

General Business. COMMON SOAP WILL CAUSE ROUGH SKIN On Face and Hands. We have just imported a large lot of Olive Oil and Cucumber Soap. 3 Cakes for 10 cents.

HICKEY'S BEEF Flesh Producer. WINE Stimulant. AND IRON Tonic. Will build up the System and give you renewed health strength and vigor.

EASTERN STEAMSHIP CO. International Division. Popular FALL EXCURSIONS TO BOSTON SEPT. 14 TO OCT. 13, 1903. Note the Round Trip Fare \$6 ST. JOHN TO \$6 BOSTON.

WANTED. A man to represent "CANADA'S GREATEST NERBERS" in the town of Chatham and surrounding country, and take orders for OUR HARDY SPECIALTIES in Fruit Trees, small Fruits, Ornamentals, Shrubs, Roses, Vines, Seed Potatoes, &c.

Bank of Montreal. ESTABLISHED 1817. Capital (all paid up) \$12,000,000. Reserve Fund 8,000,000. IN THE SAVINGS BANK DEPARTMENT of this Branch, interest is allowed AT CURRENT RATES on sums of \$4.00 and upwards and paid or compounded twice a year, on 30th of June and 31st of December.

SPECIAL NOTICE. The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, NOON, commencing on December 4th next.

Marlin .32 Cal. High-Pressure Smokeless IN MODEL 1893. We are prepared to furnish for sale the best line of Marlin .32 Cal. High-Pressure Smokeless rifles, solid and gas-down, for the new 32 Caliber HIGH-PRESSURE SMOKELESS cartridge. This also means a 165-grain bullet and 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.

Miramichi Advance. CHATHAM, N. B., NOVEMBER 23, 1903. Good Advice Although it Comes Late. Last Monday's Globe, in a leader on the political conditions and possibilities in a number of the New Brunswick constituencies from the federal standpoint, has this to say regarding Northumberland: "Northumberland is a liberal county in the true sense of the word and ought to be represented by a liberal. The county was lost through conditions and circumstances which every one must deplore, conditions and circumstances which are an unfortunate legacy from the past, and which remain influential by the unhappy divisions in local politics. It is to be hoped that before another general election two things will occur, one, that the leaders at the seat of administration will impress upon the party in that county that it is desirable to have the county represented by a member of the liberal party and that they will make it easy to do that; the other, that the liberals of Northumberland will abandon the local differences which have divided them, will in these matters let the dead past bury its dead, and will unite upon some true liberal regardless entirely of the conditions which have arisen through local conditions in the past. Liberals have felt it a duty to the liberal party to offer strong opposition to the local administration; other liberals have thought it a duty to uphold that administration, despite the conservatism of some of its leaders. The true interests of the party in the dominion demand that each of these divisions forget what is over and get together as a united party in the true interests of liberalism throughout the Dominion. Possibly to effect this will require some self-surrender, some sacrifice of personal feelings and perhaps of personal interests, but it is the true course and the only course in the best interests of the country.

"Unhappy divisions in local politics," which have existed in Northumberland, will, we fear, be difficult to set aside. The Globe understands them fully, for it is more responsible for them than any paper in the province—liberal or conservative. As that paper seems to have experienced one of those periodic changes of political attitude which come to it at election times, it may not be amiss to remind it of its responsibility for the divisions to which it refers, in order that it may, if possible, profit by its past mistakes and associations with the liberal party's enemies. We recall the fact that the conservative leaders, for the purpose of breaking down the influence of Mr. Blair and Mr. Emmerson as New Brunswick liberal leaders, a few years ago, made an attempt to force members of their party in the legislative assembly of the province out of the local government ranks. In this attempt they were marshalled under the direction of Sir Charles Tupper, leader of the federal opposition, whose policy was actively promoted on the platform by Mr. Geo. E. Foster, with Messrs. A. A. Stockton and J. D. Hazen as local lieutenants— all staunch and true conservatives. Every conservative paper in the province joined in this attempt to strike a fatal blow at the liberal party in New Brunswick on that occasion, but none of them struck harder or more valiantly for the conservative cause and policy than the Globe.

