

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.

DR. SHOOP'S REMEDIES. Restorative, Rheumatic Cure, Cough Cure, Preventives.

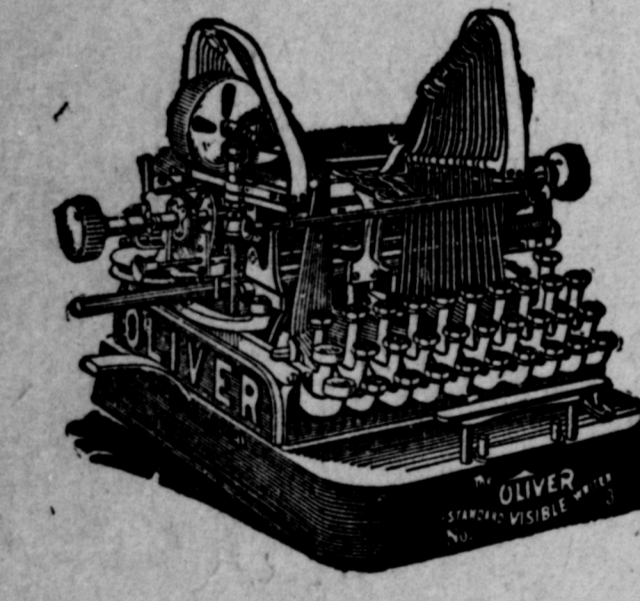
DR. SHOOP'S Restorative, Rheumatic Cure, Cough Cure, Preventives.

ONLY AT HICKEY'S DRUG STORE. Bank of Montreal.

Bank of Montreal. ESTABLISHED 1817. Capital (all paid up) \$12,000,000.

Special Notice. The Chartered Bank in Chatham, N. B. and Newcastle, N. B. have decided to change the Saturday closing hour to 12 O'CLOCK.

YOU ARE NOW PAYING FOR NOT HAVING AN OLIVER TYPEWRITER.



If you haven't got any typewriter, you are paying for it by doing less work and inferior work than if you had a 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 RAILWAYS BUY THE OLIVER? CANADIAN OLIVER TYPEWRITER COMPANY, 156-8 St. Antoine St., - Montreal.

\$25.00 REWARD. 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.

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

J. U. LOGIE, Specialist in Optics. From Bangor, Maine.

On his Ninth Annual Trip - WILL BE AT - W. R. Gould's Jewelry Store, Chatham.

Mr. Logie carries a full set of A. S. M. Trial Lenses, and is prepared to deal with all classes of Eye Trouble, such as Myopia, Hypermetropia and Astigmatism.

Miramichi Advance. CHATHAM, N. B. AUGUST 11, 1904. Still at it. The St. John Sun will perhaps accept in good part a suggestion which we have to offer, viz—that as the purchase of the Canada Eastern Railway by the Dominion Government has been placed beyond its power to prevent—although it has worked hard to that end—it ceases its futile opposition thereto.

That other transcontinental railway scheme is being again exploited by the press, the rumors in connection with it being revived by the fact that its promoters, Messrs Mackenzie and Mann, have filed at Ottawa a plan of its proposed route.

Our United States neighbours are reaping, just now, as they have been sowing. Amongst the enactments suggested by their ultra protectionist idea is that which was particularly aimed at and has been for several years enforced against Canadians, and known as their alien labor law.

The St. John Sun says that Hon. Mr. Emmerson has stated that he "is acquiring the Canada Eastern to prevent it from doing business." The Sun management may be satisfied with an editor who is too good to write such an assertion and attribute it to the Minister of Railways, but it undercuts the intelligence of the people if it thinks they are such fools as to believe it.

In the House of Commons on Monday, Hon. Mr. Prefontaine, in answer to the complaint of Dr. Daniel over the fishermen in Bay Des Chaleurs not lifting their nets on Sunday, said at the suggestion of the fishery over the fishermen lifted their nets a certain height. Proceedings were taken against one of them, Mr. Ronald, and he was fined \$30 and costs.

The St. John Telegraph appears to have the impression that the Globe is not altogether disinterested in its attack upon the government's purchase of the Canada Eastern Railway.

The Globe, in its efforts to prejudice the public mind over the transaction, chooses to ignore the fact that the Canada Eastern gives the Intercolonial access to the centre of the province and connection with the important water carriage distributing system of the St. John river from Fredericton.

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One of the distinguishing merits of the National Transcontinental Railway project is that the line when completed will traverse every Province of the Dominion except Prince Edward Island. This will have the effect of making it a thoroughly national road in the best sense of the term.

