large continues to stand by them, because it is well known that the real trouble with those papers is that they are making all the noise in the hope that it may help them to reach the public treasury, for helping themselves from which, when they had a chance, they have a record which explains their present desperate efforts against the Fredericton administration.

An Ill-Timed Sneer.

A London press despatch of 30th ult. said:—

"John Redmond, leader of the Irish party in the house of commons, entertained Sir Wilfrid Laurier and Premier Edward Barton, of Australia, at dinner tonight in the house of commons. The 22 guests included John Morley, Sir James Charles Mathew, lord justice of appeal; Esther Cronin, of Buffalo; Darcy Scott, of Ottawa, and Editor W. T. Stead."

The St. John Sun, in publishing the foregoing, indulged in its customary sneer, by heading it "Laurier at Home," the object being to invite the hostility of those who do not approve of some of Mr. Redmond's methods. Fortunately, Mr. Laurier has the happy faculty of being at home amongst public men of all shades of politics. He would, no doubt, be courteous even to so notoriously mendacious a person as the Ottawa correspondent of the St. John organ of his opponents, if he were to meet him.

The Intercolonial Surplus.

An Ottawa despatch of last Thursday shows that the net surplus of earnings over expenditure on the Intercolonial railway for the year ending June 30 last is $86,952. These figures were obtained from the minister of railways before he left for England. It will be generally conceded that they present a very good showing when the record of the road before Mr. Blair took it over is considered.

The system of bookkeeping now is the same as when Mr. Blair came into power, notwithstanding the assertions of interested parties to the contrary, and therefore it is very satisfactory to see a neat surplus of this kind instead of the big deficits which were annually recorded against the road in former times when Mr. Haggart, who did try to make both ends meet by starving the road, had charge.

The result of the year's operations has been even better than was predicted by Mr. Blair. He said that he expected a surplus of about $40 000 or $50,000, at the same time adding that he would not be surprised if it were a little better than that. It is just twice as large as Mr. Blair put it. The road is in excellent condition throughout The year's figures show the traffic, both passenger and freight, to be the largest on record.

The Fast Line Project.

In connection with the discussions over the proposed fast line of steamers between Great Britain and Canada, it will be interesting to recall he services for which mail subsidies and other subventions are now provided out of the Dominion treasury under the Dominion estimates of the present year:—

Ocean and mail service between Great Britain and Canada	$150,000
Steam service between Halifax, St. John's, Newfoundland, and Liverpool, from July 1, 1902, to June 30 h, 1903	20 000
Steam service between St John and Glasgow during winter of 1902-3	7,500
Steam service between St. John, Dublin and Belfast during the winter of 1902-3	7,500
A line or lines of steamers to run during the summer months between St. John and Halifax, or either, and the West Indies to South America	80,700
Steam service between Vancouver and San Francisco	5,000
Steam communication between a port or ports in Prince Edward Island, and a port or ports in Great Britain	10,000
Direct fortnightly service between Montreal, Quebec and Manchester, during the summer season, and between St. John, Halifax, and Manchester during the winter season	35,000
To promote direct communication and trade between Canada and South Africa	5,000
The total is	$360,700.

Dominion's share of the contemplated subsidy for the fast line is put down at $750,000. The items of $150,000, $40,000 and $35,000 in the foregoing table would probably be withdrawn and go towards reducing the larger subsidy to $525,000, i.e.

A "Fast Line" Question.

A special cable telegram of 1st instant to the Toronto Telegram says:—

"Sir Christopher Furness, organized a meeting of shipowners which was held yesterday at West Hartlepool. It was resolved to protest against the payment of a subsidy by the British government for a fast Atlantic line, except for the purpose of securing an efficient mail service.

"In the opinion of Canadian shippers and Canadian business men in London generally, no freight subsidy should be given to the Canadian Pacific Railway. Many are also opposed to an enormous passenger subsidy. The British German line men decline that even the best Canadian line will not divert a pound of freight or a single passenger from the present routes. It is also the prevailing opinion that terminal port of the fast Canadian line must be Sydney or Halifax. No greyhound could maintain ocean speed on the St. Lawrence river to Quebec."

