

General Business. HOT WATER BOTTLES AND FOUNTAIN SYRINGES IN VARIETY AT HICKEY'S DRUG STORE

COMMON SOAP ROUGH SKIN Olive Oil and Cucumber Soap

3 Cakes for 10 cents. Mackenzie's Medical Hall.

DERAVIN & CO. COMMISSION MERCHANTS

DENTISTRY! Henry G. Vaughan, D. D. S.

GAS ADMINISTRATION. PAULINE DENTISTRY A SPECIALTY.

THE BEST STORE TO PATRONISE.

Change of Time. The Act of the New Brunswick Legislature changing the time of the Province from the multiplicity of times now observed to the Atlantic Standard has been proclaimed by the Lieutenant-Governor-in-Council.

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

Bank of Montreal. ESTABLISHED 1817.

EXQUISITE STYLE IN DRESS. I beg to return thanks to my patrons for their patronage 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.

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Miramichi Advance. CHATHAM, N. B., JUNE 12, 1902. At Home. The Lieutenant-Governor and Mrs. Snowball will be at home on Wednesday and Thursday next, the 18th and 19th instant, from 4 to 6.30 o'clock p.m.

Will they Never Learn? We observe that there is an agitation in the United States to encourage traders of Cape Colony to come to the former country. Are there not enough of the imported assassin class there already!

Slowing the "Fast Line." The ADVANCE has, for years, advocated the idea that it is futile to discuss the establishing of a fast passenger line between Great Britain and Canada, unless the claims of certain ports to be its termini are ignored. We have always contended that St. John, for instance, should exert all its influence in the direction of securing for itself the position of Canada's terminus for transatlantic freight business, especially in winter, while it should yield to Sydney, Halifax or some other Nova Scotia port a similar position in regard to the fast passenger business—both winter and summer.

No good reason can be urged for using either St. John or Quebec in connection with the fast line, and we are, therefore, at a loss to understand why so able a public man as Mr. Tarte, Dominion Minister of Public Works, while affirming the true idea of which the choice of a fast line terminus should be chosen, shows that he is prepared to sacrifice it for a part of the year, doubtless for purely local reasons. He says: "My idea would be to have Quebec the summer terminus of the fast line, Halifax the winter terminus for passengers, and St. John for freight."

Government Notice.—His Honor the Lieutenant-Governor, during the absence from the Province of the Provincial Secretary and Premier, has been pleased to designate the Honorable William Pugsley, Attorney General, as Acting Premier, and the Honorable Charles H. LaBrosse, Chief Commissioner of the Board of Works, as Acting Provincial Secretary.

Lumber in Liverpool. London Times Trades Journal of 31st May, in its Liverpool notes, says:—The holidays being now over, there is a general return to serious business, and all reports from country districts are true, there is an improvement in trade which will be welcomed by the importers of timber in this district.

Considerable business has been done in the past few days in spruce deals for future delivery in the Lancashire ports. Prices have ruled at £7 10s. cwt. for port specifications containing about 55 to 60 per cent. of 3x7 and 3x8 inch, but for any better line of dimensions than these higher prices are wanted.

The weekly arrivals per liners have been dealt with on private terms from the ship's side, and all, or nearly all, have gone into consumption. The Norwegian bark "Johanna," for Halifax, N. S., to load a cargo of spruce, went ashore on Tuesday upon a sunken reef, and has become a total wreck. Happily the crew were rescued.

Canada and the Mother Country. Professor Robertson, Dominion Commissioner of agriculture, who has returned from England, states that Canadian affairs and Canadian products are occupying a much larger attention there than ever before.

He has several interviews at the department of the imperial government regarding future shipments of Canadian supplies to South Africa and found the authorities most favorably disposed to Canadian products. The hay and flour shipments to Africa have given considerable satisfaction. He found, however, that even an inferior bale of hay in a shipment had a tendency to seriously injure the reputation of the shippers. While in England he went before the committee on remonies to give evidence regarding the supply of horses from Canada. He pointed out to them that the demand for 10,000 to 20,000 horses per year suitable for artillery, cavalry and mounted infantry. All that was required was a steady market, which would encourage farmers to keep up the standard of breeding.

