General Business.

HOT WATER BOTTLES —AND— FOUNTAIN SYRINGES IN VARIETY AT HICKEY'S DRUG STORE

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WILL CAUSE

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On Face and Hands.

We have just imported a large lot of

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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.

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The DOMINION PULP CO'Y LTD. opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for CORD WOOD, nine feet lengths, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter.

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AGENTS to represent us in the cities, towns and country districts of New Brunswick. Terms liberal and pay Weekly. Sample case supplied Free.

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600 Acres under cultivation

and grow a complete line of fruit and ornamental stock, including many specialties which we control.

We will deliver stock to customers

Free of Freight Charges

and at their residence, guaranteeing delivery of stock in good condition. Apply now to

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Sanitary Engineers.

Plumbing and Hot Water Heating.

WATER STREET, (next door to the Hocken Building) CHATHAM N. B.

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ESTABLISHED 1817.

Capital (all paid up) $12,000,000
Reserved Fund 7,000,000
(NINETEEN MILLION DOLLARS!)

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TRAVELLERS' LETTERS OF CREDIT

issued, negotiable in all parts of the world.

R. B. CROMBIE, Manager Chatham Branch.

Miramichi Advance.

CHATHAM, N. B., MAY 15, 1902.

Slowing the "Fast Line."

Hon. Mr. Tarte, who opposes the proposition for making the Canada Eastern Railway a part of the Intercolonial system, proposes to expend a million dollars in improving Quebec harbor with the object of making that port the terminus of the much talked of fast transatlantic steamship line. It looks like sheer folly for Canada to attempt the establishing of a fast line with Quebec as its terminus on this side of the ocean. A fast line must necessarily make the shortest possible ocean run and then utilise the railways. Sydney or Whitehaven, or even Halifax in Nova Scotia should be the all-the-year-round Canadian terminus, as either must be for nearly one half of the year. The proposition to use Quebec or any other St. Lawrence port in this connection is not businesslike. It is clearly a truckling to sectional and political considerations, which must make the great and expensive undertaking involved a failure from the start. Every patriotic Canadian should refuse to support it. If we are to have a fast line let us not wilfully handicap it.

Pulp Mill's Assessment.

In connection with the agitation kept up by the World in the interest of the receiver, or the Royal Trust Company and Bank of Montreal who caused the Maritime Sulphite Fibre Company's mill at Chatham to be shut down, it may not be amiss to say that a large number of people appear to differ from Mayor Snowball, who remarked at a late meeting of the Town Council that that property's taxation for town purposes should be considered in connection with the fact that it is not running. They claim that the mill is held at a substantial valuation. It is intimated in the World that a gentleman, who is solicitor of the Bank of Montreal and representative of the Royal Trust Company—and, therefore, may be assumed to know what he is stating—could sell the mill for $350,000 and have it operated if it had its former lumber lands, which are worth, perhaps $50,000. The valuation of the mill, as held by the Trust Company and Bank—according to the World, which seems to speak for the official receiver and solicitor of the Bank of Montreal—is, therefore, about $300,000.

The highly taxed ratepayers of Chatham will await with interest the appearance of the figures on which the Royal Trust Company of Montreal is to be assessed for their property in Chatham. It is not the fault of the town that it is idle, nor is it the fault of the unfortunate lumbermen whose logs the Company secured on false pretences without paying for them, and who are endeavoring, in an honest and legal way, to have justice done to them by this wealthy Montreal corporation.

Discriminating Against New Brunswick.

It is said that certain members of the Ottawa Cabinet are so strong in their opposition to the Canada Eastern railway being acquired as part of the Intercolonial that they have succeeded in preventing it, although there is no doubt that the road would be a paying investment, while its being run as a part of the government system would be of advantage to the North Shore and St. John river section of the Province.

