General Business,

COMMON SOAP

WILL CAUSE ROUGH SKIN On Face and Hands.

Soap direct from the factory which next TWO WEEKS

3 Cakes for 10 cents. It is made from Pure Olive Oil and Mackenzie's Medical Hall,

DR. SHOOP'S

DR. SHOOP'S

Restorative. Restorative Pills. Rheumatic Cure. Cough Cure, Preventics.

always in stock and sold under Dr. Shoop's guarantee to refund money if they fail to do as repre-

ONLY AT

Bank of Montreal

MSTABLISHED 1817.

Capital (all paid up)
Reserved Fund (TWENTY MILLION DOLLARS!) IN THE SAVINGS BANK DEPARTMENT of this Branch, interest is allowed AT CURRENT RATES

COLLECTIONS

Manager Chatham Branch.

YOU ARE NOW PAYING FOR NOT HAVING AN OLIVER TYPEWRITER.



typewriter, you are paying for it by doing less work and in-

\$25.00 REWARD.

I will pay the above reward for such information as will lead to the detection and conviction of the

Chatham, N. B., June 13th, 1904,



SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until moon, on FRIDAY, THE 20rn AUGUST, 1994, for the conveyance of His Vajesty's Mails, on a proposed

mtawa, 14th July, 1904.

Miramichi Advance.

Corrupting the Young.

The "Yellow press" and other had influences—some of them, no doubt, Mr. McDade's harrangue in Chatham connected with school life and examples Masonic Hall and its inspiration on the -are probably responsible for conditions to which a correspondent of the Olive Oil and Cucumber New York Evening Pest calls attention. He deplores "the great and constantlygrowing evil and depravity among publishes some paragraphs from local children and young people," their "lack papers and gives credit to them therefor. of submission to authority," "desire to break rules and laws," "disobedience two columns on the same subject from and disrespect to parents," "discourtesy | the ADVANCE without any acknowledgto everyone, including old people," ment, while it editorally misrepresents inselence to supposed inferiors," this paper. "Evil cummunications "disregard for the comfort, safety, or corupt good manners," and we fear that oleasure of others," "habits of lying, between the "New Freeman" and the fighting, and using vile language," "World" is lessening the former's hold on making themselves nuisances on the the standards of justice and righteous streets," "doing everything which they ness. wish to de, no matter at what cost to

> Will the Globe Apologise to the Moose and Deer?

During last week two unusual things happened in St. John. A deer swam ashore, from somewhere in the harbor. at the market slip and had to be driven out of town. Next, a moose appeared in the streets and as it wandered about it Canada Eistern Railway, Mr. Emmerson uneatable venison. We hope that the supposed ruin of St. John's mercantile interests and its return to primeval constitutions. not the cause of those forest animals Any of the other remedies which it was so, it indicates that while ordinary reasons for which they were made, that satisfactory. But in 1894, in consequence of be realized under different conditions.

> ovince for thus deluding them. Lawlessness in Gloucester.

The net fishermen of Gleucester will 1894.... \$ 96,000 net fail, we hope, to take action to 1895.... 108,000 protect themselves from the edium which must attach to some of their 1897.... guild whe apparently attempted to kill fishery guardians on a recent Sunday, 1999.... 127,000 while the latter were examining some illegal nets at Salmon Beach. Guardian Wm. C. Good went to these Salmon There had been established some pulp indus-

if not encourage, both the violations of as the foregoing upon the lives of those give as the earnings after 1900. oreditable to those who share the respon-

the criminal laws at defiance. Mr. Tiffin en the Canada Eastren.

Speaking to the St. John Sun with regard 1902... 116,000 125,000 Tiffin said on Wednesday of last week, that while he had gone over the road his

The "New Freeman," which professes detection and conviction of the person or persons who broke into my store on Sunday night last. The information will be treated as confidential.

