



Publisher's Notice.

The publisher desires to urge upon the notice of all who wish to contribute matter of any kind to the ADVANCE columns—whether it be advertising, news or notices of meetings, etc.—that the paper goes to press on Wednesday afternoon, and to ensure publication, their favors should be in the office not later than Wednesday morning. The printing of the paper is frequently delayed by persons who hold back accounts of meetings, announcements of entertainments, etc., which they might easily send in days before that on which we go to press, but they seem to consult only their own convenience and often place them in our hands on Wednesday after the paper is made ready for press, and then it is a hardship because they do not appear; and, in most cases of this kind, the contributors are really free in advertisements. We want to help every deserving contributor in the community, freely, in every legitimate way, but must expect them not to delay the publication of the paper when they wish to make use of our columns. Send your matter for the ADVANCE along on Monday or Tuesday, but don't hold it back until Wednesday if you can possibly avoid doing so.



THE SALMON FISHING season closed on Monday last.

"Joe," Mr. Robert Allen, "Joe" won first money in the 2.35 class at Shediac on Saturday. His time was 2.31.

OLEO—The Dominion Steamer, "Brant," was here on Monday. She is distributing oil to the lightkeepers.

INTERNATIONAL LINE STEAMERS Time table changed on Monday. The new arrangement is stated by advt. in another column.

RAIN AND HAIL—There was a very heavy fall of rain in Chatham about noon on Monday, accompanied by lightning, thunder and hail.

DENTAL NOTICE—Dr. Vaughan's office will be closed on Wednesday from 9 a.m. until 2 p.m., owing to his duties as dentist surgeon to the Hotel Dieu requiring his presence at that institution.

THE STR. HALIFAX took aboard here last week from the Snowball company and had very quick departure, she had 28 passengers on board—Sydney not in good health—who were being returned to Europe, whence they came.

WINTER—FATHERLY FIDELITY TO TRAVEL for well equipped house, in a few counties, calling on retail merchants and agents. Local territory. Salary \$1000 a year, and expenses, payable \$120 a week in cash and expenses advanced. Position permanent. Business successful and thriving. Standard House, 334 Dearborn St. Chicago.

THE "ADVANCE" is printed a day earlier than usual this week, the editor having to leave for Montreal Wednesday morning to attend the meeting of the Maritime Board of Trade. Other representatives of the Chatham Board are Messrs. W. S. Loggie, George Watt and D. MacLachlan.

If at first you don't succeed, Try, try, try again.

If you had used the right kind of fat You would not need to try again. KERR'S meets your every desire And to this claim only reply, In the real old genuine and "take like fire."

So buy, buy, buy again.

KILLED—Mr. Robert McMurtry, a brakeman on the Indian River branch train was killed on Monday at Riverview station. Unseen by the engine driver he went between cars which were backed, and he was crushed. It is said the fatality was not known until half an hour after it happened. McMurtry, who was about 45 years old, was a native of Kent, married and leaves a wife and family.

To Cure a Cold in One Day Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

"ALEXANDER" Again Disabled.

On Saturday afternoon the steamer "Alexander," while being run in to the Burnt Church wharf, missed, going east of it and in backing out to make another trial, was run against a rock which so damaged her projecting iron heel that the lower end of the rudder was unhinged. She managed to get to Chatham under her own steam and was beached in the hope that repairs could be made, but without success. She left on Tuesday evening for Pictou, accompanied by the "St. George," where she will be placed on the marine slip.

A Severely Suffering Man In Mr. Thomas McLaughlin of North Pelham, who was cured of muscular rheumatism by Nerviline, the most powerful rheumatic remedy in the world. "I suffered all manner of pain for years, he writes, and Nerviline was the only thing that did me any good. I am heartily recommending Nerviline for all forms of rheumatism; it goes to the very core of the pain and gives lasting relief. Let every sufferer from back, aching joints and swollen limbs use Nerviline. It's sure to cure and costs 25c. for a large bottle.

Blueberries.

A Calais, Me., despatch of 10th inst. says:—The W. S. Loggie Co., Ltd., of Chatham, N. B., has begun its blueberry raising factory, established in this city several years ago, and operations have begun under the direction of Joseph Carr and P. M. Du-

Clothing!