It was well known at the time that the secondary motive of the movement on the part of Sir Charles Tupper and Mr. Foster was to punish Mr. Tweedie who had made no secret of his being a follower of Mr. Blair, the federal liberal leader of the province, and was using all legitimate means in his power to strengthen Mr. Blair's hands at Ottawa. So far, therefore, as Mr. Tweedie, the present premier was concerned, it was largely to punish him for the assistance he was giving to the Dominion liberals that the conservative movement was inaugurated, and it was a matter of surprise to find the Globe, for that purpose and time, aiding the enemies of the party it claimed to serve.

When the issue thus raised by the conservatives was settled at the general assembly elections which followed, by the overwhelming defeat of their party—Mr. Tweedie having, meantime, withdrawn from the latter and become a liberal, in resentment of Sir Charles' attempted dictation—what happened? It was expected that the Globe and its faction in Northumberland, who had joined with the conservatives in the attempt to strengthen Sir Charles Tupper, Mr. Foster, Mr. Stockton, Mr. Hazen and other conservative leaders against Mr. Blair and the liberal party of the province, would abandon their opposition to and persecution of the local government. They did not do so, however. From that time until the present they have continued their opposition, and it is a noticeable fact that their newspaper organs—outside of the Globe—have been such papers as the St. John Sun and Star, the Moncton Times, and—closest friend and most confidential spokesman of them all—the Chatham World, which was established in Northumberland as the conservative organ of the county and has, by fair and foul means, in season and out, continued to do everything possible for the defeat and overthrow of the liberal party. It is in this combination—whose most cherished leaders in Northumberland were, within easy recollection, amongst our most strenuous conservatives—who are now claiming to be the leaders of the local liberal party.

The Globe expresses the hope that the party, in the coming federal election, will unite upon some "true liberal." The next advice we shall hear from it, no doubt, will be to make choice from the ranks of those "true liberals" who, like the Globe, have for years been playing into the conservative leaders' hands in the manner we have set forth. Any Northumberland liberal who resented the dictation of Messrs. Tupper and Foster, the Sun and the Globe and has since refused to follow Mr. Hazen in local politics, will, no doubt, be unacceptable to the Globe.

The Globe may be assured that Northumberland can be represented by a liberal, although he may not be such a liberal as those who have been grafted on the party by the methods favored by that paper in the past. We thought that the Globe starts out badly and there is a suggestion of the inanity of its profession of a desire to let "the dead past bury its dead," when it says that some liberals have thought it a duty to uphold the local administration, notwithstanding the conservatism of some of its leaders. Who of the leaders is manifesting conservatism? Is it Mr. Tweedie or Dr. Pugsley, Mr. Dunn, Mr. Labliss or Mr. McKeown, Mr. Farris or Mr. Sweeney? Perhaps it is the whole of them because they are not particularly concerned themselves with the Globe's particular brand of liberalism. Any one of the gentlemen named, however, enjoys the confidence of the leaders of the liberal party to quite as full an extent as the Globe does.

As the Globe seems to have a desire to assist in undoing the injury it has wrought, and appears sorry that it helped conservatives outside of this county, as well as the unregenerate ones within it, no liberal of any stripe ought to withhold any assistance which he can give in harmonizing existing differences, however much reason he may have to ponder whether it is safe to confide in men—although they have made great professions of liberalism—who for years have closely consorted with the enemies of the liberal party in the county, and still openly profess allegiance to the conservative leader in the province.

