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

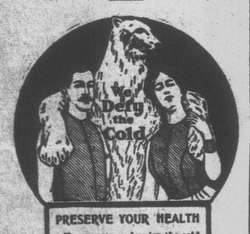
—AT—

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.

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 futher 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.

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?

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

WANTED.

Men or women local representatives for a high class Magazine. Large commissions. Cash prizes. Write J. N. Trainer, 30 East Washington Square, New York, N. Y.

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 cartridge is 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 rifled (not chambered) exactly the same as the regular .32-20 Marlin, one turn in 14 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 pyro to give best results with black powder cartridges.
Put up in .32-20 MARLIN.
100-page cat. big of rifles, shotguns, ammunition, etc., cover in 2 colors, mailed for five stamps.

THE MARLIN FIRE ARMS CO.
NEW HAVEN, CONNECTICUT

Miramichi Advance.

CHATHAM, N. B. - MAY 12, 1904.

The Dominion Government and Canada Eastern Railway.

The readers of the Moncton Transcript are constantly amused over the way in which that paper bristles up and becomes pugnacious whenever reference is made to anything in which Hon. Mr. Emmerson is concerned, unless such reference is along lines laid down by the Transcript. This habit of the little Moncton daily in taking the honorable Minister of Railways under its special protection seems very absurd to those who observe it, and it must also be personally annoying to Mr. Emmerson, for in its eagerness to appear as his champion the Transcript assails wildly both his friends and foes very much after the manner of the little terrier whose assumed proprietorship of his master is generally manifested by barking at everything and everybody approaching him.

If the Transcript will be calm and scan what the ADVANCE said last week about the subject of the Government taking over the Canada Eastern Railway, it will, perhaps realise that we did not argue "that because Mr. Blair "failed to successfully promote the "purchase of the Canada Eastern "by the Government of Canada for "the I. C. R., that (sic) therefore "the Hon. Mr. Emmerson as "Minister of Railways, cannot succeed." The ADVANCE would be as illogical as the Transcript generally is if it were to lay down any such proposition, for we are not blind to the new conditions that have arisen since Mr. Blair left the Cabinet, or oblivious to the fact that the cause of his leaving may be a potent factor in changing the Government's attitude in reference to the proposed transfer. What we did was to direct attention to an announcement by the Montreal Star that it was the intention of the Government to take over the Canada Eastern; while Mr. Emmerson, who ought to know much more than that leading conservative organ, had only said that he was favorable to that course.

The Transcript has published despatches to the effect that the bargain for the transfer of the Canada Eastern to the Government was completed, and these despatches even named the price—a low one at that. Yet, in the same issue in which it misrepresented what the ADVANCE said on the subject, it published a Toronto despatch which stated that the Dominion Cabinet had not yet even considered the matter.

Whatever the ADVANCE might know or believe we do not think that any good purpose could be served by ignoring certain facts which are manifest to everybody who goes about Northern New Brunswick and parts of York County with his ears open. It was that consideration which led us, when referring to Mr. Emmerson's recent run over the Canada Eastern, to say:—

"A good deal of this kind of thing has been done on other occasions, and most of our people, remembering the indifference of the Government to the efforts of Hon Mr. Blair, when he was Minister of Railways, to have the Canada Eastern made a part of the Intercolonial, cannot be blamed for believing that it is not the policy of the Ottawa Government to add to its railway property in view of the Grand Trunk Pacific requiring it to make so enormous an outlay in the interest of that company."

Going further, we pointed to the attitude for years of the Government and western members of Parliament against making the Canada Eastern a part of the I. C. R. and said:—

"It is not unnatural that the majority of the people most interested look upon last week's trip of Hon. Mr. Emmerson and his party over the Canada Eastern as one of the usual character—merely intended to maintain such belief as may have heretofore been created that the Government had an intention of favorably considering the question of acquiring that line as a part of the Intercolonial."

And we also said:—

The subject is an important one. The Government's railway policy of the last year, and its attitude towards the Intercolonial have awakened men of both parties in at least one half of New Brunswick to watchful and intense interest in the course to be pursued towards the people's railway. The question is of greater moment to Northern and Central New Brunswick than any mere party considerations, and much depends on the manner in which it will be dealt with in the immediate future."