MEN'S PANTS.

Men's Union Homespun Pants all sizes at \$1.35 per pair.
"All Wool" Pants at \$1.85 per pair.
"Lumberman's" all wool Pants, noted for wear, at \$3.50 per pair.
These pants were made in the "Humphrey Woolen Mills" at Moncton. They Look well, Fit well and Wear well.
Also a few pairs of Men's White Duck Pants at \$1.35 per pair.

W. S. LOGGIE Company, Ltd.,
COMMERCIAL BUILDING.

bridge, both of Chatham. A car load of galton and quart cans for the factory has arrived and three hundred and thirty-five boxes of berries are already received. Most of the berries come from New Brunswick; few being received from Washington county.

Log Sale.

The annual sale of the Fredericton Boom Co.'s unskidded and mixed marked logs took place at A. F. Bouchard & Son's office last Thursday. Among the lumbermen present were W. H. Murray, E. L. Jewett, Chas. Miller, Fred E. Sayre, Henry Bilyard, Fred Miles, Donald Fraser, Jr., and Adam Boudreau. The auction was bid in by Chas. Miller at \$11.10 for merchantable and two-thirds of this price for white. There was 27,000 cu. ft. of merchantable spruce and 300,000 cu. ft. of white. Hayward Bros. bought the bulk of the white there was 10,350 cu. ft. at \$3.75, and cedar, 69,640 cu. ft. at \$0.90; pine, 10,790 cu. ft., went to T. E. Babist at \$7.00.

What is Dyspepsia?

Quinins, saunas, long hot food yet dreading to eat. You may have the real thing, but Perrozene will cure you like it did S. D. Huntington of Hamilton, who says "I frequently was attacked with acute dyspepsia that I thought it must be heart disease. I used Perrozene and got relief. I kept on using Perrozene and was cured. My digestion is in perfect order and I can eat anything to-day." Nothing is so good as Perrozene for dyspepsia and those bothered with weak stomachs. Price 50c. at druggists.

Canoe Trips.

The Canadian Pacific Railway has issued an artistically prepared booklet descriptive of canoe trips on St. John and Miramichi rivers, all above Fredericton. This trip is particularly attractive for parties of ladies and amateur canoeists, who do not care to venture into the back woods, and unattended districts.

The guides who are engaged in this business are thoroughly capable men, members of the New Brunswick Sportsmen's Guide Association, and are well equipped with Canoe, Tent, Cooking Utensils, and camping outfit generally. The booklet and any other information connected with the subject will be furnished on application to C. B. Foster, G. P. A., C. P. Ry. St. John.

Personal.

Lighthouse Inspector, John Kelly, Esq., was in town on his way down the Miramichi.

The Fredericton Herald says:—"Mr. and Mrs. A. E. Wilkinson, of Moncton, who have been spending the week pleasantly here, Mr. Wilkinson also extending the Oldfield's Grand Lodge, of which he was elected Grand Master, left this afternoon by the Canada Eastern for Chatham, where they will remain for several days, the guests of his brother-in-law, Mr. Alex. Burr. Mr. Wilkinson is an official in the I. C. R. freight department, Moncton, and is taking his annual vacation."

Mr. Gordon Livingston, of Harcourt, is visiting his sister, Mrs. W. J. Smith, Chatham. He is one of the veterans of the press.

Mr. Fred. Harding, of St. John, is visiting Miss Pierce, King Street.

Mrs. Arthur Wright, of St. John, is visiting her daughter, Mrs. M. S. Mookin.

Miss Snowball and Miss Turner of Toronto, accompanied by Mr. and Mrs. W. Miller on an automobile trip to Richibucto last week.

Miss Peters, of Moncton, who has been visiting Mrs. Tweedie, at Elmhurst, returned home yesterday.

Mr. R. P. B. Joyce is visiting Bathurst friends.

The Pulp-Freight Question.

The St. John Sun of Friday says:—Traffic Manager Tiffin of the I. C. R. went to Boston on Wednesday evening. While Mr. Tiffin's trip is of a private nature, it is understood that he will combine business with pleasure and will try to make arrangements with certain American railroads for reduced freight rates on pulp from Chatham.