Sir Wilfrid's Good Health. An Ottawa correspondent, writing on Friday last says: "This is Premier Laurier's 62nd birthday. He will return from Montreal this evening for a visit there since Wednesday. The Premier, all statements to the contrary, notwithstanding, enjoys the best of health. He said at the Laval students' banquet, held this week in Montreal, that last year he had gone on his annual function from a bed of sickness, but this year, he thanked God he had sat down with a good stomach. The Premier has just gone through a tedious and worrying session, but withal he looked and spoke as he might have done ten years ago. To-day he received many congratulations on the event of his birthday.

The "Bend" Organ. The ADVANCE hastens to assure its irascible friend, the Moncton Times, that it is not "especially displeased" or displeased in even the least degree over the Times' reharsing of its political prophecies—ancient or modern—respecting the alleged pending defeat or annihilation of the Liberal party in the coming Dominion elections. We have no special reason for partisanship one way or the other in the matter and are, therefore, in the position we have ever occupied—ready for entirely unfettered criticism on what other papers may say in reference to the political situation. What amused us was that the Times should republish its perennial prophecies of liberal decadence and the signs of all hands of coming liberal defeat, in apparent forgetfulness of the fact that it was dishing up its old "chebnetts." Its reproduction of a few sentences from leading liberal papers, pointing out weaknesses which have developed in the party—chiefly in the province of Ontario—and the necessity for removing or repairing them, does not help the Times' case, further than to prove its inability to publish anything very original, while it demonstrates that the papers quoted from show true and independent friendship for their party. The Times' idea, no doubt, is that, as a conservative organ, it should never indicate where the weaknesses of its party are. It is to the credit of the liberals that they welcome and respect such services from their friends. It is the Times' imagination that friendly criticism or advice are indications of party weakness it makes a great mistake. Its "wise saws" are, as we have already intimated, very musty reproductions, having the strength of ancient eggs, but the "modern instances" it quotes indicate a virility in the liberal party which cannot be increased by the candid criticisms of its friends in regard to mistakes that have been made.

Canadian apples are not thus far commanding high prices in the English market. One hundred and fifty thousand barrels of Nova Scotia apples have already been received and it is expected that the total will reach \$500,000 barrels by March. Canadian cooking apples are being sold at the same price as potatoes—single barrels realizing less than 20 shillings. A large quantity of Canadian apples is being transhipped to the European continent.

The reported intention of Clyde yachtsmen to challenge for the America's cup was confirmed on Monday by the Glasgow Herald. The paper adds: "The latest suggestion on the subject which is favorably received is that Messrs. Coates, Clark and Donaldson should head three separate syndicates and have three yachts designed respectively by Watson, Fife and Mylne, the yachts to be raced throughout the summer and the best one to be selected to challenge in 1905."

The Toronto Globe in a leading article says: "The party bugles are blowing. There is a general impression that the Dominion Parliament may be dissolved any day and the verdict of the people asked upon the acts of the government of Sir Wilfrid Laurier. The premier himself gives no sign. An eager politician, returned from the capital, is reported as saying that Sir Wilfrid, when asked if the election would be postponed till after another session, replied: 'There is only one man in Canada who knows when the election will take place and he will not tell.'"

The preferential trade bill adopted Nov. 18 by the House of Representatives of New Zealand places a duty of twenty per cent. on the following goods, now free from duty, when from countries outside the British Empire: Bicycle parts, gas engines, oil engines, gun bolts, iron and steel cordage, sheet, bolt and bar iron; printing paper; railroad and tramway rails; sail cloth, canvas and duck; and surgical and dental instruments. The bill doubles the present duty on cement, and adds fifty per cent. to the duties on the following goods when from non-British territory: Basket ware, bicycles, boots, candles, carriages, chinaware, clocks, cordage, cream of tartar, earthenware, crockery, fancy goods, toys, fireworks, mounted fish, furniture, cabinet ware, ironmongery, hops, nails, lamps, paper hangings, paper, plated ware and pumps. The duty on tea grown within the British dominions is removed. The bill comes in force immediately after it passes the Upper House.

