

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. It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall.

EASTERN STEAMSHIP CO. International Division.



Commencing Monday, June 29th, 1903 Steamers leave St. John, Mondays, Wednesdays and Fridays at 8:00 A. M. for Lunenburg, Portland and St. John.

HICKEY'S BEEF Flesh Producer. WINE Stimulant. AND IRON Tonic.

Will build up the System and give you renewed health strength and vigor.

HICKEY'S DRUG STORE

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

GAS ADMINISTERED. PAINTLESS DENTISTRY A SPECIALTY.

MISS E. F. LYON (ASSOCIATE OF THE LONDON ENGL. COLLEGE OF MUSIC, GOLD AND SILVER MEDALS)

Bank of Montreal. ESTABLISHED 1817.

IN THE SAVINGS BANK DEPARTMENT AT CURRENT RATES

SPECIAL NOTICE. The Charter Bank in Chatham, N. B. and Newcastle, N. B. has decided to change the Saturday closing hour to 12 O'CLOCK.

Marlin 32 Cal. High-Pressure Smokeless IN HIGH PRESSURE 1893

Marlin 32 Cal. High-Pressure Smokeless IN HIGH PRESSURE 1893. WE are prepared to furnish the best quality of Marlin rifles, shotguns, and pistols.

Miramichi Advance.

ORATHAM, N. B., SEPTEMBER 3, 1903. A Specimen of Ottawa News.

Some of the Ottawa press telegraphers appear to be of a very cheap grade, judging them from the matter they send as news to the papers they represent.

The telegram was a shameful misrepresentation of the facts. On the forenoon of the day it was wired from Ottawa, Mr. Tweedie was in Chatham attending to business in his office.

It would be very strange indeed if Premier Tweedie were to go to Ottawa on any such errand as that stated. He might, very properly, use his influence to prevent an enemy of his government from being given a cabinet position at Ottawa, but in the case of Mr. Emmerson, who preceded Mr. Tweedie in the premiership of New Brunswick, and no doubt suggested his name to Lieutenant Governor McClellan as his successor, interference to prevent Mr. Emmerson's promotion to cabinet rank at Ottawa would, probably, not be thought of for a moment.

There is nothing too malicious or absurd for the Sun and Times correspondents to invent, or for those papers to publish, especially when it is calculated to prejudice the public mind against Premier Tweedie. They can never forgive Mr. Tweedie for resenting the dictation of that old Moncton Convention and proving that he was stronger with the people of the Province than the prominent gentlemen of the Federal parliament who undertook to make a tool of him.

A man who refused to be the tool of Sir Charles Tupper, Mr. Foster and other Conservative leaders, and broke with his and their party because they attempted to dictate to him, can well afford to have such papers as the Sun and Times intimate that he has been the tool of Mr. Blair or Mr. anybody else. Besides, that was not thought to be the situation when Mr. Tweedie was the colleague of Mr. Blair in the New Brunswick government, when it was so ably led by that gentleman.

The matters in dispute between the Royal Trust Company and Hugh Robertson, Trustees of the Maritime Sulphite Fibre Company, and the unsecured creditors of the latter company, which have been pending for two years, were before His Honor, Judge McLeod of the Supreme Court, at St. John yesterday. The proceedings were under the Dominion winding up act, and a settlement was agreed upon, over which the lumbermen who took action to protect their rights have reason to congratulate themselves. We understand that the terms of the agreement are substantially as follows:

The plaintiffs—The Royal Trust Company—take a decree in Equity for \$500,000, which places them in possession of all the real and personal property of the late company. The Bank of Montreal and Messrs. John Stuart, A. B. Lee and A. Bruce release their right to rank on the estate in the hands of the liquidators, Hon. L. J. Tweedie and A. H. Hainington. The claims of the lumbermen who took action against the transfer of the lumber lands are to be settled on the payment of the sum of \$10,555, by the Bank of Montreal, the lumbermen paying their own costs and withdrawing their protest, so that the lands will revert to the Trustees.

The Bank of Montreal is to pay to the liquidators, \$15,000 for the unsecured creditors, each party to pay their own costs. In case the dispute between the Bank of Montreal and the Town of Chatham, in reference to the assessment on the Pulp Company's property, should be contested in the courts, the proceedings are to be at the Bank's expense.

