

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 sell for the best TWO WEEKS

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We are recommended by

Mackenzie's Medical Hall.

DR. SHOOP'S REMEDIES.

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

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

ONLY AT HICKEY'S DRUG STORE.

Bank of Montreal.

ESTABLISHED 1817.

Capital (all paid up) \$12,000,000 Reserve Fund \$5,000,000 (TWENTY MILLION DOLLARS)

IN THE SAVINGS BANK DEPARTMENT

of this Branch, interest is allowed AT CURRENT RATES

on sums of \$5.00 and upwards and paid or compounded twice a year, on 30th of June and 31st December.

COLLECTIONS

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

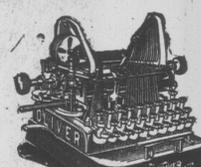
SPECIAL NOTICE

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 further 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 5 p. m.

R. H. CROMBIE, Manager Chatham Branch.

YOU ARE NOW PAYING FOR NOT HAVING AN OLIVER TYPEWRITER.



If you haven't got any typewriter, you are paying for 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 RAILWAYS BUY THE OLIVER?

CANADIAN OLIVER TYPEWRITER COMPANY, 156-8 St. Antoine St., Montreal.

\$25.00 REWARD.

I will pay the above reward for such information as will lead to the 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. R. MACKENZIE, Chatham, N. B., June 13th, 1904.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon on FRIDAY, THE 19th AUGUST, 1904, for the conveyance of the Miramichi mail, on a proposed contract for four years, to be determined by the Postmaster General.

Sealed tenders should be addressed to the Postmaster General, Ottawa, and should be accompanied by a copy of the contract form, which may be obtained on application to the Post Office at Chatham, N. B.

Post Office Department, Ottawa, 19th July, 1904.

Miramichi Advance.

ORIGINATED BY AUGUST 18, 1904.

Corrupting the Young.

The "Yellow press" and other bad influences—some of them, no doubt, connected with school life and examples—are probably responsible for conditions to which a correspondent of the New York Evening Post calls attention. He deplores "the great and constantly growing evil and depravity among children and young people," their "lack of submission to authority," "desire to break rules and laws," "disobedience and disrespect to parents," "disrespect to everyone, including old people," "insolence to supposed inferiors," "disregard for the comfort, safety, or pleasure of others," "habits of lying, fighting, and using vile language," "making themselves nuisances on the streets," "doing everything which they wish to do, no matter at what cost to others."

Will the Globe Apologize 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 pier and had to be driven out of town. Next, a moose appeared in the streets and as it wandered about it was beset by all kinds of people, who by kodak lenses 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 in an unbecoming position. We hope that the supposed ruin of St. John's mercantile interests and its return to primal conditions, suggested by the Globe as a consequence of the government's acquisition of the Canada Eastern Railway, was not the cause of those forest animals making their way to the commercial metropolis of the province. If, however, it was, it indicates that while ordinary readers have laughed at the Globe's criticism and fully understood the ill-fated reasons for which they were made, that paper's dire warning at least found credence with the lower animals, which were lured to the bustling city in the expectation of finding that the forest had been taken to the city. The Globe should apologize to the moose and deer of the province for thus deluding them.

Lawlessness in Gloucester.

The net fishermen of Gloucester will not fail, we hope, to take action to protect themselves from the eddium which must attach to some of their boats, and we trust that the fishery guardians on a recent Sunday, who the latter were examining some illegal traps at Salmon Beach. Guardian Wm. C. Good went to those Salmon Beach nets on two Sundays in July—on the 10th and 17th—and found numbers of both salmon and prills in the wrong and illegal traps. In his solemn declaration he says: "While I was examining the outside swing of one of these traps, I saw and saw my companion was floating on the west side of said outside swing, a fish was kept at us from the shore and a rifle and the bullet passed within a few feet of my head, and we then passed on to the east side of said swing, and another shot was fired from the shore, and the bullet passed a few feet over our heads."

Mr. Tiffin on the Canada Eastern.

Speaking to the St. John Sun with regard to the Canada Eastern Railway, Mr. Tiffin said on Wednesday last week, that while he had gone over the road his inspection was not of such a close character as would determine just what 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 concerns, 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 until the road is fully equipped. 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 more would be done. Having a greater rolling stock would certainly mean that more repair work would be necessary, and I. C. R. would be very foolish to haul cars to Gibson when shops at Chatham are so convenient. Mr. Tiffin added that although nothing definite had as yet been discussed the service on the Canada Eastern will be greatly improved. "It is true," said he, "that there has been a number of trains running daily on the road, but the present service is nothing to what we will put on. I see that the senate has passed the bill, and I do not think the transfer will take very long to accomplish."

The "New Freeman" and its New Ally.

The "New Freeman," which professes to be a religious paper, has turned its guns on the Advance and its editor in about the same spirit as that manifested by one of its editorial writers in Monmouth hall here one evening during the last local election campaign. It will be remembered that a number of those who were instrumental in bringing Mr. M. McDade here on that occasion found it necessary after the meeting on the evening in question and for some time afterwards, to apologise 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 the friends of the Chatham "World" appears to have appealed to him as affording a chance to use the "New Freeman," of which he is managing director, as an instrument for venting his personal feelings, which do neither himself nor that paper any credit. People wonder, no doubt, why the "New Freeman" should go out of its way to assist

Ayer's Hair Vigor

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 grow, and the scalp will be clean and healthy. Why be satisfied with poor hair when you can make it rich?

