

General Business.

COMMON SOAP

ROUGH SKIN On Face and Hands.

Olive Oil and Cucumber Soap

3 Cakes for 10 cents.

DR. SHOOP'S REMEDIES.

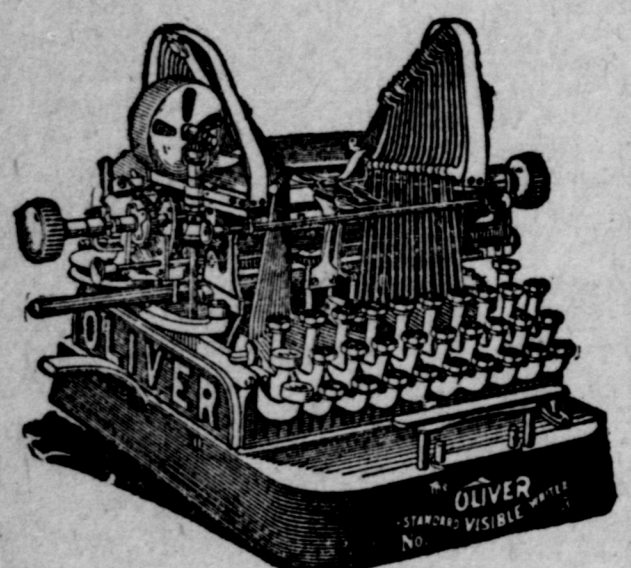
DR. SHOOP'S Restorative, Restorative Pills, Rheumatic Cure, Cough Cure, Preventives,

ONLY AT HICKEY'S DRUG STORE.

Bank of Montreal.

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

YOU ARE NOW PAYING FOR NOT HAVING AN OLIVER TYPEWRITER.



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

WHY DO THE GREAT RAILWAYS BUY THE OLIVER?

Marlin

32 Cal. High-Pressure Smokeless IN MODEL 1893

Miramichi Advance.

CHATHAM, N. B., JULY 14, 1904.

A Creditable Railway Service.

The Intercolonial's new through train—"The Ocean Limited"—is an embodiment of the most modern ideas of rapid passenger transit.

The Canada Eastern, which connects Chatham with the Intercolonial, and has, for years, made close connection with all passenger trains on the Government road, has not at present the rolling stock and power to put on a fast train to promptly meet the two new flyers going South and North respectively, although the latter stop at Chatham Junction.

It was expected that the steamer "Miramichi" would, by leaving Newcastle for Chatham at 12.30, enable Chatham passengers from the North by the "Ocean," who reach Newcastle station at 12.15, to come promptly to their destination, but as the steamer's management failed to do that, such passengers must either remain in Newcastle until 3.15 or proceed to Chatham Junction and after waiting there while come on the train connecting with the day express from Moncton, which brings them to Chatham station at about three o'clock.

History-Making.

The "New Freeman" of St. John publishes the following: A valued reader of the New Freeman writes the following interesting account of a talk with an Indian chief at Burnt Church, Northumberland county, the chief related in his own style the tale of the wholesale slaughter of his tribe by English soldiers in 1758.

Our party arrived in Chatham on the evening train and we were met at the station by Mr. Fitzpatrick, who drove us to River View Hotel. The genial proprietor, Mr. Archer, made us feel completely at home. We awoke next morning after a sound and refreshing sleep, took a good breakfast, bade farewell to Mr. Archer and started with one of Mr. Fitzpatrick's teams on the way to Tracadie.

The first church built there was burnt by English soldiers in 1758. The chief gave a graphic description of that incident. He told us that the Indians were not aware that war was declared between France and England, and on a fine morning in August several large ships came from the south, and one smaller than the rest came near the shore and eight boats were lowered and filled with soldiers, who rowed ashore. They all had long knives (swords) concealed in their clothing, and at once began to kill men, women and children. The massacre was terrible.

After listening to the chief's story we drove a few miles to Allen's hotel at Neguac, and remained till noon next day, then left for Tracadie, where we arrived at six in the evening. Next day we visited the Lazaretto, where the unfortunate lepers are tenderly cared for by the Sisters of Notre Dame Order.

It appears that although the Indians at Burnt Church were found by the correspondent to be "intelligent, fairly well educated and generally well to do," their chief can hardly be rated, in the two conditions first named, with those over whom he rules.