It is to be expected that existing freight line companies will take a position against subsidizing new lines for that class of work, and there is much to be said in favor of their contention. The largest subsidy possible should, however, be provided to encourage the establishing of the fastest procurable mail and passenger service, to compete with the United States Morgan merger lines, and the Canadian Pacific Company appears to be the best one for the undertaking. The St. Lawrence route should not be thought of in this connection, but the very best and most modern terminal facilities ought to be established at Halifax, or Sydney, in Nova Scotia and used all the year round. If that principle is not acted on in the matter, but the St. Lawrence route adopted for the summer months, as a surrender to Quebec's local demand on purely political grounds, Canada had better keep out of the fast mail and passenger business altogether.

The Gloucester, Mass., "Times" on the Newfoundland Question.

"The question of union with Canada has again become a live one in Newfoundland, and some say that it will be carried to a successful issue this time. It is thought probable that Premier Bond and Sir Wilfrid Laurier will, while in London for the coronation, come to an agreement as to the terms on which the federation can be effected, and it is certain that Justice Morison, of Newfoundland, has resigned from the supreme court bench to re enter politics and advocate union with their more powerful neighbors, as the practical policy for the island in the future.

"The likelihood of Newfoundland being absorbed by Canada cannot be regarded with indifference by Massachusetts. Such an outcome would create a very serious situation for the New England fisheries. The most important result of the union would be that

THE UNDIVIDED CONTROL OF THE NORTH ATLANTIC COAST FISHERIES

would be transferred to the federal administration at Ottawa. That administration's policy is hostile to New England, and the Boston and Gloucester fishing fleets would probably soon find themselves deprived of the right to enter Newfoundland and Nova Scotian waters to purchase bait which they now enjoy. It is scarcely necessary to remind New England readers that the present privilege to secure bait is conceded under a modus vivendi renewed from year to year, the United States vessels paying a license fee of $1.00 per unit of register, and being then permitted to enter and buy bait fishes. But it may not be so readily grasped that the reason that the Americans enjoy this concession is that Newfoundland at the Quebec conference in 1898

REFUSED TO BE A PARTY TO THE CANADIAN PROPOSALS,

to exclude the Americans, unless they agreed to reciprocity in fish products. The Bond-Blaine convention of 1890 indicated the willingness of the United States to grant Newfoundland fishery reciprocity, because Newfoundland had an unlimited supply of bait to offer the United States fishermen, and did not wish to send much of her own catch of cod into the American markets. Canada, on the other hand, had little or no bait to offer, while she had large stocks of cod with which she wished to flood the eastern states. Naturally, the United States would not trade on that basis, and Canada, in revenge, blocked the Bond-Blaine convention. When the Quebec conference met in 1898, Newfoundland insisted upon independent representation and secured it, and it was

HER OUTSPOKEN INSISTENCE

upon her own position that prevented the North American seaboard being closed to the fishermen of Gloucester and Boston. As an example of the value of Newfoundland's bait supply, not alone to the United States, but also to the Canadian vessels fishing on the Grand Banks, it is only necessary to point out that while 66 Gloucester schooners procured licenses in Newfoundland waters last season to buy bait, no less than 99 Canadian vessels did the same, so it will readily be seen what an immense boon it will be to the Dominion to obtain control—absolute and direct—of this important lever in controlling the deep-sea fisheries of the North Atlantic. It is impossible to suppose then, in view of the well known attitude of the Ottawa cabinet on this bait fishery question that Canada will refrain from "putting the screws on," if she can absorb this colony. That will mean that the New England fishermen must prepare themselves to face a completely altered situation. If they are forbidden access to the bait supplies

THEIR INDUSTRY MUST BE CRIPPLED.

