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

—AT—

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall.

HICKEY'S

Drug Store.

PRESERVE YOUR HEALTH

Keep warm and enjoy the cold days by wearing a perfect-fitting, tailor-made

Frost King or Frost Queen Chamois Vest

Made of chamois, reinforced with flannel—light, soft and comfortable.

Like everything else in this store, these vests are guaranteed to give entire satisfaction.

Price, $2.00

FOR SALE BY

C. P. HICKEY, DRUGGIST,

CHATHAM, N. B.

EASTERN STEAMSHIP CO.

International Division.

WINTER Reduced Rates.

In effect November 2, 1903, to May 1, 1904.

St. John to Boston $3.50,
St. John to Portland 3.00

Commencing December 10, 1903, steamer leaves St. John at 3 a. m. Thursdays for Lubec, Eastport, Portland and Boston.

Returning from Boston at 9 a. m. via Portland, Eastport and Lubec Mondays.

WILLIAM G. LEE, Agent,
St. John, N. B.

WANTED.

A man to represent "CANADA'S GREATEST NURSERIES" in the town of Chatham and surrounding country, and take orders for

OUR HARDY SPECIALTIES

in Fruit Trees, small Fruits, Ornamentals, Shrubs, Roses, Vines, Seed Potatoes, &c.

Stock true to name and free from San Jose Scale. A permanent position for the right man on either salary or commission.

Stone & Wellington
FONTHILL NURSERIES
TORONTO - - ONTARIO
(over 800 Acres)
12.31.03.

Bank of Montreal.

ESTABLISHED 1817.

Capital (all paid up) $12,000,000
Reserved Fund 8,000,000
(TWENTY MILLION DOLLARS!)

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. This is the most convenient form for depositors, but deposit receipts will be issued to those who prefer them.

COLLECTIONS

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.

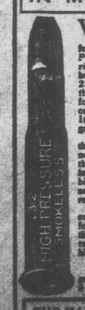
Until father notice, for convenience of customers, this Bank will be open for business from 9:30 a. m. on Saturdays. Other days as usual from 10 a. m. until 3 p. m.

R. B. CROMBIE,
Manager Chatham Branch.

Marlin

.32 Cal. High Pressure Smokeless

IN MODEL 1893



WE are prepared to furnish our full line of Model '93 rifles, solid and take-down, for the new .32 Caliber HIGH PRESSURE SMOKELESS cartridge. This size uses a 165-grain bullet and has a velocity of over 2,000 feet per second, making it the most powerful cartridge made for an American arm, with the exception of the .30-40 U. S. Army. It is sufficiently deadly for any game known in North America.

Another great advantage is that the barrel is bored and rifled (but not chambered) exactly the same as the regular .32-40 Marlin, one turn in 16 inches. This makes the use of black powder and lead bullets as satisfactory and convenient as in a regular black powder rifle.

This size is the first high-pressure arm developed in this country for a caliber larger than .30, and the first to use a slow enough twist to give best results with black powder ammunition.

Prices same as .30-30 MARLIN.

120-page catalog of rifles, shotguns, ammunition, etc., cover in colors, mailed for three stamps.

THE MARLIN FIRE ARMS CO.
NEW HAVEN, = CONNECTICUT

Miramichi Advance.

CHATHAM, N. B., - JANUARY 14, 1904.

A Session Before the Elections.

It is now the belief in political circles that there will be a session of parliament at Ottawa before the general election is brought on. This indicates that some new condition affecting the political situation has arisen within a month.

New Brunswick's New Minister.

Ottawa telegrams state that Hon. H. R. Emmerson has been telegraphed to by Premier Laurier, inviting him to Ottawa, where he is to enter the Dominion Cabinet to fill the vacancy caused by the resignation of Hon. A. G. Blair.

Mr. Emmerson was nominated for this position, soon after the vacancy occurred, by all the Liberal members of the Commons from the Maritime provinces, and there has been some speculation over the reasons why he was not sooner appointed. Better late than never, however.

She "Rules the Waves."

The preponderance of British shipping over that of any other nationality is well illustrated by the table of arrivals at New York from foreign ports for the year 1903, as recorded in the official books of the Barge office of that great United States port, for which we are indebted to the N. Y. Maritime Register.