The Snowball claim respecting the real estate occupied by the buildings, etc. of the Pulp mill was settled some time since, the Bank paying an equivalent for about \$6,000.

We are not in a position to say exactly what the lumbermen who were parties to the proceedings will realize, but they may expect about 40 cents on the dollar for their claims. There will also be a small residue in the hands of the liquidators to be divided amongst the unsecured creditors.

Amongst these latter are Messrs. Beckett Co., London, \$1,150; Rice Lewis & Co., Ltd., \$4,500; Manitowac Steam Boiler Works, \$1,400; Alex. Gibson Ry. Co., \$3,171; John J. Barry, \$2,000; Robb Engineering Co., \$4,813; Fuel Economizer Co., \$3,121; Henry Bertram, \$18,842.

The counsel engaged were: H. H. McLean, K. C. solicitor for plaintiffs; R. A. Lawlor, K. C. and Dr. Wm. Pugeley, K. C. for the liquidators.

The Quebec-Moncton Section. The Toronto News, which has approved generally and pretty heartily of the transcontinental scheme of the administration, has, in a few recent issues, manifested strong hostility to the section from Quebec to Moncton, and vigorously calls upon the government to abandon that portion of the undertaking and to utilize the Intercolonial Railway. It may be that the government is in a position to respond to this call, but in any discussion of the subject it is well to remember that the Grand Trunk Pacific Company is seeking parliament to give it powers to build an independent line from Quebec to Moncton and that the measure in which this power is embodied is in its final stages in the Senate.

The government, therefore, might abandon its projected work in New Brunswick, but the company would still be empowered to construct the work, and should it construct that part of the road its traffic would pass over its own line and not over the Intercolonial. Of course, the government might compel the Grand Trunk Pacific Company to make an arrangement to use the Intercolonial, and thus save the company the cost of construction of this new piece of road. Should it do this, would the object of parliament be accomplished? As we understand the situation it is not so much the determination of the government itself as it is of parliament that the road should be built from Winnipeg to Moncton. The government consented to help the Grand Trunk people in running a road into the prairie country. Government supporters say if you do this you must do more. Under the plan of the company the produce of the West may find its way to American ports on the seaboard. Provide a line from the eastern terminus of the prairie section of the proposed road to the shortest and most serviceable route to tide-water in Canada, make it all part of one great transcontinental scheme, and the money will be voted. The government cannot, therefore, do violence to its own supporters. If the Intercolonial railway is chosen, instead of the connection at Quebec or River du Loup or other convenient point, the new line, as a competitive line to lines now running to American ports, will be greatly hampered by the longer distance which will have to be travelled either to St. John or Halifax. No doubt a great many persons would prefer the plan of using the Intercolonial railway, if they were satisfied the results would be as satisfactory as it is assumed they will be by the shorter line. But the contrary is assumed and that is the kernel of the matter.—St. John Globe.

The foregoing does not go far enough. If it be the determination of parliament and not a scheme forced upon parliament by the premier, that the new road is to run "by the shortest and most serviceable route to tide water in Canada," why does it stop at Moncton? True, there is tide water at Moncton, but it is impossible to make that port an ocean terminus. Freight from the Canadian west must find its outlet at St. John or Halifax. The Globe, which is a sudden convert to the government scheme, lays stress upon the fact that the Grand Trunk Pacific Company wants a through line of its own to the sea, which is the reason why it will not consent to transfer freight to the I. C. R. Yet, when it gets its freight to Moncton, it will, under present proposals, be obliged to transfer it to the I. C. R. whether it is to be shipped from St. John or Halifax. If it be true that the company is to own the line from the west to an Atlantic shipping port it must involve the purchase or renting of the I. C. R. to either St. John or Halifax or both. Is this a part of the scheme? If not, what becomes of the claim that the G. T. R. Pacific Company insists on having its own rails all the way continuously from ocean to ocean? More information is required on this particular point. The people should be informed with exactness as to the government's intention regarding the I. C. R.—whether the G. T. Pacific is to lease or buy it, or merely to have certain running rights over it. If the latter, why not use it all the way from Lewis?