If they concede reciprocity to Canada in fish products, the stocks of fish which will be sent from the maritime provinces (then including Newfoundland) will be so great as to compel a lowering of the price of the American caught article, and a corresponding decline in the profits of the American interests involved Canada is seeking new markets for her fish; the United States is doing the same; the power which holds possession of the bait supply, which alone makes the industry possible,

WILL BE ABLE TO DICTATE ITS OWN TERMS

to the other. Nor is this the worst phase of the subject. The winter herring fishery now almost exclusively controlled by the Americans, who go to Newfoundland every winter and carry away about $250,000 worth of that fish, would then be closed to them also. The Canadians would seek to control it themselves, either by absolutely forbidding the Americans to engage in it, or by imposing an export tax on herring shipped in foreign bottoms, which would assuredly compel the Americans to abandon the industry. The

HERRING FISHERY IS ALMOST INDISPENSABLE TO THE ATLANTIC STATES,

because the herring are the main source of bait for the early fisheries on the southern banks, and also are in general demand as an edible as far west as Chicago. The present American tariff which imposes a duty of half a cent a pound on all fish brought into United States ports in foreign bottoms, makes it impossible for the Newfoundland or Canadian fishermen to engage in this industry under existing conditions, but should Newfoundland enter the Dominion, it would then be possible to turn the tables on the Americans and control the fishery from that end. The southern fishermen of Newfoundland, who do the big trade with the Americans, are not desirous of any change, and will oppose confederation with all their might, but the fishermen on the east and north coast who have but little connection with the Yankee vessels are more eager for union, because they believe it will better their own condition. At the same time, if the United States fishermen are excluded from Newfoundland waters it will be a serious loss to the Newfoundland coast-ter, for the American schooners are constantly running in and out from the banks during the fishing season; they purchase bait, ice and stores in Newfoundland harbors; they crew their vessels in great part with Newfoundland men, and they spend their money generously. It is the same way with the frozen herring industry each winter. Placentia, Fortune and Bay of Islands are enriched by a generous distribution of American gold, for not alone is the large sum expended in buying herring, but almost as much more is paid out for the handling of them, because the crews are too small for this and gangs of coastfolk have to be employed about the vessels. For these reasons the southern seaboard will oppose confederation, but the officials and governing classes favor it and the Canadians are unceasing in their efforts to bring it about, because they will not alone control the Newfoundland fisheries but also the Newfoundland market, which is worth $7,000,000 a year, and which is now equally divided between Canada, United States and Great Britain."—Gloucester Times.

Chatham Town Council.

The Town Council met in regular monthly session on Monday evening, His Worship, Mayor Snowball, presiding.

After last meeting's minutes were read and approved—

Mr. J L. Stewart was reappointed a school trustee, his term having expired, and Mr Michael Haley, school auditor, who has been absent from town for more than a year, and whose office was, therefore, vacant, was replaced by Mr. T. M. Harrington.

The clerk read a petition from Mr. W. C. Winslow, receiver for the Miramichi Sulphite Fibre Company, claiming that the assessment placed on their property for 1902 should not have been made, and that, in any case, it was excessive, and praying for relief from the taxes imposed for the present year.

Referred to Finance Committee.

Ald. McIntosh, as chairman, read report of the Public Works Committee, showing that the water and sewerage extension work, done by days' work, had cost even less than Engineer Scott had estimated and less than it could have been done for under contract. The report and a number of bills accompanying same were passed.

An accompanying report on the water and sewerage extension work, by Engineer Scott, was also read by ald. McIntosh, showing that the difference between the tenders and the work as done by the town by days' work was $475.90 in favor of the latter method.

Ald. Hocken, chairman, reported from the Fire Committee that there had been two fire alarms since last meeting, and testifying to the efficiency of the water system. Report was adopted and accompanying bills ordered to be paid.

The appearance of the Public Park was the subject of favorable comment by ald. Hocken.

Ald. Maher, as chairman, reported from the By-Law Committee as follows:

We have engaged, as instructed, counsel to defend the suit in the Woodford case against the town.

The petition of the butchers referred to us at our last meeting was considered and we deemed it not advisable in the interest of the ratepayers, to grant their request in reference to taxing outsiders who would be selling beef or country produce. The last section of the petition asking that cattle be permitted to land without being taxed was allowed; notice of repealing the said by-law will be given at this meeting.

Ald. Hocken objected to the recommendation of the report as unfairly affecting the town butchers, who were tax-payers, and should not be subjected to the competition of non-taxpayers coming in and competing against them without paying anything for the privilege.

Ald. Maher said the admission of vendors of household supplies without taxation was in the interest of the ratepayers, who should have opportunity to buy as cheaply as possible.

