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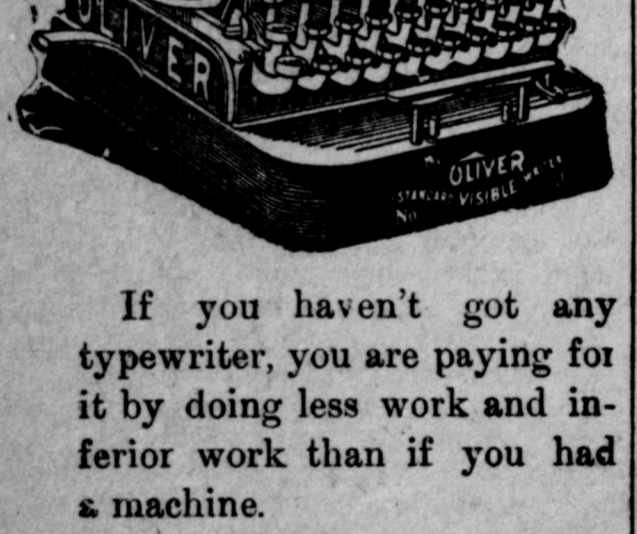
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Miramichi Advance.

CHATHAM, N. B., MAY 12, 1904.

The Dominion Government and Canada Eastern Railway. The readers of the Moncton Transcript are constantly amused over the way in which that paper bristles up and becomes pugnacious whenever reference is made to anything in which Hon. Mr. Emmerson is concerned.

If the Transcript will be calm and scan what the ADVANCE said last week about the subject of the Government taking over the Canada Eastern Railway, it will, perhaps realize that we did not argue "that because Mr. Blair failed to successfully promote the purchase of the Canada Eastern by the Government of Canada for the I. C. R., that (sic) therefore the Hon. Mr. Emmerson as "Minister of Railways, cannot succeed." The ADVANCE would be as illogical as the Transcript generally is if it were to lay down any such proposition, for we are not blind to the new conditions that have arisen since Mr. Blair left the Cabinet, or oblivious to the fact that the cause of his leaving may be a potent factor in changing the Government's attitude in reference to the proposed transfer.

The Transcript has published despatches to the effect that the bargain for the transfer of the Canada Eastern to the Government was completed, and these despatches even named the price—a lone one at that. Yet, in the same issue in which it misrepresented what the ADVANCE said on the subject, it published a Toronto despatch which stated that the Dominion Cabinet had not yet even considered the matter.

Whatever the ADVANCE might know or believe we do not think that any good purpose could be served by ignoring certain facts which are manifest to everybody who goes about Northern New Brunswick and parts of York County with his ears open. It was that consideration which led us, when referring to Mr. Emmerson's recent run over the Canada Eastern, to say:

"A good deal of this kind of thing has been done on other occasions, and most of our people, remembering the indifference of the Government to the efforts of Hon. Mr. Blair, who was Minister of Railways, to have the Canada Eastern made a part of the Intercolonial, cannot be blamed for believing that it is not the policy of the Ottawa Government to take this railway property in view of the Grand Trunk Pacific requiring it to make so enormous an outlay in the interest of that company."

Going further, we pointed to the attitude for years of the Government and western members of Parliament against making the Canada Eastern a part of the I. C. R. and said:

"It is not unusual that the majority of the people most interested look upon the week's trip of Hon. Mr. Emmerson and his party over the Canada Eastern as one of the usual character—merely intended to maintain such belief as may have been created that the Government had an intention of favorably considering the question of acquiring that line as a part of the Intercolonial."

And we also said: "The subject is an important one. The Government's railway policy of the last year, and its attitude towards the Intercolonial have awakened men of both parties in at least one half of New Brunswick to watchful and intense interest in the matter to be pursued towards the people's railway. The question is of greater moment to Northern and Central New Brunswick than any mere party considerations, and much depends on the manner in which it will be dealt with in the immediate future."

