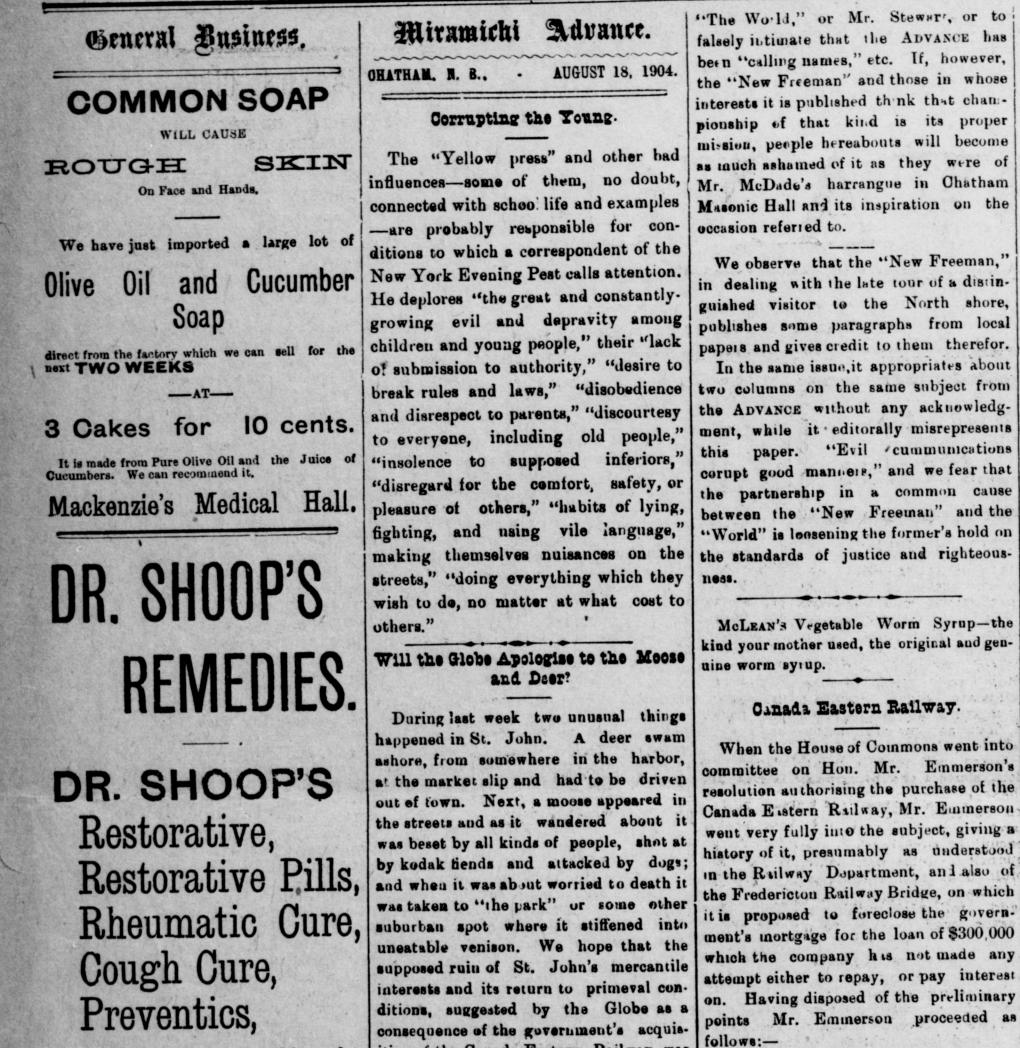
MIRAMICHI ADVANCE, CHATHAM, NEW BRUNSWICK, AUGUST 18, 1904.



always in stock and sold under ition of the Canada Eastern Railway, was



This falling of your hair! Stop it, or you will soon be bald. Give your hair some Aver'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?

"My hair nearly all came out. I then tried Ayer's Hair Vigor and only one bottle stopped the falling. New hair came in real thick and just a little curly." - MRS. L. M. SMITH, Saratoga, N. Y.

Sl.09 a bottle. All druggists. for Lowell, Mass Thick Hair

the world cost \$30,000 per mile. I have that direct.

