

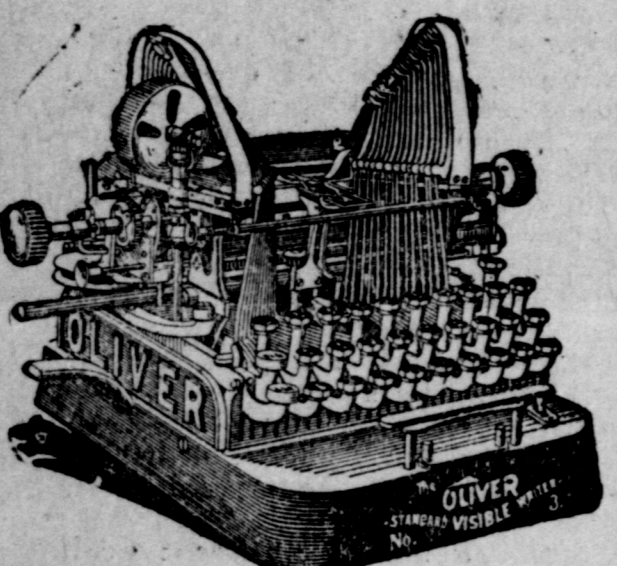
General Business. COMMON SOAP. ROUGH SKIN. Olive Oil and Cucumber Soap. Mackenzie's Medical Hall.

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

SPECIAL NOTICE. The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change the Saturday closing hours to 12 O'CLOCK, NOON, commencing on October 4th next.



Only high grade machine made in Canada. Long or short carriage interchangeable. In use by both great Canadian railways.

INTERCOLONIAL RAILWAY. TENDER FOR QUAY WALL OF CRIBWORK.

Sealed tenders, addressed to the undersigned, and marked on the outside 'Tender for Quay Wall, Halifax, N. S.' will be received up to and including THURSDAY, the 25th day of AUGUST, 1904.

MAIL CONTRACT. SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa on FRIDAY, the 26th AUGUST, 1904, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, from 1st October 1904 to 31st December 1908.

Miramichi Advance. THE DOMINION ELECTIONS. The question as whether there will or will not be a general Dominion election before the next session of Parliament is being actively discussed in many quarters.

We are not in the confidence of those who are managing the respective parties—if more than one really exists—in Northumberland, but it is gratifying to believe that the divisions which severed the Liberals here bid fair to cease and that the old-time unity will restore the County to its former place at Ottawa.

The Minister of Railways and Canals and the chief officials of the Intercolonial may resolve to place the whole duty of determining how the Canada Eastern Railway service shall be run in the hands of the Advocate. That paper is manifesting its usual activity in instructing those gentlemen in the matter, and they ought to be grateful to it for showing them the path of duty.

The annual session of the Maritime Board of Trade took place at Moncton last week. Its first sitting was on Wednesday forenoon and its last on Friday forenoon. There were five sittings in all, only one taking place on Thursday, as the delegates made a visit to the oil wells at Dover, St. Joseph and Memramouc on Thursday, from which they returned in time for an evening session only on that day.

Moncton Y. M. C. A., opened their large and well furnished assembly room to the Board for use as the place of meeting. 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.

Secretary Creed presented the record of the last annual meeting's proceedings in the form of a pamphlet and report of discussions—an improvement on the practice at the earlier meetings of the Board and in line with that introduced four years ago after the Kentville session.

Ottawa. It was shown, on the one hand, that there were many annoyances and even losses due to the different interpretations as to values by collections of customs. On the other hand it was pointed out by Mr. Hawke that all new tariff enactments of radical character had, in their inception, been accompanied by these difficulties.

The subject of forest fires and their prevention was brought up by Mr. Atlee representing a Nova Scotia board—Annapolis—who moved a resolution in favor of reforestation by replanting. In the discussion it appeared to be assumed that New Brunswick was as badly off as Nova Scotia had been because of want of governmental protection and Mr. W. M. Jarvis of St. John had the resolution so amended as to recommend the adoption by New Brunswick of the Nova Scotia system and an enactment applying to the County of Westmorland.