Nationality.	Strs.	Sps.	Bks.	Bgs.	Scrs.	Totals
British.....	1,294	23	91	26	434	1,870
German.....	494	2	12	..	..	508
American....	438	5	24	10	199	676
Norwegian ..	321	..	16	..	..	337
French.....	99	2	7	..	..	108
Danish.....	74	..	3	..	1	78
Italian.....	138	6	23	..	..	168
Cuban.....	50	..	..	..	..	50
Dutch.....	104	3	2	1	..	110
Belgian.....3.	22	..	..	..	..	22
Spanish.....	40	..	..	1	1	42
Austrian....	31	1	..	..	..	32
Portuguese ..	18	..	..	1	1	20
Russian.....	4	..	..	..	..	4
Swedish.....	..	..	1	..	..	1
Greek.....	1	..	..	..	..	1
Total ..3,114		45	179	39	636	4,013

"American" means, we assume, United States, and the fact that vessels of that country do not have a greater share in the foreign trade of its principal port, which is about one fifth of that of the whole Union, shows how comparatively weak our big neighbor is in ocean-going tonnage. Naturally, vessels carrying the United States flag, would make a better showing as carriers in New York's foreign trade than in any other, yet Germany also makes a better showing in the table, while Norway is a fairly close competitor in the matter of steamers, the States making up its lost ground with its schooners. Eliminating from the list the 676 "American" vessels, it will be seen that British vessels carry more of New York's foreign trade than those of all other nationalities combined, the figures being, British, 1870; all others 1467.

An Ottawa despatch of Monday says:—Hon. Mr. Prefontaine has obtained the consent of his colleagues to get as many submarine bells for use on St. Lawrence river and Atlantic coast as it is deemed advisable. These bells were tested some time ago while the minister of marine was present, and he found them very satisfactory. The bells will be in use on the St. Lawrence during the coming season of navigation. Hon. Mr. Prefontaine will also establish five Marconi stations on the Gulf of St. Lawrence.

Mayor McClellan, of New York, on Monday, 4th inst., in accordance with the charter requirement, sent to the board of aldermen a general statement of the finances of the city, as well as his first message. The gross funded debt is placed at $485,063,094, and net funded debt at $334,169,491. The total increase for 1902 in net bonded debt was $25,452 730, and the total increase for 1903 in net bonded debt was $41,690,017, making a total increase for the two years of $67,142,747. In his message the mayor urges more attention to financial matters.

Wireless Telegraphy—Its Wonderful Development.

"Mr. Marconi has been devoting his time to perfecting wireless communication between England and Gibraltar for the purposes of the British Admiralty, but I confidently expect that regular communication will be established across the Atlantic at an early day."

Thus spoke Mr. John D. Oppe, general manager of the Marconi Company, who has just returned from Glace Bay, C. B., where he has been investigating the workings of the Marconi despatching and receiving station. The British Admiralty have been much interested in the efforts to ensure communication with Gibraltar and with warships in the Atlantic, and are well satisfied with the result. It will interest readers of the Herald to know that Mr. Marconi has successfully sent despatches from England to Gibraltar, across the Spanish peninsula and of course passing overthe Pyrenees.

Mr. Marconi was a passenger on the battleship Duncan en route to Gibraltar and messages were received daily during the trip. Oct. 29, the day the ship arrived at Gibraltar official messages of instruction from the Admiralty were received on board.

Messages were received at the station on the rock of Gibraltar from Poldhu, which prove that considerable areas of land and high mountains do not prevent the transmission or reception of messages by means of wireless telegraphy.

Mr. Oppe drew attention to the practical demonstration of the value of wireless telegraphy which was given when the steamer Kroonland disabled her steering gear, and had to put back to Queenstown. When the accident occurred passengers were able to communicate with their friends in Britain and America, and receive replies before the Irish coast was sighted. The captain was able to communicate with the agents at Antwerp and to receive an answer conveying instructions within an hour and a half.

These and other cases have amply demonstrated the thoroughly practical character of the invention, and fully justify the expenditure which the Canadian Government assumed some years ago in assisting Mr. Marconi. The station at Glace Bay, Mr. Oppe says, has been in constant communication with Cape Cod, a distance of between 700 and 800 miles, with the peninsula of Nova Scotia intervening.

The Government it is understood, has in contemplation the establishing of a number of stations in the Gulf of St. Lawrence, for the purpose of aiding navigation, and also one at Sable Island, which is situated 100 miles from the main coast of Nova Scotia in the direct line of vessels sailing from St. John and Boston, and within easy communication of the route traversed by New York and Liverpool vessels. A station will also be erected in Nova Scotia to connect with that at Sable Island, and one may be established at Cape Race.