In all this there were nothing to justify the Transcript in prancing round in Mr. Emmerson's defence, for he was not attacked. Premier Laurier is an astute leader and he knows that the proposition to have the Grand Trunk Pacific parallel the Intercolonial has impressed the people of Northern New Brunswick with the belief that it bodes no good for the government road. An election is pending, and a little underrating of the temper and intelligence of our people might suggest the notion that another of those trips of "inspection" over the Canada Eastern, followed by renewed intimations from irresponsible quarters that it was to be taken over by government, would be accepted in New Brunswick as a guarantee that the Intercolonial was not to be degraded. Nobody here doubts Mr. Emmerson's good faith in the matter, any more than they did Mr. Blair's, but, in view of the indifference, or worse, that has been manifested at Ottawa of late towards the I. C. R., and the undoubted fact that the people's own road is not the Cabinet's first care in the railway developement of the country, it should not seem unreasonable for those who have watched the conduct of the government in the matter of taking over the Canada Eastern to preserve a watchful and judicial attitude, notwithstanding the late "inspection" of that line under government auspices.

In the Ottawa citizen of Monday last is a letter from Hon. A. G. Blair giving an emphatic contradiction to the story that he, when Minister of Railways and Canals, offered to purchase the Canada Eastern for $1,200,000, but was turned down by Sir Richard Cartwright, while now the road is to be bought for $800,000. He says that the major part of the story is pure fiction, and as to the question of price the highest figure he ever mentioned, and the limit beyond which he did not go and could not recommend the government to go was $850,000.

The St. John Globe of Monday afternoon says:—

"Alfred Seely, auditor of the Canada Eastern came in from Fredericton this morning and proceeded on the noon train to Sackville. Mr. Seely, while unwilling to make any definite pronouncement on the reported sale of the road, in the main confirmed the statement of Col. H. H. McLean that the transaction has not yet been completed."

The Fredericton Herald appears to be very positive in its belief that the purchase of the Canada Eastern has practically been made by the government. Its leading editorial of Saturday was on the subject and read as follows:—

"The Herald has no reason to doubt the authenticity of its Ottawa despatch published yesterday respecting the government's purchase of the Canada Eastern railway, although an interview in the Globe with Mr. H. H. McLean is taken as contradictory of the report.

"Mr. McLean says that the purchase has not yet come under consideration of the government, but he is certainly incorrect in that, as nearly two weeks ago Hon. C. S. Hyman, specially appointed by the government for the purpose, made a trip over the Canada Eastern in company with Hon. Mr. Emmerson and other members of parliament. Mr. McLean may be correct in saying that there is a dispute respecting the price but we even doubt that.

"The Ottawa despatch states specially that the terms were arranged in behalf of the government by the Minister of Justice, and the time when the arrangement is reported to have been made was after Mr. McLean left Ottawa for home.

"In view of the information therefore which has been furnished the Herald by its trustworthy correspondent, we have every reason for believing that the bargain has practically been consummated, although it is probable the details have not all been agreed upon.

"The Herald has further information that the government has formally notified the other interested party that the offer of the road has been accepted, and we are also informed that Mr. McLean, while receiving credit for negotiating the sale, was really opposing it in the interests of another great corporation.

"When the history of the transaction is written justice will not be done to York's active and popular M. P., if he is not awarded a large share of the credit of the transfer, and with him will be bracketed Hon. Mr. Emmerson, who with Mr. Gibson, M. P., are entitled to the gratitude of this city and county for the successful issue of the long talked of bargain."

In connection with a Toronto despatch on the subject, a paragraph from which was as follows:—

"The acquisition in the opinion of the Minister of railways would render the Canada Eastern of great importance to the Intercolonial railway—

the Herald said:—

"A gentleman high in the confidence of the Gibson Railway and Manufacturing Company assured the Herald this afternoon that the deal has been practically closed and only required the ratification of parliament. It may be mentioned that this was given out after the arrival at Mr. Gibson, M. P., from Ottawa.

"The official added that the Herald's despatches last night officially confirming the previous reports of the sale, were correct. The Gibson company are satisfied that the question has been settled, and there is great satisfaction expressed at Marysville and all along the line of the Canada Eastern at the consummation of the long negotiations."

A Beneficial Tour.

Hon. C. H. Labillois, chief commissioner of public works and Hon. L. P. Farris, chief commissioner of agriculture, will make a tour of the various counties of the province this summer the former explaining the provisions of the new highway act and the latter dealing with fruit growing in connection with the orchard planting to be inaugurated by the government, and also speaking on agricultural matters generally. The first meetings will be held in Albert County, and the other counties will be visited in turn. The new highway act is to come into effect in 1905.

Its Usual Attitude.