> Mr. Emmerson-The Canada Eastern, in their return, state the cost of this road at upwards of \$15,000 per mile, while Mr. Schreiber gives the eash cost at \$1,768,000 or \$13,000 per mile. In that way he gives what is known as the present value of the road to be \$1,221 220.

Mr. Gourley-Does this include the rolling stock or not? Mr. Emmerson-Yes, that includes roll-

ing stock. Mr. Emmerson proceeded to intimate that, for some years, the standard of the road was not kept up out of traffic earnings, but of late all the net earnings and more were used to recover lost ground, and proceeded he said :--

I may say that if you take the business aspect of this railway, constructed as it



The past week has been one of great disaster for the Russians, chiefly by sea. A despatch from Viceroy Alexieff to the Czar says: "At dawn of August 10 our Port Arthur squadron began to make for the open sea and emerged from the port at 9 o'clock. The squadron consisted of six battleships, the cruisers Askold, Diana, Pallada, and Novik, and eight torpedo boats. The Japanese opposed us with the following force. A first detachment consisting of the battleships Asahi Mikasa, Fuji Yashima and Shikishima and the cruisers Nisshin an Kasuga; a second detachment consisting of the cruisers Yakuma, Kasagi Chitose and Takasago; and a third detachment consisting of the cruisers Akitsushima, Idsumo, Mafftsushima, Itsukushima and Nashidate and the battleship Chin Yen, with about thirty torpedo boats.

"Our squadron manoeuvred to gain a passage through the line of the enemy's ships. Meantime the Japanese torpedo boats were laying floating mines in the way of our squadron, thus rendering evolutions very difficult.

"At 1 p. m. our squadron, after forty minutes' fighting, succeeded in effecting a passage and shaped its course towards Shantung. The enemy, following at full speed, caught up with us slowly and at five o'clock fighting again began and continued for some hours without either side gaining any advantage.

"In the battle the commander of our squadron was killed and the captain of the battleship Czarevitch was wounded and lost consciousness. Almost at the same time the engines and steering gear of the Czarevitch were damaged and she was obliged to stop forty minutes. This forced the other ships to manoeuvre around her. The command of the squadron devolved upon Rear Admiral Prince Ouktomsky and

the command of the Czarevitch upon the second in command." The Czarevitch was only able to make for Kiaochou where she

arrived steaming only four miles an hour and practically a ruined ship, beyond repair for use in the present war. Three other Russian ships have since arrived at the same port and have been required to haul down their flags and dismantle.

St. Petersburg, Aug 14-The awful mortality among the officers of the Czarevitch, which was merely stated in the official report is due to the fact that Admiral Withoft and most of his officers were gathered on the bridge during the action in order to set an example to and encourage the men.

One of the most important features of Captain Matousevitch's despatch aside from its grimly brief account of the battle is the detailed statement of the make up of Rear Admiral Togo's fleet which consisted of six battleships, eleven cruisers of various classes and approximately thirty torpedo boats. According to this statement there were in line of was, maintained as it has been, running battle some ships previously reported destroyed. This gives an through a country excellent in every respect, indication of Japan's naval force, which Admiral Togo has hitherto



Do You Want to Fit Yourself out with

> Wagon, or Nobby A Set of Harness

or other Seasonable Article?

IF SO GO TO

George Hildebrand, Cunard St. Chatham, N. B.





not the cause of those forest animals DR. SHOOP's guarantee to refund making their way to the commercial money if they fail to do as repremetropolis of the province. If, however, sented. Any of the other, remedies which it was so, it indicates that while ordinary

readers have laughed at the Globe's might not be in stock will be criticisms and fully understood the ulterior procured for anybody wanting reasons for which they were made, that them.

ONLY AT

paper's dire warning at least found credence with the lower animals, which

DRUG STOR

Bank of Montreal.

ESTABLISHED 1817.

(all paid up) Capital Reserved Fund (TWENTY MILLION DOLLARS!)

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 December. This is the most convenient form for depositors, but deposit receipts will be issued to those who prefer

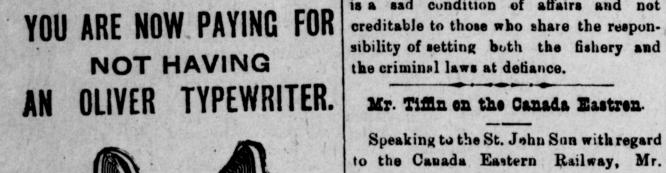
COLLECTIONS

made at all points in Canada and the United States at most favorable rates.