The Toronto News, which usually is well informed regarding the government's policy, editorially advises the abandonment of the Quebec-Moncton section of the Grand Trunk Pacific and urges the extension of the Intercolonial to Parry Sound. A careful reading of the article gives the impression that the writer of it believes the plan he outlines has been considered and might be adopted, in which case the I. C. R. not only would not be duplicated but would be incorporated as a most important part of the new transcontinental, made an important carrier of through freight, and might be extended to the Pacific later on.

The arguments advanced by the News are, briefly: The Lewis-Moncton section is the most doubtful feature of the government's railroad policy; it certainly will be costly, and it is not certain that a road by the route proposed will excel for many years the new line which would have a considerable local traffic; in the meantime the I. C. R.'s revenue must be impaired, and government ownership will receive a black eye; much Western traffic must come by the lake and rail route after the G. T. Pacific is built and so, even from the standpoint of the Eastern Provinces, the extension of the I. C. R. to the

Lakes would be more satisfactory than the construction of the proposed Lewis-Moncton line; the cost of the Moncton line would meet two-thirds of the expense of extending the I. C. R. to Parry Sound. To extend the I. C. R. and drop the new Moncton-Quebec line would preserve the government road and render an already valuable national asset still more valuable.

Such are the principle reasons given by the News. That journal urges that the I. C. R. extension be not rejected "because Mr. Borden proposed it," but the News, of course, knows that Mr. Borden was not the first to propose it.

The government's policy is bold and progressive, and thoroughly meritorious in many of its features, and we are satisfied that if Sir Wilfrid Laurier would now so far revise his bargain with the Grand Trunk as to abandon the Moncton section, and declare for intercolonial extension to the west, his action would be taken as an evidence of strength, rather than as a confession of weakness, and he would then present to the country a transportation policy which could not be successfully opposed.

Whether the News is right or wrong, the government's policy may be modified in some particulars, either now or when the engineers get to work. Complete surveys of the Quebec-Moncton route may prove that the expense involved and the failure to materially improve upon the I. C. R. would render the proposed line undesirable, in which case, no doubt, the I. C. R. would take over western export freight at Quebec in the winter and would also be extended to the Lakes. Should these things come about there would be less anxiety about Canadian freight going to American ports.

[The policy outlined by the News is what was suggested by the ADVANCE as soon as Premier Laurier had stated the government proposals to the House of Commons and before Mr. Borden had made his counter proposals.]

The London Daily Mail has obtained what purports to be an outline of Colonial Secretary Chamberlain's fiscal proposals. They are said to be as follows: A duty of two and three shillings on wheat and a heavy duty on flour; smaller duties on meat, eggs, and dairy products and equivalent remissions of duty on tea and sugar and tobacco; also two scales of duties on manufactured products, ten and twenty per cent. with a view to securing reciprocity treaties with foreign nations.

It transpires that the report that Vice-Consul Maglesen was killed at Beirut is incorrect. An unknown individual fired at him and the bullets passed close to the vice-consul, but did not touch him. The vice-consul afterwards visited Vice-Consul Maglesen, expressed his regrets for the outrage and ordered measures for the arrest of the perpetrator. The error in stating that Vice-Consul Maglesen had been killed arose from a mistake in a cipher telegram.

A special London despatch says:—"The report from Canada that the Duke of Marlborough is in contemplation of Mr. Chamberlain as Lord Mint's successor is badly misapprehended. Mr. Chamberlain is too closely in touch with the Canadian susceptibilities to propose an American lady, however estimable, for Ottawa, unless a strong desire to do effect comes from Canada. Lord Strathcona's visit to Canada revives the talk of the eminent suitability of his selection on general public grounds.

An Ottawa despatch of 26th says:—"Negotiations are stated to be in progress for the absorption of the lines of the Great Northwestern Telegraph Company of Canada by the Western Union. The latter is the great telegraphic corporation whose lines form a network all over the United States, and also in the Maritime Provinces of Canada. The G. N. W. lines cover the Provinces of Ontario and Quebec, and extend to the West. Mr. N. W. Bethune, district manager of the G. N. W., stated to-day that he had heard rumors of negotiations, but had no official information on the subject."

