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New Railway Projects.

There is before the Railway Com mittee of the House of Commons at the present time one of the most important bills that has been before that body for | Lieut-Colonel Sherwood and Major Rogmany years. We refer, of course, to and Cucumber the Grand Trunk Pacific Railway

> The promoters are asking for incorporation for the purpose of building a railway from the Pacific to the Atlantic ocean. They are also asking for a subsidy to assist them in building their

Now, the promoters of this scheme are the same gentlemen who run the Grand Trunk Railway which now has its terminus at Pertland, Me., and the question is naturally asked, not only by the members of the Railway Committee, but by the whole publicproposed road be?

It appears to be the opinion of the leading men at Ottawa as well as elsewhere, that no money will be given to any company to build up a foreign port, and with this proposition we heartily agree. If Sir Charles Rivers -Wilson and his associates desire to make Portland their eastern terminus in winter they have a perfect right to do so but not on Canadian money. We influx of peasants from Canada, and all do not remember that the Grand Trunk Railway ever did much for Canada and now that they see grand opportunities ahead in our western wheat fields, and are looking to us for assistance, it active classes. From 11,000 in 1897 the this country. Some of the press in discussing the

matter appear to think that all that is necessary is for the Minister of Railways to jump on the promoters and say, if you will not make St. John or Halifax your winter port you get no money. The matter is not free from difficulties. If the Grand Trunk build a road to St. John it might materially effect the Intercolonial Railway and this is part of the question that must be kept in mind by the Minister. On the other hand if an agreement is entered into between the new road and the Intercolonial by which the latter receives the western freight at Montreal such agreement must allow the Intercolonial sufficient pro rata freight enable that road to do the work on paying basis. It may be difficult to get an agreement made that will be satis factory to the Minister of Railways bearing in mind the interests of the

government railways. Some members have advanced the proposition that the government extend its Railway to the West. They say if we are going to give large subsidies we might as well own the road. We believe that this is the best way out o the difficulty. There is no doubt but that there is plenty of room in the West for such a railway. It would be a check on private roads and thereby prevent discrimination in rates. have no doubt that if the government decided to extend the Intercolonial that they will be endorsed by all the disinterested people of the Dominion.

No Compromise.

The Ottawa correspondent of the Montreal Herald in writing to his paper, in reterring to the Grand Trank Pacific Railway scheme, makes the following

way the east wants the next transcontinental road to be able to describe itself. It looks as if it were going to be the Grand Trnnk Pacific. But be it the Grand Trunk Pacific, the Canadian Northern or the Trans Canada, the representatives of the Maritime Provinces are going to insist that the eastern end of the line shall be in one of the eastern provinces and the whole line shall be run through Canadian territory. The Quebec representatives are going to insist that the line shall cross that province in the north. where a new section of the country will

be opened up and given service. want a new wheat carrying line. They are patriotic enough to want a Canadian port and Canadian route. But chiefly they want an outlet for their wheat. They also want it as soon as possible.

provinces are in deadly earnest over the ests and losing the advantages which will be the first line to cross the continent eastern terminus. They have united in a demand that no subsidy or other aid shall began with Irish home rule, the empire be given until it is assured that Canadian wheat is to be carried over an all-Canadian | He asked the country to think what it route to a Canadian port for shipment to Europe. Montreal or Quebec will sarve in the summer time and a port in the maritime provinces in the winter.

'No Canadian export business for Portland," is the watchword. eastern members have come to conclusion that the Grand Trunk Pacific is the road which is going to be built, and they are apprehensive that its business in the winter season would go to Portland. where it has the faci ities and where it can save in the distance of haul.

The argument of the eastern members is to be that the road cannot be constructed without assistance of some sort that the a sistance is for the purpose of overcoming some disadvantage of route that a haul to the Maritime Provinces may free trade. He proposed the establishbe a little longer than to the United States | ment of preferential trade between the seaboard, but that it is to compensate for colonies and Great Britain, and was corthis disadvantage that the assistance is to dially endorsed by his audience. His be given. These members have held main point was that the present position meetings and have decided upon this of affairs in this respect was absolutely demand. They have not named a port new, and that a new situation must be but have left the railway the pick of the met by a new policy.