J. D. B. F. MACKENZIE,

The report of Mr. Tiffio. or of Mr. Mackenzie & Burpee, you said in reply to Mr. Emmer to Mackenzie & Burpee, you speken of the route of the road, the country spoken of the route of the route of Mr. Tiffio. or o local election campaign. It will be remembered that a number of these who were instrumental in bringing Mr. M. McDade here on that occasion found it necessary after the meeting on the interception of the canada the rolling tensor o it necessary after the meeting on the evening in question and for some time afterwards, to applegiase for the language he used and the condition he was in. Since that time he has been fairly careful in a public way as to his warfare on the ADVANCE and its editor, but the case of his friend of the Chatham "World" appears to have appealed to him as 13,000 per mile.

Ing to Mr. Schreiber the road and the roll-ing stock cost \$2,098,412, or an average of ing stock cost \$2,098,412, or an average of the cost of the analysis of the Intercolonial Railway territory by the Caoadian Pacific Railway and their presentation of the case. In Mr. Schreiber's report of May 9th, 1904. he gives us the cost of the road and then the case of the road and then the subject, but way.

ADVANCE and its editor, but the case of the Chatham "World" appears to have appealed to him as 1,768,000 or an average of about \$13,000 per mile.

Ing to Mr. Schreiber the road and the roll-ing stock cost \$2,098,412, or an average of the intercolonial Railway territory by the Caoadian Pacific Railway which would have a very material influence which from Fredericton and the heart of the proving and the heart of the proving stock oost \$2,098,412, or an average of the intercolonial Railway territory by the Caoadian Pacific Railway which would have a very material influence which would have a very material influence of questions en this branch of the subject, but were met with the facts and figures until they subsided. Continuing Mr. Emmerson and that further twelve months ending 20th of January 1904, there was shipped from the returns made by the coat per mile. The total cash coat he put down at \$1,768,000 or an average of about \$13,000 per mile.

Mr. Emmerson—Just the same as We pay the same as We on FRIDAY, TER 20rd AUGUST, to the conveyance of His Valgestry's Mails, on a proposed Contract for four years, three times or west either way, between NEWGASTLE and REBUBANK from the last October next.

Printed notices containing further information as to conditions of proposed Contract may be seen and the content of the Charles of th

falsely intimate that the ADVANCE has been "calling names," etc. If, however, the "New Freeman" and those in whose

interests it is published think that chan-

pionship of that kind is its proper

mission, people hereabouts will become

as much ashamed of it as they were of

in dealing with the late tour of a distin-

guished visitor to the North shore,

In the same issue, it appropriates about

Canada Eastern Railway.

nine worm syrup.

follows:

Year Earnings.

1896.... 122,000

1898.... 127,000

127,000

127,000

results were as follows:

*Deficit.

amount.

68,000

77.000

83,000

86,000

91.000

99,000

This falling of your hair! Stop it, or you will soon be bald. Give your hair some Ayer's Hair Vigor. The falling will stop, the hair will

Hair Vigor grow, and the scalp will be clean and healthy. Why be satisfied with poor hair when

you can make it rich? "My hair nearly all came out. I then tried Ayer's Hair Vigor and only one battle stopped the falling. New hair came in rest thick and just a little curly."—MRS. L. M. SMITH, Saratogs, N. Y.

Thick Hair

that direct.

McLEAN'S Vegetable Worm Syrup-the kind your mother used, the original and gen-Mr. Emmersen-The Canada Eastern, i upwards of \$15,000 per mile, while Mr. Schreiber gives the eash cost at \$1,768,000 or \$13,000 per mile. In that way he gives what is known as the present value of the committee on Hon. Mr. Emmerson's road to be \$1,221 220. Mr. Gourley-Does this include the roll-

> ings, but of late all the net earnings and more were used to recover lost ground,