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 October 4th next. Ustil futher notice, for convenience of customers, this Bank will be open for busibusiness from 9.30 a. m. on Saturdays. Other days as usual from 10 a. m. until 3 p. m.

R. B. CROMBIE, Manager Chatham Branch.





The business of the road, during the first few years, when these several roads were rich in various resources, with the pessibiliconcealed. ties there are for large increase in these operated separately, was not very great.

directions-if you take that aspect of the Indeed, for the first year or two after the railway you will realize that from a business amalgamation of the several railways under standpoint it possesses potentialities that the corporate name of the Canada Eastern, have never been realized, but which might the earning power of the road was not very be realized under different conditions. satisfactory. But in 1894, in consequence of

the growing importance of the towns which . The Minister next quoted from report of that railway serves and of the attention Mr. Schreiber and Mr. Mackenzie made in 1897 stating that it would be a great diswhich was paid by the management to the husiness interests of that section. the road advantage if the Canada Eastern fell into seemed to make very considerable progress. the hands of the Canadian Pacific. At that The gross earnings of the road and the time it was said that the Canadian Facific

Net

Expenses.

\$65,000

68.000

77.000

83,000

86 000

91,000

expenditures and net earnings were as was to purchase the road.

Now in the resolution under the consideration of the committee, it is asserted that i Earnings is expedient to authorize the Governor \$31,000 council to secure this road, that is the effect 40,000 of it, and to run it as a part of the Inter-45,000 colonial system. It might be desirable for 44.100 me to point out why the Intereolonial should 41,000 want, why this road should become a part of 36,000 the Intercolonial system.

38 000 It must be obvious to all that the geograaphical conditions surrounding that railway make it desirable that that road become part of the Intercolonial system. When we bear in mind that the Intercolonial has a sphere of influence of its own, that is to say, that it runs down through the north-

ern section of New Brunswick and controls materially swelled the earning power of the the traffic of that whole section, running road. A difficulty arose however, in connecfrom Moncton to Riviere du Loup, it will l tion with the traffic, and it became a quesrecognized that it would be necessary tion as to whether that traffic say from maintain its control over that section at Maryaville should seek an outlet to the least. We recognize the fact that the market by way of the Canada Eastern to railway is much longer than the part of the

Chatham Junction and thence to Montreal Canadian Pacific Railway running through and the Oatario market, or whether i the Maritime Provinces and we recognize the fact that the Intercolonial has to skirt that great stretch of country around the southern of Sunday says :--shore of the St. Lawrence River, and it makes a bend until it strikes the waters of Baie des Chaleurs, and thence on down to Moncton. It controls today the traffic of those north. ern sections of New Brunswick, the Baie des Chaleurs, the Gaspe, the Miramichi, the

Richibucto, all those waters and all these towns, and the traffic arising therefrom is under the control and within the zone of the influence of the Intercolonial. But the Intercolonial today has no connection with

it does not reach that great, rich and flourishing section of the province, the St. *9,000 3,000

would not be so important, from that portion of the Intercolonial system; but if it

A Tokio despatch of 14th gives the casualties sustained by the Japanese in the action of 10th as follows:-

On board the battleship Mikasa, Admiral Togo's flagship, there were four officers and 29 men severely wounded and four officers and nine men slightly wounded. while the armored cruiser Yakumo had one officer and 11 men killed, and ten wounded; on board the armored cruiser Nisshin, seven officers, and nine men were killed and two officers and fifteen men were wounded.

Ten men were wounded on the armored cruiser Kasuga. The torpedo boat destroyer Asagira had two men killed.

On board the torpedo boat No 38, one man was killed and eight others wounded.

The Russians are appealing for the sympathy and intervention of the French, German and United States governments against an alleged infraction of international law by the Japanese. It seems that two Japanese ships, in the fight with escaping Russians from Port Arthur, gave chase to the Russian destroyer Ryeshitelni, which took shelter in the harbor of Che Foo. The Japanese senior captain, after waiting outside for the destroyer sent a lieutenant to the Russian with a message to the effect that the Japanese commander expected him to leave by dawn or surrender. The Russian commander refused to comply with either demand and while the conference was still going

on he was heard instructing his men to blow up the ship. At the same time he caught hold of the lieutenant and threw him overboard.