Almost everybody knows that all the Indians of the Miramichi, who had for some years prior to 1759 acted with the French against the English, were fully cognizant of the state of war between France and England. The Freeman writer should have told the chief at Burnt Church that instead of the burning of the church at that place having occurred before the Indians knew that the French and English were at war, it happened in 1759 at about the close of the war, after the death of Wolfe, only one year before the capitulation of Montreal and complete conquest of Canada by the British.

most unfortunate one, and while it was not altogether justified, it grew out of the atrocious and treacherous murder of a me English sailor who had come up the Miramichi for water with which to replenish the stock of their ship. The facts are given, substantially, by Cooney in his history of New Brunswick, p p 35-37, as follows:

"After the conquest of Quebec, by the British, a vessel that had been sent to England with the official despatches, and the remains of General Wolfe, was, owing to stress of weather, or some other adverse circumstance, driven into Miramichi.

"The Captain, conceiving this to be a favourable opportunity for replenishing his stock of water, ordered a boat to be manned for that purpose. Six men were accordingly despatched on that duty: they proceeded up the river; land at the Frenchman's cove, where Messrs. Gilmour & Rankin now have their Saw Mills; and after having landed their boat, carelessly rambled within the edge of the forest. While indulging their innocent curiosity, they were surprised by a party of armed Indians, who had been secretly watching them. The poor fellows were dragged into the woods, and there inhumanly murdered, by the infliction of all those refined and execrable tortures peculiar to savage execution.

"The Captain, growing alarmed at the prolonged absence of his men, put such enquiries to the Pilot as the nature of his fears suggested. These elicited replies that at once confirmed his apprehensions, and determined his retaliation. He proceeded with his vessel up the river, ransacked the battery at French Fort Cove, and coming abreast of the settlement at Canadian Point, razed it to the ground and killed almost every one of the half-famished creatures in it. Having taken the water on board, he proceeded to sea, but on his way out, again wreaked his vengeance on a small Chapel at Neguac. At his approach the few inhabitants fled; and then executing his revenge upon the Church, he set it in flames, from whence the settlement has ever since been distinguished by the name of Burnt Church."

While the Freeman writer was at liberty to exercise his privilege of publishing the chief's story, it seems that as the incident related was of historic importance, that paper should, itself, have referred to the butchery by Indians which led to the burning of the church. It must be borne in mind that the Burnt Church Indians of those times were not the "intelligent and fairly well educated" persons found a few weeks ago by the Freeman's correspondent, and the method of treating them butchery by their tribesmen in the way related was preferably through the lax toleration.

C. P. R. and Canada Eastern.

A gentleman of capital, well known in Boston circles visited Fredericton this week "to look over the ground" with the view of investing in a commodious modern hotel such as would attract the business of summer tourists and such an hotel as the American visitor would gladly patronize. He has decided to make the investment if the C. P. R. concludes to divert their main line from St. John to Montreal through Fredericton and make the change within a few years. His plans are for an hotel of nearly one hundred rooms, forty eight baths and other modern conveniences. He says that the Grand Trunk Pacific will undoubtedly come down the St. John Valley and continue east via Fredericton. The Intercolonial will equip the Canada Eastern with all the facilities for rapid and comfortable travelling as understood in these days, and this will not only increase the tourist business in midsummer, but will bring in hundreds of fishermen in season who do not now come this way, and hundreds of game hunters in the fall months when the tourist trade has passed and when hotel business in other places is comparatively dull.

The Reading of Mr. MacLean's Pet Project.

The unceremonious rejection by the Railway Committee of the House of Commons yesterday of Mr. W. F. MacLean's little pet project for the establishment of a two-cent passenger rate on railways, with modifications permitting variations according to earnings, was just the kind of ending that might have been expected to a proposal that was surrounded by features of a highly objectionable character.

The bill would have given the public no advantages whatever in the way of cheap travelling that they do not already possess, and it would have been made the excuse for the withdrawal of excursion and other privileges in the matter of holiday travel that are highly prized.

The fate of the bill was a foregone conclusion when the attempt to show that travel on the American railways was cheaper than on the Canadian broke down.

No substantial reason could be advanced for interference when it was shown that although the earnings on the large American systems are, as a rule, higher than the Canadian, the average rate per mile is, generally speaking, lower in Canada than in the United States. Another contention which the committee could not overlook was the fact that although passenger rates, generally speaking, remain as they were some years ago, except in Western Canada, where sweeping reductions have been made, the cost of operating passenger trains has been greatly increased. Wages have advanced 12 per cent in the last five years; coal is higher, and more of it is consumed than when lighter trains were run, and the acceleration of the speed of trains and the general improvement of the services have added to the burdens of the companies.