The business of the road, during the first | through a country excellent in every respect, making their way to the commercial metropolis of the province. If, however, it was so, it indicates that while ordinary lated apparately, was not very great. Indeed, for the first year or two after the directions—if you take that aspect of the A Tol Any of the other remedies which readers have laughed at the Globe's amalgamation of the several railway under railway you will realize that from a business might not be in stock will be readers have laughed at the Globe's the corporate name of the Canada Eastern, standpoint it possesses potentialities that procured for anybody wanting criticisms and fully understood the ulterior them.

paper's dire warning at least found the growing importance of the towns which . The Minister next quoted from report of were lured to the bustling city in the which was paid by the management to the 1897 stating that it would be a great disexpectation of finding that the forest had business interests of that section, the road advantage if the Canada Esstern fell into sclaimed it. The Globe should seemed to make very considerable progress. the hands of the Canadian Pacific. At that apologize to the meese and deer of the The gress carnings of the road and the time it was said that the Canadian Facilic expenditures and net earnings were as was to purchase the road.

Now in the resolution under the censider ation of the committee, it is asserted that it Expenses. Ret ation of the committee, it is Expenses. is expedient to authorize the Governor in \$65,000 \$31,000 council to secure this road, that is the effect 40,000 of it, and to run is as a part of the Inter-45,000

36,000 the Intercelonial system.

It must be obvious to all that the 38 000 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 of both salmon and grilse in the swings of both salmon and grilse in the swings them.

There had been established some pulp industries, one particularly at Chatham, a cotten will also was established at Marysville, and of both salmon and grilse in the swings of both salmon and grilse road. A difficulty arose however, in connection to Riviere du Loup, it will be made at all points in Canada and the United States at most favorable rates.

SPECIAL NOTICE.

The Chartered Banks in Chartand, N. B. and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, and while the saturday closing hour to 12 O'CLOCK, NOON, commencing on October 4th next.

Until futher notice, for convenience of cuestomers, this Bank will be open for business from 9.30 a no. on Saturdays.

There seems to be a disposition on the shore from a right and the boat in which I and my companions were was floating to the west into as the whether it has traffic and it became a question and the traffic and it became a question and the traffic and it became a question and took while this was progressing the forward magazine exploded, killing from Monctonte Riviere du Loup, it will be recognized that it would be necessary to maintain its control over that section at least. We recognize the that the fact that the later colonial has to skirt that the Maritime Provinces and we recognize the fact that the Intercolonial bas to skirt that great stretch of country around the southern of country around the southern whole section, running from Monctonte Riviere du Loup, it will be recognized that it would be necessary to maintain its control over that section at least. We recognize the fact that the traffic say from maintain its control over that section at the traffic say from maintain its control over that section at the traffic say from maintain its control over that section at the traffic say from Monctonte Riviere du Loup, it will be recognized that it would be necessary to maintain its control over that section at the traffic say from maintain its control over that section at the traffic say from maintain its control over that section at the traffic say from maintain its control over that section at the traffic say from monctone of the Valadivoy over.

The Chartered Banks in Chartand, N. B. and of one standard provided wings and and the traffic say from monctone at the traffic and the traffic s the Department at Ottawa to condone, if not encourage, both the violations of the fishery laws and even such attempts the farguing upon the lives of those Mr. Emmerson—No; 1 propose to give towns, and the traffic arising therefrom is is a sad condition of affairs and not you the earnings after that. A great procreditable to those who share the respon-sibility of setting both the fishery and the Canadian Pacific Railway, and the Intercelonial today has no connection with the heart of the Province of New Brunswick: Year Gross Expenses. Net Earnings.

1901... \$133,400 \$121,000 \$12,400 it does not reach that great, rich and John valley. It is true that the Canada and restores con *9,000 to the Canada Eastern Railway, Mr. 1903... 116,000 113,000 3,000 Eastern has been able to make a very satisfactory rate, and if that were to continue it I may say with respect to this that the would not be so impertant, from that improvements may be necessary. He thinks the roadbed is in fairly good shape, but of course general section work will be required.

