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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

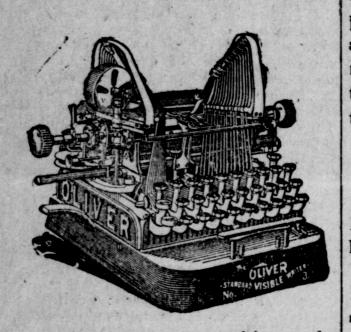
COLLECTIONS

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

SPECIAL NOTICE.

ings for The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change benefit. the Saturday closing hour to 12 O'CLOCK NOON, commencing on October 4th next. Until 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 most influential Liberals of from the Kentville Board, which put the matter in the form of the under-DR. SHOOP'S guarantee to refund stood that Mr. Robinson felt so following question:

strongly on the railway question, however, that he would not return to advertise the Maritime provinces whereby a desirto the Liberal party until the able class of British emigrants may be Canada Eastern was taken over. secured and retained as permanent for, with many others, he felt that citizens ?

the Government was temporizing It was shown that the immigration with the matter too much. Now, efforts of the Dominion Government however, that this important were generally directed towards obtainquestion is settled, it is expected ing settlers for the West; the C. P. R. that Mr. Robinson will return to the same. Mr. DeWolfe moved that his old party allegiance and help, steps be taken to distribute information

as he can very materially do, in as to the resources of the Maritime reuniting the Liberals of Northum-Provinces among intending settlers in berland, so that they may send Canada. He said the Nova Scotia man to Ottawa who will loyally government had done nothing in that \$12,000,000 assist Mr. Emmerson in his efforts direction and it was time action was for the promotion and develop-

> ment of New Brunswick's interests. in the Maritime provinces for the This county has nothing to gain successful placing of desirable settlers. by witholding that assistance from the New Brunswick Liberal leader soconded the motion and said we needin the House of Commons, especied more people in the Maritime Provally since the Conservative leader inces, and in some way more people and his most influential followers should be procured to settle here. He have so positively declared them. believed that something along this line selves in opposition to Mr. Emmermight be done. He had visited son's policy in regard to railway Canadian Commissioner's office in Lonand other great public undertak-

> > New Brunswick's for New Branswick, Mr. Duff-Miller, and found that they were without any books or pamphlets containing infor-

The Minister of Railways and Canals and the chief officials of the Intercolonial may resolve to this and said he could use such matter place the whole duty of determinto great advantage.

Mr. Campbell, of Halifax, Mr. ing how the Canada Eastern Rail-Jameson, of Digby and Capt Reed of way service shall be run in the

hands of the Advocate. That lines. paper is manifesting its usual activity in instructing those gentlemen in the matter, and they ought p rt in to be grateful to it for showing them the path of duty.

Maritime Board of Trade.

the I. C. R. in the public interest. had hat similar privileges to those sought for the Dominion Company on that line

should be extended on the C. P. R., to "What is the most advantageous way the Canadian Company. This would, of resources of course, place both companies in the position as competitors for all express business offering over the three great railways, viz. the Guand Trunk, Canadian Pacific and the Intercolonial.

> In reply to this it was urged that, under the law, the Dominion Company had only to app y to he Graud T unk for running right, over .t. lines and the Can dian Company for the same righ s over the C. P. R. lines in order obtain them.

> the law there existed an arrangement between the Cauadian Pacific and the

Grand Trunk people that the former was to be left in the enjoyment of monopoly of the express business over taken with the object of inviting its own lines through the Dominiou attention to the opportunities existing Company and the latter its monopoly over its lines with the Canadian Company; so that while it was open either to claim and enforce its running Mr. W. S. Fisher, of St. John, rights under the law over the other' ines neither would do it, each prefeiring not to disturb the other's monopoly in order that it might reia n'its own." It seemed, in the public interest, that

this monopoly arrangement should be dis countanced by the Maritine Board Tr.de, but is transpire i that agents of the don and also that of the Agent-general C. P. R. and Dominion Express had been for months agitating in favor of obtaining the desired rights over the Intercolonial

Tney had canvassed the larger boards of trade in the Mariane Provinces, and mation for prospective settlers in New these had request d he smaller ones to Brunswick. Mr. Miller complained of adopt re o u lors which they had passed in favor of the Dominion Express claims,

that nearly all the delegates of ocal boards represented at the Mari ime Board meet ing seemed to be committed to th promotion of the C P. R. and Dominic Charlottetown spoke along the same Express Company's interest in the matter, The result was that the rider moved by