Our Soldiers in New York.

ports of the two provinces.

[New York 'C ommercial Advertiser] ment, made an excellent impression by in strength and importance. He recilled allegation that Rev. Mr. Barr was mak-

creating a most friendly feeling between the two countries, and the Canadians are strong in the expression of their appreciation of the hospit livy which has been shown trem. The selection of two such prominent and well known officers as ers to command the detachment was a grateful compliment to officers of the Military Athletic Lague. The behavior of the Canadian troops left nothing to be desired, the r discipline was perfect, and they were always in thorough contro! of their office s.

Canada's Progress.

The C nadians would make very good Americans if they were not so obstinately Canadian, says The Bilmoral Sun. This is shown by the present wonderful prosperity of the Dominion. In ten years her trade has increased by nearly \$200,000 000. In a single year the increase is \$40,000 000. Experts of manufactures are \$18,500 000 in 1902, against \$7,600 -Where will the eastern terminus of the | 000 in 1893. In the same period fact that deposits in savings banks have doubled in four years. Assets of Cana- ly that the Mether Count y can dian banks grew in that time from \$243. ago Canada was thought to be losing population by e mgration to the United States. Massachuse:ts was complaining of the along the line to Oregon there was said to be an incoming current. Now this is all changed. Imm'grants are flocking into Canada from the United States farmers, ranchmen, miners and other workers from the United States. respects the creation of needed railways across the continent and in the far Northwest, Canada is very progressive, as also in establishing transoceanic steamship lines and submarine cables to connec with Europe on one side and Asia and Australia on the other. Our northern neighbor seem to be very much alive.

David Mills.

(Witness.) Just when an intelligent movement if tariff reduction by reciprocity method seemed to need Mr. McKinley most, that leader disappeared from the scene. Be fore him went Dingley, who we are creditably informed had been convinced the need of such a policy, and who was ar honest enough man to act upon his convictions. In him Canada lost the very advocate who could have done most for her. Now, just as the boundary question is coming on, the best informed and most prominent advocate of Canada's claim has suddenly been called from earth. David Mills has been a true Canadian and a true public man in a sense in which he had few peers. Restive among the intrignings of party politics he devoted himself to the general principles of the constitution an to the larger interests of his country. was possibly too much of a sta esman fo what may be called political success, in which large hor zons are a positive disad vant ge. Indeed the man who can shut his eyes to the most obvious results and see just as far as the croad sees is in dirty politics greater than he. He was possibly too much of a doctrinaire for the highest parliame tary success. His addresses were exhaustive. His views were possibly a lutle pedantic, though less and less so as he receded further from his early schoolmaster days. At least after Blake and Mowat, though we stand not upon the order, he was our greatest constitutionalist. The moment of his taking off accentuates the loss it means to his country. He had studied the Alaska boundary question as few men have, had written and spoken about it convincingly From the Atlantic to the Pacific is the even to some United States leaders and hearers; and it was probably due more to his efforts than those of any other man that the United States people at last some attempt at a set lement.

Mr. Chamberlain Mikes a Notable

Speech at Birm.ngham London, May 15 .- Mr. Chamberlain to-night made his first address to his constituents at Birmingham since h s return from South Africa. He launched into an earnest appeal for the restora ion of cohesion in the Un onist party which the electoral reverses of the past year have The representatives of the Northwest shown to be suffering disastrously from indecisive leadership. He declared that the imperial policy of the next few years depended on whether the British should the world, or should fall into separate unity alone could give. If separation would dissolve into its component atoms. meant to England as a power and an in fluence among the nations and to the trate and commerce of England if, when the population of the colonies equal'ed or exceded that of England, they were still united. The fact that if England were in danger, the whole resources in men and money of the colonies would be a the disposal of the Mother Country, was something wonderful to have achieved and was worth almost any sacrifice. thought that South Africa should have done more towards bearing the burden of the war, but it was something to get that

principle accepted. Mr. Chamberlain launched into a remarkable suggestion, advocating a departure from the existing interpretation of