The Japanese interpreter was next thrown overboard by some THOS. HOBEN, Supt. Russian sailors, and others among the sailors showed signs of resistance. While this was progressing the forward magazine exploded, killing some of the Japanese. Then, the Japanese ships steamed in and took the Russian destroyer and towed her away. This is what the Russians are now endeavoring to make an international fuss over.

As if the dispersion and bottling up of the Russians' Port Arthur fleet were not sufficient disaster for one week, the Japanese have closed the operations of the Vladivostok squadron. A Tokio despatch

Vice-Admiral Kamimura encountered the Russian Vladivostok squadron at dawn today north of Tsu Island in the Strait of Korea and attacked the enemy at once. The battle lasted for five hours and resulted in a complete Japanese victory. The Russian cruiser Rurik was sunk and the cruisers Rossia and Gromoboi fled to the northward having sustained serious damage.

Vice-Admiral Kamimura cables the navy department that the injuries inflicted upon his vessels were slight.

Four hundred and fifty of the men on board the Rurik were rescued by the Japanese. The strength of the fleetunder Vice-Admiral Kamimura is not known, but it is presumed that he had the Adsuma, Idsumo, Iwate, Takashiho and other light cruisers.

Tokio is joyous over the news as it gives Japan mastery of the sea and restores commerce.

A press despatch says:-

Vice Admiral Kamimura after months of weary and patient waitstandpoint, to make this Canada Eastern a ing, finally got his chance at dawn today off Tsu Island.

He sank the Russian cruiser Rurik and sent the cruisers Gromoboi

UNtil further notice. Express trains will run on the above Railway, daily (Sundays excepted) and Freight trains on Mon tays. Wed need ups and Fridays only for Chatham, and on Tuesdays, Thurs-days and Saturdays only for Fredericton, as follows:

and a man						and all start and all all
Between Fredericton, Chatham and Loggieville.				Connecting with I. C. R.		
- 1				GOING	NORT	Ξ.
FOR CHATHAM FOR FREDER (read down) (read up)				Iv. Chatham, 11.30 p. m 12.55 p.		
Freight	Express	Express	Freight	Nelson	11.50 "	1.15 "
6 40 a m 6 50 7 20 8 30	4 30 p m. Frede 4 36Gi 4 46 Mary	ricton, 1 15 beon 1 12 sville, 1 00 p m Creek,11 45	4 40 4 35 a 4 15 2 15	Ar. Chatham June., Lv. " Nelson Ar. Chatham,	12 10 a m 12.30 12.50 2 1 10 "	1.86 ** 2.15 ** 2.85 ** 2.55 **
10 40	6 50 Boiesto	wn, 10 43	12 45 pm	and the second states	1. A	
11 45 a m	7 40 ar } Doal	ctown, 9 45	11 40	GOING SOUTH.		
1 20 2 30 3 00 3 29 3 40 4 00 ar	9 00Black 9 55 tr) 10 00 lv f Chathan 10 20 Ne 10 40Cha	kville, 8 35 m Jet { 7 35 lv 7 20 ar lson 7 00 thsm 6 40 ieville 6 20 a m	7 10 6 50	Chatham, Nelson Ar. Chatham Junction, Lv. " Nelson	6 30 a. m. 6.50 " 7.10 " 7.40 " 8.00 "	DAY EXPRESS 10.15 a. m. 10.35 " 10.55 " 11.45 " 12.05 p. m.
s uu ar	II 00 Logg	evine 0 20 a u	0 25 8 10	Ar. Chatham	8.20 **	12.25 "

For Suburban train service between Fredericten and Marysville see Time Table sheet and folders The above Table is made up on Atlantic standard time.