On the other hand, we learn that, without any previous general public agitation of the subject, the government proposes to construct a line of railway from the I. C. R. at Riviere Ouelle station to Riviere Village, opposite Murray Bay on the St. Lawrence, and have a steamboat service in connection therewith. The new railway, which will be six miles long, is to be running in July. It may be presumed that this Murray Bay railway is a legitimate undertaking in the interest of the public, just as the Canada Eastern is, and that it will add to the importance and usefulness of the Intercolonial system, as the Canada Eastern would, but it is not out of place to observe how ready the members of the Dominion Cabinet are to endorse the construction of the Murray Bay road while they disapprove of the acquisition of the Canada Eastern. The main reason evidently is that the one is in the province of Quebec, while the other is in New Brunswick.

Peace Prospects.

It seems to be conceded in well-informed quarters that terms of peace will be arranged between the British and Boers in South Africa before the end of May. While the prospects of such a desirable thing are promising, there are, however, obstacles in the way of its realization which may cause unforseen delay.

A New Era in Campbellton.

A wonderful thing happened in Campbellton the other day. It was the appearance of an editorial in Events. So unusual a phenomenon has not startled that long-suffering community for a good while, and there is a suspicion that it found its way to the sanctum of that somnolent guardian of border interests in the form of an inspiration. Nobody believes that it emanated from the Globe office in St. John, but the avidity with which that paper seized upon and fondled it indicated that the recklessness with which it pursues Premier Tweedie is still unchecked by any adequate sense of the harmlessness of its efforts to thwart his real or supposed wishes in regard to public matters. The Globe is, however, almost as harm less for good or ill as Events, and neither, therefore, needs any particular attention when it starts out to "do up" those who happen to incur its opposition. One result, however, is the outcome of the effort of Events:—Hereafter if the year of any Campbellton event happening in 1902 shall be forgotten, it may be fixed as having taken place in that during which Events contained an editorial.

READ Messrs. Snowball's Grocery advt. on page 3.

Helplessness at the Ferry.

No reasonable excuse can be offered for the Chatham-Moorfield ferry slips being allowed to so fill up as to prevent the Ferry steamer from reaching the landings at very low tide. Yet these conditions prevail just now, and passengers are inconvenienced and delayed in consequence. When the late Mr. Haviland ran the ferry on his private account, he had a dredging contrivance which he worked from the steamer and used when necessary to drag out the silt and other matter that, from time to time, accumulated in the slips. Under the Steam Navigation Company's management a different or rather indifferent policy prevails, and the public interests suffer. The directors should look after the matter at once.

Mean Tactics.

Well-informed people know exactly the nature of the official invitations extended to the different provincial premiers through Lord Minto, to participate, with their ladies, in the coronation celebrations in London next month, but a number of the more obscure partizan country papers are endeavoring to convey the impression that because Sir Wilfrid Laurier will be the only Canadian premier received as a royal guest and recognised as representing Canada, therefore, the provincial premiers are not to be received or recognised in their official capacity at any of the Royal functions. As Colonial Secretary Chamberlain has signified, through the Governor-General, that the provincial premiers are to have places assigned to them and their wives on the great occasion, it may be assumed that the statements of the papers referred to are, as usual, the outcome of the desire of a certain class of envious nobodies to decry and pull down those whose plane they, themselves, can never hope to reach.

Death of Principal Grant.

Rev. Dr. Geo. M. Grant, C. M. G., Principal of Queen's University, Kingston, a preacher and writer of fame throughout the Empire, died on Saturday last. He was a native of Albion Mines, Pictou county, N. S., and in his 67th year. He was an administrator of great ability and his literary labors and travels gave him a very high position amongst the public men of Canada. In 1872 he was Sir Sanford Fleming's companion in his overland journey to British Columbia when that great engineer was seeking a route for the Canadian Pacific Railway, and on his return lectured on the subject, "From Ocean to Ocean" and, later, published the well known book of that title. His other works included:

'New Year Sermons,' 1865-6; 'Reformers of the Nineteenth Century,' 1867; 'Our Fine Foreign Missions,' 1887; 'Advantages of Imperial Federation,' 1889; 'Our National Objects and Aims,' 1890; 'The Religions of the World in Relation to Christianity,' 1894; 'The Religions of the World,' 1895. In 1882 he also edited 'Picturesque Canada,' the handsomest and best illustrated book that has ever been issued from the Canadian press. He has written frequently for English, Canadian and American magazines. In 1883 he went on a journey round the world, lecturing in Australia.