Mr. Smith of Chatham said there J. T. H. wke providing that the privilege must be some mistake on Mr. Fisher's asked for by the Dominion Express comconnection with his rema ks pany of the I. C. R. be granted on conas to the New Brunswick Agentdition that a similar privilege be given to the Canadian company on the C. P. R in General, at least, having no booklets or the Maritime Provinces and Quebec was pamphlets in reference to this province.

voted down and the resolution in favor of He referred to the Stonehaven and

three French submarine boats, of the Dauphin type, have been forwarded to Vladivostok by rail.

> The investment of Port Arthur by the Japanese continues, and the fall of that great and important stronghold of Russia in the east can not be much longer delayed. Russian reports indicate that the Japanese are losing thousands of men in driving the defenders from their outlying batteries, but they show that the processes of Japanese successes are inexorable and that the defenders are in desperate straits Nevertheless the latter endeavor to keep up the pretence that they are able to hold out for a long time.

A press despatch says that General Stoessel the commander of the forces defending Port Arthur, concluded a telegram sent to a friend the other day with the words "Farewell for ever. Port Arthur will be my tomb."

the Maritime provinces; of government of the effect of the explosion, which was first The rejoinder was that while such was ownership of cable telegraphs with partiheard as a distant detenation, accompanied cular reference to the P. E. I. service, were by a slight jarring of the surrounding ground adopted. then there was a spart of black eil to the

earried the oil in sufficien

height of some twenty feet, followed by the The usual votes of thanks and the singing arrival of the main force from the depth of the National Authem closed the proceed.

President, E. K. Spinney, Yarmouth; 1st Vice President, Capt. Jos. Reed, Summer. side; 2ad Vice President, W. S. Fisher, St; John: P. rinazent Rec. Secretary. C. M. Greed, Halifax; Corresponding Secretary,

Yarmouth N. S. was selected as the place. the next annual meeting. The choice of Yarmouth was made on Wednesday evening ud an Amherst representative endeavored Board to hold the meeting of 1895 there, but he was too late in presenting the matter,

these trees in two about three feet above the ground and sent the top twenty feet away while it made a hole two feet deep and the section of country in which the New Brunswick Petrol-um company is operating. The party, numbering about one hundred and fifty, composed of members of the Mari-

Moneton and vicinity, left Moneton about half past nine o'clock by special train which conveyed them to Memramcook station. Here about fifty teams were in waiting for them and they were given a drive of about eight miles to Dover, through a fine farming

country, through valleys and over hills from which there were grand views of river and is now building is completed. This conveyplains. Before reaching Dover the party ng tank was followed by a second of equal

CANADA EASTERN RAILWAY. IN EFFECT JUNE 13, 1904.

TINtil further notice, Express trains will run on the above Railway, daily (Sundays excepted) and Freight trains on Montars. Weilnesdays and Fridays only for Chatham, and on Tuesdays, Thurs-days and Saturdays only for Fredericton, as follows:

Between Fredericton, Chatham and Loggieville.				Connecting with I. C. R.	
	11	the second second second	. the	GOING	NORTH.
FOR CHATHAM (read down)		FOR FREDI (read to		MARITIM Iv. Chatham.	E EXPRESS. DAY EXPRESS
Freight	Express	Express	Freight	Nelson .	11.30 p. m 12.55 p.m. 11.50 " 1. "
6 40 a m	4 30 pm	Fredericton, 1 15	4 40	Ar. Chatham Junc.,	12 10 am 1 85 "
6 50	4 36	Gibson 1 12	4 35	Lv. " "	12.30 . 2.15 "
7 20	4 46	Marysville, 1 00 p m	4 19	Nelson	12.50 ** 2 35 **
8 30	5 55	Cross Creek,11 45	2 15	Ar. Chatham,	110 " 2.55 "
10 40	6 50	Boiestown, 10 43	12 45 pm		
11 45 a m	7 40 ar }	Doaktown, 9 45	11 40	GOING	
1 20	9 00	Plackville, 8 35	10 00	MARITIM	EXPRESS. DAY EXPRESS
2 30	9 55 tr)	Chatham Jet { 7 35 lv	8 20	Chatham,	6 30 a. m. 10.15 a. g.
3 00	10 00 17 5	(/ 20 ar	7 30	Nelson Ar. Chatham Junction,	6.50 " 10.35 "
8 20 3 40	10 20	Nelson 7 00	7 10	Lv. " "	7.10 " 10.55 "
	10 40 11 00	Chatham 6 40 Loggieville 6 20 a m	6 50	Malaon	
		Logstevine o 20 a m	0 20 a m	Ar. Chatham	8.00 " 12.05 p, m, 8.20 " 12.25 "