In all this there were nothing to justify the Transcript in prancing round in Mr. Emmerson's defence, for he was not attacked. Premier Laurier is an astute leader and he knows that the proposition to have the Grand Trunk Pacific parallel the Intercolonial has impressed the people of Northern New Brunswick with the belief that it bodes no good for the government road. An election is pending, and a little underrating of the temper and intelligence of our people might suggest the notion that another of those trips of "inspection" over the Canada Eastern, followed by renewed intimations from irresponsible quarters that it was to be taken over by government, would be accepted in New Brunswick as a guarantee that the Intercolonial was not to be degraded. Nobody here doubts Mr. Emmerson's good faith in the matter, any more than they did Mr. Blair's, but, in view of the indifference, or worse, that has been manifested at Ottawa of late towards the I. C. R., and the undoubted fact that the people's own road is not the Cabinet's first care in the railway development of the country, it should not seem unreasonable for those who have watched the conduct of the government in the matter of taking over the Canada Eastern to preserve a watchful and judicial attitude, notwithstanding the late "inspection" of that line under government auspices.

In the Ottawa citizen of Monday last is a letter from Hon. A. G. Blair giving an emphatic contra-

dition to the story that he, when Minister of Railways and Canals, offered to purchase the Canada Eastern for \$1,200,000, but was turned down by Sir Richard Cartwright, while now the road is to be bought for \$800,000. He says that the major part of the story is pure fiction, and as to the question of price the highest figure he ever mentioned, and the limit beyond which he did not go and could not recommend the government to go was \$850,000.

The St. John Globe of Monday afternoon says: "Alfred Seely, auditor of the Canada Eastern came in from Fredericton this morning and proceeded on the noon train to Sackville. Mr. Seely, while unwilling to make any definite pronouncement on the reported sale of the road, in the main confirmed the statement of Col. H. H. McLean that the transaction has not yet been completed."

The Fredericton Herald appears to be very positive in its belief that the purchase of the Canada Eastern has practically been made by the government. Its leading editorial of Saturday was on the subject and read as follows: "The Herald has no reason to doubt the authenticity of its Ottawa despatch published yesterday respecting the government's purchase of the Canada Eastern railway, although an interview in the Globe with Mr. H. H. McLean is taken as contradictory of the report."

"Mr. McLean says that the purchase has not yet come under consideration of the government, but he is certainly incorrect in that, as nearly two weeks ago Hon. C. S. Hyman, specially appointed by the government for the purpose, made a trip over the Canada Eastern in company with Hon. Mr. Emmerson and other members of parliament. Mr. McLean may be correct in saying that there is a dispute respecting the price but we even doubt that."

"The Ottawa despatch states specially that the terms were arranged in behalf of the government by the Minister of Justice, and the time when the arrangement is reported to have been made was after Mr. McLean left Ottawa for home. "In view of the information therefore which has been furnished the Herald by its trustworthy correspondent, we have every reason for believing that the bargain has practically been consummated, although it is probable the details have not all been agreed upon."

"The Herald has further information that the government has formally notified the other interested party that the offer of the road has been accepted, and we are also informed that Mr. McLean, while reserving credit for negotiating the sale, was really opposing it in the interests of another great enterprise."

"When the history of the transaction is written justice will not be done to York's active and popular M. P., if he is not awarded a large share of the credit of the transfer, and with him will be bracketed Hon. Mr. Emmerson, who with Mr. Gibson, M. P., are entitled to the gratitude of this city and country for the successful issue of the long talked of bargain."

In connection with a Toronto despatch on the subject, a paragraph from which was as follows: "The acquisition in the opinion of the Minister of Railways would render the Canada Eastern of great importance to the Intercolonial railway—the Herald said: "A gentleman high in the confidence of the Gibson Railway and Manufacturing Company assured the Herald this afternoon that the deal has been practically closed and only required the ratification of parliament. It may be mentioned that this was given out after the arrival of Mr. Gibson, M. P., from Ottawa."

"The official added that the Herald's despatches last night officially confirming the previous reports of the sale, were correct. The Gibson company are satisfied that the question has been settled, and there is great satisfaction expressed at Marysville and all along the line of the Canada Eastern at the consummation of the long negotiations."