Besides providing increased duties on the foreign goods stated, the bill provides for reciprocity with foreign countries making concessions to New Zealand products. It is estimated that the increased duties will yield \$350,000 to \$400,000, against which is the remission of the tea duty, amounting to \$200,000. The public is little interested in the measure. The opposition in parliament is mainly on the ground of rushing through important proposals during the last hours of the session.

A Question of Pulp-duty. Some time since the Board of classification of the United States general appraisers decided that a countervailing duty must be put on wood pulp imported from the province of Quebec, under the provision in paragraph 393 of the tariff for an additional duty when the country of dependency of origin imposes an export duty. A New Haven case was dealt with in New York last Thursday in which some mechanically ground pulp from Nova Scotia had been assessed at 25% per cord of wood used, by the Collector at New Haven, under instructions from the treasury Board. The importer protested and his protest was sustained. It was shown that the pulp was made from wood grown on land owned by private persons and not on lands leased from the government and also that neither the Dominion of Canada nor the province of Nova Scotia imposes any rate, tax, assessment or other charges upon the pulp.

The Grand Trunk Pacific. Included in the information placed before parliament in connection with the proposed Grand Trunk Pacific Railway was the statement that Port Simpson would be its Pacific terminus, and when it was urged as a reason for delay in giving parliamentary sanction to the bill under-taking that sufficient was not known of the engineering and other conditions affecting it, Premier Laurier said that they had "mountains of information." It appears, however, that while they had not much information, the mountains were there all right. An Ottawa despatch of 19th says the road cannot run to Port Simpson, for behind it, running in the southeasterly direction, there is a deep water channel known as York Channel with high and precipitous mountains on both sides, rising to the height of four or five thousand feet. In order to get from the valley of the Skeena, down which the railway will run, and around York Channel and then to Port Simpson, the face of mountains would have to be cut away for 25 miles in a continuous series of galleries. The cost would be enormous. Mr. Anderson, chief engineer of the department of marine and fisheries, who has surveyed all up the coast of British Columbia, while admitting that Port Simpson furnished a splendid deep water terminus, yet on account of the obstacles mentioned, is of the opinion that some other terminal point will have to be selected. He favors Kitimat Arm. Mr. Wainwright, one of the directors of the Grand Trunk Pacific, has confirmed Mr. Anderson's views, although he said that the final decision had not yet been reached upon the point. Mr. Wainwright stated that the company has had a survey party on the coast all summer, and they had reported three available harbors, Port Simpson, Kitimat and Bella Coola.

Is This True? A Sunday despatch from Ottawa says: "It is understood here that the officials of the St. Louis exposition are unwilling to meet representatives of the live stock interests of Canada unless the latter decide whether or not they will exhibit at St. Louis. This attitude is hardly likely to bring about any change of front on the part of the breeders and stockmen of Canada. In fact the likelihood is that they will issue an ultimatum refusing to send stock to St. Louis unless there is a decided modification of the regulations under which Canadian animals are admitted into the United States as well as of the conditions upon which the prize lists are based. "Breeders in Canada freely express the opinion that those engaged in similar pursuits in the United States are afraid of Canadian competition. This fear, they say, is based upon the success which Canadian live stock exhibits achieved at the exhibitions at Philadelphia, Chicago and Buffalo successively. The making of a regulation that Canadian live stock for St. Louis shall pay duty if sold there, the apportionment of the lowest prizes to classes of animals in the raising of which Canadians excel, and selection as judges of some gentlemen supposed to be strongly biased against Canadian exhibits, are conditions which Canadian stock breeders say are impossible to face. Hence, if there are no concessions on the part of the United States, it is hardly likely that any live stock from the Dominion will be witnessed at St. Louis."