A notable increase has taken place in the quantity of cheese, butter and bacon. The value of these exports from Canada has increased from \$19,455,544 in 1896 to \$35,812,434 in 1901, and will occupy a relatively better position on the market of the United Kingdom. The newspapers have given much prominence to the discussion of preferential trade.

The British steamer Camorta, from Madras for Ragon, with 650 passengers, which was believed to have foundered May 9 in a cyclone, owing to the discovery of wreckage, has been discovered near Baragat Flats in the straggle Delta, directly in the track of shipping. Her remains are protruding above the surface of the water.

Under the heading "A Bad Spectacle," the "Trent," N. S., News says:—"The Supreme Court closed its session for this week at one o'clock to-day, when the jury brought a verdict of guilty of horse-stealing against Mrs. Rushton and her son. It was a sad spectacle indeed, never seen before in the Trent Court and probably not in any other Court in the Province—of a mother and her grown up son standing in the criminal box together charged with stealing and found guilty by the verdict of a jury of their fellow countrymen."

ally a direct line from the great lakes to the Atlantic seaboard, and be in a position to supply export business at both of the ports of Halifax and St. John.

A Sidelight on the Wood Trade of South Africa. (From the Trent News.) A report from Mr. James Cumming, who was sent from Canada as a Special Trade Commissioner to South Africa, has just been published, and in it are some instructive comments upon the wood trade of that region. After pointing out the fact that Sweden, Norway, and the United States have hitherto contributed the bulk of the requirements, he expresses the opinion that South Africa should become one of Canada's largest customers for lumber of all kinds. The southern part of Africa is comparatively treeless and will always produce all kinds of wood. The principal buildings throughout the country consist of wood and iron, and the scarcity of lime for plastering makes a large demand for wooden ceilings and interior house fittings, considerable quantities of planed and grooved boards being imported for such purposes. Everything in the wood line intended for South Africa, the Commissioner advises, should be finished as nearly as possible, so that little carpentry skill is required to fix it. Dressed lumber should be in long lengths, say, 12 ft. to 24 ft. A steady demand will always exist for such material, and, in addition to the usual sizes of 2 in. by 4 in., 2 in. by 6 in., 2 in. by 8 in., 2 in. by 10 in., 2 in. by 12 in., 2 in. by 14 in., 2 in. by 16 in., 2 in. by 18 in., 2 in. by 20 in., 2 in. by 22 in., 2 in. by 24 in., 2 in. by 26 in., 2 in. by 28 in., 2 in. by 30 in., 2 in. by 32 in., 2 in. by 34 in., 2 in. by 36 in., 2 in. by 38 in., 2 in. by 40 in., 2 in. by 42 in., 2 in. by 44 in., 2 in. by 46 in., 2 in. by 48 in., 2 in. by 50 in., 2 in. by 52 in., 2 in. by 54 in., 2 in. by 56 in., 2 in. by 58 in., 2 in. by 60 in., 2 in. by 62 in., 2 in. by 64 in., 2 in. by 66 in., 2 in. by 68 in., 2 in. by 70 in., 2 in. by 72 in., 2 in. by 74 in., 2 in. by 76 in., 2 in. by 78 in., 2 in. by 80 in., 2 in. by 82 in., 2 in. by 84 in., 2 in. by 86 in., 2 in. by 88 in., 2 in. by 90 in., 2 in. by 92 in., 2 in. by 94 in., 2 in. by 96 in., 2 in. by 98 in., 2 in. by 100 in., 2 in. by 102 in., 2 in. by 104 in., 2 in. by 106 in., 2 in. by 108 in., 2 in. 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