The rolling stock, too is very good so far as it goes, but there is not nearly enough of it for the work the I. C. R hopes to do. This stock will have to be added to until the road is fully equipped.

Asked about the shops at Gibson, Mr.

Asked about the shops at Gibson, Mr.

Were to become the property of a rival corporation, the Intercolonial would be opposition, the Intercolonial would be outered to the from the centre of the province. Acquire the Canada Eastern and for the work the I. C. R hopes to do. This stock will have to be sadded to until the road is fully equipped.

Asked about the shops at Gibson, Mr.

The War.

The past week has been one of great disaster for the Russians, chiefly by sea. A despatch from Viceroy Alexieff to the Czar says: "At dawn of August 10 our Port Arthur squadron began to make for the open sea and emerged from the port at 9 o'clock. The squadron consisted of six battleships, the cruisers Askold, Diana, Pallada, and Novik, and eight torpedo boats. The Japanese opposed us with the following force. A first detachment consisting of the battleships Asahi, Mikasa, Fuji Yashima and Shikishima and the cruisers Nisshin and Kasuga; a second detachment consisting of the cruisers Yakuma, Kasagi Chitose and Takasago; and a third detachment consisting of the cruisers Akitsushima, Idsumo, Mafftsushima, Itsukushima and Nashidate and the battleship Chin Yen, with about thirty torpedo boats.

"Our squadron manoeuvred to gain a passage through the line of the enemy's ships. Meantime the Japanese torpedo boats were laying floating mines in the way of our squadron, thus rendering evolutions

very difficult. "At 1 p. m. our squadron, after forty minutes' fighting, succeede in effecting a passage and shaped its course towards Shantung. enemy, following at full speed, caught up with us slowly and at five o'clock fighting again began and continued for some hours withou

either side gaining any advantage.

"In the battle the commander of our squadron was killed and the captain of the battleship Czarevitch was wounded and lost consciousness. Almost at the same time the engines and steering gear of the Czarevitch were damaged and she was obliged to stop forty minutes. This forced the other ships to manoeuvre around her. The command of the squadron devolved upon Rear Admiral Prince Ouktomsky and

their refure, atate the cost of this road at the command of the Czarevitch upon the second in command. The Czarevitch was only able to make for Kiaochou where sh arrived steaming only four miles an hour and practically a ruined ship beyond repair for use in the present war. Three other Russian ships have since arrived at the same port and have been required to haul down their flags and dismantle.

was beset by all kinds of people, shot at by kodak fiends and attacked by dogs; and when it was about worried to death it was taken to "the park" or some other suburban spot where it stiffened into unestable resister. Well very fully into the subject, giving a large for the law of it, presumably as understood in the Railway Department, and also of the Czarevitch, which was merely stated in the official report is due to the fact that Admiral Withoft and most of his officers were gathered that, for some years, the standard of the road was not kept up out of traffic earn-

One of the most important features of Captain Matousevitch's despatch aside from its grimly brief account of the battle is the detailed ditions, suggested by the Globe as a consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the consequence of the government's acquisition of the Canada Eastern Railway, was not the consequence of the conada Eastern Railway acquisition of the consequence of the consequ statement of the make up of Rear Admiral Togo's fleet which consisted indication of Japan's naval force, which Admiral Togo has hitherto

> A Tokio despatch of 14th gives the casualties sustained by the Japanese in the action of 10th as follows:-On board the battleship Mikasa, Admiral Togo's flagship, there On board the battleship Mikasa, Admirai 10gos hagship, where four officers and 29 men severely wounded and four officers and nine men slightly wounded, while the armored cruiser Yakumo had

one officer and 11 men killed, and ten wounded; on board the armored Freight Express dredence with the lower animals, which that railway serves and of the attention Mr. Schreiber and Mr. Mackenzie made in cruiser Nisshin, seven officers, and nine men were killed and two officers and fifteen men were wounded. Ten men were wounded en the armored cruiser Kasuga. The torpedo boat destroyer Asagira had two men killed. On board the torpedo boat No 38, one man was killed and eight