A Beneficial Tour. Hon. C. H. Lablouis, chief commissioner of public works and Hon. L. P. Farris, chief commissioner of agriculture, will make a tour of the various counties of the province this summer the former explaining the provisions of the new highway act and the latter dealing with fruit growing in connection with the orchard planting to be inaugurated by the government, and also speaking on agricultural matters generally. The first meetings will be held in Albert County, and the other counties will be visited in turn. The new highway act is to come into effect in 1905.

Its Usual Attitude. It is a fortunate thing that the Sun has come out against the Canada Eastern Railway being taken over by the Government as a part of the Intercolonial Railway, for when any undertaking in the public interest is opposed by that paper it generally succeeds. The Sun says: "There are other lines connecting with the Intercolonial which have been taken over by the government and these roads if the government would take them over and operate them. From the public point of view the need of such interference is greater than in the case of Canada Eastern."

Just so, but each in its turn and all in good time. The trouble with the Sun is that its friends endeavored to make a party question of the proposal that the government take over the Canada Eastern, by putting up Mr. Clark, a defeated Dominion candidate now in the local legislature, to offer a resolution in the latter body in favor of the Government taking over the Shore Line. This, of course, was intended to head off the taking over of the Canada Eastern, but Premier Tweedie called on the House to vote it down and it was

overwhelmingly defeated. It is the sting of that defeat which leads the Sun to oppose the taking over of the Canada Eastern and to remind the public that "there are others." The friends of the Canada Eastern will not fail to remember the Sun's attitude in the matter.

The War.

The Toronto Globe of Thursday last says:—"Three months ago today the Japanese recalled their Ambassador at St. Petersburg and the two nations entered upon a state of war. The moment is opportune for a review of what both have done since that fatal day." Japan has occupied Corea, the chief prize of the war. The story of how the Japanese, accompanied by coolies bearing the stores and ammunition and food reserves that horses could not transport, crossed the mountain ranges of northern Corea during February and March would, if told, put to the blush Napoleon's crossing of the Alps. It was not a few days' struggle against the elements, but a campaign of two months' duration waged against winter.

"From that silently conducted conflict the Japanese army, 80,000 strong, emerged on the banks of the Yalu and lay inactive, recovering its breath as one must after such an experience. Spring came, the ice went out of the river, bridging material was collected and a short week ago operations were begun against the Russians on the west bank. Now they are forty miles back in the interior, beaten, demoralized, spoiled of half their artillery and with over 2,000 killed or wounded and several hundred captured."

"The first Japanese army in these three months has done a marvelous amount of work, including, we must not forget, the commencement of the military railway now being built in haste through the Korean peninsula. That a Second and a Third army have been called to the colors we know, but the sphere of their operations is still unknown. There is general agreement that the Second army at all events will be landed on the Kiaoting Peninsula to undertake the siege of Port Arthur. On land Russia has not scored a single point if we except the bold but somewhat doubtful step of sending Cossacks into Eastern Corea to raid the Japanese lines of communication and menace Gen-san."

"At sea Japan has been irresistible. She has sunk or maimed the greater part of the Port Arthur fleet, which, as an offensive force, has almost ceased to exist. To-day she strictly blockades both Port Arthur and Vladivostok, and so holds command of the sea that every pound of food and every round of ammunition for the Russian army must come by land over a single-track railway connecting the Pacific provinces with far off Russia. Consider the meaning of this in the one item of artillery."

"When war broke out there were in Manchuria 256 Russian field guns. Japan had 702 field guns within easy reach. Russia has been hopelessly outclassed in artillery and must now begin to make good recent losses by hauling train loads of guns for thousands of miles, when every car wheel that can be turned should be carrying men to the front."

"On sea Russia has sunk three Japanese merchantmen and a naval supply ship. She has also inflicted considerable losses on the men trying to block Port Arthur harbor. The score, however, is about ten to one against Russia, alike in regard to the taking of life and the destruction of material at sea."