The subject was further discussed by ald. Murray and Nicol who favored existing conditions.

The Mayor showed that under the law as it is at present it was not in the power of the Council to tax those vendors of meat and vegetables who were residents of the county.

The report was adopted.

Ald. Maher gave notice for next meeting of motion to repeal the By-law relating to the sale of certain animals within the town.

A by-law relating to size and weight of exposed soil pipe was passed, on motion of ald. Maher.

Ald. Murray, from the By-Law Committee, moved a by-law requiring constables to file bonds with Town Treasurer for $400 before entering upon the performance of their duties. Adopted.

Ald. Murray, as chairman, reported from the Water, Light and Sewerage Committee for the month of July and recommended payment of a number of bills. Adopted and accompanying bills ordered to be paid.

Ald. Nicol, as chairman of the Finance Committee, reported in favor of increasing Treasurer Johnston's salary by one half the additional amount asked by that officer, or to $650 in all; also that a part of certain Italian water and sewerage laborers' taxes amounting to $9 be donated to Mr. H. Brobecker, ex-collector of same, in response to his petition therefor.

The Mayor said he observed that there had been no Scott Act convictions within the last month. It was not, however, because there had not been drunkenness and violation of the Act, especially in the vicinity of the Public Park. If the policemen cannot do better than that, the Police Committee had better tell them that they must get out and give place to more efficient men.

Ald. Nicol cited a case of drunkenness and disorder in a certain house, which had been brought to the notice of the police magistrate, who had promised to see about it. The duty of reporting upon the matter was shifted, however, from one officer to another and nothing was done so far as he had learned.

Ald. Hocken spoke of laxity in the detection of Scott Act violations, in reference to which he said he had been criticised as the member of Council who alone found fault with the officers paid to enforce the law. He cited the case of a man against whom there was an execution for a four h offence, who was supposed to be still carrying on the business free from arrest on the execution in the hands of the police.

Ald. McIntosh referred to this case and said ald. Murray had instructed the policemen to return the execution, if he could not serve it.

Ald. Murray said ald. McIntosh was slightly in error. What he said was that he was told by a policeman that the police magistrate, in giving him a certain warrant (not a Scott Act one) had told him he need not execute it. He said to the policeman that when he had such instructions he should return the warrant to the magistrate, so that the responsibility for non-service should rest where it belonged. He realized that the policemen must be neglecting their duties in the enforcement of the Act.

Ald. Nicol cited the case of a man whose arrest on execution for a fourth offence was suspended on account of the man's ill health, as per a doctor's certificate.

Ald. Murray said a case of this kind did not excuse a policeman from service of the execution in the proper time. The policemen had no discretion in the matter of service. They must serve or return the execution to the police magistrate.

The Mayor said he was glad he had started the discussion and hoped that steps would be taken to secure a better enforcement of the law for the rest of the summer. There had been entirely too much drunkenness in evidence on the streets of late and too much laxity in the prosecution of offenders against the Scott Act.

[Council here adjourned for committee work and remained in private session discussing—as was understood—the question of appointing a chief of police, which kept them out and the representatives of the public who were present waiting in idleness for about half an hour.]

On reassembling—

The Mayor read a communication from Mr. Alex. Hay, claiming a balance of $15 due him for damages to his land in widening for the town in 1900.

The minutes, etc., were read by Clerk Gaynor, showing that $50 had been contemplated as what was to be paid to Mr. Hay, $35 of which had been paid him.

Ordered that $15 be paid to Mr. Hay, in full, on condition that the right to remove any pipe belonging to the town from the property be secured to the town.

The Mayor read a letter from Rev. Mother Walsh of the Hotel Dieu Hospital, asking permission to make connection with the town water system for that institution and that free water be supplied to it.

The Mayor referred to the benefit the Hospital was to the town and the good work it was doing and favored granting the request of Mother Walsh.

Ald. Nicol, after speaking in favor of the Hospital moved, seconded by ald. Morris, that the Hotel Dieu Hospital be permitted to make water connection as requested, under direction of Supt. McKay and that water be supplied free. Adopted.

Engineer Scott reported that it was necessary to re-fill around the embankment at the sand pipe, which was soon to be completed. He recommended that an order pass for the re-filling, which he estimated to cost about $30. Ordered accordingly.