> The Russians are appealing for the sympathy and intervention of the French, German and United States governments against an alleged infraction of international law by the Japanese. It seems that two 45,000 colenial system. It might be desirable for 44,100 me to point out why the Intercolonial should gave chase to the Russian destroyer Ryeshitelni, which took shelter in 41,000 want, why this road should become a part of the harbor of Che Foo. The Japanese senior captain, after waiting outside for the destroyer sent a lieutenant to the Russian with a message to the effect that the Japanese commander expected These expenses included the expenditure geographical conditions surrounding that him to leave by dawn or surrender. The Russian commander refused generally, comprising the betterments. railway make it desirable that that read to comply with either demand and while the conference was still going become part of the Intercolonial system. on he was heard instructing his men to blow up the ship.

At the same time he caught hold of the lieutenant and threw him The Japanese interpreter was next thrown overboard by some THOS. HOBEN, Supt. While this was progressing the forward magazine exploded, killing

Use if futher notice, for convenience of customers, this Bank will be open for businesses from 9.30 a. in. on Saturdays.

There seems to be a disposition on the businesses from 10 a. in. until 2 m. m.

There seems to be a disposition on the part of those who influence the action of 2 m. m.

There seems to be a disposition on the part of those who influence the action of 2 m. m.

There seems to be a disposition on the part of those who influence the action of 2 m. m.

There seems to be a disposition on the part of those who influence the action of 3 m. m.

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There seems to be a disposition on the saturday.

There seems to be a disposition on the saturday.

There seems to be a disposition on the saturday.

There seems to be a disposition on the serving for the Canada Eastern would not about to very much at all; but as the traffic went by way of the Canada Eastern would not about to the success.

Challeurs, and thence on down to Moneton.

Challeurs, and thence on down to Moneton.

The Department at Ottawa to condone. resulted in a complete Japanese victory. The Russian cruiser Rurik was sunk and the cruisers Rossia and Gromoboi fled to the northward

having sustained serious damage.

Vice-Admiral Kamimura cables the navy department that the injuries inflicted upon his vessels were slight. Four hundred and fifty of the men on board the Rurik were

scued by the Japanese. The strength of the fleetunder Vice-Admiral Kamimura is not known, but it is presumed that he had the Adsuma, Idsumo, Iwate, Takashiho and other light cruisers. Tokio is joyous over the news as it gives Japan mastery of the sea

A press despatch says:— Vice Admiral Kamimura after months of weary and patient wait-I may say with respect to this that the inspection was not of such a close character as would determine just what improvements may be necessary. He inspection of the Intercolonial system; but if it were to become the property of a rival improvements may be necessary. He inspection of the Intercolonial system; but if it were to become the property of a rival corporation. The Intercolonial would be so important, from that the standard and sent the cruisers Gromoboi and Rossia fleeing back from the fight.

Asked about the shops at Gibson, Mr.

Tiffin said he did not think any work would be lost to them on account of the transfer of the I. C. R., but rather that

transfer of the I. C. R., but rather that

condition of the bridges became such that it can reach the flourishing settlements along the shores of the St. John river on both sides are being needlessly slaughtered—all due to the Russians and, more than that, you place it in a position of the bridges became such that it can reach the flourishing settlements along the shores of the St. John river on both sides are being needlessly slaughtered—all due to the Russians and, more than that, you place it in a position of the bridges became such that its surrender is daily expected. Meantime many on both sides are being needlessly slaughtered—all due to the Russians and, more than that, you place it in a position of the bridges became such that its surrender is daily expected. Meantime many on both sides are being needlessly slaughtered—all due to the Russians and, more than that, you place it in a position of the bridges became such that its surrender is daily expected. Meantime many on both sides are being needlessly slaughtered—all due to the Russians and, more than that, you place it in a position of the bridges became such that its difference is daily expected. Meantime many on both sides are being needlessly slaughtered—all due to the Russians and more than that its surrender is daily expected. Meantime many on both sides are being needlessly slaughtered—all due to the Russians and more than that its surrender is daily expected. The shores of the St. John river on both sides are being needlessly slaughtered—all due to the Russians and more than that its surrender is daily expected.

it by doing less work and inferior work than if you had a machine.