Mr. D. G. Smith showed that New Brunswick had, at present, a more efficient government system of protection than Nova Scotia had. Mr. Jarvis' amendment, however, was accepted and the whole resolution passed.

The desirability of encouraging immigration of a suitable class from Great Britain and Ireland to the Maritime provinces was discussed on its introduction by Mr. DeWolfe, from the Kentville Board, which had put the matter in the form of the following question: "What is the most advantageous way to advertise the resources of the Maritime provinces whereby a desirable class of British emigrants may be secured and retained as permanent citizens?"

It was shown that the immigration efforts of the Dominion Government were generally directed towards obtaining settlers for the West; the C. P. R. the same. Mr. DeWolfe moved that steps be taken to distribute information as to the resources of the Maritime Provinces among intending settlers in Canada. He said the Nova Scotia government had done nothing in that direction and it was time action was taken with the object of inviting attention to the opportunities existing in the Maritime provinces for the successful placing of desirable settlers.

Mr. W. S. Fisher, of St. John, seconded the motion and said we needed more people in the Maritime Provinces, and in some way more people should be procured to settle here. He believed that something along this line might be done. He had visited the Canadian Commissioner's office in London and also that of the Agent-General for New Brunswick, Mr. Duff-Miller, and found that they were without any books or pamphlets containing information for prospective settlers in New Brunswick. Mr. Miller complained of this and said he could use such matter to great advantage.

Mr. Campbell, of Halifax, Mr. Jameson, of Digby and Capt. Reed of Charlottetown spoke along the same lines. Mr. Smith of Chatham said there must be some mistake on Mr. Fisher's part in connection with his remarks as to the New Brunswick Agent-General, at least, having no booklets or pamphlets in reference to this province. He referred to the Stonehaven and Kintore settlements, as well as individual farmers established by the New Brunswick Government's efforts on the St. John river, to illustrated pamphlets by Mr. Hannay, Mr. Hickman and others which have been printed by thousands and circulated in the Mother country and said that whatever the neglect of other provinces had been in the matter, the government of New Brunswick had not been as remiss as Mr. Fisher appeared to think it was.

Mr. Jameson moved that the matter be referred to a committee who would submit a suitable resolution in reference to it. This was seconded by Mr. Smith and adopted. The committee subsequently reported a resolution as follows: "Resolved, that in the opinion of this Board, the governments of Nova Scotia, New Brunswick and P. E. Island should cooperate in the publication and distribution in Great Britain and Ireland, among a desirable class of prospective immigrants, of literature showing the advantages offered to settlers in the maritime provinces of Canada; and that committees consisting of three members of the Board from each of such provinces be appointed to bring the subject before the respective governments."

This resolution passed unanimously and the president appointed the following committee:—New Brunswick, Wm. M. Jarvis, St. John; Senator McCreedy, Moncton; and D. G. Smith, Chatham. Nova Scotia—Messrs. Campbell, Halifax; W. B. Moore, Kentville; Jameson, Digby; P. E. Island—Messrs. Rattenbury, Charlottetown; Lefargey, M. P., Summerside and H. H. Acorn, Alberton.

Ayer's Hair Vigor. Why is it that Ayer's Hair Vigor does so many remarkable things? Because it is a hair food. It feeds the hair, puts new life into it. The Hair Vigor cannot keep from growing. And gradually all the dark, rich color of early life comes back to gray hair.

Dominion Express in its own locality and a monopoly of the fruit business at points in Quebec and the Maritime provinces where that company exclusively has offices. It was shown that the Dominion Express Company is practically owned and controlled by the Canadian Pacific Railway, while the Canadian Express Company holds similar relationship with the Grand Trunk Railway.