He spoke of Canada, which he described as 'the greatest and most prosperous of our self-governing colonies at the present time.' This colony, he said, was now in The detachment of the Forty third the full swing of extraordinary prosperity, Regiment, Canadian Militia. which took which he hoped and believed would result part in the recent military tourna- in a g eat increase in its population, both

tournaments has been the means of further, especially regarding goods in colony, and it is believed will not return. her a drawback or tax of a shilling per coafirm or deny the accuracy of the fiscal policy bound it to keep the British John Globe. market open for all the world. Even though other nations closed their markets against Great Britain, the latter could not offer any favor to her own children, who treated her well and those who

am n protectionist, but I want to d cover if the true interpretation of free trade is that it is only duty to buy in the cheapest market without regard to whether we can sell. If that is the theory of free trade, and it finds acceptance here and elsewhere, then you will lose the advantage of the further reduction of duty agricultural exports have doubled. The of this country, and you may lose a great tremendous energy and success of the deal more, because the Minister of Finance carry it. Canadian wo kers are indicated in the of Canada told the Canadian Parliament the other day that if they are sold definite. nothing for them in the way of recipro-400,000 to \$448,300,000 the note circu- city they must reconsider the position and lation showing a like increase. Six years | reconsider the preference they had already

The policy which prevents us from offering any advantages to our colonies, prevents us from defending them if attacked. We may have supposed that an does a kindness to us was a matter of behooves us to see, through our repre- immigrants have increased to 75,000 in as though it were a separate country, and should not, be expected to levy a special with an obstinate and grim determination. as pen dized Canada by additio all duties on Canadian goods. German newspapers frankly explain that this is a policy of reprisal, and that it is intended to deter other colonies from giving us the same

'This policy of interference is justified by the belief that we are so wedded to our fiscal system that we eannot defend our colonies, and that any one of them which attempts to establish special relations with us, will do so at its own foreign hostility. That is putting rather a humiliating position. allow it to prevail, how can we approach the colonies with appeals to aid us in promoting the union of the empire or ask them to bear a share of the common ourdens? It is better to cultivate the trade of those who rightly enough are our competitors and rivals, that is the new position which the people of this empire have to consider. I do not want to hasten their decision. They have two alternatives. They may maintain tation which has been placed upon the doctrine of free trade by the small reu ant of "Little Englanders," who profess o be the sole repositories of the doctr ne of Cobden and Bright. In that case they will be absolutely precluded either from giving preference or favor to the colonies abroad, or from even protecting the

colonies when they offer a favor to us. 'The second alt-rnative is that we mut nsist that we will not be bound by any purely echnical definition of free trade; that while we seek a free interchange of trade between ourselves and all nations of the world, we will neverthelest resume the power of negotiat ng, and if necessary, retaliating, whenever our interests or our r I tions with the colonies are threatened by other people.'

Mr. Chamberlain concluded by expressing the belief that the subject should be discussed. It was an issue of the greatest consequence and an opportunity had now occurred of deciding it, which the English would never have again.

NEWS AND NOTES.

Word has been received that the men who murdered Capta n Shaw and six of the crew of the barque Veronica have been found guilty and sentenced to death. The make possible are near the mark it will a wful murders were the outcome of last, and were the most brutal that has aken place on the seas for many years. Five of the sailors were implicated and at the trial two gave King's evidence and the other three-Rau, Morrison and Smith - were condemned.

United Sta es Con ul Mansfield. Valparaiso, has reported to the State Department, Washington, D C., that the Chilean Congress his passed a bill prostand together as one free nation against viding for the construction of a railway Worm Syrup. over the Andes, to connect Buenos Ayres Representatives from the maritime states, selfishly seeking their own inter- with Santiago and Valparaiso. This How They Broke a British Square. to South America. When completed, this line will be one of the important connections of the great railway system projected for North and South America.