The parties who are now considering the purchase of the Chatham mills have asked for rates which will enable them to ship as cheaply from Chatham as is done from St. John. Such an arrangement seems at present impossible unless the American lines over which the pulp is hauled agree to accept a lower rate than is now paid.

Much pulp is sent to East Holyoke, Mass., and to this place the rate per hundred pounds from Chatham has in the past been seventeen and a half cents, the pulp being carried by Canada Eastern to Fredericton, by C. P. R. to Vancouver, and from Vancouver to Holyoke by Maine Central and Boston and Maine. Of this seventeen and a half cents, should the present rate remain in effect, the International, now the owner of the Canada Eastern, will receive five cents per hundred.

The C. P. R. rate on pulp from St. John to Holyoke is twelve and a half cents, it being made so low on account of competition from St. John by water. In order to give the Chatham mills equal conditions the C.

P. R. quoted a twelve and a half cent rate from Fredericton to Holyoke, this being lower than usual.

Of this rate, the C. P. R. receives but a small proportion, an small, indeed, that if any appreciable reduction were made the railway could not haul the stuff at a profit.

But in any case the initial road makes the rate, and in this instance the I. C. R. has to agree with the other roads.

Those who propose to purchase the pulp mills ask the same rate from Chatham to Holyoke as elsewhere as is granted from St. John, a twelve and a half cent rate. The I. C. R. is said, is prepared to knock off one and a half cents from Chatham to Fredericton, carrying the pulp that distance for three and a half cents or \$10.50 per car, and to bring the total rate down to the figure asked by the mill people, the remainder of the reduction must be made by American roads.

Catch of the Seal.

Is very common, but awfully dangerous because it causes deaths and leads to consumption. Cure is as certain to follow the use of Catarrhose as day is to follow night. You simply breath the fragrant healing Catarrhose which spreads through the nasal passages, throat and lungs, driving out every vestige of catarrh. "I was cured of chronic catarrh of the nose and throat," writes Ernest M. Wilkinson of Lunenburg, "after many years of misery by Catarrhose which is a splendid remedy to free the air passages from mucus. Catarrhose relieves me of anything to-day." Nothing is so good as Catarrhose for dyspepsia and those bothered with weak stomachs. Price 50c. at druggists.

Normal School Examinations.

The Chief Superintendent of Education has reported on the results of the Normal school entrance examinations, the preliminary examinations for advance of class and closing examinations for teachers' licenses. The total number of candidates examined was 346. These were divided as follows:—

13 for Grammar School,
5 " Superior "
70 " First Class,
152 " Second "
Three only passed for Grammar School licenses.

Amongst those who passed for First Class Superior were Douglas C. Hayland, Chatham, and Ida M. Debo, Newcastle.

For Second Class the following North Shore candidates passed:—
Catherine G. O'Brien, Ellenton, Northid.
Colin Carruthers, Ford's Mill, Kent Co.
Mary G. McDonald, Black River Bridge.
Liz G. McNeil, New Mills, Restigouche Co.
Jesse E. Morrison, Church Point, Northid. Co.

The following North Shore candidates were amongst those who made an average of 67 per cent, and upwards on first class examination papers:—
Linda K. Ullman, Jacques River.
Tosie Gallivan, Chatham.
William J. Kelly, Chatham.
Mary K. McLean, Restigouche.
Jennie M. Dunphy, Upper Blackville.
Ada B. Doyle, Chatham.
Ida C. Lynch.
Annie R. McRae, Black River Bridge.

Those from North Shore counties who made 60 per cent, and over on second class examination papers were:—
Margaret Popen, Anderville.
Katie J. Ames, Lower Derby.
James Morrison, Church Point.
Janie W. Currie, Est River.
Margaret Sullivan, Kouchibouguac.

Farm Laborers' Examinations 1904.

Latest reports show that the Wheat Crop of Manitoba and the Northwest is as good if not better than past seasons, and many thousands of laborers will be required to assist in harvesting same.

The Farm laborers' excursion from the Maritime Provinces will be run on August 31st, from points in Cape Breton and Nova Scotia East of New Glasgow; from all other stations in Nova Scotia, Prince Edward Island and New Brunswick on Thursday, September 1st.

