

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

direct from the factory which we can sell for the next TWO WEEKS

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend this subject was talked over last session.

Mackenzie's Medical Hall.

HICKEY'S Drug Store.



PRESEVE YOUR HEALTH Keep warm and enjoy the cold days by wearing a perfect fitting, tailor-made suit.

Frost King or Frost Queen or Frost Vest

Made of chambray, reinforced with flannel, soft and comfortable.

Also everything else in this store, these values are guaranteed to give entire satisfaction.

G. P. HICKEY, DRUGGIST, CHATHAM, N. B.

Bank of Montreal.

ESTABLISHED 1817. Capital (all paid up) \$12,000,000. Reserve Fund 8,000,000.

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.

COLLECTIONS are 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.

Notice is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the 1st day of August 1899...

SEND ADDRESSES OF FRIENDS: The New Brunswick Tourist Association are preparing invitations, lists of Excursions...

That funny little paper, the St. John Monitor, declares itself in favor of Russia as against Japan.

WANTED.

Man or woman local representative for a high class Magazine Large commission. Cash prices. Write J. N. TRAYER, 50 East Washington Square, New York, N. Y.

Marlin

32 Cal. High-Pressure Smokeless IN MODEL 1893

WE are prepared to furnish you the best of Model 1893...

Another great advantage is that the barrel is of the highest quality...

THE MARLIN FIRE ARMS CO. NEW HAVEN, CONNECTICUT

Miramichi Advance.

CHATHAM, N. B., APRIL 14, 1904.

Ottawa.

There is not much interest manifested in the parliamentary doings at Ottawa. The Globe of Monday accurately sizes up the situation when it says:

"Although the debate on the Grand Trunk Pacific bill is proceeding in the House of Commons the interest in the matter really ended with Hon. Mr. Sifton's speech. The speakers are now addressing almost empty benches.

Another New Brunswick-Quebec Railway.

"The Atlantic, Quebec and Western Railway" is announced.

M. C. B. K. Carpenter of London, England, is the promoter. The proposed line is to run from Edmundston, Madawaska Co. N.B., to Gaspe Basin—a distance of 250 miles.

The proposed railway is to cross the Intercolonial 90 miles from Edmundston, 50 miles from Campbellton, near Causapual, and 160 miles from its Gaspe terminus.

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Deals in G. B. Advice of last inst. from Liverpool are that business in spruce deals is flat and general business unattractive.

Quite a number of failures are reported as having taken place, or pending in the deal trade, all the aftermath of last year's boom.

The spruce shipments which are arriving by the liners from St. John N. B., and Halifax, N. S., are being sold as they arrive, with little variation in prices.

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management. Hon. Mr. Emmons, Minister of Railways and Canals, views the proposal with considerable favor.

Wide of the Mark. Last Thursday's Fredericton Herald says: "Hon. W. B. Vail, for some years premier and provincial secretary of New Brunswick, and afterwards minister of militia in the Mackenzie government at Ottawa, is seriously ill in England where he has resided recently. He is a brother of the late Hon. Dr. Vail for Sussex, a former speaker of the New Brunswick legislature."

If the Herald will overhaul its memory it will recall the fact that Hon. W. B. Vail was never either premier or provincial secretary of New Brunswick. He was elected in 1874 as the representative in the House of Commons for Digby, Nova Scotia, and was appointed Minister of Militia and Defence the same year.

The War. [Toronto Globe, April 7th] Russia is withdrawing all her forces westerly toward the Manchurian railway. The defenders of Manchuria are to be concentrated along the line between Port Arthur in the south and Mukden in the North, with Neuchang and Liaoyang as the central points. The Russian troops at Neuchang are being strengthened daily, and General Kurapatkin, the Commander-in-Chief, reviewed 4,000 of them there yesterday. An immediate attack is anticipated, according to the secret service reports.

The question now is, will Japan seek her foe on the ground chosen along the railway, or rather at the Yalu and await Russia's coming? If Japan is content to hold Korea until attacked, the Russians must get away from their trenches and their railway and march some 150 miles of very bad campaigning country. On the other hand, if Japan decides to attack, she can—so long as she holds command of the sea—land men and supplies quite close to the Russian lines. This is a very distinct advantage, but we cannot help wondering what Japan is doing to assure command of the sea.

The Times cables this morning tell us that the Bayan, flying an Admiral's flag, was cruising yesterday over 30 miles off, was cruising yesterday over 30 miles off, was cruising yesterday over 30 miles off.

From up the Tobique. We find KENDRICK'S LUMBER gives excellent satisfaction, and our sales constantly increasing.

C. M. LEONARDS. Red Rapids, N. B.

Fredericton. On Wednesday 6th, in the house, Mr. LaBelle, in reply to Mr. Loggie said the department of public works had not received any notice of the condition of the Russell road at Point aux Ar, in Northumberland county.

Mr. McLaughry presented the petition of the Miramichi, Highland Society for a bill to authorize them to sell certain lands.