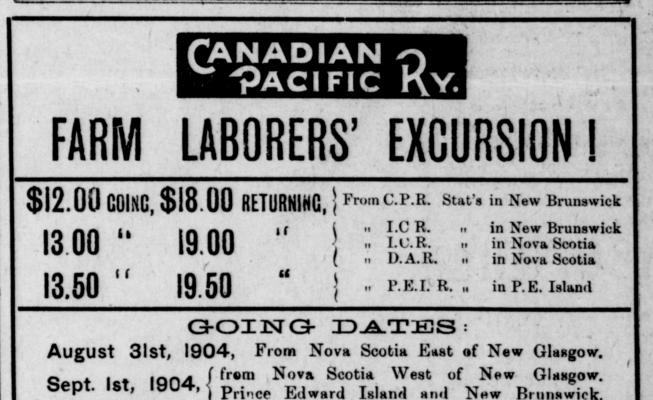
The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations- Derby Siding, Upper Nelson Boom, Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

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

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY 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 with Canadian Pacific for Woodstock, Houlton, Grand Fall, Edmundston and Presque Isle, and at Fredericton with Star Line Starmers for St. John and points



ALEX. GIBSON, Gen'l Manager



ONE-WAY SECOND CLASS TICKETS TO WINNIPEG only will be sold, with a CERTIFICATE extending the trip, before September 10th, without additional cost, to other points it Manitoba and Assiniboia.

If purchasers engage as FARM LABORERS at Winnipeg (provided such FARM LABORERS will work not less than 30 days at harvesting, and produce Certificate to that effect), they will be Returned to Original Starting Point at rates shown above on or before November 30th, 1904.

TICKETS WILL BE ISSUED TO WOMEN as well as Men, but will not be Issued at Half-Rate to Children. IT Tickets not good on Ocean Limited on Intercolonial Railway or Imperial Limited Express Trains on Canadian Pacific Railway.

For further particulars apply to C. B. FOSTER, D. P. A., C. P. R., ST. JOHN, N.B.

Mr. Kemp -The hon. gentleman did no Mr. Emmerson-No; 1 propose to giv you the earnings after that. A great pro

portion of the traffic then went by way the Canadian Pacific Railway, and the the heart of the Province of New Brunswick; Net Expenses. Earnings, \$12,400

John valley. It is true that the Canada Eastern has been able to make a very satisfactory rate, and if that were to continue it

should cross the river and take the Canadian was then fired at us from the shore, and the Pacific Railway. In the latter case, the bullet passed a few feet over our heads." earnings for the Canada Eastern would not There seems to be a disposition on the amount to very much at all; but as the part of those who influence the action traffic went by way of the Canada Eastern the Department at Ottawa to condone. and sought connection with the Intercolonia if not encourage, both the violations the earning power of the road increased.

results were as follows:

Gross

\$121,000

125,000

113,000

Earnings.

the fishery laws and even such attempts as the foregoing upon the lives of those give us the earnings after 1900. who would have the laws respected. It is a sad condition of affairs and not

sibility of setting both the fishery and the criminal laws at defiance.

Mr. Tiffin on the Canada Eastren.

transfer will

The "New Freeman" and its

New Ally.

accomplish."

1901.... \$133,400 Speaking to the St. John Son with regard 1902.... 116,000 to the Canada Eastern Railway, Mr. 1903.... 116,000 Tiffin said on Wednesday of last week. *Deficit.

that while he had gone over the road his I may say with respect to this that the inspection was not of such a close char- | company, having constructed the road, oper-

Year

The net fishermen of Gleucester will 1894.... \$ 96,000 not fail, we hope, to take action to 1895.... 108,000 \$12,000,000 protect themselves from the odium | 1896.... 122,000 1897.... 127,000 8,000,000 (which must attach to some of their 1898.... 127,000 guild who apparently attempted to kill 1899.... 127,000

should

follows:

Year

Gross

Earnings

were lured to the bustling city in the

expectation of finding that the forest had

apologize to the moose and deer of the

Lawlessness in Gloncester.

reclaimed it. The Globe

province for thus deluding them.

fishery guardians on a recent Sunday, 1900.... 137,000 99,000 while the latter were examining some These expenses included the expenditure generally, comprising the betterments. illegal nets at Salmon Beach. Guardian Wm. C. Good went to those Salmon There had been established some pulp indus-Beach nets on two Sundays in Julytries, one particularly at Chatham, a cotten mill also was established at Marysville, and the 10th and 17th-and found numbers several large saw mills were built along the of both salmon and grilse in the swings and illegal traps. In his solemn declaraline of the Canada Eastern all of which very

tion he eavs:-"While I was examining the outside swing

of the stand of one Heber Buttimer, and whilst the boat in which I and companions were was floating or the west side of said outside swing, a shot was fired at us from the shore from a rifle and the bullet passed within a foot or two from my head, and we then passed around to the east side of said swing, and another shot

If you haven't got any typewriter, you are paying for it by doing less work and inferior work than if you had s machine.