We are quite sure that all patrons—in New Brunswick, at least—of the G. N. W. lines will have any change of management with satisfaction. That company maintains most manly-appointed offices and pays its employees starvation salaries on a system that makes its service a good one to get out of.

The St. John Globe says:—"Opposition and independent papers are daily intimating that changes may be made in the trans-continental railway scheme, but the government organ at Ottawa, the Free Press, says it has the best authority for stating that the government 'has no intention of making any change in the scheme which has been most favorably received by the party and the country, and which offers the best solution of the trans-continental railway problem that has been or can be devised.'"

The Globe vies with the Free Press and similar party papers in promoting the idea that "the party and the country is in favor of the government's Winnipeg to Moncton part of the G. T. P. scheme. All the same it is disapproved of and condemned in all independent quarters. So far especially as the Montreal to Moncton section goes, the scheme provides for an unnecessary line. It is a shamefully reckless and unbusinesslike proposition.

From the returns made to the Canadian Pacific Railway it would appear that nearly eleven thousand people were taken from Ontario, Quebec and the Maritime Provinces on the recent harvesters' excursions, a number some seven thousand less than last year, but still sufficient to harvest the crop of the west. It is understood that no supplementary excursions will be run, as the west has now all the harvest hands it requires. Last year, after the first excursions, two supplementaries were run, which brought the total number of harvesters up to nearly 18,000.

Of the number who went this year there was a considerable percentage who did not propose to engage in harvesting at all, but who took advantage of the \$10 rate to Winnipeg to go out to the west and stay there. This was particularly noticeable in the large number of women and children who were on the special trains. It is probable, therefore, that less than nine thousand extra harvesters will gather in the crop of Manitoba and the Northwest.

Big Game Hunting. The big game season—open for Moose, Caribou and Deer—opens on 15th Sept. and closes on 30th November. A resident license costs \$30; resident ditto, \$2. Each licensee is entitled to kill or destroy one bull moose and one caribou each. A license to accompany in the woods as a guide any person hunting, or intending to hunt coats of \$1. A license to accompany as a cook \$1. A license to accompany as a hunter \$1. A license to accompany as a hunter \$1. A license to accompany as a hunter \$1.

No license issued as above shall authorize any licensee while he is a member of a lumber crew or employed as a lumberman in connection with lumbering, and boards or lodges at any lumber camp, to shoot any moose or caribou at any time after taken during the same open season by other licensees employed in connection with lumbering, boarding or lodging at the time they killed such moose or caribou in such lumber camp, or forming part of the same lumber crew; and any person shooting any moose or caribou under such circumstances that a license would not under this sub-section authorize such shooting should be deemed to have shot such moose or caribou without a license therefor.

The 35th section of the new game law provides as follows:—"The fishery commissioner, and also each deputy Crown land surveyor, and each lumber scaler appointed under Chapter 56 of these Consolidated Statutes, during his continuance in office as such surveyor or scaler, and each fishery guardian appointed by the Surveyor General, and every foreman of any lumber camp, or lumber crew, while he is employed or acting as such foreman, shall be ex officio a game guardian, and shall have all the powers, rights and duties of a deputy warden."

In its Liverpool notes, the Timber Trades Journal of 22nd August says:—"The spruce market keeps firm, with an upward tendency for any specification above the usual average. A large steamer cargo with a slightly better specification than usual, has just been sold on 'private terms.' We guess the price is privately verging on 28 c.i.f., and we do not think we are far out. The St. John shipments are still much below the usual quantity at this time of year, but the Halifax and other Nova Scotian ports which were untouched by fire are coming forward at about the usual rate."

St. John and the Railway Question. St. John, Aug. 29.—The board of trade yesterday by a unanimous vote reaffirmed its former resolution calling for government ownership of the trans-continental railway. A resolution urging that the Grand Trunk Pacific be amended so that not only unroated freight, but all freight originating on the line should be sent to Canadian ports for export was not accepted, on the ground that it might be interpreted as endorsing the G. T. P. scheme with that amendment. D. J. McLaughlin moved a resolution which resolved: "that in the opinion of the St. John Board of Trade the contract should be so varied that it be made imperative that all freight originating on the line of the proposed railway or its branches and carried by the railway for export shall be shipped via Canadian ports."