The usual votes of thanks and the singing of the National Anthem closed the proceedings. The officers for the current year are:—President, E. K. Spence, Yarmouth; 1st Vice President, Capt. J. E. Reed, Summerside; 2nd Vice President, W. S. Fisher, St. John; President Res. Secretary, C. M. Creed, Halifax; Corresponding Secretary, G. H. Armstrong, Yarmouth; Auditor, M. G. DeWolfe, Kentville.

Yarmouth N. S. was selected as the place of the next annual meeting. The choice of Yarmouth was made on Wednesday evening and an Amherst representative endeavored to have it reconsidered next evening, on the ground that town's board had, a month ago, voted to invite the Maritime Board to hold the meeting of 1895 there, but he was too late in presenting the matter.

Thursday was an interesting day for the delegates, who were given an excursion to the section of country in which the New Brunswick Petroleum Company is operating. The party, numbering about one hundred and fifty, composed of members of the Maritime Board and leading business men of Moncton and vicinity, left Moncton about half past nine o'clock by special train which conveyed them to Memramouc 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 plains. Before reaching Dover the party passed a big slop apparently lying buried in a meadow, but closer examination showed that it was a coal freighter from the Juggins lying in one of the tidal creeks of the Point de la Riviere, the site of a discharging coal for the boilers of the Petroleum Company's engines at the oil derrick. This coal, we learned, was loaded at the company's works for about \$25 a ton. It must have been a genuine surprise to nearly all of the visitors to find how extensive the operations of the company were and to realize that everything was done in the most thorough and, at the same time, economical manner. The derricks used over the wells seemed to be everywhere and from the vicinity of these in process of drilling smoke was belching from the stacks of the steam boilers driving the engines, while others were working the system of pump-connections which run in many directions all over the field of operations. Circular wooden tanks of from 30 to 50 barrels capacity receive the oil and water which the pumps are steadily bringing up, the water being run off by a siphon device, leaving the oil within and in the upper portion of the tank. The wells were producing a good deal of oil variously stated to be from a barrel to 10 barrels a day each, the work of pumping being very cheaply performed. After the party had examined the pumping operations and seen the drill being worked at a new boring, they proceeded to St. Joseph, where they were entertained at dinner in the big dining hall of the University of that place. Rev. Father Cormier welcomed them in the name of the president and gave the freedom of the buildings and grounds. The dinner, which was served by young ladies of the village who had volunteered for the purpose, in the absence of the regular table staff, was a good one and it is needless to say it was thoroughly enjoyed by the exultants after their ride in the train and by carriages over the thirteen mile drive they had through the breezy air of the delightful surrounding country.

An appreciative speech by President Sumner of the Moncton Board of Trade was most ably responded to by Father Cormier and after many of the guests had examined different parts of the University buildings, the whole party proceeded to a point a quarter of a mile away where they witnessed the "shooting" of a well five hundred feet deep with a charge of thirty quarts of nitro-glycerine. They witnessed the whole process—the measuring of the depth of the well with a steel wire, the placing of the explosive in the long tin cartridge by Mr. Shaw, who does all the making and exploding of this dangerous compound, the lowering of it into the well and the act of firing it with detonator with time fuse attached, "Kodak heads" were there to take a picture

of the effect of the explosion, which was first heard as a distant detonation, accompanied by a slight jarring of the surrounding ground; then there was a spurt of black oil to the height of some twenty feet, followed by the arrival of the main force from the depths which brought up sand and shale followed by salt water, the latter blown in feathery spray to the height of about a hundred feet, presenting a spectacle at once grand and beautiful and well worth going so far to see. The wind carried the oil in sufficient quantity to cover the grass for a hundred feet in the leeward direction, and shale and sand were found spread out over quite an area in the vicinity.

Mr. Shaw next gave an exhibition of the 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 all—some two hundred feet away and setting it off with fuse and cap. It had been set on the ground with two spruce trees ten feet high on either hand, about six feet apart. The concussion blew one of these trees to two about three feet above the ground and sent the top twenty feet away while it made a hole two feet deep and four or five feet in diameter in the ground. The force of the explosion of the thirty quart jar first fired 500 feet down in the earth may, therefore, be well imagined.