In 1872 Principal Grant married Jessie, daughter of Mr. William Lawson, of Halifax, N. S. The result of this union was two sons, one of whom is dead, and the other, William, is now engaged in university work. The death of Mrs. Grant, occurring about a year ago, was a great blow to her husband.

BUY YOUR GROCERIES at the Snowball store and save money.

The Local Government on the Question of Prohibition.

The following is the reply of the local government to the committee which waited upon it a few weeks ago, and asked that more stringent temperance legislation be enacted:

"The committee of the Executive Council have had under consideration the memorial of nine thousand three hundred and sixty-nine residents of the province, asking the Government to submit to the Legislature a law for the prohibition of the sale of intoxicating liquors, such law to be framed upon the lines of the Manitoba Act.

"The Committee of Council are much impressed by the representative character of the Memorialists, and by the strength of the arguments advanced by the committee who presented the Memorial. They recognize also to the fullest extent the great evils resulting from the excessive use of intoxicating liquors and the importance of taking the most effective measures for the suppression of such evils. Whether the passing of a prohibitory law will best accomplish this result is a matter for most serious consideration, and the Committee of Council are convinced that in order that such a measure may produce the results hoped for by the advocates of the proposed Act, it is essential that there should be a strong public sentiment back of it, so as to secure its proper enforcement. It must not be overlooked that the Legislature passed a prohibitory law in 1855, which so failed to meet with popular approval that it was shortly afterwards repealed.

"It was pressed very strongly upon the Committee of Council that the Legislature would be warranted in passing a prohibitory law, without further instructions from the people, by reason of the vote in this Province on the Plebiscite taken at the instance of the Dominion Government.

"The result of the recent referendum in Manitoba shows, in the opinion of the Committee of Council, that this would not be a safe guide as to the views of the people on the question of desirability of passing and attempting to enforce a law limited in its application to the province, and also necessarily more limited in its scope than a Dominion prohibitory law would be.

"The Committee of Council cannot ignore the fact that the Canada Temperance Act, which is now in force in nine counties of the Province, is quite as stringent in its provisions as, if not more so than a provincial prohibitory law can be; neither should the fact be overlooked that the License Act which is in force in the remaining counties affords ample provision for prohibition in any city, town or parish where the people so desire.

"Under the circumstances the Committee of Council do not feel warranted at the present time in engaging to take any action upon the memorial."

Boer Submission Must be on the Formerly Declared British Terms.

London, May 8.—Lord Salisbury, during his speech yesterday at the annual grand habitation of the Primrose League here, said the government had not receded an iota from its previous peace terms to the Boers.

"As to rights we claimed and the policy we intended to pursue, we are exactly where we were. The country must not expect the 'ashes of past conflicts' to be extinguished immediately. Great Britain has had a great and serious war; but admitting that misery and suffering had been caused, it 'must be recognized that the power, prestige, influence and magic effect of our great empire are more potent, more efficient and more admirable than ever before.' We have suffered," continued the premier, "but we have greatly won." It was impossible not to feel that the efforts of the people of the country have, in some cases, not been worthily recognized. The other day Mr. Morley asked if there was a single member of the cabinet of 1899 who, if he could have foreseen the results of the policy on which they were then launching the country, would not have checked the diplomacy leading to such deplorable results. As a member of that cabinet, he, Lord Salisbury, wished to meet this statement with the most dignified denial. The war had been used by some politicians for the squalid purpose of injuring their opponents. When a neighboring power or tribe invaded his majesty's dominions and made an attack which was a gross and flagrant outrage, it could be met only by fighting in their own country those who had despised the rights and sovereignty of our sovereign."

The premier repudiated the assertion that Great Britain was weakening on the subject of peace terms. He declared the country could not afford to submit to the suggestion that affairs should be allowed to slide back into a position where it would be in the power of the enemy, when the opportunity suited him, to renew the issues for which this country had fought during the last three years.