Hon. Mr. Pugsley said—I think it is desirable to announce to the house the conclusion we have come to in regard to factory legislation. I take the earliest possible opportunity of doing this so that delegations which it was intended to send here on this matter may be saved the trouble of coming. This factory bill has excited the greatest amount of interest among all classes and this interest has been manifested by all communications which the government have received by delegations in other ways. You are aware when the bill was introduced the government invited criticism with regard to its terms. We find that there are great differences of opinion with respect to what it ought to contain, even among those who might be expected to hold similar views. The discussion of this bill in the house and press has been the means of giving the people a great deal of information and the result will be beneficial when the time comes to be dealt with finally.

In view of the difference of opinion in regard to this bill, in view also of the strong representations which we have received from manufacturers, mill owners and others, and from the boards of trade of St. John and Moncton, we think it best to allow the bill to stand over to another session.

This is the conclusion at which the government has arrived. The conditions here are very different from what they are in England or even in New Zealand, for here we have a large number of saw mills and similar industries to which factory legislation might be injurious and we have become impressed with the fact that some of the provisions of the bill are not suitable to these establishments and will have to be altered.

The government has decided to ask the approval of the house to the appointment of a commission of five, one of whom will be a woman, and to refer the bill to them to institute the fullest inquiry and to report a bill to us to be submitted to the legislature.

The government will see that that commission a representative of labor is appointed and also the different classes of industry in the province. The expense of the commission will not be great and we feel quite sure that the information which it will gather will be most useful and will enable us to pass a measure which will not unduly burden the employers of labor.

Hon. Mr. Tweedie introduced a bill to authorize the appointment of a commission on factory legislation.

The special committee on the Fleming resolution to prohibit the exportation of saw logs out on Crown Lands, set for a short time this afternoon.

W. H. Murray, J. B. Warner and

Government and are a coalition Opposition and ought not to stand upon party platforms.

Mr. Cepp also spoke to the resolution and Mr. Smith closed the debate, making a virtue of necessity by accepting Dr. Pugsley's amendment which, together with the resolution passed unanimously.

[The episode was one of the most interesting of the session the conservative members being foremost among them.] They will no doubt, to do justice to Sir Wilfrid Laurier and his supporters at Ottawa.

In the House on Friday, the Highway bill was further discussed in committee of the whole, and the provision relating to the width of wagon tires was considered. This section is the one in connection with which the anti-government volunteer emissary was running about Chatham a few days ago unsuccessfully endeavoring to get some of our business men to send telegrams to strengthen the hands of the opposition.

Hon. Mr. LaBelle moved that section 49 of the bill be as follows:—

After the expiration of one year from the date of the proclamation by virtue of which this Act is to be brought into force, no section shall be brought or maintained, or recover the price or value of any wagon manufactured, built or imported into the province of New Brunswick, having an axle of 1 1/2 or 2 inches, or a thimble axle of 2 1/2, 2 or 3 inch diameter, unless the tires thereof be and are 2 1/2 inches in width, or for any wagon as aforesaid having an iron axle of 1 1/2 inches, or a thimble axle of 2 1/2 inches diameter, unless the tires thereof be and are 2 1/2 inches in width, or for any wagon as aforesaid having an iron axle of 1 1/2 inches, or a thimble axle of 2 1/2 inches diameter, unless the tires thereof be and are 2 1/2 inches in width, or for any wagon as aforesaid having an iron axle of 1 1/2 inches, or a thimble axle of 2 1/2 inches diameter, unless the tires thereof be and are 2 1/2 inches in width.

2 From and after the first day of January in the year of our Lord one thousand nine hundred and fourteen no person shall employ for draft purposes on any highway any wagon or wagons having a diameter of the axle above specified unless the tires of said wagon or wagons are of the dimensions above specified, and no person in charge of any such wagon or wagons shall for every offence against this subsection incur, on summary conviction, on conviction of any person, a penalty of five dollars.

Mr. Fleming said that when the bill was before the committee he had pointed out that the width of the tire was greater than was in the interests of the public or of the manufacturers. This section did not meet the views of many practical men and was objected to by three manufacturers in Woodstock, one in Andover, and the agent of an Ontario firm whom he had consulted on the subject. He thought it ought to be amended by making the tire three inches for a 2 1/2 inch axle, 2 1/2 inches for an inch and three quarter axle, and 4 inches for an axle above 2 inches.

Hon. Mr. LaBelle said he had taken the opinion of Messrs Harris & Co., Messrs Frost & Wood, and other manufacturers, and they agreed with this section. With regard to the benefit of wide tires the best tests on this subject had been made in the United States by the University of Missouri. He read from the Engineering News and American Railway Journal the following account of these tests:—

The greatest test to show the influence of wide tires on draft of wagons was carried on by the University of the State of Missouri and the results were recently published. The tests were conducted with 1 1/2 and 2 inch tires on dirt gravel, and macadam roads and in ploughed fields, meadows, and farm pastures under various surface conditions.