Mr. W. H. Thorne seconded the resolution. He thought the resolution did not go far enough. It was of vital importance, however, and should have weight with those in authority. All knew that the provision for unroated freight meant very little. A railway with agents all over the country can employ freight any way it pleases, and if its agents do not succeed they are not kept. There is nothing to bind the railway unless it is made imperative. In view of what St. John had spent to equip the port he thought this resolution a very modest one.

dominion government to any new trans-continental line. Mr. Robertson said that these resolutions were carefully considered and passed unanimously at large and well attended meetings. He continued:—"We have in the Lower Provinces such fine harbors as Halifax and St. John with shipping facilities which can be further improved, and other undeveloped harbors, such as Sydney, Lunenburg, and St. Andrews, open sea ports all the year round, which we offer to the people of Canada for their use."

"If the present bill before the house of commons be passed, it will become a lawful contract and cannot be cancelled by any succeeding parliament. The motion was after further discussion passed, and it was ordered that a copy be forwarded to Ottawa.

ANY CHILD WILL TAKE McLean's Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLean's Vegetable Worm Syrup.

Crimes in Scotland. MARKED INCREASE IN OFFENCES. The latest report of the Judicial Statistics of Scotland shows that during the last twenty years there has been a marked increase in criminal offences in Scotland. The commissioners say: "An examination, however, hurried, of the tables which made up the criminal statistics for the year 1901, will show that the rapid increase in crime and disorder which began in 1897 has continued and has as yet received no check. Never, so far as we know, have so many prosecutions been initiated in Scotland, and never before there have been so many commitments to prison. We are forced by these statistics to acknowledge that small crimes and disorders have increased enormously since 1881. To such an extent is this the case that even if we take into account the increase of the population by three-quarters of a million, we have now 24,000 more offences recorded annually in Scotland than we ought to have, if the criminal records of the last two decades of the sixteenth century are to be taken as standards. In making these general observations, we are only restating what has been the outstanding feature of the Scottish criminal records for several years. From whatever point of view the criminal statistics are regarded the same fact stands prominently forward."

There is little consolation for these melancholy conditions in the circumstance that the greatest increase, about twelve per cent. in recent years, is found under the offences of drunkenness and disorder. The four principal classes of crime show a less marked but steady increase for twenty years. The statistics of commitment point in the same direction. The commissioners have no general explanation to offer as to the causes of the growing criminality, except as regards minor offences. "We can come to no better explanation of the extraordinary rise of the imprisonment statistics," they say, "than that it was caused by the disorderly conduct of the lowest class, who through an abundance of employment on public works, were placed in possession of wages which they do not wisely spend. That it is, as appears from our remarks, the growth in crime is most intimately associated with temperance. It is significant that while crime has increased in Scotland so has also the consumption of spirits. The most serious aspect of the whole matter, however, is the notable increase in juvenile delinquency."

The New Idea in Fairs. DEPARTMENT OF AGRICULTURE. COMMISSIONER'S BRANCH. OTTAWA, AUG. 27, 1903. As the season of fall fairs draws near, directors of agricultural societies will be on the lookout for new and attractive features to be added to the programme of events. A good many societies are making an earnest endeavor to improve their fairs by the introduction of educational features. It will not be out of place to once more draw their attention to the exhibition at Whitley, which the Dominion and Provincial Departments of Agriculture are striving to make a model for others to follow.

The Whitley Model Fair will of course have the services of expert judges, who will explain the reasons for their decisions in the ring, and give addresses on the best type of horses, cattle, sheep and swine. In this way the judging is made an educational feature instead of being merely an allotment of premiums by men who are often incompetent or biased in their judgment. The awarding of prizes at a fair is a comparatively unimportant matter as compared with other considerations. What is really desirable is that fairs should be the means of disseminating information and of fixing correct ideas in the minds of those who are producing food-stuffs and on them the prosperity of Canada depends. The advantages of the expert judge system have become so apparent that this year over 150 fairs in Ontario alone are to be supplied with judges by the Provincial Department of Agriculture.