At a meeting of the P. incess Royal Gold mines, Limited, at the Belle View hotel, Rothesay, Monday, very satisfactory reports were prese ted of the progress made in working the mines. Hon, Wm Pagsley, James Robinson, M. P., Wa H. White, A. I. Trueman and W. A Ewing were elected directors. At meet ng of the directors. Hon. Wm Pugsley was elected President; Wm. H. White, vice-president; A. I. Trueman,

A despatch states that Wallace Nesbitt. E.q., K. C., an eminent Toronto lawyer, has been appointed to succeed the late Judge Mills on the bench of the Supreme Court of Canada, Mr. Nesbitt is one the youngest men ever appointed to position, having been born in 1859 at Woodstock, Ont. He practised law some of the best known firms in Canada and had a large and extensive business His appointment has been very favorably received by the profession and the public at large and is somewhat of a departure in public appointments as he was, during the greater part of his life, a conservative

Reports from the Barr colony say that outcome of the dissatisfaction over the considerable service in South Africa and ce t, and he pointed out how British to act with the government agent, C. W. There was no semblance of haste, and the

elsewhere. The presence of representativade with Canada has since grown, Speers, who is now returning to Battle- trite reference to the precision of the drill tives of the Canadian Militia at these Canada, he added, was now willing to go ford. It is added Mr. Barr has left the which the British competed with foreign- J. Obed Smith, chief of the immigration ers, if Great British was willing to give department at Winnipeg, refused to quarter on grain. The government had report, but admitted that his own private to refu e that offer because the established despatches seemed to bear it out .- St.

The Grand Truuk Pacific.

Commons passed yesterday the preamble of | completely hemmed in. Battle-cries sounded or make any difference between those the Grand Trunk Pacific Railway bill, and from a thousand throats, as in obedience to when it adjourned the members were a concentrated movement the enemy's treated her badly. That was the accepted engaged in a general discussion on the first horsemen swept down upon three sides of the doctrine of the free traders. He himself clause. The most prominent, if not the sole, square. Spearmen and dismounted riflemen was a free tracer, but he doubted whether question was as to what benefits the Mari- attacked the rear, while the flanks and front the present interpretation of the term was time Provinces would reap from this great were completely engulfed in a surge of enterprise. Their position is that the charging ho semen, who with cries Continuing, Mr. Chamberlain said: I benefits conferred upon the weet, upon Ontario, and upon Quebec are apparent Provinces in the project is next to nothing. dense press. Dying and dead dropped

cause, but the primal and governing one is stopped their furious rush. the freight rate. If the freight rate from Portland; but so long as rates to Portland hundreds of women inciting the spearmen to are a cent or even a fraction of a cent a fresh efforts with their shrill outcries. Every agreement of this kind by which Canada bushel cheaper than those to any winter onslaught told the sheer press of numbers port, so long will the Canadian shipper allowing the charges to be renewed again family agreement concerning nobody else. route his grain by Portland. Give his and again. Unfortnmately Germany thinks otherwise. patriotism an equal chance, and his choice Germany insists upon rating Canada may be depended upon, but he will not, and

> Grand Trunk routes Portland is the shortest | stand cut to the sea. It is alleged, however, that by the adoption of the northern transtrue, a supremely important condition of things is established. The railway commisexpression of opinion in the committee, the carried them on. Government, we may be sure, will take particular care in making its b rgain with square became impossible. The number of the company to provide for overcoming the defenders were solely reduced and the

and the Intercolonial were satisfactory. latter, the company could be required to build its line to Moncton. The particular project differ somewhat, but they are not antigoti tic. The west wants a new section route to be one over which its products may be carried as cheaply as possible to an ocean port. Ontario has a large fertile belt to the north which will never be settled until it is served from end to end by a railway. Quebec is in the same position. This was what the trans-Canada was calculated to do. The Grand Trunk Pecific will do it equally well. The Maritime Provinces desire that their ports shall be the ocean spouts for the trade of these stretches of territory.