"The Russian Generals are still explaining the battle of the Yalu. A detailed report shows that the Russian losses, and no doubt the Japanese also, were enormously greater than at first estimated. A Russian regiment, it must be remembered, consists on a war footing of 86 officers, 4,024 non-commissioned officers and men and 150 bearers and other non-combatants. The Twelfth Regiment, which was cut off by the Japanese, made its retreat good and carried through its colors at the point of the bayonet, but according to the official report it lost its colonel, while the total loss is now put at 40 officers and about 2,000 men. The battle of the Yalu, when we get a full statement of losses, will be found to have been the most bloody since Omdurman."

A Tokio despatch of Sunday 8th says:—"The official report of the Japanese casualties at the battle of Yalu May 1, shows that the Guards lost 1 officer and 20 men killed, and had 7 officers and 122 men wounded. The second division lost 1 officer and 84 men killed and 13 officers and 305 men wounded. The twelfth division had three officers and 76 men killed and five officers and 263 men wounded."

Last Friday, after sharp cavalry skirmishes at Erhatitsun, Santsais and other places a detachment of infantry belonging to General Kuroki's army took Feng Wang Cheng. The Russians retiring exploded the magazine, but left large quantities of hospital stores, which are being used by the Japanese hospitals. Refugees from the woods and small villages are constantly surrendering. The Russians buried many of their dead. Natives in the vicinity of Feng Wang Cheng say that last Monday the Russians carried about 800 wounded through that place and that their casualties probably were above 3,000."

A Chefoo despatch of Monday says:—"Passengers arriving here on the steamer Petrarch, from New Chwang, say that when they left New Chwang the Russians had commenced to evacuate. Some guns had been taken from the forts and many troops had already gone."

Ayer's Hair Vigor. This falling of your hair! Stop it, or you will soon be bald. Give your hair some Ayer's Hair Vigor. The falling will stop, the hair will grow, and the scalp will be clean and healthy. Why be satisfied with poor hair when you can make it rich?

In other respects New Chwang was quiet. The passengers understood before their departure that the Japanese had cut the railway, but they learned no particulars.

A St. Petersburg despatch says:—"An urgent telegram has been received from Mukden asking for the immediate despatch of one hundred doctors. Typhus fever, dysentery and smallpox have assumed an epidemic character among the Russian troops."

The Toronto Globe's summary of last Saturday says:—"Port Arthur is now invested by land and sea, and the railway and telegraph lines have been cut by the Japanese. Unofficial despatches report a Japanese landing at Kinchau, on the west coast of the Liaotung peninsula, about 35 miles north of Port Arthur. The official Russian and Japanese reports, however, deal only with one landing namely, at Pitsewo, on the east coast, about 75 miles north of Port Arthur. The landing was not opposed, owing to the weakness of the Russian forces. The Russians say the Japanese transports numbered 60, and as each carried at least 1,000 men that would give an army of not less than 60,000. It is presumed in London that this is the second Japanese army under General Baron Oku which is known to have 126 field and mountain guns, as well as siege guns. Against this force the Russian General Stoessel has only 23,000 men with which to defend the fortress. This, presumably, includes the sailors from the idle and disabled warships. As soon as they had landed on Thursday detachments of the Japanese began to march southward and westward, and the chief of the Russian military staff in Manchuria reports that on Friday last a military train bound north was fired upon by 100 Japanese infantry at a point only forty miles north of Port Arthur. This, no doubt, is the last train to leave the "Gibraltar of the Far East" until such time as the Japanese have taken the place or General Kurapatkin has performed the almost impossible task of raising the siege. The departure of Viceroy Alexieff from Port Arthur prior to the investment indicates that the Russians are not very hopeful regarding its fate. St. Petersburg despatches say that, while not officially admitted, it is believed Admiral Togo has succeeded in closing the mouth of the harbor to all but the smaller warships. It is presumed by military experts here that the landing would otherwise not have been undertaken."