What ever minor railways are at present in operation or are hereafter constructed may be brought into close connection with the Transcontinental trunk line, and thus become either nominally or virtually part of one great traffic system.

We fail to see how trade can be diverted from St. John to the Miramichi by the change in ownership of the Canada Eastern. The appeal to St. John jealousy is an unworthy one and entirely unfounded; and the Globe must be in a great strait to find a justification for its assault on the Government's policy in the matter when it resorts to it.

If, however, the Globe's views in this or any other part of the Government's railway policy were material, the ever-changing attitude of that paper in such matters

would prevent those best acquainted with it from experiencing any uneasiness. In less than a week that paper entirely changed its attitude of strenuous opposition to the Grand Trunk Pacific scheme to one of the most unreserved advocacy, and it is not, therefore, unreasonable to expect that in a few days we shall find it taking the same course in connection with the Government's purchase of the Canada Eastern.

In parliament, last week, Sir Wilfrid Laurier moved a farewell address to Lord Minto, thanking him for his services to Canada. The Premier spoke of him as a model constitutional governor who at all times had the welfare of the Dominion at heart.

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Ayer's Hair Vigor. Feed your hair; nourish it; give it something to live on. Then it will stop falling, and will grow long and heavy. Ayer's Hair Vigor is the only hair food you can buy. For 60 years it has been doing just what we claim it will do. It will not disappoint you.

ern country are, as regards industrial development, somewhat different from those of the southern and already inhabited part of Ontario and Quebec, and the full importance of these two Provinces in the Dominion cannot be realized until this diversity is taken into account. It would be suicidal folly for the people of these old Provinces to construct the Grand Trunk Pacific Railway for the western Provinces alone, as would be the case were it permitted to stop at Lake Nipissing.

Special interest attaches to the New Brunswick portion of the scheme. After crossing the eastern part of Quebec from the St. Lawrence to Edmundston, the Transcontinental is destined to cross New Brunswick diagonally from Edmundston to Moncton. Because this line does not coincide with either the St. John valley or the Intercolonial Railway, a strenuous attack was made upon it, first by Mr. Blair, who alleged his portfolio in order to be able to speak with absolute freedom and characteristic energy and ability, and afterwards by other and lesser opponents. It is curious and instructive to note how completely public feeling on the subject has quieted down.

Cherries in British Columbia have been a full crop, but a light crop throughout Ontario. In the rest of Canada, wherever grown, they have been light to medium. Black currants are a full crop. Red currants not quite so good but still a large crop. Only one or two districts report serious deprivations of insects and the indications at present are that fruit growers will be little troubled this year by either insects or fungous pests.

The reports from the United States, particularly those portions that compete with Canada, indicate a large but not an extraordinary crop of fruit. The indications in England, France, Germany and Belgium point to a crop somewhat above the average.

A striking illustration of the value of plant and seed selection, as advocated by Prof. Robertson, is reported in the "Maritime Farmer" of July 19th, by a New Brunswick correspondent. He says:—"A few days ago while visiting a neighbor, the conversation turned to berries, and then he showed me his patch. It was small, but they were plants to be proud of. His plan is as follows:—He tells his children, when they are picking, to carry along some little sticks, pieces of lath, and when they find an extra strong plant with a good fruit stem and plenty of berries, to put a stick down alongside it. After the berries are picked he takes up the plants and sets them out in a bed, letting them throw out runners in all directions. In the spring he has some fine plants to set, and his berries are improving every year."

It is generally admitted that the success of any Exhibition very largely depends upon the class of amusements it offers. No matter how instructive and important its other departments may be, these cannot of themselves, draw an attendance sufficient to prevent a debit balance on closing day. Then, if this be so, the success of St. John, N. B. Exhibition is already assured.

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The War. Much dissatisfaction is reported amongst the Russian soldiery over their off-repeated orders to retreat. The traditions and discipline of the Russian military organization make the expression of dissatisfaction equal to mutiny, but were it possible for the views of the men in the ranks to find expression, as they would in the British army, the glamour which enircles the Russian commanders who are responsible for the existing situation would soon be of leaden hue.

Russian reports were first to the effect that the Japanese lost 20,000 men in an attack on Port Arthur and, next, 17,000 men, while the defenders had only a few hundred casualties. These reports are evidently untrue, for if they were otherwise they would ere this have been authenticated from other sources. It is noticeable that while very wild stories of severe casualties on the enemy's side often emanate from Russian sources, the Japanese reports are singularly free from exaggeration. Indeed, the Japanese, in not a few instances have understated the Russian losses, not from any apparent motives for minimizing them, but because of an evident disposition to avoid boasting, when not certain as to details.