Another feature of the Whitley Fair which is worthy of adoption by all agricultural societies, but which only some half-dozen have yet taken up, is the series of illustrations of plots on the fair grounds. These plots are in excellent condition at Whitley, and will form an interesting and instructive exhibit of the best varieties of grasses, clovers, millets, sorghums, corn, fodder and pasture crops, turnips, mangels and sugar beets. By studying the plots, farmers will be able to learn just what crops and what varieties are best adapted to their farms, thus bringing home to particular conditions of soil and climate the general conclusions arrived at by the Experimental Farms.

The Whitley Fair Board will this year attempt to combine amusement with instruction by holding a gymkhana, or series of games on horseback. It is a lamentable fact that horseback riding is almost unknown in Canada and that the saddle is rarely seen on a Canadian farm. We raise hundreds of good saddle horses for which there is a great demand at high prices but these horses are sold by the farmers practically unbroken, and the middleman finishes them for market and gets the cream of the profit. This is why an attempt is being made to interest our people in the pleasures of the saddle. The events to be put on in the gymkhana at Whitley to demonstrate skill in the saddle are as follows:—polo pony competition, walking race, obstacle race, potato race, bonnet and skirt race, girder ale race, polo pony scurry, nomination race, and high jumping competition. The gymkhana events will be interspersed with children's games and athletic competitions to keep the interest from flagging. The managers are determined to have a good, clean fair, where all the boys and girls can go to spend a pleasant and instructive day without coming in contact with any injurious influence.

But it is not intended to allow the amusement feature to overshadow in any way the educational part of the programme. Demonstrations of agricultural processes will be very much in evidence. A model kitchen and dining room will be shown in operation with exhibitions of cooking. Practical

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 JUNE 15, 1903.

Table with train schedules: Between Fredericton, Chatham and Loggieville. Connecting with I. C. R. GOING NORTH. FOR CHATHAM (read down). FOR FREDERICTON (read up).

The above Table is made up on Atlantic standard time. The train between Chatham and Fredericton will also stop, when signalled at the following Stations:—Derry Siding, Upper Nelson Boom, Chatham, Upper Brookville, Blufffield, Carleton Place, Upper Brookville, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered bridge, Zwartville, Durham, Newswick, Mearns' Siding, Fredericton.

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 Sibley for Woodstock, Houston, Grand Falls, Edmundston and Piquette Lake, and at Cross Creek with Stage for Stanley.

THOS. HOEHN, Supt. ALEX. GIBSON, Gen'l Manager. Illustrations of the making of simple dishes are given, with accompanying addresses on domestic economy. Desirable and undesirable types of fowls will be shown, with lectures on the fattening of chickens for the British markets, and exhibitions of killing, plucking and packing for export. Practical demonstrations of the proper packing of fruit for export will be given to minister to the wants of those who are looking for information that will prove of practical benefit.

TO CONSUMPTIVES. The undersigned having been restored to health by simple means, after suffering for several years with a severe lung affection, and that disease CHESTNUT is anxious to make known his fellow sufferers the means of cure. Who desire it, he will cheerfully send (free of charge) a copy of the "PERFECT CURE" which will find a sure cure for CONSUMPTION, ASTHMA, CATARRH, BRONCHITIS and all throat and lung ailments. He has also prepared a "MILK" which will cost them nothing, and may prove a blessing, will please them.

We Expect September to be a record-breaking month. Many have notified us of their intention to enter then for the Fall Term, and we are ready for a big rush. We are better prepared than ever before; more experience, complete equipment, improved courses of study; everything to date. Catalogue to any address. S. KERR & SON.

M.S.N.CO. CHEAP Excursion Rates TO THE SEASHORE—ON—STR. 'ALEXANDRA' COMMENCING JULY 1ST 1903.

IS YOUR BACK LAME? You are Doubtless Suffering from Diseased Kidneys—Surest Cure is FERROZENE. Unless you want to be stricken with incurable Bright's Disease, don't let your kidneys go without attention. Ferrozene is a special remedy for this trouble, and never fails to give prompt relief and bring about a perfect cure.

REMOVAL. Dr. John S. Brown has removed his office to the residence, lately occupied by Mrs. Alexander Robinson, on St. John Street, where he may be found at Chatham, July 7, 1903.