If you have an inferior machine, it will pay you to get one which will produce the best results, and save the difference.

WHY DO THE GREAT RAIL WAYS BUY THE OLIVER? CANADIAN OLIVER TYPEWRITER

COMPANY, 156-8 St. Antoine St., - Montreal.

REWARD. \$25.00

I will pay the above reward for such information as will lead to the detection and conviction of the person or persons who broke into my store on Sunday night last. The information will be treated as confidential.

J. D. B. F. MACKENZIE. Chatham, N. B., June 13th, 1904



S EALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on FRIDAY, THE 26TH AUGUST, 1904, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, three times our west each way, between NEWCASTLE and REDBANK from the 1st October next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be ob anot at the Pest Offices of Newcastle and other offices on the route and at the Office of the Post Office Inspector at

acter as would determine just what ated it quite successfully up to a certain improvements may be necessaay. He period, and it is a question for our consider ation as to the causes which brought abou thinks the roadbed is in fairly good shape, changed result. The road had been built but of course general section work will be with wooden bridges, the culverts had been required.

wooden, and the earnings of the road had The rolling stock, too is very good so not been, to any very material extent at far as it goes, but there is not nearly least, expended in the maintenance of th enough of it for the work the I. C. R standard and character of the road. hopes to do. This stock will have to be result was that gradually down to 1901 the added to until the road is fully equipped. condition of the bridges became such that i Asked about the shops at Gibson, Mr. was necessary for the company to spend Tiffin said he did not think any work practically all its earnings on the betterment would be lost to them on account of the of the road and the improving of its characttransfer of the I. C. R., but rather that In 1902 this was done. In 1902 th ... more would be done. Having a greater company not only expended all its earnings, but \$9.000 in addition. in improving the rolling stock would certainly mean that railway. I invite the attention of more repair work would be necessary, and committee at this point to the report of the I. C. R. would be very foolish to haul cars engineers of the Intercolonial, who made to Moncton when shops at Gibson are so very thorough examination and report convenient.

the condition of this road. It will Mr. Tiffin added that although nothing observed from their report-and I need definite had as yet been discussed the weary the committee with the details-that service on the Canada Eastern will be they have stated very distinctly the bridges greatly improved. "It is true," said he. that were rebuilt and reconstructed and the "that there have been a number of trains betterments that were made all along the running daily on the road, but the line during the past three of four years in present service is nothing to what we connection with this road.

Mr. Maggart-What was the amount will put on. I see that the senate has xpended each year for the last three or passed the bill, and I do not think the four years on betterment of the road? take very long to Mr. Emmerson-I have not the actual

> mount t here.

The "New Freeman," which professes to be a religious paper, has turned its guns on the ADVANCE and its editor in about the same spirit as that manifested by one of its editorial writers in Masonic hall here one evening during the last local election campaign. It will remembered that a number of those who were instrumental in bringing Mr. M McDade here on that occasion found it necessary after the meeting on the evening in question and for some time afterwards, to apologise for the language he used and the condition he was in. and their presentation of the case. Since that time he has been fairly careful in a public way as to his warfare on the ADVANCE and its editor, but the case of

his friend of the Chatham "World" appears to have appealed to him as \$13,000 per mile. affording a chance to use the "New Freeman," of which he is managing been built for that. director, as an instrument for venting

were to become the property of a rival corporation; the Intercolonial would be entirely shut off from the centre of the province. Acquire the Canada Eastern and you give the Intercolonial Railway not only

the control of its present sphere of influence but you enable it to enter into the heart of New Brunswick and you put it is competition at Fredericton with other lines. It can get its portion of the traffic, it can reach the flourishing settlements along the shores of the St. John river and, more than that, you place it in a position whereby you are enabled to connect the government system with the coal system of New B. unswick because a railway is now being constructed from the heart of the

New Brunswick coal fields, that is the Newgastle and Grand Lake soal fields as these are called, to connect them with the Canada Eastern at Gibson,

Mr. Emmerson-There is a return, how-

ver, I shall come to that as I proceed. ises in the order of my remarks. I have spoken of the route of the road, the country it traverses and the business that has bee dons. It is material for us to know amount of money has been invested in road. I would invite the attention of hon. members to a report made by Mr. Schreiber. and also to a report of the engineers giving a statement of the cost of the road. According to Mr. Schreiber the road and the roll. ing stock cost \$2,098,412, or an average \$15,429.50 per mile. This is the cost of the road from the returns made by the company

Mr. Schreiber's report of May 9th, 1964. he gives us the cost of the road and then the cost per mile. The total cash cost he put down at \$1,768,000 or an average of about for carrying the mail-?