On a macadam street, hard, smooth, nearly level and comparatively free from dust, loose stones or sand, a difference in favour of the broad tire was an average of 20 per cent. In other words the draft required to haul 2,000 pounds on narrow tire wheels would have hauled 2,515 pounds on the broad tires. Another test on gravel roads under six conditions of surface, as an average of the six trials the broad tire would have hauled 2,492 pounds against 2,000 pounds for the narrow tire. Nine sets of tests were made over dirt and clay roads varying in surface condition from smooth hard and dustless to deep and stiff mud. Under these conditions the draft for the broad tire varied from 50 to 61 per cent. Tests made on meadows, pastures, stubble land, corn land and ploughed ground, both dry and hard and wet and soft, showed a difference in favour of the broad tire, ranging from 17 to 120 per cent.

Mr. Morrison thought that this bill would make a hardship on persons who had to take in supplies on portage roads on which it would be impossible to use a four inch tire. Such wide tires have been found unobtainable and he thought that a three inch tire on a two inch axle would meet all the requirements of the section when put and agreed to.

[Mr. Morrison appeared to have overlooked the fact that the section required was as proposed by Mr. LaBelle, did not prevent hauling over portage roads by wagons of any width of tire.]

On Friday afternoon, His Honor La. Governor Snowball gave his assent to bills passed during the present session of the Legislature, amongst which were the following:—

To legalize certain marriages performed by Rev. James Strathairn, Respecting the consolidated statutes, 1903.

To incorporate the Citizens' Telephone Company. Relating to the Town of Newcastle.

To amend the Act 48 Victoria, Chapter 74, entitled "An act to authorize the county council of the municipality of Gloucester County to effect temporary loans in certain cases."

An amendment of the Act 59 Victoria Chapter 8, entitled "An act to revise and amend an act to provide for division of the province into counties, towns and parishes."

Further relating to the University of Mount Allison College.

To incorporate the Bathurst Electric and Water Power Company, (Limited).

To confirm an agreement dated the eighteenth day of September, A. D., 1903, made between the city of St. John and the Imperial Dry Dock company of St. John, N. B., and for other purposes.

General regard will be felt over the fact that Premier Tweedie has been ill for nearly a week confined to his room at the Queen Hotel—and, therefore, not able to deliver the Budget speech, which duty, however, was very acceptably performed on Monday and Tuesday evenings by Hon. Attorney General Pugsley. In submitting the Budget, Mr. Pugsley regrettably referred to Premier Tweedie's illness and proceeded to emphasize the prosperous condition of the Province in Agriculture and other industries, and went on to compare the actual reports of the past year with the estimates submitted as the last session by Provincial Secretary Tweedie, showing that although several amounts due and payable to the Province had not been realized the accession dues had fallen off the actual receipts were within \$8,000 of the estimate.

Turning to the estimates for the current year Mr. Pugsley said they were as follows:—

Table with 2 columns: Estimated Receipts, 1904 and Estimated Expenditure, 1904.

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Ayer's Baking Powder. ABSOLUTELY PURE. Makes the food more delicious and wholesome.

Sarsaparilla. Your doctors trusted it. Your doctor trusts it. Then trust it yourself. There is health and strength in it.

Do You Want to Fit Yourself out with A Nobby Sleigh, 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 OCT. 12, 1903. Between Fredericton, Chatham and Loggieville. Connecting with I. C. R.

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. F. RAILWAY for St. John and all points west, and at Gibson for Woodstock, Hamilton, Grand Falls, Edmundston and Frezere Falls, and at Cross Creek with the C. F. RAILWAY for St. John.

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

PLEASE NOTE PRICE AT 15 CENTS PER SHARE FOR ONE MONTH. James Lawler, Secretary and Treasurer.

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

THE CANADIAN OLIVER TYPEWRITER. Eastern Steamship Co. International Division. WINTER Reduced Rates.

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

CANADIAN PACIFIC RY. TOURIST CARS EVERY THURSDAY FROM MONTREAL. Every TUESDAY and SATURDAY from NORTH BAY.

WORLD'S FAIR, ST. LOUIS. Opens May 1st, Closes December 1st 1904. C. B. FOSTER, D. P. A., C. P. R., St. John, N. B.

PUBLIC NOTICE. Take notice that the Dalhousie Lumber Company has been incorporated in the Province of New Brunswick under the name of Dalhousie Lumber Company (Limited).

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THE CANADIAN OLIVER TYPEWRITER. Eastern Steamship Co. International Division. WINTER Reduced Rates.

How the Business Grows. Increase of Business. First 6 months 1903 over second 6 months 1902 79%.

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.

GAS ADMINISTERED. PAINTLESS DENTISTRY A SPECIALTY. OFFICE—OVER MACKENZIE'S MEDICAL HALL, CHATHAM, N. B.

Canadian Typewriter is appreciated by the discriminating public. WHY PAY DUTY? LINOTYPE COMPANY, 156-8 St. Antoine St., Montreal.