The Liverpool Wood Market. Timber Trade Journal of the 14th inst., in its Liverpool notes says:—"If we were in search of a phrase to express the position of the trade this week, we think we could only find it by applying to it the epithet of deadly dullness. There is a general consensus of opinion that the fiscal campaign, now attracting so much attention throughout the country, is having a harmful effect upon the state of trade, and which is being felt especially by our branch of business. Until this matter assumes some definite shape the timber trade will be in a state of unrest. We do not give this as our personal feeling in the matter, but simply reflect

what is the general tone of the wholesale merchants' opinions on this matter. "Few market operations are in progress, as may easily be judged from the above remarks. There is, as far as we can learn from most authoritative sources, very little spruce on the way or to be shipped. One steamer from Miramichi will bring about 350 standards, and another steamer now about loading at the same port will have to get away quickly, as that port closes about the end of this month. This steamer has options, and may not come to this port, and a St. John, N. B., steamer now on the way has options of discharge. The brokers are asking much advanced prices for these cargoes, and there is very little wintering in St. John, N. B., or Halifax, N. S.; the mail steamers will have few, if any deals, for their homeward voyages. The retail market will, therefore, have an upward tendency in sympathy with the short supply."

An Important Treaty. A Washington despatch of 18th says:—Secretary Hay and M. Philippe Bunau Varilla, Panama Minister, this evening signed a treaty providing for the construction of the Panama canal by the United States. Although the treaty has not been made public the Associated Press is enabled to give its substance. The keynote of the treaty is the provision in one of its very first articles, in which Panama cedes to the United States whatever lands throughout Panama the U. S. government shall find desirable in connection with the building, operating and maintaining of the canal. The United States also gets absolute sovereignty over the canal strip, which, it is understood, comprises between eight and ten miles on each side of the canal. Within that zone the power of the United States is as absolute as if the zone were part of the U. S. The cities of Panama and Colon retain their municipal autonomy under the Republic of Panama, so long as they maintain public order and sanitary conditions to the satisfaction of the United States. Failure to do this gives the U. S. right to force strict compliance with the wishes of the government in this direction and the U. S. can even use force to compel obedience to its rules as to public order and public health in those cities.

The Stumpage. It must be gratifying to the government to find that the decision to increase the stumpage to \$1.50 per thousand has been so readily acquiesced in by the lumbermen throughout the province. While it is undoubtedly true that owing to the high price of labor and the increase in freight as well as the, we hope, temporary falling off in price in the English market, the position of the lumbermen is not at the present time as good as it was some months ago; yet the lumbermen apparently recognize that it is the duty of the government, as a trust for the public, to obtain all in the way of stumpage that the lumber lands are fairly worth. The desire which the lumbermen have shown to agree to and assist in the enforcement of all necessary regulations for the protection of the forests and thus preserving, for future generations, the provincial wealth which we have in our timber lands is also a gratifying feature and shows that the lumbermen are actuated by a broad public spirit. The question of granting extended leases in order to insure greater permanency of tenure will necessarily come up in the near future, and the admirable manner in which the lumbermen have acted will go far to secure for them a readiness upon the part of the public to listen favorably to the arguments which they will have to offer in favor of this movement.

The Inventor Should be Richly Rewarded. The Michigan Central Railroad is experimenting with a new baggage car, which may end the days of the baggage smasher, reduce the time lost by passenger trains at stations, facilitate the handling of express and diminish the rolling stock and trucks. The car which is called the "Safety Baggage Handler," was operated for more than two months between Saginaw, Bay City and Detroit, Mich., with remarkable results, and was brought to Chicago on a through Michigan Central train, says the Chicago Record-Herald. The car is fitted with a pneumatic elevator. A padded truck is kept in the car. The baggage is loaded on this, and the truck is run on a steel platform which, when unfolded, extends three feet outside of the car. This platform is raised and lowered by means of 70 pounds air pressure taken from the engine and a rod in a cylinder underneath the car. The air is controlled by a lever by the side of the car door and operates the elevator by means of steel cables. The truck will carry between nine and twelve huge trunks, whose combined weight is nearly 1,700 pounds. Similar trucks are used in the stations, and are loaded ready to be run on the elevator the moment the loaded truck from the car is run from the elevator to the platform. On the trip from Detroit to Chicago a record was made at Yassar, Mich., where trucks, containing a total of twenty-five pieces of baggage were exchanged in thirty seconds. At several stations three and four minutes were saved from the usual time consumed in handling the baggage. During the two months' trial the road has not received a single complaint on account of baggage injured. The car itself is also novel in construction, as its underframe of steel is such as to make it practically impossible to telescope the car by collision. Three twenty-four inch and one twenty inch eye beams constitute the center string, supporting nine inch eye beams as side sills. The car is sixty-seven feet long, weighs 80,000 pounds, has 60,000 pounds capacity and can be built as cheaply as the ordinary wooden constructed car.—[Exchange.]