A St. Petersburg despatch of last Saturday afternoon says that in engagements of July 30 and 31 and August 1, the Russians lost about 4,000 men, and it was believed that the Japanese losses were the same. The Japanese, however, report their losses at about 1,000 and those of the Russians at 2,000.

The late General Keller's corps did not offer serious resistance to the Japanese advance, nor did those of Generals Stalkenberg and Zaroubieff. All of those retired rather than face the defeat. The greatest number of casualties was sustained by General Heschelmann who with the Ninth European division held Kuchiatu and Yessui Pass on the Sismatse Road. The fighting there was of the most desperate and bloody character. A single regiment lost 25 per cent or 800 men before they withdrew toward Anping.

It is stated by General Stoessel in latest despatches regarding the investment of Port Arthur that the ships, with their heavy guns, rendered great service to the garrison in repelling the Japanese and causing their heavy losses. This, without so stating the fact, indicates that the besiegers are much nearer the great fortress than has been generally supposed.

In a battle of 31st July, which was second in importance only to that of the Yalu river, the Japanese drove the Russians back a further distance of ten miles towards Liao Yang. The Russian retreat was precipitous at times and they left much equipment and stores behind them.

A serious extent and it is impossible to predict the extent to which the crop will be cut by this pest. Strawberries have been very uneven. Where they were not winter killed the crop has been good, but the winter killing has been so general that the yield has been a small one. Raspberries were also a light crop.

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

Do You Want to Fit Yourself out with A Nobby Wagon, or A Set of Harness or other Seasonable Article? IF SO GO TO George Hildebrand, Cunard St. Chatham, N. B.

CANADA EASTERN RAILWAY. IN EFFECT JUNE 13, 1904. Until further notice, Express trains will run on the above Railway, daily (Sundays excepted) and Freight trains on Mondays, Wednesdays and Fridays only for Chatham, and on Tuesdays, Thursdays and Saturdays only for Fredericton, as follows:

Table with columns: FOR CHATHAM (read down), FOR FREDERICTON (read up), and GOING NORTH. Lists train numbers, times, and destinations like Chatham, New Brunswick, and Fredericton.

For Suburban train service between Fredericton and Miramichi 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 where signalled at the following flag stations: Derby Sliding, Upper Melville Boom, Chalmers, Chatham, and Fredericton.

Table with columns: FOR CHATHAM (read down), FOR FREDERICTON (read up), and GOING SOUTH. Lists train numbers, times, and destinations like Chatham, New Brunswick, and Fredericton.

For Suburban train service between Fredericton and Miramichi 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 where signalled at the following flag stations: Derby Sliding, Upper Melville Boom, Chalmers, Chatham, and Fredericton.

COMMENCING MONDAY, MAY 2, 1904, steamers will leave St. John, Moncton, Wednesday and Friday at 8:00 a.m. for Lunenburg, Eastport, Portland and Boston.

MAIL CONTRACT. SEALED TENDERS, addressed to the Postmaster, will be received at Ottawa until noon, on FRIDAY, THE 29th AUGUST, 1904, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, three times a week each way, between NEWCASTLE and FREDERICTON from the 1st October next.

CANADIAN PACIFIC RY. YOU CAN SEE THE WORLD'S FAIR AT A TRIFLING EXPENSE. The pass on rates from the Maritime Province range from \$30.00 to \$37.00 for about one cent a mile.

WOOD NOTICE. We have found it necessary to change our system in connection with our Wood Business, and, in future, all orders for Wood must be accompanied by cash.

DENTISTRY! Henry G. Vaughan, D.D.S. Office Hours: - 8:30 a.m. to 1 p.m., 2 p.m. to 6 p.m. Wednesdays - 2 p.m. to 6 p.m. Saturdays - 9:30 a.m. to 1 p.m., 7:30 p.m. to 9 p.m.

REMEMBER! We have no summer vacation, St. John's cool summer weather our making study enjoyable during our warmest months.

MISS E. F. LYON. (ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST. CHATHAM, N. B. (CONCERT PIANIST AND TEACHER OF PIANO, PIPE ORGAN, THEORY, &c.)

NOTICE RE TIMBER LIMITS. Notice is hereby given that Martin Fox has been appointed guardian of the limits formerly held by the Maritime Shipping Co. (Ltd.) and that prospectors on same will be prosecuted.

HARRY R. LOGGIE, DEPUTY CROWN LAND SURVEYOR, CHATHAM, N. B. BLACKVILLE PICNIC. The R. C. Congregation of Blackville will hold a Picnic on the grounds of Mr. Jacob Layton, opposite the Church property on Wednesday, AUGUST 17.

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