Mr. Gourley-The road could never have other roads. The Baie des Chaleurs trade Fredericton; that is by way of Fredericton

and Rossia fleeing back from the fight.

Japanese guns dominate the dockyards at Port Arthur and in view of this fact it would seem to be impossible again to make seaworthy or fightable the Russian battleships which have returned to Port Arthur. The best possible naval force that Russia can now concentrate at Vladivostok is four cruisers.

The Japanese are investing Port Arthur so closely that their shells are being thrown into different parts of the city and St. Petersburg despatches say that its surrender is daily expected. Meantime many on both sides are being needlessly slaughtered-all due to the Russians holding out after they knew that they must give up in the end.

to take even the little express business and were here the other day with respect send it around by way of the Canadian freight arrangements over the Intercolonial Pacific railway; but I am accusted by a Railway and it was found that in and higher and, I trust, a holier motive; I want around their mill alone the daily tennage to to secure this business for the Intercolonial be handled would be ten cars of pulp wood. railway; I want to see that traffic come by and three of coal inwards, and four cars of the Intercolonial railway to the Chaudiers

I need not detain the committee by referr. | pulp outwards, making a total of 17 cars t ing to the importance of the Chatham and be handled daily on which the railway Fredericton sections. The industries at would receive the freight earnings. The Chatham and at Fredericton are very impor- Intercolonial Railway can now control that tant, and the traffic from them would be traffic to the American market, and if the very considerable indeed. Last year alone purchase the Canada Eastern they can there was an exchange of traffic at Chatham | control it either by way of the Chaudiere Junction of upwards of \$125,000. Take the or over that line to Fredericton. But Canada Eastern away from its present you permit the Canadian Pacific Rail owners and put it under the control of way to acquire these rights, they would another corporation making connections with invade that territory. They would be the American and western markets by means | competitors with the Intercolonial Railway Mr. Haggart-It is in the returns. I have of the Canadian Pacific Railway and you and by reason of the greater distance to the

cut off the earning power of the Intercolonial American market they would practically cut Railway very materially. If you refer to off entirely a great deal of the American the report of Mr. Tiffin. or of Mr. Macken- trade which originates along the line of the zie, or of Messrs. Mackenzie & Burpee, you Intercolonial Railway today in and around

will see that the loss from freight and Chatham, Newcast'e, Bathurst and other express business would be of very consider- points on the north shore. As the Canada ab e importance. Under present conditions | Eastern exists today it is a very great feeder the Intercolonial Railway is enabled to get to the Intercolonial Railway. As I stated to the c ty of Fredericton by means of the a moment ago \$125,000 represented the

Canada Eastern. Make that railway a part interchange of trade with the Canada East- largely in Montreal. of the Canadian Pac fic Railway system and ern at Chatham Junction. It is an importhe Intercolonial Rai way is entirely cut off tant feeder and must become even greater. from Fredericton and the heart of the prov-Mr. Haggart, Mr. Kemp and Mr. Barker, ince. But more than that, you will have an each of whom aspire to be considered the invasion of the Intercolonial Railway chief epposition railway critic, here interterritory by the Canadian Pacific Railway rupted Mr. Emmerson with a number of

which would have a very material influence questions on this branch of the subject, but upon the earnings of the Intercolonial Railwere met with the facts and figures until they subsided. Continuing Mr. Emmerson Mr. Gourley-Do you pay them anything said that further twelve months ending 20th

of January 1904, there was shipped from Mr. Emmerson-Just the same as we pay | Chatham 169 carloads to Canadian points via

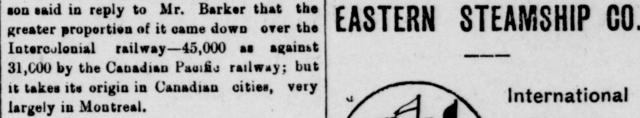
and the Miramichi trade is under the con- and the Canadian Pacific railway to