When the conflict was over all possible would be done to mould their present opponents so that they could take up their position in the empire, which had conferred so many blessings on the human race. But it must be thoroughly understood that the whole government of the country was to be of such a character that it would be impossible that the struggle could be renewed. It was important that this should be made clear, for some people thought the empire might become tired. He did not wish to convey the idea that there was any feeling of bitterness towards the Boers, for there was nothing the government more earnestly desired than that they should enjoy all the privileges conferred on their brother nations by the colonial system.

"WHAT 25 CENTS WILL BUY": See Messrs. Snowball's advt.

Our Ottawa Letter.

Ottawa, 9th May.—The spirit of unrest has taken the members in its grip, and there is now no danger that the session will be prolonged beyond Wednesday or Thursday next.

THE SIGNS OF PROROGATION ARE UNMISTAKEABLE.

Some of these are of a painful character, and leave aching hearts behind them. Men who have been industriously and eagerly promoting measures involving large interests find at the last moment that Parliament is indisposed to give the necessary time for their consideration, and they have to go by the board. There has been a particularly heavy slaughter during the past week, and among the schemes that have been held over was that relating to the proposed dry dock at St. John.

MR. BLAIR'S LEAD TO BE GENERALLY FOLLOWED.

After my last letter had been written, the Postmaster General carried through his bill providing for a new schedule affecting letter carriers and men in that branch of the service. This subject has been agitated a good deal during the past few years, and the opposition have made use of it for the purpose of embarassing the Government. The Postmaster General has, however, made good his promise to go into the matter thoroughly, and the result has been a classification which will enable each employee to see just what are his chances of promotion and increase of pay. This plan is almost identical with that which has been adopted by Mr. Blair in relation to the Intercolonial, and which will soon be made applicable to every branch of the railway service.

THE LAST CENSUS SHOT.

The last shot was fired on Friday night with respect to the census. The Opposition came to Ottawa this session with large expectations of being able to worry the Government over the enumeration of last year; but they will return in disappointment. The more the census matter has been stirred, the clearer it has become that the enumeration of 1901 was taken with special care, and that it cannot truthfully be said there was any inflation about it. As much could not be said with respect to preceding censuses, and particularly the enumeration of 1891. Sir Richard Cartwright demonstrated in his speech on the budget that wholesale padding had been resorted to in all parts of the Dominion, so much so that no reliance whatever can be placed in the industrial returns of that year. The Conservatives came to Ottawa expecting to show up the mistakes and incompetency of Liberal administration in respect of the census, and they have succeeded in doing no more than bringing to light their own misdoings in years gone by.

FAILURE OF ATTACKS ON INTERCOLONIAL ADMINISTRATION.

The same measure of failure has followed upon their efforts to discredit the administration of the Intercolonial. They did not leave a stone unturned to injure the Minister of Railways and to cast reproach upon him; but the men who conducted the attack are going home chagrined, and their supporters who were encouraged to believe that grave exposures would be made, feel that they have been duped. Notwithstanding the threats which were made a week ago, Mr. Blair was able to carry through the remainder of his estimates without serious opposition. The alleged scandal with respect to the purchase of ties has vanished, and it is now clear that the Minister did a wise thing in stopping the old system of buying just enough ties to get along and in adopting the plan in vogue on all the large railways.

ECONOMICAL MANAGEMENT AND THE PUBLIC DEBT.

On Monday the Minister of Finance brought in a Bill to authorize the Government to borrow $15,000,000. The last authority of this kind was given in 1897, and for a similar amount. It must not be assumed that the Government is in debt to this extent, or that the money will all be borrowed at once. Parliament simply confers upon the Government the power to issue a loan to the extent demanded by public needs, and covering a considerable period of time ahead. The bill was not made the subject of any special criticism by the Opposition, for they knew perfectly well that if there is any one matter with respect to which the Government has a strong case it is in relation to the public debt. In that regard the Liberals have amply redeemed their pledge to reduce the liabilities of the country to the lowest possible point. Thus far they have been able to carry on immense public undertakings with less than one-third of the average annual additions to the public debt which occurred during the Conservative regime.