Some of the discussion on the bill, as Mr Fraser of Guyaboro pointed out, was not germane to the application for a charter, but it at least affords a view of public opinion in the various provinces, and will be of utility both to the Government and to the promoters of the enterprise when they come together to make terms. The bill is, of course, encountering a good deal of opposition from those who are prompted by rival railway corporations, but let us hope that that means a great deal for Canada. If the calculations as to the development it will virtually double the size of the Dominion. mutiny on the Veronica in December It will open up kingdoms in the west, will create another Ontario in the north of this Province, put a spine and ganglia in the hinterland of Quebec, and, let us hope, realize what the Maritime Provinces have worked so many years to achieve. - Globe.

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Special to the Montreal Star.

London, May 14, -The mail reports of the heroic last stand made near Galadi by Col Plunkett and his troops, have just reached London. They were delayed by the wreck of the despatch boat on the Somail coast. The story of the fight, as told by a correspondent on the scene, is as follows :

After supporting Captain Olivey, Colone, Plunkett pushed forward with the intention of rapidly reconnoitring the country immediately ahead. No trace of the enemy was seen for some little distance, while comparatively open country enabled the column to proceed at a rapid pace. Just about two miles beyond the point where Captain Olivey and his men joined Colonel Plunkett traces treasurer, and Wm. A. Ewing, secretary. of the enemy became visible. The bush grew thicker, and there were indications that the enemy, evidently in strong force,

> Colonel Plunkett had decided to conclude his reconnaissance, when a force of the enemy was sighted. By this time it was mpossible to effect a retreat, and a fight Was inevitable. Colonel Plunkett resolved on moving into more open country. As quickly as the decision was arrived at the movement was executed, small parties of the enemy meanwhile hanging on the flanks.

The intelligence swiftly came in that the British force was in the presence of the main body of the Mullah's army, which had evidently came up as soon as news reached it of the whereabouts of the small British partly. Horsemen were seen galloping to and fro with furious gestures, and spearmen came darting towards Colonel Pinnkett shouting cries of defiance and filling the air with the tumult and din of approaching their natty and soldierly appearance and that Canada in 1898 voluntarily offered ing a private profit out of his store, result of Colouel Plunkett's own indomitable the snappy way in which they performed Great Butain a preference of 15 per cent, Rev. G. E. Lloyd and two other mem- courage and iron nerve, the column executed their work: Many of the men have seen which it had since increased to 333 per bers were appointed to take control and the movements ordered by the commander.

ground was never more applicable. Colonel Plunkett fell back and drew the men together to form a square.

THE LAST STAND.

The scene of the last stand was an open space with only patches of scrub and brush. The gradual retirement of the British force had excited the enemy, who had kept up a brisk fire all the time. Just as this open spot had been reached a large body of the Mullah's hordes were seen advancing. All The Railway Committee of the House of further retreat was cut off, and the force was

'Allah!" rushed upon the devoted soldiers Every man was soon engaged in a fiere enough, but if the railway stops at Quebec, struggle. The horsemen fired from the backs and no guarantee is given that the Grand of their ponies, while the front ranks of the Trunk will not make Portland its main square lugged and stabbed with their ocean port, the interest of the Maritime bayonets after emptying their r.flcs into the In answer to questions, Mr. Hays said that great numbers at the very edge of the every railway has to carry freight in the square, but the enemy eager y pressed forway the shipper nominates. If a shipper ward, struggling for the foremost position, which Canada offers to the manufacturers "routes" his freight by way of St. John, and a comrade was always ready to leap then to St. John the railway company must into the place of the failen man. Every dervish of the attacking parties seemed to The question immediately arises, what be armed with a rifle and to carry, in influences a shipper in choosing the route addition, a sheaf of spears. The horsemen by which his freight shall be carried? There | whirled round and round the square until is undoubtedly more than one determining the impact with the British force itself

Time and again the heads of their horses Winnipeg to Portland was exactly the were dashed upon the very muzzles of the same as that to St. John, and everything British rifles. Time and again the Mullah's Canadian shipper would deliberately choose square itself. In the background were DEAD SET AGAINST OFFICERS.