Consumption Begins With a Cough. The cough rakes and tears the tender tissues of the throat. Inflammation supervenes and then serious bronchitis or lung trouble is established. The important time is at the beginning. Stay the progress of the cough by using Gray's Healing Catarrh-cure which reaches every part of the bronchial tubes, throat and lungs. Catarrh-cure destroys disease germs, stops the cough, heals sore spots, clears the nose and throat of discharge. Catarrh-cure soothes, never irritates. Guaranteed for every form of catarrh. For lasting cure use Catarrh-cure. Two months' treatment \$1.00; trial size 25c.

Kipling's Vermont Home Sold. After four years of waiting and a tremendous change in value from the original cost of "Naulahka," the former home of Rudyard Kipling, near Brattleboro, Vermont, has been sold to Miss Mary R. Cabot, a representative of one of the old Brattleboro families, and the last lingering hope of many Brattleboro people that the famous novelist and his family might return to it is gone. It was a dozen or so years ago that Mr. and Mrs. Kipling went to Brattleboro to make their home. The grandmother of Mrs. Kipling, Mrs. Balster, had a fine old farm house which the family had occupied for many years. Mr. Kipling fell in love with the country and determined to build a country place. The location selected was near the Balster farm, several miles from a railroad station. It has been frequently stated that the cost was in the vicinity of \$25,000. The name "Naulahka" was that of a novel written jointly by Mr. Kipling and Walcott Balster, one of the brothers of his wife. In "Naulahka" a number of Kipling's very successful novels were written, and among them Captains Courageous, the suggestion for which came from the late Dr. James Conlan, the family physician in Brattleboro, who in his early youth had been a sailor. It is said that the reason Mr. Kipling left "Naulahka" was because he had a quarrel with Betty S. Balster, his wife's youngest brother. Several children were born to Mr. and Mrs. Kipling at "Naulahka."

MANY CHILDREN SUFFER from Worms through loss of appetite, fits, sleeplessness and pain. Give McLean's Vegetable Worm Syrup, the original and genuine. Always safe, pleasant and effective; many years in use; always satisfactory. Get the genuine McLean's Vegetable Worm Syrup. [Prepared in Canada.] Delighted Sportsmen. A WESTERN PARTY WHO HAD GREAT LUCK AT RUSSELL'S CAMP NEAR DOAKTOWN.

A short time ago a party of sportsmen from Indiana arrived in Fredericton from a hunting trip in the vicinity of Chipman, Queens county. They had been out about a fortnight in the country which they described as very swampy and rough, and had shot two caribou, but no moose. They were rather disgruntled with their poor success and came to Fredericton with the intention of proceeding to Maine, where they had hunted in previous years, and they knew that their chances were good for getting deer at least. While in Fredericton they discussed matters with the secretary of the Fredericton Tourist Association, who strongly advised them to go to Doaktown and try their luck with the Russells of that place. He pointed out that inasmuch as they had gone to the expense of taking out licenses they had better continue their hunting in this province, and he assured them that if they spent a couple of weeks at Cain's River they need not be afraid of going home empty handed. The following letter received from the party yesterday speaks for itself: Fredericton, N. B. Mr. Robert P. Allen, Secretary of Tourist Association.