"Heavy fighting is expected, according to St. Petersburg reports, to take place within the next day or so at Penwangcheng, to which place General Sassulitch's force retreated after its defeat on the Yalu last Sunday."

No Experiment. We find KENDRICK'S LIME has given excellent satisfaction, and our sales constantly increasing. L. S. BELYEA, Gibson, N. B.

Representation of Provinces at Oct. wa. The Montreal Herald says:—"On April 20th the Judicial Committee of the Privy Council met to consider a number of Canadian appeals. Their present Lord Macnaghten, Lord Dwyer, Lord Lushington and Sir Arthur Wilson."

The first case heard was the appeal of New Brunswick from the Supreme Court's decision given last year which upheld the Dominion government's action in reducing the representation of New Brunswick and Nova Scotia in the Canadian House of Commons. The question at issue is as to whether the words "aggregate population of Canada" used in the British North America Act should be restricted to the four original provinces or embrace the whole population, including the provinces added since Confederation. The Dominion government held that the latter contention was correct and after taking the case on re-adjusted the representation accordingly, in which it was upheld by the Supreme Court. The provinces concerned took issue on the point, and applied for leave to appeal to the Privy Council. This was granted by the Supreme Court. It was granted by the Privy Council so that sooner or later the Supreme Tribunal of the Empire will pass upon the constitutionality of the redistribution Bill, which was the subject of so much argument of last session of parliament. R. J. Parker appears for the dissenting provinces and Hon. Frank Russell for the Dominion government.

Notice RE TIMBER LIMITS. Notice is hereby given that Martin Fox has been appointed guardian of the limits formerly held by The Maritime Lumber Co. (Limited), and that trespassers on same will be prosecuted. R. H. CROMBIE, Manager Bank of Montreal.

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

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CANADA EASTERN RAILWAY. IN EFFECT OCT. 1, 1903. 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, destinations, and times.

The above Table is made up on Atlantic standard time. The trains between Chatham and Fredericton will also stop at the following flag stations: Derby Sliding, Upper Nelson, Boom, Chalmers, Grey Falls, Upper Blackford, Blanford, Curro, McNamee's, Lightfoot, Astle Crossing, Clearwater, Portage Road, Forbes' Sliding, Upper Cross Creek, Covered Sliding, Zimerville, Durham, Shelburne, Manser's Sliding, Peniac.

Maritime Express Trains on I. C. R. going north through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS. Arranged at Chatham Junction with the I. C. RAILWAY C. P. RAILWAY for Montreal and all points north and west, and with the C. P. RAILWAY at St. John and all points west, and at Gibson for Woodstock, Hamilton, Grand Falls, Edmundston and Piquette Lake, and at Cross Creek with Stage for Stanley.

BEST BUY IN Greatest Gold B. C., CANADA, AT Discovery of the Age 15 CENTS. is in B. C.

The Big Four CONSOLIDATED GOLD MINES, LIMITED. Capital \$625,000 of which nearly 40 per cent. is now in our Treasury. Shares fully paid and non-assessable. Mines directly west of the LeRoi and LeRoi No. 2, two of the largest gold-copper mines in the world, both of which have paid large dividends.

Wheeler's Botanic Bitters. CURE Bileousness, Headache, Constipation, Keep the eyes bright and the skin clear. They cleanse and purify the system. At all dealers 25c.

INTERCOLONIAL RAILWAY. Tender for Buildings. Separate sealed tenders, addressed to the undersigned and marked on the outside "Tender for Building for the Intercolonial Railway," to be delivered for April 20, 1904, at the office of the Chief Engineer, Montreal, N. B., where forms of tender may be obtained. All the conditions of the specifications must be complied with. D. FITTINGER, General Manager, Montreal, N. B., 28th April, 1904.

WOOD NOTICE. We have found it necessary to change our systems in connection with our Wood Business, and in future, all orders for wood must be accompanied by cash. J. B. SNOWBALL COMPANY, LIMITED.

MIRAMICHI ADVANCE, CHATHAM, NEW BRUNSWICK, MAY 12, 1904.