Ayer's

Bald? Scalp shiny and thin? Then it's probably too late. You neglected dandruff. If you had only taken our advice, you would have cured

Hair Vigor

the dandruff, saved your hair, and added much to it. If not entirely bald, now is your opportunity. Improve it.

and the abrupt termination of its career has evoked no expressions of regret—O tava Free Press.

Ottawa.

In dealing with the railway estimates on Wednesday afternoon in the House of Commons the subject of political partisanship was quite fully discussed. Hon. Mr. Emerson said in answer to Mr. Ingram that it would certainly be an improper act for any Intercolonial railway employee to do more than vote in an election. Every man on the Intercolonial had the right to vote freely and as he pleased. He said that every man knew this. It was different in the case of the conservative administration. No attempt was ever made by the liberals to influence the voting of the employees by intimidation or to make use of their services in elections. The conservative managers of the road had seen to it that in 1896 the employees who were expected to cast liberal votes were sent away from the places where they had their vote and so deprived of their franchise.

Mr. Emerson held it as an essential principle of railway management that the head should be supported by loyal men. He held that on the Intercolonial he should have no man who did not give loyal support to the operation of the road. "If I find such a man I shall not lose a single minute in striking off his official head."

Mr. Ingram said he doubted that any Intercolonial employee ever let his political feelings interfere with his service to the road.

Mr. Emerson said that he had known of a train despatcher to have taken advantage of his position to hold trains unduly and make them late so that the management of the road might be discredited. He had known of a man to whom a young man named Ryan, in the office at Moncton, was dismissed because he opposed the government of the day.

Mr. Haggart replied that Sir Charles Tupper promised to restore the man if he (Tupper) had made a mistake. He protested against the government making the announcement that no one was to be appointed to a day's work on a railway unless he was a supporter of the government.

Discussing the Dandonald incident, which by the way, has about run its course as a weapon in the hands of the conservatives against the government, some of the questions arising under it are worthy of passing thought.

Had Mr. Fisher, as acting Minister of Militia or as a member of the Cabinet, a right to interfere in the making of appointments to the extent of seeing that the Scottish Dragoons—it seems to be the fashion to ignore Canadian titles for foreign ones—raised in the district he specially represents should not be turned into a Tory club?

Was Lord Dandonald justified in attacking Mr. Fisher and the Cabinet at large at a public dinner before his subordinate?

Was he well advised when he sent his defence to Col. Sam Hague, an Opposition member, with a mere copy to the Minister of Militia?

Has he acted prudently since in rushing to the newspapers for a vindication of his conduct?

The War.

A Tokio despatch of Monday 11th says: After three days of severe fighting, characterized by the desperate attacks of the Japanese and the stubborn resistance of the Russians, General Oku's army occupied Kai Ping (Kai Chou) last Friday driving the Russians northward in the direction of Hai Cheng. The Russians had strongly fortified the hill, situated in a semi-circle south of Kai Ping. Their forces consisted of over thirty thousand men. In his report of the engagement, General Oku does not give any details, but shows the difficulties of the struggle.

The operation began last Wednesday by the Japanese driving 1,600 Russians from the heights south of Kai Ping, constituting the first line of defence. The Japanese occupied the positions and the Russians retreated northward. On the same day the right wing of the Japanese army southeast of Kai Ping defeated a small force of Russians and the left wing occupied the heights to the southeast.

On Thursday the entire Japanese army forced its way close to Kai Ping, overcoming the stubborn resistance of the Russian infantry, cavalry and artillery located in the narrow defiles. The Russians held many strong positions in the mountainous country, but despite their desperate resistance they were forced to abandon them one by one. During the night the Russians were greatly reinforced by the troops brought from the north by train in preparation for a big battle on Friday.

The Japanese began the last day's fighting at daylight with an artillery fire from guns placed on the heights previously captured from the Russians. At eight o'clock in the morning they drove the Russians from their positions and forced them into their last line of defences around the town. The Russians evidently saw the town was doomed, as General Oku reports that many troops were withdrawn during the morning. The Russians finally took positions on the tops of the high precipices and again offered a stubborn resistance. About noon they were forced to again withdraw, the Japanese occupying the last line of defences.

The Japanese pursued the enemy, despite a heavy artillery fire from the Russian batteries on the high hill to the north. The Japanese artillery finally occupied new positions and silenced these batteries. In the afternoon the Japanese occupied the town without further resistance.