Thick Hair

The world cost \$30,000 per mile. I have that direct. Mr. Emerson—The Canada Eastern, in their 1890s, state the cost of this road at upwards of \$10,000 per mile, while Mr. Schreiber gives the cash cost at \$1,768,000 or \$13,000 per mile. In that way he gives what is known as the present value of the road to be \$1,221,200.

Canada Eastern Railway.

When the House of Commons went into committee on Hon. Mr. Emerson's resolution authorizing the purchase of the Canada Eastern Railway, Mr. Emerson went very fully into the subject, giving a history of it, presumably at the request of the Railway Department, and also of the Fredericton Railway Bridge, on which it is proposed to foreclose the government's mortgage for the loan of \$300,000 which the company has not made any attempt either to repay, or to secure on the Railway Department, and also of the amalgamation of the several railways under the corporate name of the Canada Eastern. The earnings power of the road was not very satisfactory. But in 1894, in consequence of the growing importance of the towns which that railway serves and of the attention which was paid by the management to the business interests of that section, the road seemed to make very considerable progress. The gross earnings of the road and the expenditures and net earnings were as follows:

Table with columns: Year, Gross Earnings, Expenses, Net Earnings. Data for years 1894-1900.

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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 Nishin and Kasuga; a second detachment consisting of the cruisers Yakuma, Kasagi, Chitose and Takasago; and a third detachment consisting of the cruisers Akitsushima, Idzumi, Matsushima, Itakushima 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, succeeded in effecting a passage and escaped its course towards Shanghai. The enemy, following at full speed, caught up with us slowly and at five o'clock fighting again began and continued for some hours without either side gaining any advantage.

"In the battle the commander of our squadron was killed and the captain of the battleship Zarevitch was wounded and lost consciousness. Almost at the same time the engines and steering gear of the Zarevitch 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 Oskoutsky and the command of the Zarevitch upon the second in command."

"The Zarevitch was only able to make for Kiao-chow where she 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.

"St. Petersburg, Aug 14.—The awful mortality among the officers of the Zarevitch, who were nearly all killed, the official report is due to the fact that Admiral Witthoft and most of his officers were gathered on the bridge during the action in order to set an example to and encourage the men.

"One of the most important features of Captain Matusevitch's despatch aside from his grimly brief account of the battle, which consisted of the escape of Rear Admiral Togo's fleet which consisted of six battleships, eleven cruisers of various classes and approximately thirty torpedo boats. According to this statement there were in line of battle some ships previously reported destroyed. This gives an indication of Japan's naval force, which Admiral Togo has hitherto concealed.

"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 were four officers and 29 men severely wounded and four officers and nine men slightly wounded, while the armored cruiser Yakuma had one officer and 11 men killed, and ten wounded; on board the armored cruiser Nishin, seven officers, and nine men were killed and two officers and fifteen men were wounded.

"Ten men were wounded on 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 others wounded.

"The Russians are appealing for the sympathy and intervention of the French, German and United States governments against an alleged infringement of international law by the Japanese. It seems that two Japanese ships, in the fight with escaping Russians from Port Arthur, gave chase to the Russian destroyer Ryehishin, which took shelter in the bay of Vladivostok. 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 him to leave by dawn or surrender. The Russian commander refused to comply with either demand and while the conference was still going 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 overboard.

"The Japanese interpreter was next thrown overboard by some Russian sailors, and others among the sailors showed signs of resistance. While this was progressing the forward magazine exploded, killing some of the Japanese. Then, the Japanese ships steamed in and took the Russian destroyer and towed her away. This is what the Russians are now endeavoring to make an international law over.

"As if the dispersion and bottling up of the Russians' Port Arthur fleet were not sufficient disaster for one week, the Japanese have closed the operations of the Vladivostok squadron. A Tokio despatch of Sunday says:—

"Vice Admiral Kamimura encountered the Russian Vladivostok squadron at dawn today north of Tsu Island in the Strait of Korea and attacked the enemy at once. The battle lasted for five hours and 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 rescued by the Japanese. The strength of the fleet under Vice Admiral Kamimura is not known, but it is presumed that he had the Adsuma, Idzumi, Itakushima and other light cruisers.

"Tokio is rejoicing over the news as it gives Japan mastery of the sea and restores commerce.

"A press despatch says:—

"Vice Admiral Kamimura after months of weary and patient waiting, finally got his chance at dawn today off Tsu Island.

"He sank the Russian cruiser Rurik and sent the cruisers Gromoboi and Rossia fleeing back from the fight.

"Japanese guns dominate the dockyards at Port Arthur and in view of this fact it would seem to be impossible again to make seaworthy or fightable the Russian battleships which have returned to Port Arthur.

"The best possible naval force that Russia can now concentrate at Vladivostok is four cruisers.

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