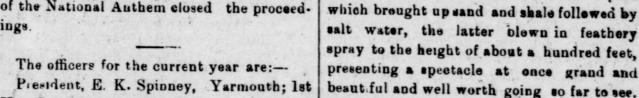
For Suburban train service between Fredericten and Marysville see Time Table sheet and folders. The above Table is made up on Atlantic standard time,

The trains between Chatham and Fredericton will also step when signalled at the following flag Stations- Derby Siding, Upper Nelson Boom, Chelmsford, 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 xpress from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the 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 Woo Istock, Houlton, Grand Falls, Edmundston and Presque Isle, and at Fredericton with Star Line Steamers for St. Jonn and points





The wind quantity to cover the grass for a hundred teet in the leeward direction, and shale and sand were found spread out over quite an

E. H. Armstron .; Yarmouth; Auditor, M

area in the vieinity. G. DeWolfe, Rentville. Mr. Shaw next gave an exhibition of th great power of the explosive by placing one of the ten quart tins from which he had poured it into the cartridge, and in which there was only what had adhered to the inside-not more than a wine-glass full in

have it reconsidered next evening, on ground that that town's board had, a on h ago, voted to invite the Maritime

trees ten feet high on either hand, about six feet away. The concussion blew one of Thursday was an interesting day for the delegates, who were given an excursion to

four or five feet in diameter in the ground. The force of the explos on of the thirty quarts just fired 500 feet down in the earth may, therefore, be well imagined. time Board and leading business men of

After examining the wells being pumped in this vicinity, as at Dover, some of the party went to a 2,000 barrel receiving tank where a ten barrel conveying tank had just arrived from the latter place and saw the crude oil run into the big receptacle from which it will be pumped to be refued as soon as the refinery which the company

in Canrda. changeable

In use by both great Canadian railways.

Visible writing wins. Every machine guaranteed per-

fect. Regarding the price, we save the largest number at any annual you \$25 which you don't have to meeting in the Board's history.

pay in DUTY.

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183a St. James St. -Montreal.



TENDER FOR QUAY WALL OF CRIBWORK. entertainment.

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Quav Wall, Halifax, N S.," will be received up to and including THURSDAY, THE 25TH DAY OF AUGUST, 1904 for the construction of a Quay Wa'l of Cribwork at HALIFAX, N. S.

Plans and specification may be seen at the office of the Terminal Agent at Ha hax, N. S, and at the Chief Engineer's office, Moncton, N. B., where forms of tender may be ob sined. All the conditions of the specification must b complied with.

D. POTTINGER, Railway Office, Moncton, N. B., General Munager August 4th. 1904.



CEALED TENDERS, addressed to the Postmaster O 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 tures our week each way, between NEWCASTLE and REOBANK 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 and 1 at h: Post Offices of Newcastle and other offices

The annual session of the Maritime Kintore settlements, as well as individ-Board of Trade took place at Moncton ual farmers established by the New last week. Its first sitting was on Brunswick Government's efforts on the Wednesday torenoon and its last on St. John river, to illustrated pamphlets Friday forencon. There were five by Mr. Hannay, Mr. Hickman and sittings in all, one only taking place on others which have been printed by

Only high grade machine made | Thursday, as the delegates made a thousands and circulated in the Mother visit to the oil wells at Dover, St. country and said that whatever the Long or short carrirge inter- Joseph and Memramcook on Thurs- neglect of other provinces had been in day, from which they returned in time the matter, the government of New for an evening session only on that day. Brunswick had not been as remiss as There were, in all, seventy eight Mr. Fisher appeared to think it was. representatives from the local boards of Mr, Jamieson moved that the matter the three Maritime provinces, about be referred to a committee who would