It is a fortunate thing that the Sun has come out against the Canada Eastern Railway being taken over by the Government as a part of the Intercoionial Railway, for when any undertaking in the public interest is opposed by that paper it generally succeeds. The Sun says

There are other lines connecting with the Intercolonial which need attention. It would be a great boon to the people who use these roads if the government would take them over and operate them. From the public point of view the need of such interference is greater than in the case of Canada Eastern.

Just so, but each in its turn and all in good time. The trouble with the Sun is that its friends endeavored to make a party question of the proposal that the government take over the Canada Eastern, by putting up Mr. Clark, a defeated Dominion candidate now in the local legislature, to offer a resolution in the latter body in favor of the Government taking over the Shore Line. This, of course, was intended to head off the taking over of the Canada Eastern, but Premier Tweedie called on the House to vote it down and it was overwhelmingly defeated. It is the sting of that defeat which leads the Sun to oppose the taking over of the Canada Eastern and to remind the public that "there are others." The friends of the Canada Eastern will not fail to remember the Sun's attitude in the matter.

Sabbath Observance

In St. John there is a discussion on new concerning the opening of the park restaurant on Sundays. There are arguments occasionally in this country regarding the observance of the Sabbath, but they are seldom dispensed with in the manner the Archbishop of Canterbury replied to a report that Mr. Balfour played golf on Sunday. A Yorkshire correspondent wrote to the Archbishop, calling attention to Mr. Balfour's alleged conduct, and received the following answer from the Primate's private secretary:

"The Archbishop of Canterbury directs me to thank you. Detailed rules to be adopted by any conscientious Christian man with regard to the observance of Sunday, are, in the Archbishop's judgement, a matter for his own conscience, as it is certain that the Christian Church has never laid down detailed directions affecting the action of individuals in this matter. Each of them is responsible to God for so using the Lord's Day as to fit him best for the working days that follow."

This view on Sabbath observation is as interesting to a Canadian as an Englishman. Had the position in public life anything to do with the leniency of the judgement?—Transcipt.

The closing sentence of the Transcript conveys a correct idea of the measure of the mind which controls that paper, and it also throws some light on the genesis of the Transcript's demonstrations of its loyalty to gentlemen in ministerial positions.

Editorial Notes.

An Ottawa despatch of Monday, says:—Premier Tweedie and Hon. Mr. Pugsley are here on fiscal matters outstanding between the two governments, including a division of the Halifax Award money and a discussion on increased subsidies. Messrs. Tweedie and Pugsley will attend Senator Dever's funeral this afternoon, representing the New Brunswick Goverment.

Premier Peters of P. E I., is also here on similiar business to that which brings the New Brunswick leaders here.

An Ottawa despatch of Tuesday says.—"Premier Tweedie and Hon. Wm Pugsley had an interview with Sir Wilfred Laurier this forenoon in respect to the fisheries question, which is about to be submitted to the Supreme Court. There were other matters affecting the province which came up for consideration."

A London despatch of Tuesday says: Sir Henry Stanley, the African explorer, passed away peacefully shortly after six o'clock. He was quite conscious to the last and able to recognize his people. Before he died, Sir Henry expressed a wish to be buried at his country seat, Furze Hill, Pirbright, Surrey. The question, however is being discussed of burying him beside Livingtone in Westminster Abbey."

Henry Morton Stanley, M. P. (U.L) Lambeth, N., since 1895, D. C. L., LL D., was born in 1841, and was a son of the late J. Rowlands, Denbigh; he assumed the name of Stanley after his adopted father, Mr. Stanley of New Orleans. He married Dorothy daughter of the late C. Tennant in 1890. He was Governor of the Congo, and a noted African explorer. Among his publications are, "Congo and Free State," "Coomassie and Magdala," "How I found Livingstone" "In Darkest Africa," "Through the Dark Continent," "Through South Africa," 1898.

Death of Senator Dever.

Hon. James Dever, one of the members of the Canadian Senate appointed in 1868, who was ill at Ottawa for about a month, died there on 7th inst, and his remains were brought to St. John for interment. Mr. Dever was at the time of his appointment and, for some time thereafter, a wholesale liquor dealer in St. John and reputed to be quite wealthy. With exception of Hon. David Wark Mr. Dever was the oldest New Brunswick member of the Senate having passed his seventy-ninth birthday on Monday of last week.

Dominion Finances.