MR. TARTE USES UP THE YUKON TELEGRAPH LINE CHARGES.

Mr. Tarte also cleaned up his estimates for the session on Monday night, and incidentally he took occasion to give a few interesting details of cost in connection with the building a telegraph line to the Yukon. It will be remembered how fond Tory papers were of quoting items of account from the Auditor General's report arising out of that work. During all the dry season last summer, when very little was going on, these accounts were the principal stock-in-trade of the St. John Sun. Now that Mr. Tarte has been able to make reply, and to offer explanations, it is scarcely likely anything further will be heard of the matter. He showed under what extraordinary conditions the telegraph line was built, the men being obliged to operate hundreds of miles away from civilization, through a dense wilderness and for many miles having to cut through six feet of ice in order to plant their poles. No reasonable man would expect that under such circumstances the expenditure could be kept down to such a limit as would prevent Tory critics from having a word to say.

THE OLD STORY OF EX PARTE CHARGES BY IRRESPONSIBLES.

What has just been said applies to nearly all the business of the session. It is an easy thing for men who are opposed to the Government to impute reproach and to create suspicion; but when these men appear on the floor of Parliament, face to face with the Ministers who are responsible for what has been done and who are capable of offering a defence, the case wears a different complexion. It is to be regretted, however, that the explanation seldom finds its way into the columns of the newspapers which were so active in the attack prior to the meeting of Parliament and, as a result, well meaning and fair-minded Conservatives are kept from learning the truth. These tactics of the Opposition press are responsible for a great deal of the misunderstanding and bitterness which mark our political contests.

PROSPECTIVE INTERCOLONIAL RAILWAY EXTENSION.

Tuesday and Wednesday was devoted to house cleaning, which is a fashionable domestic pastime at this period of the year. Nearly all the Ministers had little odds and ends to dispose of, and a good deal of useful work was done. From several standpoints the transportation problem came up for discussion, and it was obvious that this is one of the subjects which is bound to grow in interest each year. The enormously increased productions of the west emphasize the need for increased carrying facilities, and judgment is divided as to whether this need should be met by the railways or the canals. The Georgian Bay Canal, intended to connect the lakes with the S. Lawrence, has its advocates, while there are others who would like to see the Intercolonial extended to some convenient lake port and thus insure for our Atlantic ports a large share of the grain annually coming down for export. In his recent speech the Minister of Railways gave a decided hint that his mind was running toward the latter project.

An Awful Calamity!

40,000 LIVES LOST!

Top Blown off a Volcanic Mountain!!

CITY OF ST. PIERRE, MARTINIQUE, DESTROYED!

A MODERN POMPEII.

At about 8 o'clock a.m. on Thursday last, the top of the volcanic mountain, Pelee, 4,430 feet in height, in rear of the city of St. Pierre, Martinique, French West Indies, suddenly exploded, throwing molten rocks, lava and hot ashes over the country around, completely destroying the city and shipping in the roadstead in front of it. It was one of the most awful calamities in the world's history—worse than that of Pompeii, because its accompanying fire destroyed all it touched. The press telegrams relating to the disaster are voluminous and give terrible details. We append a few of them:

St. Thomas, D. W. I., May 10.—It is now estimated that forty thousand persons perished as the result of the volcanic eruption in the Island of Martinique.

The French cruiser "Suchet" arrived at Pointe a Pitre, Island of Guadeloupe, French West Indies, from Fort de France, Island of Martinique, yesterday morning, bringing several refugees. She confirms the report that the town of St. Pierre (Martinique) was entirely destroyed at eight o'clock on Thursday morning by a volcanic eruption. It is supposed that most of the inhabitants of St. Pierre were killed, the neighboring parishes were laid waste, and that the residue of the population of St. Pierre are without food or shelter.