In reply to a question Mr. Oppe said the reason another station might be needed on the Nova Scotia Mainland was that the Sable Island station would be tuned differently to the one on Glace Bay thus avoiding interference with one by the other.

Mr. Oppe points to the fact that on a recent voyage of the Lucania across the Atlantic that vessel was never out of touch with the land through either the station at Glace Bay or at Poldhu. He is quite satisfied that it will be only a short time when communication for commercial purposes will be established between Canada and England.

The Russo-Japanese Question.

"A high Japanese authority" gives the following synopsis of the matters which form the issue over which a rupture is threatened between Japan and Russia:—

"The statement that Russia has made concessions to Japan is not exact. Russia, in October, made certain concessions, which were accepted by Japan; subsequently withdrew them and assumed an attitude which left the Japanese little hope of reaching a satisfactory agreement.

"The Japanese Government, recognizing Russia's special interests in Manchuria, and wishing to regulate, once for all, all questions in the Far East, made the following proposals:

"Russia and Japan should mutually respect the independence and territorial integrity of China and Corea.

"To recognize reciprocally—Japan, the special interests of Russia in Manchuria; Russia, the special interests of Japan in Corea.

"To engage mutually: not to infringe—Japan, the commercial rights and immunities acquired by Russia in Corea; Russia, the commercial rights and immunities acquired by Japan in Manchuria."

Russ a declined the Japanese proposition and submitted a counter proposition providing for the creation of a neutral zone, extending from the China Corean frontier to Wengtan, on the coast, and to Pingyang on the west. This zone comprised almost a third of Corea.

"This took from Japan all guarantee of the protection of all rights in Manchuria and sequestrated a considerable part of Corea, where, without contradiction, Japan's interests preponderate and which every nation recognizes as being within the legitimate sphere of Japan.

"The proposal exasperated Japanese public opinion. Japan could not accept the proposal for these reasons:

"One — The definite occupation by Russia of Macchuria would be a permanent menace to the independence of Corea, which Japan must prevent at any price, for Corea is an advance post of Japan's line of defence, and the safety of Corea is a condition sine qua non of her own security.

"Two—Japan has, as other powers, rights and immunities in Manchuria, by virtue of treaties with China. These rights and immunities cannot be left to the mercy of Russia. The refusal of Russia to examine the Manchurian question denoted on her part the intention not to observe the rights of all nations in that region. Most evident among other proofs of this intention on the part of Russia were the occupation of Ang-Tung-Tcheng and the re-occupation of Mukden. Everyone knows that by the new treaties concluded by the United States and Japan with China, one city and two ports were to be opened to the commerce of the world. Ang-Tung-Tcheng and Mukden were the two ports chosen. By the occupation of these ports Russia prevented China from fulfilling the obligations of her treaties.

"In Corea, acts of Russia have closed the Yalu river to foreign commerce. Japan asked Russia, simultaneously with the United States and Great Britain, to open this region to international commerce. In occupying Yong-Wang-Pon (Yon-Gam-Pho) the only port in north Corea, Russia paralyzed the realization of this project. Japan then had reason to fear that letting Russia alone would result in closing the Yellow Sea and the interior of Manchuria to international commerce.

"In struggling with all her force against the pretensions of Russia in the Far East, Japan works not only for herself, but for all nations. Japan does not ignore the dangers and risks of an armed conflict with Russia, and does not embark upon it with a light heart, or as a fanfaronade. It will be less a struggle between races than a plan for the preservation of international commerce."

[Boston Globe, Jan. 8.]

Intercolonial Club's House.

HANDSOME STRUCTURE ON DUDLEY ST. FOR BENEFIT OF RESIDENTS FROM THE MARITIME PROVINCES.

Boston is to have another club and another clubhouse. This time it is the Intercolonial club of Boston, for former residents of the maritime provinces of Canada and their sons, either adopted or natural-born citizens of the United States, which has been established by a number of prominent business men of the city who left their native homes in the provinces and, coming here, have become identified with various successful business interests.

The club will be strictly sonsectarian and nonpolitical, and will appeal to the public entirely upon the opportunities it may have to offer for social and educational advantages, and in its aim always to identify itself with what is best for the community and with the highest ideal of American citizenship.

The club has already a large membership, and many among the most prominent representatives of the provinces in Boston have signified their intention to apply for membership.