Second class tickets to Winnipeg will be sold from each coupon ticket station, and the rate from points in New Brunswick on Canada Pacific lines will be \$12.00 going, \$18.00 returning; from points on the International lines in New Brunswick and Nova Scotia, also from D. A. R. stations in Nova Scotia, rate will be \$18.00 going and \$18.00 returning, and from coupon ticket stations in Prince Edward Island rate will be \$13.50 going and \$19.50 returning.

These tickets will be sold to female as well as to male laborers, but half tickets will not be issued to children, and the purchaser of each ticket will be given Farm laborers' verification certificate, and extension coupon. On arrival at Winnipeg special rates will be met by Farmers and Maritime Government representatives, and when extension coupon has been signed by the farmer showing that the holder thereof is engaged to work with him in the harvest field, this coupon will be taken up by the

ticket agent, and free ticket, given to the Canadian Pacific station nearest to the point where the laborer has engaged to work, and on arrival at that station the laborer must deposit the verification certificate with the Canadian Pacific ticket agent. When he has worked for thirty days, and has certificate signed by the farmer, such certificate will be honored for return ticket starting point any time prior to Nov. 30th, 1904 on payment of the return rate above quoted.

It is expected special passenger trains will be run on the main line for the accommodation of laborers, and tickets will not be good on regular passenger trains.

100 lbs. baggage wearing apparel only, will be allowed on each free ticket to Winnipeg, and every piece of baggage checked should bear the owner's name and permanent address. If, however, anyone has made prior arrangement to work with the same farmer they were employed with in previous years, they may check their baggage through to that point, but not beyond Moosejaw, Yorkton or Estevan, as no free tickets will be furnished to points beyond those stations.

Owing to the great difficulty in handling fifteen or twenty thousand laborers to one station at Winnipeg, baggage delivery may be slow, and as much as possible should be carried in hand grips in the cars with the passengers instead of checking.

Anyone requiring any further information should write to Mr. C. B. Foster, District Passenger Agent, Chatham, Restigouche, Railway at St. John, N. B., and those who intend joining excursion should notify ticket agent at once.

Quotings.

Quotations of Newcastle and Chatham, with the very welcome addition of Commodore Miller from Millerton, had their Saturday afternoon play in the Faber field near Bushville on 13th.

The Newcastle men came down on the John W. Miller to Bushville wharf, with exception of Mr. Harrison, who arrived by wagon. The up-river contingent consisted of Messrs. R. A. Park, J. A. Miller, R. C. Clark, A. J. Davidson, R. T. D. Aitken and Hugh Harrison, and those from Chatham were Hon. Dr. Tweedie, Jas. Miller, R. B. Cronin, John H. Liviore, W. H. Tapper, T. M. Goyner, Robert Murray, James Johnston, Chas. Bannister, Harry Gunning and D. G. Smith. The results of play were as follows:—

Tweedie and Cronin 21
Murray and Gunning 11

Jas. Miller and Aitken 21
J. C. Miller and Clark 19

Lawlor and Johnston 21
Cronin and Gunning 18

Murray and Reinboro 21
Davidson and Aitken 16

Cronin and Gunning 21
Johnston and Lawlor 7

Tweedie and Aitken 21
Davidson and Clark 14

Murray and Smith 21
Harrison and Goyner 17

Reinboro and Gunning 21
Tapper and Liviore 20

Mr. Cronin, in one of his games, gave the opponent against whom he pitched a very handsome drubbing, allowing him to score only one point in the game.

For S and C class the following Nova Scotia candidates passed:—
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Colin Carruthers, Ford's Mill, Kent Co.
Mary G. McDonald, Black River Bridge.
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Canada Eastern Railway.

(Continued from 2nd page.)

It will be seen that these figures have doubled since 1895; and if the business were taken from the Canada Eastern, it would be still greater loss to the International railway as the proportion of receipts accruing to the International from this business must be greater than the proportion accruing to the Canada Eastern.

The receipt of the International from this business is \$100,000. It is run on the co-operative principle, and about the proportion accruing to the International. If we did not take over the Canada Eastern and it were to become of the system, the International would have the benefit of that express traffic, because there would be no way to get to Fredericton or reaching intervening points between Chatham Junction and Fredericton, or for that matter getting into Chatham. If this were a matter for the consideration of a railway corporation, sound business principles would dictate it to endeavor to sell only to secure this road, but to prevent it from being secured by another company, because that would shut them out from the volume of business which is principally to be shared by them; and if a railway corporation would do this in consideration of sound business principles, why should not the government do it in this instance?