From present indications the surplus of ordinary revenue over ordinary expenditure at the end of the fiscal year will amount to $16,000,000 or more, and there will be a reduction in the national debt of some $7,000,000. The official statement of receipts and expenditures for the ten months ending April 30th was issued at Ottawa last Friday, but it is scarcely correct for purposes of comparison, seeing that several items of expenditure are not yet included in it. However, taking the statement as it stands, the revenue on consolidated account amounts to $56,728,716, which is $4,366,875 more than for the same period of last year, and exceeds the expenditure on the consolidated fund account by $16,915,903. Over all expenditures combined there is a surplus of $13,501,291.

BAY CHALEUR AND GASPE:—An Ottawa despatch of Monday says:—"The North American Transportation Company will perform the steamship service this season between Dalhousie and Gaspe Basin. A steamer will be brought from the English Channel for the service."

The foregoing announcement indicates that the date of beginning the service will be a late one.

The War.

The Toronto Globe of Thursday last says:—"Three months ago today the Japanese recalled their Ambassador at St. Petersburg and the two nations entered upon a state of war. The moment is opportune for a review of what both have done since that fatal day." Japan has occupied Corea, the chief prize of the war. The story of how the Japanese, accompanied by coolies bearing the stores and ammunition and food reserves that horses could not transport, crossed the mountain ranges of northern Corea during February and March would, if told, put to the blush Napoleon's crossing of the Alps. It was not a few days' struggle against the elements, but a campaign of two months' duration waged against winter.

"From that silently conducted conflict the Japanese army, 80,000 strong, emerged on the banks of the Yalu and lay inactive, recovering its breath as one must after such an experience. Spring came, the ice went out of the river, bridging material was collected and a short week ago operations were begun against the Russians on the west bank. Now, they are forty miles back in the interior, beaten demoralized, spoiled of half their artillery and with over 2,000 killed or wounded and several hundred captured.

"The first Japanese army in these three months has done a marvellous amount of work, including, we must not forget, the commencement of the military railway now being built in haste through the Corean peninsula. That a Second and a Third army have been called to the colors we know, but the sphere of their operations is still unknown. There is general agreement that the Second army at all events will be landed on the Kiaotung Peninsula to undertake the siege of Port Arthur. On land Russia has not scored a single point if we except the bold but now somewhat doubtful step of sending Cossacks into Eastern Corea to raid the Japanese lines of communication and menace Gensan.

"At sea Japan has been irresistible. She has sunk or maimed the greater part of the Port Arthur fleet, which, as an offensive force, has almost ceased to exist. To-day she strictly blockades both Port Arthur fleet and Vladivostok, and so holds command of the sea that every pound of food and every round of ammunition for the Russian army must come by land over a single-track railway connecting the Pacific provinces with far off Russia. Consider the meaning of this in the one item of artillery.

"When war broke out there were in Manchuria 256 Russian field guns. Japan had 702 field guns within easy reach. Russia has been hopelessly outclassed in artillery and must now begin to make good recent losses by hauling train loads of guns for thousands of miles, when every car wheel that can be turned should be carrying men to the front.

"On sea Russia has sunk three Japanese merchantmen and a naval supply ship. She has also inflicted considerable losses on the men trying to block Port Arthur harbor. The score, however, is about ten to one against Russia, alike in regard to the taking of life and the destruction of material at sea.

"The Russian Generals are still explaining the battle of the Yalu. A detailed report shows that the Russian losses, and no doubt the Japanese also, were enormously greater than at first estimated. A Russian regiment, it must be remembered, consists on a war footing of 86 officers, 4,024 non-commissioned officers and men and 150 bearers and other non-combatants. The Twelfth Regiment, which was cut off by the Japanese, made its retreat good and carried through its colors at the point of the bayonet, but according to the official report it lost its colonel, while the total loss is now put at 40 officers and about 2,000 men. The battle of the Yalu, when we get a full statement of losses, will be found to have been the most bloody since Omdurman."

A Tokio despatch of Sunday 8th says:—

The official report of the Japanese casualities at the battle of Yalu May 1, shows that the Guards lost 1 officer and 20 men killed, and had 7 officers and 122 men wounded. The second division lost 1 officer and 84 men killed and 13 officers and 305 men wounded. The twelfth division had three officers and 76 men killed and five officers and 263 men wounded.

Last Friday, after sharp cavalry skirmishes at Erhtatitsu, Santaiss and other places a detachment of infantry belonging to General Kuroki's army took Feng Wang Cheng. The Russians retiring exploded the magazine, but left large quantities of hospital stores, which are being used by the Japanese hospitals, Refugees from the woods and small villages are constantly surrendering. The Russians buried many of their dead. Natives in the vicinity of Feng Wang Cheng say that last Monday the Russians carried about 800 wounded through that place and that their casualties probably were above 3,000.