Final estimate and account of Mr James Mowat, contractor for work at pumping station and house were submitted in a report from Engineer Scott showing $244 due.

Ald Nicol said the town had some charges against Mr. Mowat.

It was ordered that $200 be paid to Mr. Mowat, on account.

Ald. Morris, as chairman, reported from the Police Committee a number of bills, which were ordered to be paid.

Ald. Murray said it had been proposed to run a street from Princess to Hill street. Mr. Thos. H. Fielger, one of the owners, had offered to deed the necessary quantity of his land for the purpose, free, and he understood that Messrs. Andrew and Alex. Brown who owned the remainder of the land necessary to be taken for the purpose were also ready to convey it free. Ald. Murray read a deed from Mr. Fielger and his wife for the purpose, which was, on motion, accepted.

Ald. Wyse asked permission to make use of the old street gas lamps for the Public Square. He also asked whether there was going to be any celebration on Coronation Day. There was a lot of fireworks on hand and as they had to be paid for they might as well be used.

Ordered that the Fire and Park Committee be given permission to remove the old lamp posts to the Public Square for electric lighting purposes.

The Mayor referred to the Coronation celebration matter and hardly thought Saturday night would be a suitable time for it. It might be held later.

Ald. Nicol and Murray thought it would be well to wait until the King was crowned, and then celebrate on Labor day, or some other time thereafter.

Adjourned.

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 Loggeville in the County of Northumberland, Province of New Brunswick, and on the southerly 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-General in Council for a 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.

INTERCOLONIAL RAILWAY.

TENDER FOR BRANCH LINE OF RAILWAY.

Sealed tenders addressed to the undersigned, and marked on the outside "Tender for Riviere Ouelle Branch," will be received until

TUESDAY, THE 12TH DAY OF AUGUST, 1902,

for the Grading and Track Laying of a Branch Line of Railway from Riviere Ouelle Station, Kamouraska County, to St Denis Wharf, on the St. Lawrence River, a distance of about six and a quarter miles.

Plans and Specifications to be seen on and after the 28th July at the Chief Engineer's Office at Moncton, N. B., and at the Station Master's Office at Riviere Ouelle, where forms of tender may be obtained.

All the conditions of the Specifications must be complied with.

D. POTTINGER,
General Manager.

Railway Offices,
Moncton, N B, 22nd July, 1902.

LOTASINE

GALL CURE

A quick and positive cure for Harness and Saddle Galls, Scratches, Sores, Cuts, and all Skin Diseases of Horses, Cattle and Dogs.

YOU MAY WORK THE HORSE

25 Cents All dealers

THE BAIRD COMPANY, Limited,
Proprietors, Woodstock, 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 follow:

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
7 00 a m	4 00 p m	Fredericton	1 45	5 23
7 10	4 08	Gibson	1 45	5 20
7 40	4 15	Marysville	1 21 p m	5 05
9 20	5 27	Cross Creek	12 00	2 50
10 45 ar	}		10 45 lv	
11 00 lv	6 25	Boiestown	10 40 ar	1 15 pm
12 00				11 00 lv
12 05 p m	7 10 ar	Doaktown	9 50	11 45 ar
1 55	8 25	Blackville	8 42	10 00
3 10	9 20 ar	Chatham Jct	7 40 lv	8 30
3 45	9 25 lv		7 30 ar	7 30
4 05	9 45	Nelson	7 00	7 10
4 40	10 05	Chatham	6 40	6 50
5 00 ar	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,	6.30 a. m.	10.30 a. m.
Nelson	6.50 "	10.40 "
Ar. Chatham Junction,	7.10 "	11.00 "
Lv. " "	7.40 "	11.05 "
Nelson	8.00 "	12.10 "
Ar. Chatham	8.20 "	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, Blissfield Carroll's, McNamee's, Ludlow, Astle 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 this 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 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 cat log of rifles, shotguns, ammunition, etc., cover in 8 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 entrance and accommodations.

PHOTOGRAPH GALLERY with single slant light, 20 x 40 feet

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

1 CLUB ROOM 39 x 55 feet (3rd floor)

Apply to W. J. ELKIN.

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