> ence to it. Mayor Ryan, of Moncton welcomed This was seconded by Mr. Smith and the delegates to the city. adopted. Flags and other decorations were

displayed in honor of the occasion and a resolution as follows:amongst other signs of "Welcome" was that word in colored incandescent

New Brunswick and P. E. Island should lights displayed on the front of the co-operate in the publication and distrib-City hall. The Moncton Board of ution in Great Britain and Ireland, among a desirable class of prospective immigrants, of Trade, headed by its president Mr F. iterature showing the advantages offering to W. Sumner, left nothing to be desired settlers in the maritime provinces of Canada; and that committees consisting of three in the way of preparation for the members of this Board from each of such occasion and provision for the delegates' provinces be now appointed to bring the subject before the respective governments."

Moncton Y. M. C. A., opened their large and well furnished a-sembly commitee.room to the Board for use as the place

The president, Hon. Senator Wood,

of Sackville was a model chairman, and the duties of the permanent Secretary, Mr. Chas. M. Creed, of Halifax, were efficiently performed. Acorn, Alberton,

President Wood's opening address was an admirable one, touching upon leading commercial subjects which have commanded attention during the past

year. Secretary Creed presented the record of the last annual meeting's proceedings in the form of a pamphlet and report of discussions-an improve-

of meeting.

ment on the practice at the earlier meetings of the Board and in line with that introduced four years ago after the Kentville session.

iving the Dominion Company privilege it asked for on the Intercolonia carried, by a vote of 39 to 6.

The effect of this resolution, if carried out, wil be to enable the C. P. R. which owns the Dominion Company, to capture for the bailers of the Petroleum Company's a lot of Western business which would

its Grand Trunk connection. While the C. P. R. and its Express Company are to be congratulated on the success of their efforts in influencing so many local boards of trade to view this matter through their spectacles, it seems rough on the public interest that the

Maritime Board should vote against giving equal rights to all express com submit a suitable resolution in referpanies on the C. P. R. as well as on th people's railway.

The committee subsequently reported "Resolved, that in the opinion of this Board, the governments of Nova Scotia, such nations annulled.

The resolution passed.

Mr. Jamieson, from the Digby Board party had examined the pumping operations moved a resolution in favor of the Dominion Government giving a bounty to any establishment for reducing dogfish to fertilizer. This resolution 1a-sed unanimously and Hon. Mr. Ross thought the housty to be the president appointed the following asked would be large. He did not think

New Brunswick, Wm. M. Jarvis, John; Senator McSweeLey, Moncton; and D. G. Smith, Chatham. Nova Scotia-Messre. Campbell, Halifax; W. B. Moore, Kentville; Jameson, Digby. P. E. Island-Messre, Rattenbury, Charlottetows, Lefargey, M. P., Summerside and H. H. valatable

> Capt. Read said that in various parts of the world, the dog-fish is found on the tables of many persons and was largely

shipbuilding, of an ice breaking steamer the whole party proceeded to a point a way as the Canadian Express Company being provided for Sydney harbor, requiring quarter of a mile away where they witnessed has. The proposition seemed a fair one weight or measure of contents to be plainly the "shooting" of a well five hundred feet on its face, for the always strong argn marked on all cans or other goods-packages; deep with a charge of thirty quarts of nitreagainst giving municipalities the power to glycerine. They witnessed the whole protox non resident mechanics and laborers; in cess- the measuring of the depth of the weil favor of fast Atlantic service; of double- with a steel "line," the placing of the tracking the I. C. R.; of reduced freight explosive in the long tin cartridges by Mr.

otherwise go to the Intercolonial through learned, was landed at the company's works

genuine surprise to nearly all of the visitors to find how extensive the operations of the

Maritime Shipping interests were deal with by a resolution which was discussed considerable length asking the Dominiu Government to use its influence with the Imperial Government to have the portions of its treaties with European nations which The wells were producing a good deal of oil opened Canadian coasting trade privileges to variously stated to be from a barrel to 10 barrels a day each, the work of pumping

passed a big sloop apparently lying buried capacity before the party's train left. a meadow, but closer examination showed We were agreeably impressed with these

that it was a coal freighter from the Joggins wells and the whole undertaking. There is lying in one of the tidal creeks of the Petit no doubt about the oil being there is paying codiac, where she had been discharging coal quantities. Compared with oil fields in Outario and elsewhere those of Dover and sugines at the oil derrick . This coal, w St. Joseph seem to be most promising. Their successful working will depend mainfor about \$2 75 a ton. It must have been a ly upon the manner in which they are