A Che Foo despatch of Monday says:—

Passengers arriving here on the steamer Petrarch, from New Chwang, say that when they left New Chwang the Russians had commenced to evacuate. Some guns had been taken from the forts and many troops had already gone.

Ayer's

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 bottle stopped the falling. New hair came in real thick and just a little curly."—MRS. L. M. SMITH, Saratoga, N. Y.

$1.00 a bottle. All druggists. J. C. AYER CO., Lowell, Mass.

for **Thick Hair**

In other respects New Chwang was quiet. The passengers understood before their departure that the Japanese had cut the railway, but they learned no particulars.

A St. Petersburg despatch says: "An urgent telegram has been received from Mukden asking for the immediate despatch of one hundred doctors. Typhus fever, dysentery and smallpox have assumed an epidemic character among the Russian troops.

The Toronto Globe's summary of last Saturday says:—"Port Arthur is now invested by land and sea, and the railway and telegraph lines have been cut by the Japanese. Unofficial despatches report a Japanese landing at Kinchau, on the west coast of the Liaotung peninsula, about 35 miles north of Port Arthur. The official Russian and Japanese reports, however, deal only with one landing namely, at Pitsewo, on the east coast, about 75 miles north of Port Arthur. The landing was not opposed, owing to the weakness of the Russian forces. The Russians say the Japanese transports numbered 60, and as each carries at least 1,000 men that would give an army of not less than 60,000. It is presumed in London that this is the second Japanese army under General Baron, Oku which is known to have 126 field and mountain guns, as well as siege guns. Against this force the Russian General Stoessel has only 23,000 men with which to defend the fortress. This, presumably, includes the sailors from the idle and disabled warships. As soon as they had landed on Thursday detachments of the Japanese began to march southward and westward, and the chief of the Russian military staff in Manchuria reports that on Friday last a military train bound north was fired upon by 100 Japanese infantry at a point only forty miles north of Port Arthur. This, no, doubt, is the last train to leave the "Gibraltar of the Far East" until such time as the Japanese have taken the place or General Kuropatkin has performed the almost impossible task of raising the seige. The departure of Viceroy Alexieff from Port Arthur prior to the investment indicates that the Russians are not very hopeful regarding its fate. St. Petersburg despatches say that, while not officially admitted, it is believed Admiral Togo has succeeded in closing the mouth of the harbor to all but the smaller warships. It is presumed by military experts there and in other European centres that the landing would otherwise not have been undertaken.

"Heavy fighting is expected, according to St. Petersburg reports, to take place within the next day or so at Fenwangcheng, to which place General Sassulitch's force retreated after its defeat on the Yalu last Sunday."

No Experiment.

We find KENDRICK'S LINIMENT gives excellent satisfaction, and our sales constantly increasing.

L. S. BELYEA.
Gibson, N. B.

Representation of Provinces at Ottawa.

The Montreal Herald says:—On April 20th last the Judical Committee of the Privy Council met to consider a number of Canadian appeals. There were present Lord Macnaughten, Lord Davey, Lord Lindley and Sir Arthur Wilson.

The first case heard was the appeal of New Brunswick from the Supreme Court's decision given last year which upheld the Dominion government's action in reducing the representation of New Brunswick and Nova Scotia in the Canadian House of Commons. The question at issue is as to whether the words "aggregate population of Canada" used in the British North North America Act should be restricted to the four original provinces or embrace the whole population, including the provinces added since Confederation. The Dominion government held that the latter contention was correct and after taking the census re adjusted the representation accordingly, in which it was upheld by the Supreme Court. The provinces concerned took issue on the point, and applied for leave to appeal to the Privy Council. This was granted by the Privy Council so that sooner or later the Supreme tribunal of the Empire will pass upon the constitutionality of the Redistribution Bill, which was the subject of so much argument of last session of parliament. R. J. Parker appeared for the dissenting provinces and Hon. Frank Russell for the Dominion government

NOTICE
RE TIMBER LIMITS.

Notice is hereby given that Martin Fox has been appointed guardian of the limits formerly held by The Maritime Sulphite Fibre Co. (Limited), and that trespassers on same will be prosecuted.

B. M. CROMBIE,
Manager Bank of Montreal.

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

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 OCT. 12, 1903.