Dear Sir,—This is our last night in Russell's camp and all are going home well pleased. The boys are all very grateful to you for directing us to such a splendid game field. It is a great pleasure to have our first and only moose and a mighty proud we are of them. It had been eleven days since we arrived at Doaktown. On the way out to camp we killed a caribou at Russell's camp. Frank Russell and Dan Doak are our guides, and to say that they are very clever men along this line of business, is putting it very mildly. They are thoroughly acquainted with this part of the country and splendid guides. Our heads range in size as follows: 54 inches, 49 inches, 45 inches and 40 inches. They were all beautiful speards and very fine.

We all join in sending our very best regards, and again thank you for directing us to such a splendid game field. We remain, Yours respectfully, J. W. Squires, M. D., Chatham, Ind. J. A. Shode, Pigeon, O. T. A. Goodwin, D. D. S., Warsaw, Ind. A. W. McNamara, Pierceton, Ind. Where Mr. F. M. Tweedie is. Monday's St. John Sun has some interesting notes of an interview with Mr. Jas. Findlay, of Vancouver, who was with Mr. Fred. M. Tweedie's predecessor in the management of the Princess Royal Island gold mine, and made a visit to the chief winter port last week. The Sun says:—"The mining properties on Princess Island, B. C., are reported to be exceedingly satisfactory. The company which owns them consists of several prominent New Brunswick men, and has for its directors Hon. Wm. Pugsley, M. P., James Robison, M. P., A. I. Truman, W. A. Ewing and W. H. White, Jas. Findlay, of Vancouver, was in the city last week, and left Saturday evening for Montreal.

"On Princess Royal Island work has been carried on continuously for the past three years. The properties there are thoroughly and well equipped. A great amount of developing work has been done, exporting large bodies of high grade ore. A number of shipments have been made to smelters, with the results of \$100 a ton or better. There are two leads running parallel one with the other on these properties, said the Sun's informant, the stronger lead being not so high in grade as that from which shipments have been made to smelters, but still being of sufficient value to make it very interesting from a miner's point of view. Large bodies have been opened, and there is strong evidence of continuity. "Freight from Princess Royal Island to Crofton smelter, situated 450 miles south, is but \$3 a ton, and this in small quantities. Once the mine is prepared to ship in bulk and in larger quantities, this freight rate will be greatly reduced. The present freight rates per ton per mile to all northern ports.

Princess Royal Island is about 70 miles long and 40 wide. It is mountainous and well wooded and, besides its attractions from the mine's standpoint, it abounds in caribou, deer and other game. There is no settlement on it; no white people save those connected with the mine. It is a difficult country over which to convey ore to the place of shipment by the steamer which runs regularly along the coast. The ore has, at present, to be packed over trail to a lake across which it is taken by a small steamer belonging to the company, which takes it to another trail by which it reaches the coast and the steamer for Crofton. Mr. Tweedie says he is confident of the shipments of ore if he so desires and thus occasionally get to civilization at Vancouver, but he finds plenty of work to plan out and have performed in improving the facilities for working the mine.

ROYAL BAKING POWDER. ABSOLUTELY PURE. Makes the food more delicious and wholesome.

Do You Want to Fit Yourself out with A Buggy, an Open Wagon, A Set of Harness or other Seasonable Article? IF SO GO TO George Hildebrand, Cunard St. Chatham, N. B. Why not also get something in these lines for a friend just at this Season?

CANADA EASTERN RAILWAY. IN EFFECT OCT. 12, 1903. Until further notice, trains will run on the above Railway, daily (Sundays excepted) as follows. Between Fredericton, Chatham and Loggieville. Connecting with I. C. R.

Table with columns: FOR CHATHAM (read down), FOR FREDERICTON (read up), GOING NORTH, GOING SOUTH. Lists train numbers, departure times, and destinations.