A plot of land at 214 and 216 Dudley st., Roxbury, has been purchased for the site of the clubhouse, and a permit has been granted for a four-storey brick and stone building, and the plan shows a front of 70 feet on Dudley st. with a depth of 118 feet. The estimated cost is about $75,000, and it will be equipped with all modern improvements.

The main hall, to be known as the Intercolonial hall, will be 68 by 76 feet, and will be furnished with a large stage for theatrical purposes and spacious dressing rooms. There will be a parlor leading off the main hall, 30 by 40 feet, with a reception room adjoining 18 by 25 feet; a ladies' dressing room and a coat-room. The main hall will have a seating capacity of 1200 people and will be finished in quartered oak.

The fourth or balcony floor will have gentlemen's smoking and dressing room, reception hall and reception room. The balcony will seat 250 people and will have a large parlor adjoining.

The second floor will consist of large and finely appointed lodge rooms, a banquet hall capable of accommodating about 300 people, and constructed so as to be suitable for small dancing parties. This floor will also be provided with a kitchen and offices suitable for leasing to professional men.

The first floor will have stores; also clubrooms, reception, hall, parlor, ladies' parlor, committee rooms and library. It is intended to make the library one of the chief attractions for members and visitors, and to provide for it the works of the standard authors and the best current literature.

In the basement there will be a gymnasium, baths, bowling alleys and pool tables. The main stairway on the front will be eight feet wide, with marble steps, and elaborately furnished. The rear stairways will be four feet wide, constructed of iron and fireproof.

The present board of directors is Thos. E. Johns, 128 Minden st., Roxbury, pres.; A. C. Chisholm, vice pres., Dan. J. Chisholm, sec., James M. McDonald, treas.

The plans for the building have been drawn by John A. McEachern, architect. It is the intention of the trustees to begin operations as soon as possible and complete the building in the shortest space of time.

An Interesting Interview With Mr. Peter Turner.

Mr. Peter Turner, of Peking, an interesting ADVANCE interview with whom we published a few weeks ago, and who has since been the guest of Lt. Governor Snowball here—Mrs. Snowball being his aunt—left on Monday morning on the return trip to China. He went to St. John on that day, and is to take passage by the "Ionian" which leaves Halifax for Liverpool on Saturday night. While in St. John on Thursday afternoon Mr. Turner was interviewed by the Telegraph and gave that paper some interesting points in reference to matters in China and Japan, a few of which were not touched upon in his talk with the ADVANCE. The Telegraph says:

There's a gentleman at the Royal Hotel who knows the Chinese and Japanese as well as he does the Canadians, for he has lived for twelve years in China, though New Brunswick born. He is Peter Turner, a former Chatham man and now a resident of Peking. Speaking of the possible outcome of a war between Japan and Russia, Mr. Turner gave his opinion with confidence that Japan will undoubtedly win.

In an entertaining talk last evening, Mr. Turner spoke many things of interest about the land of the Mongolian. For himself, he briefly said he had been with Mr. Snowball on the North Shore of New Brunswick but, eighteen years ago, he went to the Pacific coast. After some time there he voyaged to Hong Kong with the idea of seeing the country and returning to Canada, but once there he decided to make it his home. He is in business in Peking.

THE FIGHTING JAP.

Speaking of the war probabilities, Mr. Turner said if Japan and Russia come together in martial conflict, the fight will principally be on the sea and Japan will be the victor. In his opinion supremacy will not be won by one big victory but rather the war game will be a wearing-out one. Showing Japan's better facilities for playing such a game, Mr. Turner says that Russia has but one docking place, Port Arthur, and the Bear there has facilities for repairing but two vessels. In the first brush there's liable to be some disabled vessels and while Russia has hospital room for but two, Japan has fourteen docks.

On land, Japan has a wonderfully well organized army and they are fighters as well as strategists. People, he says, don't fully appreciate the depth of the Asiatic mind and the Japanese tricksters to a nicety. The transport arrangements are grand and there are two years' provisions in store. The fighting, he thinks, would be principally on the borders of Korea and Manchuria.

Mr. Turner places no great reliance in the cable news about the situation. Knowing the country so well, he sees many mistakes in the despatches and from this argues that the correspondents do not know what they are writing of, or else are "making up" news. He depends fully, though, on the despatches of the London Times man, Dr. Morrison, whom he knows personally and whose worth he knows, too. Dr. Morrison's despatches may be relied on, he says.