While the particulars of the fighting are not known, it is evident that the Russians made a determined fight. The losses and the number of troops engaged have not been reported. Further details are awaited.

A London despatch of Monday says: "Special despatches to the Daily Telegraph and the Daily Mail from Tokio assert that the Japanese captured eight guns during the fighting around Port Arthur July 4, and that they recognised from a war balloon."

A Chefoo despatch of Sunday says: "Chinese junkmen who arrived here to-day from Port Arthur say that on Tuesday, July 5th, Chinese carriers brought into town over 800 Russian dead, two of whom were high officers. They state that a part of the Japanese force advancing to within six miles of the besieged town took another eastern fort."

A St. Petersburg despatch of Tuesday says:—Col. Novitsky, of the general staff, in an interview to-day said: "The result of the loss of Kai Chou will probably be the evacuation of New Chwang. "General Kurupakin's position is more difficult than that which confronted Lord Roberts in South Africa. It is as if Lord Roberts received his supplies by rail via Constantinople, Cairo and Central Africa. It will be a long time before General Kurupakin will have enough supplies and men to assume the offensive. In the meanwhile he will have to fight rear guard actions, perhaps giving up important positions like New Chwang, which are of vastly more consequence than Kai Chou."

the Welland canal, after which Mr. Lefebvre said that it was a terrible doctrine for Mr. Emerson to lay down that no conservative should apply.

Mr. Lefebvre said a letter from Sir Charles Tupper in 1882, saying that a young man named Ryan, in the office at Moncton, was dismissed because he opposed the government of the day.

Mr. Haggart replied that Sir Charles Tupper promised to restore the man if he (Tupper) had made a mistake. He protested against the government making the announcement that no one was to be appointed to a day's work on a railway unless he was a supporter of the government.

Discussing the Dandonald incident, which by the way, has about run its course as a weapon in the hands of the conservatives against the government, some of the questions arising under it are worthy of passing thought.

Had Mr. Fisher, as acting Minister of Militia or as a member of the Cabinet, a right to interfere in the making of appointments to the extent of seeing that the Scottish Dragoons—it seems to be the fashion to ignore Canadian titles for foreign ones—raised in the district he specially represents should not be turned into a Tory club?

Was Lord Dandonald justified in attacking Mr. Fisher and the Cabinet at large at a public dinner before his subordinate?

Was he well advised when he sent his defence to Col. Sam Hague, an Opposition member, with a mere copy to the Minister of Militia?

Has he acted prudently since in rushing to the newspapers for a vindication of his conduct?

These are all considerable questions in themselves. But the prime issue, the issue on which the controversy really turns, stands out in Lord Dandonald's recently published defence, where he gravely charges the Minister with allowing and suppressing his recommendation. The Minister is obliged to submit his own reports and recommendations to Council before they reach Parliament and the country, and, of course, Council can alter or suppress them as they see fit. But Lord Dandonald seems to have imagined that his particular recommendations were sacrosanct and that, as he was a Minister or Cabinet member, he was a sort of supra-constitutional functionary not bound by the rules and usages of Responsible Government.

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.

Table with train schedules for Fredericton, Chatham, and Logville. Columns include destination, time, and fare.

For Suburban train service between Fredericton and Miramichi see Times Table sheet and folders. The above Table is made up on Atlantic standard time.

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 all points West, and at Logville with the C. P. RAILWAY for all points West, and at Logville with the C. P. RAILWAY for all points West.

A GRAND BAZAAR AND FANCY FAIR

will be held by the Pro-Cathedral congregation at the EXHIBITION BUILDING. Tuesday, 19th July, Monday, 25th July

NEW CATHEDRAL

now in course of erection. FANCY AND USEFUL ARTICLES OF ALL KINDS

INTERCOLONIAL RAILWAY.

Tender for Buildings. Separate sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Station, Shelburne, or Tender for Baggage Room, Shelburne," as the case may be, will be received up to and including.

INTERCOLONIAL RAILWAY.

TENDER FOR ENGINE HOUSE AND OFFICE. Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Engine House and Office, Miramichi, N. B.," will be received up to and including.

MISS E. F. LYON

(ASSOCIATE OF THE LONDON (ENG.) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST. CHATHAM, N. B.

Henry G. Vaughan, D. D. S.

DENTISTRY!

WANTED.

Vertical text on the far right edge of the page, including "WOOD NOTICE" and "INTERNATIONAL EXHIBITION".