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

Between Fredericton, Chatham and Loggieville. | Connecting with I. C. R.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
6 40 a m	4 00 p m	Fredericton	2 20	5 23
6 50	4 03	Gibson	2 17	5 30
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 30
11 30 a m	7 10 ar / 7 25 lv	Doaktown	10 20	12 05 pm
1 20	8 25	Blackville	9 25	10 20
2 30	9 50 ar / 9 55 lv	Chatham Jct	8 25 lv / 8 00 ar	8 50 / 8 10
3 00	9 45	Nelson	7 40	7 50
3 20	10 05	Chatham	7 20	7 30
4 00 ar	10 20	Loggieville	7 00 a m	7 05 a m

GOING NORTH.

	Maritime Express.	Day Express
lv. Chatham,	10.55 p. m	12.40 p.m.
Nelson	10.55 "	12.55 "
Ar. Chatham Junc,	11.15 a m	1.10 "
Lv. " "	11.30 "	1.20 "
Nelson	11.50 "	1.50 "
Ar. Chatham,	12 10 "	2.10 "

GOING SOUTH.

	Maritime Express.	Day Express
Chatham,	7 00 a. m.	10.20 a. m.
Nelson	7.10 "	10.40 "
Ar. Chatham Junction,	7.40 "	11.00 "
Lv. " "	8.30 "	11.50 "
Nelson	8.40 "	12.10 p. m.
Ar. Chatham	9.10 "	12.40 "

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, Manzer'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 for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton; Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

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

BEST BUY IN B. C., CANADA, AT 15 CENTS.

Greatest Gold Discovery of the Age is in B. C.

The Big Four
CONSOLIDATED GOLD MINES, LIMITED.

Capital $625,000 of which nearly 40 per cent. is now in our Treasury. Shares fully paid and non-assessable.

Mines directly west of the LeRoi and LeRoi No. 2, two of the largest gold-copper mines in the world, both of which have paid large dividends.
Same identical ore and veins now in sight on the BIG FOUR. Large ore bodies.

Assays from $5 to $800 in gold, copper, silver, etc., as now on exhibition in the city ore exhibit, causing considerable attention.

We have two miles of railway on Big Four property with water and timber in abundance.

Rossland ore shipments for 1902, 350,000 tons. Shipped for 1903, about 450,000 tons Total value of Rossland ores mined, $25,000,000.

Rossland's large ore bodies are a great success with the concentration system of ore reduction of $3.00 ore pays to mine as now proved by Central Star and LeRoi No. 2 Dividends.

Shares can be had on installment plan, payments monthly. Twenty per cent. cash, balance within a year.

Company has no debts or liabilities.

References.—The Hon. Mayor, Gold Commissioner, postmaster, or any bank or business man in city.

There is a tide in the affairs of men
Which taken at the flood, leads on to fortune;
Omitted, all the voyage of their life
Is bound in shallows and miseries.

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Keep the eyes bright and the skin clear.
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Tender for Buildings.

Separate sealed tenders, addressed to the undersigned and marked on the outside "Tender for Station, St. Leonard Junction," "Tender for Dwelling for Agent, St. Leonard Junction," as the case may be, will be received up to and including

WEDNESDAY, THE 18TH OF MAY, 1904,

For the construction of a STATION and a DWELLING FOR THE AGENT AT ST LEONARD JUNCTION, P. Q.

Plans and specifications may be seen at the following places:—

At the office of the Station Master, Levis, Drummondville and St. Leonard Junction, P. Q., and at the office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the Specifications must be complied with.

D. POTTINGER,
Railway Office, General Manager.
Moncton, N. B., 28th April, 1904.

PUBLIC NOTICE.

Take notice that the Dalhousie Lumber Company (Limited) has deposited with the Honorable the minister of Public works for Canada a plan and description, and a duplicate thereof, with the Registar of Deeds for the County of Restigouche at Dalhousie in the said County, of certain wharves piers and other artificial works already constructed and those proposed to be constructed on the South shore of the Restiguoche River at Dalhousie in the said County of Restiguoche near the steam saw mill of the said, the Dalhousie Lumber Company (Limited) and will at the expiration of one month from the first publication hereof apply to His Excellency the Governor General in Council for approval thereof.

Dated this eighteenth day of February, A. D. 1904.

H. F. MCLATCHY
Solicitor for applicants The Dalhousie Lumber Company (Limited).

MISS E. F. LYON
(ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALLIST.
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(CONCERT PIANISTE AND TEACHER OF PIANO, PIPE ORGAN, THEORY, &c.)
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