JAPS ARE EXCLUSIVE.

The Japanese, Mr. Turner says, are an exclusive people, jealously guarding their business. Not even in light of the British-Japanese alliance will they allow a Briton, or any foreigner, to establish himself in business in any of the four open ports. A foreigner may do business, but it must be through a local man. He is not forbidden residence, however.

Mr. Turner says you don't see many Canadians in that far off country. He likes China very well and, having mastered the Chinese language, he is contented in that country.

OPENING FOR CANADA.

Mr. Turner says there's a great market for Canada in China if Canadians would go the right way about taking advantage of it. Flour, butter, hams, honey, preserves of all kinds, if put up properly can be well sold. Britain, Germany, France and the United States sell largely there the products peculiar to each country, and Canada could easily do the same. This trade would all be through Pacific ports, for the Atlantic seaboard is too far away from China. What the Canadian government should do, he says, is to send a commercial agent to China to permanently reside there. He should travel here and there in China, keeping Canada posted. He should also keep samples of what Canadian firms can supply, and be able, not only to tell what Canada can sell, but also to at once take orders. No doubt there would be commissions in this and when added to his salary, this position would be a pretty good one.

Britain, Mr. Turner says, has three such commercial attaches in China. The German, French and American consuls also act as so many boomers of trade for their countries. Mr. Turner believes Canada can do a good business but it will need attention such as he has described. The freight rates from the Pacific coast of this continent to the Orient are $3 a ton.

Mr. Turner came here on a holiday trip to his old home. He came to Vancouver and thence across the continent. After spending a couple of months here he is now returning to China and will sail on the Ionian next Saturday. Several North Shore gentlemen are going across to England on the steamer too. Mr. Turner, when he reaches Peking, will have been round the world—but "I've been round before," he laughingly said.

He says he knew the steamer Clallam which was wrecked on the trip from Seattle to Victoria Saturday. He travelled in her and says she is a cockle-shell craft. What you'd call a four story boat—one deck on water and three above. That she was beaten down by wind and wave, he can imagine, for the wind from the Pacific would have an awful sweep into Juan de Fuca straits when the Clallam went down.

Always Reliable.

We can always depend upon KENDRICK'S LINIMENT. It is always the same.

E. S. DIBBLEE.

St. John, N. B.

NEWS AND NOTES.

The railway constructed in Cuba by the Cuba Co., in which Sir Wm. Van Horne is largely interested, is now running trains from Havana to Santiago, 540 miles. The trip is made in 25 hours, instead of three days, with stop-overs at night, as formerly.

The barkentine "Ich Dien," Captain Iversen, owned by Zwicker & Co., of Lunenburg, N. S., made a record passage from Lunenburg, N. S., to Port of Spain, Trinidad, in ten days. The Ich Dien sailed on the morning of December 15 and arrived at Trinidad on Christmas Day. This vessel has established an enviable record for quick passages.

A St. John despatch of 6th says:—J. N. Gastonguay, engineer of Quebec, spent yesterday at Metapedia and will be in Moncton to-day to meet A. R. Watmore, provincial engineer, W. B. McKenzie, I.C.R. engineer, and General Manager Pottinger, to decide upon the best plan towards placing a passenger bridge on the piers of the railway bridge at Metapedia.

The Richibucto Review says: Last Wednesday evening after tea Mrs. Collins, a very old woman, who lived with her son, John Collins, on East Branch, left her home to visit a neighbor who lives some distance away. She had to pass through considerable woods and was evidently overcome by the cold. When found, which is reported to have been two days later, she was in a sitting position with her hands clasped, frozen to death.

A London press despatch of last Thursday says:

"The Marchioness of Donegal—who was Miss Violet Twining, of Halifax, N. S., before her marriage to the octogenarian Marquis—has come into prominence at Brighton. She was present at a fancy dress ball there, given by the Dumb Animals' Friends' League, and when the dancers became rowdy in lancers, she ordered the band to cease playing. This had the effect of bringing the rowdy element, which included representatives of many aristocratic families, to their senses.

The development of wheat raising in the Canadian wheat belt has been fostered greatly by British capitalists and they are offering strong inducements to attract immigration in that section. The Canadians are assisting as well and are making every effort to transport the crops to the seaboard. The latest company in that line is the Canadian Transit Company, Limited, which will engage in the transportation of grain and other products from the Great Lakes to Montreal. A large fleet of vessels will be acquired and a contract for twelve has already been concluded at the price of £275,000. The company will have a share capital of £200,000 and bonds to the amount of £135,000.—N. Y. Maritime Register.