Mr. Emmerson-He draws a distinction trol of the Intercolonial Railway. That is a Canadian points; there were 47 ear-loads to his personal feelings, which do neither in his report between the cost of the read very considerable trade. Let us look at the Canadian points via Chatham Junction, and The mildest and most effective physic. Su re matter of pulp wood alone. Gentlemen 11 car-loads to United States points via

DENTISTRY ! INTERCOLONIAL RAILWAY. Henry G. Vaughan, D. D. S. Tender For Station. 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.m. to 1 p. m. 7.30 p. m. to 9 p. m: GAS ADMINISTERED. Sealed tenders, addressed to the undersigned. and marked on the outside "Tender for Station, Sydney," will be received up to and including PAINLESS BENTISTRY A SPECIALTY. OFFICE-OVER MACKENZIE'S MEDICAL HALL FRIDAY, AUGUST 19TH, 1904. for the construction and completion of a Brick and Stone Station at SYDNEY, C. B. CHATHAM, N. B. Plans and specification may be seen at the office of the Station Master, Sydney, C. B., and at the Chief Engineer's office, Monctou, N. B., where forms NOTICE of tender may be obtained All the conditions of complied with. RE TIMBER LIMITS. Railway Office, Moneton, N. B. 26th July, 1904. and make connection there for American Notice is hereby given that Martin Fox has been appointed guardian of the limits formerly held by The Maritime Sulphi'e Fibre Co. (Limited and MISS E. F. LYON points. It can be done to the advantage of the shipper; it can be done to the advantage that trespassers on same will be prosecuted. of the Intercolopial railway; and it will not R. B. CROMBIE, ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST. Manager Bank of Montrea be contributing to American lines as is now CHATHAM, N. B. the case, because when it strikes Vanceboro (CONCERT PIANISTE AND TEACHER OF PIANO, PIPE ORGAN, THEORY, &c.) on the Canadian Pacific railway, it runs R. over the Boston and Mair e system to B stou ST. ANDREW'S CHURCH. and other points. The point is that the Reduction in terms if prospective pupils form Intercolonial railway can take that traffic classes of three or more in any one subject. Candidates prepared for the various examinations: of the London (Eng.) College of Music if desired. Special care and attention given to originating along the line of the Canada DEPUTY CROWN LAND SURVEYOR.

N. B.

Eastern at Chatham Junction, and have the benefit of the haul over the Intercelonial CHATHAM, railway to Montreal in the case of western Referring to inward freight, Mr. Emmer-



Lubec, Portland and Boston

ort, Lubec and St. John

ort. Lubec and St. John,

direct to Bost

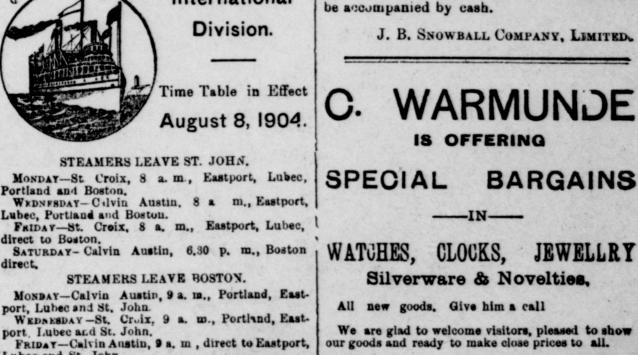
Now, aside from the general traffic of the road, there is the Canadian express business, which, from the fellowing statement, will be seen to be increasing quite rapidly.

1895. \$1,545.42 \$ 695.43 1896..... 1,671.29 752 08 1902..... 2,371.42 1,067.14 1903..... 2,822.20 1,270.01 [Continued on 3rd page]

bound freight.

An Ordinary Pill

Is liable to cause griping pains, but Dr. Hamilton's Pills of Mandrake and Butternu never gripe or cause any pain whatsoever.



D. POTTINGER,

TOUCH AND TECHNIQUE.

Wood Notice.

We have found it necessary to change our

system in connection with our Wood Ban-

ness, and, in future, all orders for wood must

For terms, &c., apply at the Adams House

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