The above Table is made up on Atlantic standard time. The trains between Chatham and Fredericton will stop where signalled at the following Stations:—Derby Sliding, Upper Nelson, Chatham, Grey Road's, Upper Blackville, Elmsfield, Carro's, McNamara's, Lutton, Antle Crossing, Clearwater, Portage Road, Forbes' Sliding, Upper Cross Creek, Covered Bridge, Zivovilla, Durham, Newbark, Munroe's Sliding, Farnham.

CANADIAN PACIFIC RY. PACIFIC EXPRESS. From Montreal every day at 9:40 A.M. for all points, Canadian Northwest, Kootenay and Pacific Coast. TOURIST SLEEPER ON THURSDAYS. Special Colonist Rates To North Pacific Coast and Kootenay Points.

WANTED. 1,500 TO 2,000 CORDS SPRUCE AND FIR BOX WOOD delivered on cars on C. E. R. and I. C. R., or at any mill, South Nelson. Highest Prices paid. THOS. W. FLETT.

MISS E. F. LYON (ASSOCIATE OF THE LONDON (ENG.) COLLEGE OF MUSIC GOLD AND SILVER MEDALIST. ORGANIST S. MARK'S CHURCH, CHATHAM, N. B. Concert Pianist and Teacher of Piano, Pipe Organ, Theory, etc. CLASSES IN THE ABOVE SUBJECTS TO BE FORMED AT ONCE FOR THE FALL TERM. Studio: S. Mary's S. S. Room.

G. WARMUNDE IS OFFERING SPECIAL BARGAINS IN WATCHES, CLOCKS, JEWELLERY, Silverware & Novelties. We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all. WARMUNDE, EXPERIENCED WATCHMAKER, Paines Corner Chatham N. B.

Waring! Any person driving faster than a walk over the south span or any other part of the Southwest Miramichi Bridge, between Nelson and Doak, will be prosecuted according to law. JOHN BATEMAN, Carthaker, Nelson, 20th Oct., 1903. NOTICE TO MARINERS. Miscou Island, Gulf of St. Lawrence. The repairs to machinery at Miscou Fog Alarm Biret Point, Miscou Island, have been completed and the Alarm is now in operation. F. J. HARDING, Agent, Chatham, July 1903.

REMOVAL. Dr. John S. Benson has removed his office to the residence, lately occupied by Mrs. Alexander Robinson on St. John Street, where he may be found at all hours. F. J. HARDING, Agent, Chatham, July 1903.

NOTICE. In the matter of the Winding Up Act, being Chapter 129 of the Revised Statutes of Canada, and Amending Acts, AND IN THE MATTER OF THE MARITIME SULPHITE FIBRE COMPANY, LIMITED. Pursuant to the winding up order made in this matter the creditors of the above named Company and all others having claims against the said Company entitled to rank upon the estate of the Company are on or before the TWENTY-EIGHTH DAY OF DECEMBER next, required to send by post prepaid to the Liquidators of the Company, THE OFFICE OF THE HONORABLE LEMUEL J. TWEEDIE AT CHATHAM, IN THE COUNTY OF NORTHUMBERLAND IN THE PROVINCE OF NEW BRUNSWICK, or AT THE OFFICE OF AUGUSTUS H. HAYINGTON AT THE CITY OF ST. JOHN, in the City and County of St. John and Province of New Brunswick full particulars of the several claims certified by and the nature and amount of the securities, if any, held by them, and the specified value of the said securities, or in default thereof they will be preemptively excluded from the benefits of the said winding up order. AND IT IS FURTHER ORDERED that this notice be published in a newspaper printed in the Town of Chatham, in the County of Northumberland and Province aforesaid and one paper in the City of St. John in said Province for one month previous to the date above mentioned; and that a printed notice be also sent by post to all creditors mentioned in the list of liabilities filed in this Honourable Court who have not already filed their claims. In this matter, which shall be sufficient security and notice to all creditors of the said Company. Dated this Sixteenth day of November A.D. 1903. E. MCLEOD, J. S. C.