A Fredericton despatch of last Wednesday says:

"The sad death of Valentine Babbitt, young son of George N. Babbitt, deputy receiver general, occurred at Boston this morning. The young lad had for the past year or two been engaged with his brother-in-law, L. Lee Street, in construction work in the Boston subway. Recently he became troubled with his head and had two operations performed for abscess. On Monday his condition became critical, and Mr. and Mrs. Babbitt proceeded to his bedside. The members of his family have the sincere sympathy of the community. The body will be brought here for burial."

A delegation from the St. John Exhibition Association went before the local government last week and applied for a grant for the exhibition it is proposed to hold in that city next fall. They asked that the government let them know as soon as possible what grant will be made so that they can forward their plans for the exhibition. They pointed out that the dates for the Halifax exhibition had already been decided upon—September 7 to 14.

The government informed the delegation that it would be a difficult matter to say what grant would be made until the provincial estimates should be prepared and submitted to the legislature, but the commissioner of agriculture would inform the association as soon as possible.

Steamer Clallam, of the Seattle-Victoria fleet, went down on Saturday midnight between Smith Island and Dungeoness, in the Straits of Juan de Fuca. Fifty-one persons were drowned. Every woman and child perished within three miles of shore. At the time when it appeared certain that the Clallam would founder a desperate effort was made to save the women and children in the life boats. They were placed in the first boat to leave the ship. Capt. Lawrence, a Yukon pilot, volunteered to command, and the boat was manned by deckhands. The frail craft went down within sight of the Clallam, and a second life boat, filled with male passengers, and in command of Second Officer Carrin, was probably lost a few minutes later. The total number of saved is 36.

The frequency of railway accidents, especially in the United States, in which scores of people have of late been killed, and the fact that many of them are found to have been due to carelessness in the observance of train orders by engineers and others addicted to the use of intoxicating liquors, has had the effect of making railway managers more exacting in the enforcement of the well known rules of all the greater roads, as well as of the laws on the requirement of sobriety of railway men when on duty. Public approval is expressed over the recent action of the Canadian Pacific Railway Company in making it known to its thousands of employees that drunkenness in any department will not be tolerated for a moment and one of the plans adopted is to be as severe as the law allows in cases where the safety of the public has been in jeopardy.

As a result of this, John Dandridge, an engineer running into Three Rivers, and Harry M. Hillman, another engineer, running into Indian Head, have been sent to gaol without the option of a fine. In the case of Dandridge, there is a sentence of six months, which is probably the longest sentence in a Canadian court for a like offense. Hillman's sentence was four months in gaol without the option of a fine. The wishes of the company in this important matter has been sent out from Vancouver to Halifax and strict attention to the order is promised.

A Shocking Revelation!

By their own evidence given before Munro Fulkerson, who is conducting the Chicago fire department investigation into the Iroquois theatre horror, the proprietors of the theatre showed that a worse condition of affairs existed than had heretofore been thought possible. The active managers pleaded ignorance of any precautions taken to prevent loss of life by fire at their theatre. They admitted failure to instruct employes in lighting fire and failure even to provide suitable appliances for use against flames. Their statements were corroborated by the testimony of twenty employes of the theatre. Noonan, who is the working manager of the theatre under the direction of Davis and Powers, admitted that eleven of the theatre exits were locked and bolted. Two of these exits leading to the front of the theatre on the ground floor, were locked, three additional exits on the north side of the ground floor were bolted, three exits on the north side of the theatre from the first balcony were bolted and three exits on the north side of the second balcony were bolted. The theatre seated 1,606 people and in addition to these 236 had been admitted after all the seats were sold, making a total of 1,842 people in the theatre, of whom 591 were killed. Manager Noonan declared that the two balconies, including seats and people standing, held 889 persons. Only three persons were killed on the first floor. This would make 588 deaths out of 889 people in the two balconies.

[Globe.]

Some Maine Figures.