his associates appear to know what to do to company were and to realise that everything bring about most satisfactory results. They was done in the most thorough and, at the intend to put down a pipe i ne from Dover same time, economical manner. The derricks and o her parts of the field to the refinery at used over the wells seemed to be everywhere St. Joseph and conduct the industry by the and from the vicinity of those in process of most modern and economical methods. drilling smoke was belohing from the stacks Their success sceme, therefore, to be assured of the steam boilers driving the engines, and we know that all who saw, for them while others were working the system of selve, the exhibits of last Thursday at pump-connections which ran in many direct Memramcook and vicinity will expect to jons allover the field of operations. Circular lears that the enterprising company is. wooden tanks of from 30 to 50 barrels can before many months, doing a business which acity receive the oil and water which the will repay them for the big outlay they pumps are steadily bringing up, the water be have made in establishing the important ing run off by a syphon device, leaving the oil industry there. within and in the upper portion of the tank.

The Canada Eastern.

Preparations for the new train service being very cheaply performed. After the on the Canada Estern Railway are being and seen the drill being worked at a new actively made by the officials of the bofing, they proceeded to St. Joseph, where Intercolonial Railway, acting in concert they were entertained at dinner in the big with those of the former road. Import. dinning hall of the University of that place. ant changes are to be made in the train-Rev. Father Cormier welcomed them in the running schedule, but it is probable that name of the president and gave the fredom the personnel of the staff will not be much of the buildings and grounds. The dinner. changed. Under the new management which was served by young ladies of the the pay of the men will, of course, be brought up to Intercolonial rates, which in the absence of the regular table staff, was will give them very material increases. a good one and it is needless to say it was After the first of September the station thoroughly erjoyed by the excursionists and freight agents, conductors, engineers after their ride in the train and by carriages over the thirteen mile drive they had and brakeman will appear more or less in through the bracing air of the delightful | the uniform of the government road.

Of most importance to the public. however, are the changes to be made in An appreciative speech by President Sumner of the Moncton Board of Trade was the train service. These will embrace most ably responded to by Father Cormier improved engines and cars, and faster and after many of the guests had examined running time. The daily express from Resolutions in favor of bonusing ste 1 different parts of the University buildings, Chatham will leave about 8.40 instead of two hours earlier than that as at present, and reach Fredericton by about one o'clock. It will leave Fredericton for for Chatham about two hours later than at present, or at about 6 p. m., reaching Chatham about 11, connecting, of course, at the Junction with the Martime rates between P. E I., and mainland points; Shaw, who does all the making and explod! Express. A mixed daily train will take

MONDAY-St Croix, 8 a. m., Eastport, Lubec, WEDNESDAY-Colvin Austin, 8 a m., Eastport, FRIDAY-St. Croix, 8 a. m., Eastport, Lubec, SATURDAY- Calvin Austin, 6.30 p. m., Boston

STEAMERS LEAVE BOSTON. MONDAY-Calvin Austin, 9 a. m., Portland, East-ort, Lubec and St. John

HARRY R.

Portland and Boston Lubec, Portland and Boston.

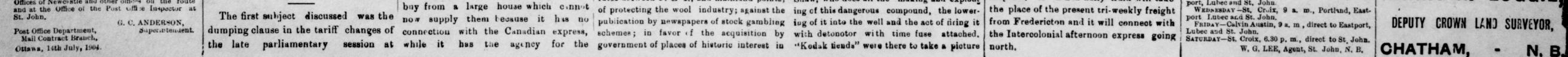
the dogfish were more numerous than in years before. The object is to lessen their number. Mr. Ross thought that the dogfi h cou'd be used as an article of food, and village who had volunteered for the purpose, canned for that purpose. Mr. J. E DeWole, Halifax, said that the dog tish had been already canned and had been ca en and found edible and very

The resolution was unanimously carried

ment in favor of competition could be

advanc d in support of it. There was also the argument in its favor that it would enable local fruit dealers in certain places in the Maritime provinces and Quebec to

One of the questions before the Board which developed great interest on the part of those in attendance was that of eaten. affirming the desirability of giving the Dominion Express Company the same running rights on the Intercolonial Rail-



sarrounding country.