Meanwhile the British force had fought place of the killed and wounded, and the It is evident, therefore, that the whole fall of each man weakened the defence. A matter is a question of freight rates and | dead set was made by the enemy against the facilities for shipment. By the present officers, who as they fell urged their men to

Colonel Plankett himself was one of the first to be hit, and he also received a spear continental route the positions are reversed. | thrust, but he kept on to the last. There and that St. John will be as near Winnipeg | was no lull to afford a momentary relief to as Portland is, if not nearer. If this be the defenders. The rattle of musketry was never ceasing. The Maxims at the corner of the square swept the ground, playing sion could in that case insist that the rate to continuously upon the enemy. Scattered St. John via the Grand Trunk Pacific and heaps of dead told how fatal had been their the Intercolonial should at least not be fire. But the ammunition grew less and greater than the rate to Portland. The less. Unfortunately, the solid bullets of interest of the Grand Trunk in having the the British rifle failed ucterly to stop the whole of the haulage would, of course, still dervish rushes. Many of them were hit but have to be guarded against, and, after the not incapacitated and their desperate valor

In no long time further defence of the ammunition was nearly expended. The Mr. Blair's anggestion to the committee | time had arrived for a final effort. Just as was that a line from Quebec to Moncton | the enemy had delivered a charge under should be an integral part of the charter, telling fire the remnant of the gallant force, but that it need never be built so long as the | by orders of Colonel P.unkett, broke np the relations between the Grand Trunk Pacific | square and hurried themselves into the midst of the besetting foe. The dervishes fell back Should it be found that the former was not here and there, but the attack was pressed turning over a fair share of buriness to the at fresh points with unabated vigor. More men fell, and some who had been wounded were wounded again, but still a firm front and magnificent courage was maintained and finally the brave little band succeeded in cutting its way through, The scene of of territory opened up, and it wants the the fight was left behind, and the enemy were too busy to aftack any more, for they were engaged in carrying off rifles and Maxims and all the ammunition that they

The British Wood Market. (Farnworth & Jardine's Circular.)

LIVERPOOL, May I.—The arrivals from British North America during the past month have been 10,301 tons register, against 6,155 tons register during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1901, 1902 and 1903 has been 82,105, 90,874, and 100,559 tons respectively.

There has been a fair business transacted during the past month, and deliveries have been satisfactory. The arrivals amount to a large total chiefly owing to the excessive quantity of pitch pine, which has been consigned to this market, stocks generally are within moderate compass, and values, with the exception of pitch pine, which is too heavy in s ock, are well maintained

New Brunswick and Nova Scotia Spruce and Pine Deals - The import during the pist month has been 4,970 standards, as compared with 3,370 s andards during the like period last year; the consumption has been on about a level with the import, and the stock remains practically unchanged; there is no change in values to report. Pine deals are in fair demand at unchanged prices.

Birch-Logs have been imported during the past month to the extent of 20,000 cubic feet; there has been a fair consumption, and the stock is now increased to 65 000 cubic feet; values are slightly easier. Planks have arrived on a large scale, but have been in fair demand, and the stock of 124 000 cubic feet is now excessive, but prices still continue on a low basis.

Canada all Right.

MONTREAL, May 15 .- The Star's London cable says: German papers are seeking consolation in the Canadian surtax, in the belief that President Roosevelt is working for the day when every European power will be driven from the American continent. The Kreuz Zeitung save the whole tone of President Roosevelt's ideas is ultimately menacing to Britain as the possessor of Canada. The Kolnische Zeitung in an inspired paragraph says it has before it a letter from a large firm of Montreal importers, written to friends in Germany, advocating that Canada take the first step towards an understanding between the two countries, since it was she that caused the German counter-measure. The Zeitung remarks that on the German side Canada would be met with compliance so far as German interests permit.