The War. A St. Petersburg despatch of last Friday says:—A feeling almost akin to despair reigns in the much-tried Russian admiralty. The official report of Vice-Admiral Skrydloff (coming on the heels of known losses sustained by the Port Arthur squadron in its desperate sortie of Aug. 10, and the anxiety over the fate of the warships still unaccounted for, not only confirming the sinking but showing that the injuries sustained by the Gromoboi and Russia in the fight with Vice-Admiral Kamimura's squadron were even greater than anticipated) completes the crushing nature of the blow to Russia's ill-starred naval forces in the Far East. So far as the immediate future is concerned the Admiralty does not disguise the fact that the Vladivostok squadron is destroyed.

The effect upon the public is also most depressing. The only consolation found is in the words of praise bestowed on the officers and men and the unequal character of the fight, Russian naval experts by the system of co-efficients figuring that the inferiority of the Vladivostok squadron in armor and guns was 69 to 100. The chief mystery at the admiralty here is why Vice-Admiral Kamimura drew off when Admiral Jessen's ships were at his mercy. The only explanation is that his squadron must have suffered such frightful damage that it could not continue the battle.

The Japanese protected cruiser Tashirua found the Russian cruiser, Novik at Korsakovsk, Sakhalien island, on the morning of the 20th and attacked her effectively. On the morning of the 21st, the Novik, which had been heavily damaged, was stranded and partly sunk. The Tashirua was hit once in a coal bunker, but the damage has already been repaired. There was no other damage, nor was there a single casualty on the Japanese vessel.

A general appraisal of the Russian navy that was stationed in the war zone of the east shows that, for all practical purposes, it has been so badly decimated and battered by the Japanese as to have become useless as an effective force. The ships which are not permanently in good harbors and those that have not been sunk or otherwise destroyed are almost exclusively employed in efforts made for the purpose of evading meetings with the aggressive Japs.

A Brussels correspondent of the London Daily Telegraph says that 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 cannot 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 Canada Eastern. Preparations for the new train service on the Canada Eastern Railway are being actively made by the officials of the Intercolonial Railway, acting in concert with those of the former road. Important changes are to be made in the train-running schedule, but it is probable that the personnel of the staff will not be much changed. Under the new management the pay of the men will, of course, be brought up to Intercolonial rates, which will give them very material increases. After the first of September the station and freight agents, conductors, engineers and brakemen will appear more or less in the uniform of the government road.

Of most importance to the public, however, are the changes to be made in the train service. These will embrace improved engines and cars, and faster running time. The daily express from 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 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 Maritime Express. A mixed daily train will take the place of the present tri-weekly freight from Fredericton and it will connect with the Intercolonial afternoon express going north.

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

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CANADA EASTERN RAILWAY. IN EFFECT JUNE 13, 1904. Table with columns for Freight, Express, and Freight rates for various routes including Fredericton, Chatham, and Loggieville.

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

CANADIAN PACIFIC RY. TORONTO IN COMFORT EXHIBITION. BY THE CAN. PAC. SHORT LINE. RATES FROM ST. JOHN, N. B.: \$20.55 Going August 30th to September 8th, 1904. \$16.50 Going September 1st and 6th, 1904.

DENTISTRY! THINGS BOOMING. Henry G. Vaughan, D. D. S. OFFICE HOURS—8:30 a. m. to 1 p. m. 2 p. m. to 6 p. m. Saturdays—9:30 a. m. to 1 p. m. 7:30 p. m. to 9 p. m.

NOTICE RE TIMBER LIMITS. The Biggest, Brightest and All-Round Best Fair ever held in St. John, N. B., is already assured.

EASTERN STEAMSHIP CO. International Division. Time Table in Effect August 8, 1904. STEAMERS LEAVE ST. JOHN: MONDAY—St. Croix, 8 a. m., Eastport, Lubec, Portland and St. John.