The commander of the 'Suchet' reports that at one o'clock on Thursday the entire town of St. Pierre was wrapped in flames. He endeavored to save about thirty persons more or less burned, from the vessels in the harbor. His officers went ashore in small boats seeking the survivors, but were unable to penetrate the town. They saw heaps of bodies upon the wharves, and it is believed that not a single person resident in St. Pierre at the moment of the catastrophe escaped.

The Governor of the colony, and his staff colonel and wife were in St. Pierre and probably perished. The extent of the catastrophe cannot be imagined.

The British royal mail steamer 'Esk,' which arrived at St. Lucia yesterday morning reports having passed St. Pierre on Thursday night. The steamer was covered with ashes, though she was five miles distant from the town, which is in impenetrable darkness. A boat was sent in as near as possible to the shore, but not a living soul was seen ashore, only flames.

The Quebec Steamship Company's steamer 'Roraima' was seen to explode and disappear.

The British schooner 'Ocean Traveller,' of St. John, N. B., arrived at the Island of Dominica, British W. I., at three o'clock yesterday afternoon. She reported having been obliged to flee from the Island of St. Vincent, B. W. I., on May 7, owing to a heavy fall of sand from a volcano which was erupting there. She tried to reach the Island of St. Lucia, B. W. I., but adverse currents prevented her from so doing. The schooner arrived opposite St. Pierre, Martinique, on May 8. While about a mile off shore, the volcano of Mount Pelee exploded and fire from it swept the whole town of St. Pierre, destroying the town and shipping there, including the cable ship 'Grappler,' which was engaged in repairing the cable near the Guerin factory. The 'Ocean Traveller,' while on her way to Dominica, encountered a quantity of wreckage.

London, May 10.—A despatch to the 'Daily Mail' from Kingston, Jamaica, states that after a short period of activity, which gave no special ground for suspicion of a disaster, Mount Pelee, the volcano in Martinique, suddenly belched forth burning lava and ashes on the morning of May 8. The steamer 'Roddam' was the sole vessel in the harbor of St. Pierre that escaped, she steaming out at full speed, and running the gauntlet of a shower of lava, which killed seventeen of her crew. It is stated that St. Pierre is another Pompeii, being covered with ashes and dust.

A despatch from Point a Pitre says that the most violent eruption of Mount Pelee lasted three minutes, completely destroying St. Pierre and the districts within a four-mile radius. The cruiser 'Suchet' saved eight of the 'Roraima's' crew.

It is learned that there was probably about a thousand whites in St. Pierre, including half a dozen Englishmen. It is also learned that the steamer 'Roddam' arrived at St. Lucia with her anchorage gone, she having only escaped by cutting her cables and steaming away from St. Pierre at full speed. So narrow was her escape that her tarpaulins and running gear were burned. Her captain was severely burned. Her chief engineer is dead. It is stated that the Quebec Steamship Company's steamer 'Roraima' was not lost, though her entire crew are reported to have been lost.

A despatch to the 'Daily Mail' from Jamaica says:

'The first intimation of a disaster at Martinique from Puerto Plata was broken on Wednesday. Cable communication with all the northern islands is stopped.

The survivors of the British steamship 'Roddam' describe the scene at St. Pierre as being "glimpses of hell." The 'Roddam's' men were killed chiefly by molten lava.

A despatch to the Reuter Telegraph Company, from Kingston, Jamaica, after giving the details of the Martinique disaster already known, says:—'Thousands were killed at St. Pierre, where a terrible panic prevailed. The eruption began on Saturday, May 3, when St. Pierre was covered with ashes and appeared to be enveloped in fog. The flow of lava continued until Wednesday, May 7.

The message adds:—'In the Island of St. Vincent the Soufriere is active and earthquakes are frequent, but so far no damage has been done.

In response to the request of Governor Llewellyn, of the Windward Islands, the British second-class cruiser 'Indefatigable' has been despatched from the Island of Trinidad to the Island of St. Vincent by way of St. Lucia.

HOW IT HAPPENED.