Mr. Barker—Will the hon. gentleman explain what effect the Grand Trunk Pacific would have on the International? It is being secured by another company, because that would shut them out from the volume of business which is principally to be shared by them; and if a railway corporation would do this in consideration of sound business principles, why should not the government do it in this instance?

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endeavoring to make as to the advantage the International will have in being connected with the Canada Eastern. The International gets its supply from an entirely different source from that which will feed the Grand Trunk Pacific, and they will in no way clash or interfere with each other; but it would be to the advantage of the International to have the Canada Eastern particularly during the construction of the Grand Trunk Pacific, and the development of that country and its coal fields. All this would be of very material advantage to the International and to the country tapped by these roads at that point.

Mr. Emmerson next dealt with the spruce to be paid for the road—\$800,000—and replying to opposition intimations to the effect that the price should be governed by the net earnings showed he said:—

That's not necessarily so, at all, and not fairly so. If that were so there would be no railway subsidies granted in the country at all. Many railroads are built, with the view of developing the country, and we give them subsidies because they are not supposed to be very successful transportation enterprises. In the development of a new country, there must be a loss in constructing a line of railway in a new section, and the experience of this railway is no different in respect of other lines of the country. Therefore you cannot properly have the valuation of a road on its earning power; it would be unjust and unfair, and has never been recognized in Acts of Parliament.

He referred to the advantage of having the Fredericton Railway bridge in connection with the road and the importance to Fredericton and other places on the St. John river having the advantage of this road and bridge in International hands, raising in competition with the C. P. R.

Mr. E. D. Smith—Are there any large villages or any small towns between Fredericton and Chatham?

Mr. Emmerson—Yes, quite a number. There are Marysville, Bonaventure, Logville, Blackville, Millerton, Indiantown and other points all along the line. There are some very large saw mills at some of these points and a great many other industries.

Mr. E. D. Smith—Can the hon. minister give the total population in the towns and villages along that road?

Mr. Emmerson—I should think there would be a population of about 30,000.

Mr. Goadby—Is it fairly settled all along? Mr. Emmerson—Yes and it is very largely a lumbering country, and a very large proportion of the population is engaged in the lumbering industry.

Mr. Tiffin, in a report which he made in 1902, thus speaks of the traffic:—

I find that for the year ending Oct. 31, 1901, the total freight tonnage amounted to 114,406 tons, on which the earnings amounted to \$88,958.18; passenger traffic for the same period amounted to \$22,339.42; mails, \$3,994.24; miscellaneous receipts, including express, \$2,002.34, making a total revenue of \$137,294.22.

He continues:—

There are several good towns on the line, having fair populations and good business prospects. These towns are Marysville, with its large cottonmill, sawmills, etc.; Chatham has a population of about 5,000, at which point are located a number of sawmills and two pulp mills, the largest of which is unfortunately closed down through financial difficulties.

By reason of this closing down the earning power of the Canada Eastern during the past three years has been very materially affected, but I am glad to say that the strongest possible hopes are held out that this industry is to be re-established on a larger basis with very strong capitalistic behind it. Mr. Tiffin goes on to say:—

It is in fact the backbone of the Loggie Brothers, at which place there is quite a large fish industry; Blackville, which has a population of about 1,000; Bonaventure, which has a population of about 1,000; and Indiantown, which has a population of about 1,000; and the rest of the places on the line are all small villages, but all more or less fairly good traffic points.

This road becomes a part of the government system of railways, and, as such, will represent the amount of money put into it. In fact we have about \$70,000,000 invested in the International. That is not for the benefit of that section merely. And if you add to that capital expenditure by the purchase of the Canada Eastern, it will represent the backbone of the Loggie Brothers, at which place there is quite a large fish industry; Blackville, which has a population of about 1,000; Bonaventure, which has a population of about 1,000; and Indiantown, which has a population of about 1,000; and the rest of the places on the line are all small villages, but all more or less fairly good traffic points.

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