The Maine State liquor agent sold in 1903 to the nineteen local agencies in the state liquor of different kinds to the value of $117,351, on which the profit to the state was $7,439, and the sum goes into the state revenue. This was an increase of $52,857 over the sales of the previous year. This great increase in the regular state sales is attributed partly to the more stringent enforcement of the state law against illegal selling. All kinds of liquors were supplied, "hard stuffs predominating; but the total includes a large amount of ale, wines and quite a little champagne." The observation is naively made by the Kennebec Journal that the sum received by the local agencies in the distribution of the liquor to their customers would undoubtedly show a much larger total than the $117 351 named above.

Another source of revenue to the Maine treasury is the fees for the organization of companies. There were 1,281 new corporations organized in Maine in 1903, against 1,268 in 1902. There was paid into the treasury $86 075 in fees for organizing new corporations, as against $80 675 for 1902. Fees for the increase of capital stock for previously existing corporations was $9 905 for 1903, against $7,570 for 1902. Thus the gain for the year in fees for organization of new corporations and for the increase of capital stock of old corporations was $7,335 over the amount received for 1902, being $95,570 for 1903, and $88,245 for 1902. The franchise tax on the companies for 1903 amounts to $53,000. As this tax for 1902 was $38,850, there is a gain of $14,150. This gain, with the gain of fees for new corporations, make a total increase of $21,485 over 1902.

Insurance companies, agencies, agents and brokers yielded the state treasury in 1903 a revenue of $16,970, an increase over the receipts of last year, and a considerable gain over the figures of 1893, in which year the receipts were $9,244.

Maine has ninety-three free libraries, fifty-six subscription libraries, exclusive of private collections. During the previous year over eighty-three thousand dollars were spent in the state in building further libraries contributed partly by the state in assisting towns which also helped themselves.

January McClure's.

The biggest thing, certainly, in the January McClure's is the article of Carl Schurz, "Can the South Solve the Negro Question?" It is absolutely masterly in elevation of thought and vigor of treatment; and will awaken discussion, much of which is bound to be vehement. Neck and neck with this article in political and social significance is the second chapter of Part Two of Miss Tarbell's "History of the Standard Oil Company," taking up "The Fight for the Pipe Lines." The other articles comprise one of A. W. Rehker's pleasing "Zoo" animal stories, "The Wild-Animal Surgeon and His Patients," the stirring account of "Tunneling Out of Libby Prison," by James M. Well... of the survivors of this daring epic.

Of fiction there is to suit everybody. Henry Wallace Phillips begins his new "Red Saunders" series by a rollicking account of the blossoming out of the Saunders Ranch. Myra Kelly has one of her inimitable child stories, "The Touch of Nature;" there is a tale of a highwayman in the good old English time of stage-coaches, by Eden Phillpotts, with the suggestive title of "A Pickaxe, and a Spade, a Spade;" a rushing fireman story, "Lieutenant Connor's Cowardice," by Harvey J. O'Higgins; a tragic and compelling story of Manila, "The Failure," by James Hooper; and a whimsical tale of love routing mathematics, "The Tree of a Thousand Leaves," by Alice Brown.

The January McClure cover is to be remarked. It is by Jessie Wilcox Smith, and one of the most beautiful child drawings, certainly ever made.

Ayer's

Ayer's Cherry Pectoral quiets tickling throats, hacking coughs, pain in the lungs. It relieves congestion, subdues inflammation. It heals, strengthens. Your doctor will explain this to you. He knows all about this cough medicine.

Cherry Pectoral

"We have used Ayer's Cherry Pectoral in our family for 25 years for throat and lung trouble, and we think no medicine equals it."
MRS. A. POMEROY, Appleton, Minn.

25c., 50c., $1.00. All druggists. J. C. AYER CO., Lowell, Mass.

for **Weak Throats**

Ayer's Pills greatly aid recovery. Purely vegetable, gently laxative.

ROYAL BAKING POWDER

ABSOLUTELY PURE

Makes the food more delicious and wholesome

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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.

Why not also get something in these lines for a friend just at this Christmas Season?

CANADA EASTERN RAILWAY.

IN EFFECT OCT. 12, 1903.

UNtil further notice, trains will run on the above Railway, daily (Sundays excepted) as follows:

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
6 40 a m	4 00 p m	..Fredericton,..	2 20	5 25
6 50	4 03	.....Gibson....	2 17	5 20
7 20	4 15	..Marysville,...	2 05	5 05
8 40	5 27	..Cross Creek,	..12 40 p m	2 50
10 15	6 25	..Boiestown,..	11 25	1 20
11 30 a m	7 10 ar	.. Doaktown,..	10 30	12 05 pm
	7 25 lv			
1 20	8 25	...Blackville,...	9 25	10 20
2 30	9 20 ar	Chatham Jct	8 25 lv	8 50
3 00	9 25 lv		8 00 ar	8 10
3 20	9 45	.... Nelson	7 40	7 50
3 40	10 05	....Chatham....	7 20	7 30
4 00 ar	10 20	.. Loggieville ..	7 00 a m	7 05 a m

Connecting with I. C. R.