If you have an inferior machine, it will pay you to get one which will produce the best results, and save the difference.

WHY DO THE GREAT RAIL WAYS BUY THE OLIVER?

CANADIAN OLIVER TYPEWRITER COMPANY,

156-8 St. Antoine St., - Montreal.

If you have an inferior machine, it will be dead be dead. Having a greater relling stock would be necessary, and it was found that in an accusated by save the difference when shops at Gibson are as convenient.

Mr. Tiffia added that although nothing definite had as yet been discussed the service on the Canada Eastern will be greatly improved. "It is true," said be, "that there have been a number of trains rounning daily on the read, but the present service is nething to what we were made all along the present service is nething to what we will pay you to get one which will produce the best results, and it was found that in accusated from the heart of the number of trains rounties at the point to the report of the save the out of the intercolonial Railway and the was found that in an accusated by referring the convenient of the trains and report of the laterocolonial railway; but I am accusated the service on the Canada Eastern will be greatly improved. "It is true," said he, "that there have been a number of trains rounning daily on the read, but the present service is nething to what we were made all along the produced each year for the late two condition of this the freight arrangements over the Intercolonial Railway and it was found that in all the was found that in all the search of the freight arrangements over the Intercolonial Railway in the freight carning was not only expended all its earning. Whe made are the freight arrangements over the Intercolonial Railway and the was found that in all the freight arrangements passed the bill, and I do not think the expended each year for the last three or transfer will take very long to Mr. Emmerson—I have not the actual another corporation making connections with invade that territory. They would be Intercolonial railway can take that traffic amoust.

the American and western markets by means

the American and western markets by means

ompetitors with the Intercolonial Railway

of the Canadian Pacific Railway and you and by reason of the greater distance to the out off the earning power of the Intercolonial American market they would practically out benefit of the haul over the Intercolonial it here.

Mr. Emmersen—There is a return, however, I shall come to that as I proceed.

It the report of Mr. Tiffic or of Mr. Mackenthe report of Mr. Tiffic or of Mr. Mackenthe report of Mr. Tiffic or of Mr. Mackentrade which e ignates along the line of the bound freight.

1.067.14 1.270.01

ANDERSON, Supernotement In car-loads to United States points via Wender, no doubt, why the "New Freeman" should go out of fis way to assist and Window, one of the nicest countries in reconstructing that Miramichi sulphite mill Mr. Ecamerson—My hon. friend is anxious and Window, one of the nicest countries in reconstructing that Miramichi sulphite mill Mr. Ecamerson—My hon. friend is anxious only Dr. Mamilton's Pills, Price 25c.



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.

Between Fredericton, Chatham and Loggieville. m 4 30 p m. Fredericton, 1 15 4 40 4 36Gibson. 1 12 4 35 Lv. 44 4 46Maryavile, 1 10 p m 4 15 5 55 ...Cross Creek, 11 45 2 15 Ar. Chatham, 6 50 .. Boiestown,.. 10 43 12 45 pm GOING SOUTH.

above Table is made up on Atlantic standard time,

The trains between Chatham and Fredericton will also step when Stations— Derby Siding, Upper Nelson Boom, Chelmstord, 3rey F Carrol's, McNames's, Ludlew, Astle Crossing, Clearwater, Portage Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding,

CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY C. P. RAILWAY for Montreal and all points East and West, and at Fredericton with the C. P. RAILWAY for St. John and all points West, and at Gloson with Changlian Pacific for Woodstock, Houlton, Grand Falle, Edmundston and Presque Isle, and at Fredericton with Star Line Steamers for St. John and points

ALEX. GIBSON, Gen'l Manager

CANADIAN RY.