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else equal, it can hardly be conceived that a cavalry percipitated themselvee into the 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. 13, 1902. I Ntil further notice, trains will run on the above Railway, daily (Sundays excepted) as follow:

Between Fredericton, Chatham and Connecting with I. C. R. Loggieville. GOING NORTH. FOR CHATHAM FOR FREDERICTON MARITIME EXPRESS. DAY E. (read up) Marysville .. .Cross Creek, ..12 40 p m 2 50 . Boiestown, .. { 11 25 lv 11 20 ar GOING SOUTH. MARITIME EXPRESS. DAY EXPRES .Blackville,... 9 25

7 00 a. m. 10.20 a. m. 7.20 " 10.40 " Chatham Jet \ 8 25 lv 8 00 ar 7.40 " Nelson 7 40 Chatham 7 20 The above Table is made up on Atlantic standard time, The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations-Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY

for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley. THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

TO CONSUMPTIVES.

The undersigned having been restored to health by simple means, after suffering for several years with a severe lung affection, and that dread disease CONSUMPTION, is auxious to make known to his fellow sufferers the means of cure. To those who desire it, he will cheerfully send (free of charge) a copy of the perscription used, which they will find a sure cure for CONSUMPTION. ASTHMA. CATARRH, BRONCHITIS and all throat and lang MAL-ADIES He hopes all sufferers will try his remedy it is invaluable Those desiring the perscription, which will cost them nothing, and may prove

lessing, will please address REV. EDWARD A. WILSON, Brooklyp, New York.

FANCY SALE

TEA! The Women's Guild of St. Mary's Church will MASONIC HALL, Tuesday May 12th.

Tea will be served from 5 to 7 o'clock ICE CREAM, LEMONADE AND HOME-MADE CANDY.

ORCHESTRAL MUSIC ADMISSION 10 cts TEA 30 cts.

Postponed till further notice.

Doors will be opened at 3 o'clock.

LOST

A FOUNTAIN PEN

The finder will be rewarded on leaving it at the

STR. 'ALEXANDRA' Will leave Chatham every morning (Sundays excepted) at 7.10 a. m. for Newcastle, and leave Newcistle at 7 45 a m and Chatham at 9 a m for points down river, viz,-Loggieville, Oak Point, Burnt Church,

and Neguae, calling at Escuminae on Mondays.

Wednesdays and Fridays, and Bay du Vin on Tues

TIME TABLE.

days, Thursdays and Saturdays. On Tuesdays, Thursdays and Saturdays, Steamer's passengers for Newcastle, Douglastown or Bushvillwill be forwarded by Str. Elith. MEALS AND REFRESHMENTS ON BOARD

AT REASONABLE RATES. STR. "EDITH"

12 15 p m. 3 15 " 5 15 "

On Tuesdays, Thursdays and Saturdays Str. 'Edith' will leave Chatham at 7 p m., or on arriva See Passenger Tariff for Rates. All Freights must be Prepaid.

J. P. BULLICK, Manager.

Tenders Wanted.

Tenders for the building of ar "Exhibition Build ing" "Grand Stand" and "Judge Stand", will be received up to may 23rd inst. Plans and spander. tions can be seen, at office of Secretary, Mr Geo Lowest tender are ly accepted. JAMES D JUHNSON,

11.15 "

11.35 "

11 55 **

12 15 "

EASTERN STEAMSHIP CO.

Division. WINTER REDUCED RATES

International

effect Nov. 1st, 1902 to May 1st, 1903.

a.m. (Standard Time) THURSDAYS for Eastport, Lubec, Portland and Boston Returning, leave Boston Mondays, at 8.15 a. m. coming via Portland, Lubec and Eastport. Through tickets on sale at principal railway stations and baggage checked to destination. A. H. HANSCOM. W. G. LEE, Agent, CALVI AUSTIN. V. P. and General Manager, Foster's Wnarf, Boston, Mass.

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 my mil, South Nelson. Highest Prices paid. THOS. W. FLETT.

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

Office Hours:—9.30 a.m. to 1 p.m. 2 p.m. to 6 p.m. Wednesdays -2 p. m. to 6 p. m. saturday -9 30 a.s. to 1 p. m. 7.30 p. m. to 9 p. m; GAS ADMINISTERED.

PAINLESS DENTISTRY A SPECIALTY. OFFICE-OVER MACKENZIE'S MEDICAL HALL. CHATHAM, N B.

DON'T WAIT

till the days get shorter and the weather colder.

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