GOING NORTH.

	MARITIME EXPRESS.	DAY EXPRESS
lv. Chatham,	10 25 p. m	12.40 p.m.
Nelson	10.55 "	12.55 "
Ar. Chatham Junc.,	11 15 a m	1.10 "
Lv. " "	11.30 "	1.30 "
Nelson	11.50 "	1.50 "
Ar. Chatham,	12.10 "	2.10 "

GOING SOUTH.

	MARITIME EXPRESS.	DAY EXPRESS
Chatham,	7 05 a. m.	10.20 a. m.
Nelson	7.10 "	10.40 "
Ar. Chatham Junction,	7.40 "	11.00 "
Lv. " "	8.30 "	11.50 "
Nelson	8. 0 "	12.10 p. m.
Ar. Chatham	9.10 "	12.30 "

The above Table is made up on Atlantic standard time.

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations— Derby siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield Carroll's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manser's siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

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. P. RAILWAY for all points East and West, and at Fredericton with the for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls and Presque Isle, and at Cross Creek with Stage for Stanley.

THOS. HOBEN, Supt. **ALEX. GIBSON, Gen'l Manager**

The Baird Company's

Wine of Tar Honey and Wild Cherry

A Lubricant to the Throat. A Tonic to the Vocal Chords.

The Baird Co., Ltd. Gentlemen,—My wife has used your WINE OF TAR, HONEY AND WILD CHERRY for cough and throat troubles, and finds it the best remedy she can get, and I find it the most satisfactory cough medicine I have in my store. My customers all speak well of it.

Springhill, N.S. W. GUIOU.

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Concert Pianiste and teacher of Piano, Pipe Organ, Theory &c.

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"The New Highway to the Orient."
"Westward to the Far East."
"Fishing and Shooting in Canada."
"Time Table with Notes."
"Around the World."
"Climates of Canada."
"Quebec—Summer and Winter."
"Montreal—The Canadian Metropolis."
"Houseboating on the Kootenay."
"Across Canada to Australia."
"Banff and the Lakes in the Clouds."
"The Yoho Valley and Greater Glacier"
"The Challenge of the Rockies."
"Western Canada."
"British Columbia."
"Tourist Cars."
"Worlds Fair, St. Louis, Apl. 30th to Dec. 1st, 1904."

Write for descriptive matter, rates, etc., to
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D P. A., C. P. R., St. John, N. B.

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MERIT WINS!

After six years, more Oliver Typewriters are being sold than machines of any other make.—WHY?

From fifteen to twenty-five per cent. more work can be done on the Oliver Typewriter than any other make.—WHY?

The Trust Typewriters are sold in Canada for from $20 to $30 more than in the United States.—WHY?

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The Grand Trunk Railway Company, and Canadian Pacific Railway Company use Oliver Typewriters for their heaviest work. WHY?

One hundred and sixty-seven Railroads, and a majority of the largest corporations in the world use Oliver Typewriters.—WHY?

The Carnegie Companies, Pittsburg, use 250 Oliver Typewriters, and no other.—WHY?

Merchants who do their own typewriting prefer the Oliver machine.—WHY?

If you cannot answer these questions and want to know, address, [Linotype Company, 156-158 St. Antoine St., Montreal.

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1,500 TO 2,000 CORDS

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BOX WOOD

delivered on cars on C. E. R. and I. C. R., or at my mill, South Nelson.

Highest Prices paid.

THOS. W. FLETT.

REMOVAL.

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.

Warning!

Any person driving faster than a walk over the south span or any other part of the Southwest Miramichi Bridge, parishes of Nelson and Derby, will be prosecuted according to law.

JOHN BATEMAN, Caretaker.

Nelson, 20th Oct., 1903.

Our New Term Begins Monday, January 4th.

The year now closing has been our Record Year. For this we thank our patrons, and will strive earnestly to deserve that 1904 will be even more successful.

We hold the right for exclusive use in New Brunswick of the latest and up-to-date Actual Business Practice. Send