LABORERS' EXCURSION

13.50 '' " P.E.I. R. " in P.E. Island

GOING DATES: August 31st, 1904, From Nova Scotia East of New Glasgow. Sept. 1st, 1904, from Nova Scotia West of New Glasgow.
Prince Edward Island and New Brunawick.

ONE-WAY SECOND CLASS TICKETS TO WINNIPEG only will be sold, with other points it Manitoba and Assinihoia.

If purchasers engage as FARM LABORERS at Winnipeg (provided such FARM LABORERS will work not less than 30 days at harvesting, and produce Certificate to that effect), they will be Returned to Original Starting Point at rates shown above on or before November 30th, 1904.

Tickers WILL BE ISSING TO WOMEN as well as Men, but will not be Issued at Half-Rate to Children. LaTickets not good on Ocean Limited on Intercolonial Railway or Imperial Limited Express Trains on Canadian Pacific Railway.

For further particulars apply to C. B. FOSTER, D. P. A., C. P. R , St. John, N. B.

DENTISTRY! INTERCOLONIAL RAILWAY.

Henry G. Vaughan, D. D. S. Office Hours:—9.30 a.m. to 1 p.m. 2 p.m. to 6 p.m. Wednesdays—2 p, m. to 6 p, m. Saturday—9.30 a.m. to 1 p. m. 7.30 p, m. to 9 p, m; GAS ADMINISTERED. PAINLESS BENTISTRY A SPECIALTY.

OFFICE-OVER MACKENZIE'S MEDICAL HALL CHATHAM, N. B. Stone Station at Sybney, C. B.
Plans and specification may be seen at the office
of the Station Master, Sydney, C. B., and at the
Chief Engineer's office, Moncton, N. B., where forms
of tender may be obtained.
All the conditions of the specification must be
complied with,

NOTICE RE TIMBER LIMITS.

Notice is hereby given that Martin Fox has been ppointed guardian of the limits formerly held by he Martine Sulphire Fore Co. (Limited and hat trespassers en same will be prosecuted.

HARRY R. LOGGIE. DEPUTY CROWN LAND SURVEYOR.

CHATHAM, - N. B.

EASTERN STEAMSHIP CO



Division. August 8, 1904.

STEAMERS LEAVE ST JOHN Monday—St. Croix, 8 a. m., Eastport, Lubec, ortland and Boston,
Whidnesday—Colvin Austin, 8 a. m., Eastport, WEDNESDAY-UTILI AUSTIN. S. Labor, P. Lubec, Lubec, P. Lubec, P. Lubec, P. Lubec, Lubec

Is liable to cause griping pains, but Dr.

Mamilton's Pills of Mandrake and Butternut never gripe er cause any pain whatseever.

The mildest and most effective physic. Su recurs for headache and billiousness. Uses only Dr. Hamilton's Pills, Price 25c.

STEAMERS LEAVE BOSTON.

Monday—Calvin Austin, 9 a. m., Portland, Eastport, Lubec and St. John.

Wedden Mandrake and St. John.

Friday—Calvin Austin, 9 a. m., direct to Eastport, Lubec and St. John.

Saturday—St. Croix, 6.30 p. m., direct to St. John.

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

MISS E. F. LYON

Tender For Station.

FRIDAY, AUGUST 19TH, 1904,

r the construction and completion of a Brick and one Station at Sydney, C. B.

ASSOCIATE OF THE LONUON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALINT. CHATHAM, N. B. CONCERT PIANISTE AND TEACHER OF PIANO, PIPE ORGAN, THEORY, &c.)

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