London May 10.—Professor John Milne, the eminent seismologist, says he is positive that no earthquake had occurred in Martinique. The destruction was due entirely to a volcanic eruption. He adds:—'My seismic observatory has shown no sign of an earthquake within a week. No seismic disturbances from the West Indies have been noted since April 19, when there was a marked record from Guatemala. What has probably happened is that Mount Pelee has blown its head off, as the head of a cylinder blows out when the steam pressure is too great.

The last eruption in that region was in 1812, when the Soufriere of St. Vincent, a neighboring island, blew up. About two thousand feet of the top of the mountain was blown into the air, and fell in dust over an area of hundreds of square miles, so thickly as to make the air pitch dark at noon. The eruption itself was not accompanied by any great loss of life, but it was the culmination of two years of earthquakes, including the one at Caracas, Venezuela, in which 10,000 were killed. The subterranean pressure was evidently accumulating during those two years, until it was sufficient to blow a hole through the weakest part of the rock above it. In 1812 the line of least resistance passed through St. Vincent; this year the weakest spot was evidently in Martinique. As soon as the pressure of the subterranean gases is relieved through the new crater opened in Martinique, the danger will be over; in fact, as the last eruption in that region previous to the one of 1812 was in 1718, no more disturbances may be expected for the next ninety years or so.

1902. 1902.

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FARM MACHINERY AND EVERYTHING

Needed for the

FARM AND DAIRY.

And with an additional Floor Space of 3,000 feet, we ask all to call and inspect our stock consisting in part of the following, all of which have come direct from the Manufacturers in car-load lots.

FLUERY PLOWS, No. 5, 6, O. H. A1 & B2, and Tinkler
WILKINSON PLOWS, No 5, 6 O. H.
CLIPPER PLOWS, 18, 16, 14 and 12 tooth
SPRING TOOTH HARROWS, 3 and 4 section
DRAG HARROWS,
DISK HARROWS, One and two horse
SEED SOWERS,
LAND ROLLERS,
FAVORITE DAISY CHURN, No. 1, 2, 3 and 4,
MELOTTE CREAM SEPARATORS, size 1 and A.
This is something every farmer should have.
A full line of Light Driving and Work Harness.
One Car of CANADA CARRIAGES well assorted.
One Car NOVA SCOTIA CARRIAGES, assorted.
One Car CHATHAM FARM WAGONS, from 1½ to 3½ inch Tire.
DUMP CARTS, CART WHEELS and AXLES.
CART WHEELS without AXLE. RAYMOND, NEW WILLIAMS and EMPIRE SEWING MACHINES.

BELL OR DOHERTY ORGANS.
MASON AND RISCH PIANO.

Also a full Line of

PLOW REPAIRS

for all Plows ever sold by us for the past twenty-two years. All made by the original makers. Try these repairs,

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ROYAL BAKING POWDER

ABSOLUTELY PURE

Makes the food more delicious and wholesome

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CANADA EASTERN RAILWAY.

IN EFFECT OCT. 21, 1901.

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
6 00 a m	3 00 p m	Fredericton	1 00	4 20
6 10	3 03	Gibson	12 57	4 17
6 50	3 15	Marysville	12 45 p m	4 05
8 30	4 27	Cross Creek	11 39	2 00
10 00 ar / 10 25 lv	5 25	Boiestown	10 30 lv / 10 25 ar	12 35 pm
11 20	6 10 ar / 6 25 lv	Doaktown	9 35	11 25
12 55 p m	7 25	Blackville	8 25	9 40
2 10	8 20 ar / 8 25 lv	Chatham Jct	7 25 lv / 6 55 ar	8 10 / 7 20
2 40	8 45	Nelson	6 35	7 00
3 05	9 05	Chatham	6 15	6 40
4 00 ar	9 20	Loggieville	5 50 a m	6 00 a m

Connecting with I. C. R.

GOING NORTH

	MARITIME EXPRESS.	DAY EXPRESS
lv. Chatham,	9.00 p. m	12.10 p.m.
Nelson	9 50 "	12 30 "
Ar. Chatham Junc.,	10 10 "	12 50 "
Lv. "	10.35 "	1.10 "
Nelson	10.55 "	1.30 "
Ar. Chatham,	11 15 "	1.50 "

GOING SOUTH.

	MARITIME EXPRESS.	DAY EXPRESS
Chatham,	5.50 a. m.	9.20 a. m.
Nelson	6.10 "	9.40 "
Ar. Chatham Junction,	6.30 "	10.00 "
Lv. "	7.30 "	10.50 "
Nelson	7.50 "	11.10 "
Ar. Chatham	8.10 "	11 30 "

[NOTE.—Passengers leaving Chatham on the 6.15 a.m. Express for Fredericton, reach the Junction in good time to connect with the Maritime Express going south.]

The above Table is made up on Eastern 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, Blackfield Carvel'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 but 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 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

MARTINIQUE—ITS PHYSICAL, POLITICAL AND COMMERCIAL FEATURES.

Martinique belongs to a chain of the Lesser Antilles. It constitutes a French colony and lies 33 miles south of Dominica and 22 miles north of St. Lucia. It is 43 miles long, 19 miles wide, and the surface covers 245,000 acres, or 380 square miles.

There are two clusters of volcanic mountains, one in the north and one in the south, with a chain of lower heights between them. They abound in deep ravines and precipitious escarpments. There are many large streams which flow from these mountains and the rainy season rarely passes without a series of destructive torrents.

The east coast of the island, exposed to the full sweep of the Atlantic, is a succession of inlets, headlands, islands and rocks, while the south coast is much more regular, but bold and steep. The west coast alone presents a site for a town of any importance, and here is situated St. Pierre. The island had a population of about 200,000, and its chief articles of export are sugar, coffee, cotton and cocoa.

St. Pierre was the principal town, and the only fortified port on the island. It had no harbor, properly speaking, but the roadstead is protected, except during the periodical hurricanes, when its exposed position makes it very dangerous.

The town is partly on low and insalubrious lands, partly on picturesque hills, where the residences are placed among the trees and flowers. The botanical garden of St. Pierre was one of the finest in the West Indies. There was an old Catholic college there which attracted tourists.

St. Pierre was settled by the French in 1635. The Empress Josephine was born in Martinique and ranks as the most famous personage figuring in the annals of the island.

The highest mountain peak on the island is the Morne Pelee, 4,430 feet, near the northern end. It is a volcano, but seldom active, its last eruption occurring in 1851. Other peaks are evidently ancient volcanoes, to which the island owes its origin.

The hurricanes which sweep over that portion of the world from June to October have been the cause of much destruction. In the great hurricane of 1780 over 9,000 people lost their lives.

Martinique has a governor and a council elected by limited suffrage, and sends a senator and two deputies to the French parliament. Slavery existed upon the island until 1848, and probably 80 per cent. of the present population are colored.

Assessors' Notice.

Town of Chatham.

The Assessors for the Town of Chatham having been duly appointed hereby give notice that any person or body corporate liable to be assessed within the said Town of Chatham, or his or their agent, may furnish the assessors, within thirty days from the date thereof, with a written (detailed) statement of the real and personal estate and income of such person or body corporate, and every such statement shall be subscribed and sworn to before some Justice of the Peace for the county by the person making the same.

Blank forms of statements may be procured from the Assessors.

Dated at Chatham this 30th day of April, 1902.

GEORGE STOTHART, JOHN McDONALD, JOHN J. NOONAN, } Assessors.

TO RENT.

East end double house on Howard street. Possession given 1st May. Water in the building. Rental $130 per annum. Apply office

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—AND—

GASPE.

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GREAT MIRAMICHI FIRE;

also the history of the early struggles of the French and English for the possession of the country; the hostility of the Indians; the French villages founded at Bay des Vents, Cain's River, etc.; the ships sunk in the Miramichi and Restigouche; the work of the Davidsons, Hendersons, Peabody, Frasers, Cunard, Simonds, Rankin, Street and others, and an account of the settlement of Kent, Gloucester and Restigouche as well as the St. John River, etc., etc., etc.

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