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.

Notice of Sale.

To Elphlet P. Allen of the Parish of Glenelg, in the County of Northumberland, Farmer, and Janet Allen, his wife:—and all others whom it may in anywise concern;

Notice is hereby given that by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the twenty-seventh day of November in the year of Our Lord one thousand nine hundred and two and made between the said Elphlet P. Allen and Janet Allen his wife of the first part; and me, the undersigned Herbert B. McDonald of the Town of Chatham in the County aforesaid Accountant, of the second part; and registered in Northumberland County Records on the fifth day of December A.D. 1902 in volume 79 of said Records, pages 518, 519, 520 and 521, and is numbered 307 in said Volume; there will, for the purpose of satisfying the moneys secured by the said Indenture, default having been made in the payment thereof contrary to the provisions of the said Indenture; be sold at Public Auction, in front of the Post Office in the said Town of Chatham on Thursday the Fifth day of May next at the hour of Twelve o'clock noon, the lands and premises described in the said Indenture of Mortgage as follows: "All that certain lot, piece or parcel of land and premises on which the said Elphlet P. Allen now at present resides, situate in the Parish of Glenelg aforesaid and known as Lot Number Two, containing one hundred acres more or less, and which said Lot is abutted and bounded as follows, to wit: On the east by lands owned and occupied by Alexander McKenzie; on the west by lands owned and occupied by Mary Anderson; on the south by the Little Branch of the Black River; and on the north by lands owned by the Heirs of the late Roderick Robinson; the same being the lands and premises that were sold and conveyed to the said Elphlet P. Allan by Mary Anderson, by deed bearing date the twenty-sixth day of November in the year of Our Lord one thousand nine hundred and two as by reference thereto and the registration thereof will more fully and at length appear, which said Deed is duly recorded in the County Records for the County of Northumberland in Volume 79 of said Records, pages 513 and 514 and is numbered 304 in said Volume.

Together with all and singular the buildings and improvements thereon; and the privileges and appurtenances to the said premises belonging or in anywise appertaining.

Dated this 27th Day of January A.D. 1904.

HERBERT B. McDONALD,
Mortgagee.

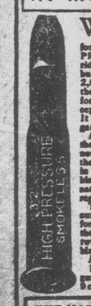
WANTED.

Men or women local representatives for a high class Magazine. Large commissions. Cash prizes. Write J. N. Trainer, 80 East Washington Square, New York, N. Y.

Marlin

.32 Cal. High-Pressure Smokeless

IN MODEL 1893



WE are prepared to furnish our fall line of Model '93 rifles, solid and take-down, for the new .32 Caliber HIGH PRESSURE SMOKELESS cartridge. This also 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 rifled (but not chambered) exactly the same as the regular .32-40 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 also 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 ammo. .32-20 MARLIN. 125-page cut log of rifles, shotguns, ammunition, etc., cover in 3 colors, mailed for three stamps.

THE MARLIN FIRE ARMS CO.
NEW HAVEN, CONNECTICUT

Miramichi Advance.

CHATHAM, N. B. - APRIL 28, 1904.

Ottawa.

The passing of the estimates at Ottawa is being held up by the opposition, so the cost of running the expensive machinery of parliament goes on, while there is no "transaction of business." It seems a pity that party organization is put to a use so wasteful of public money and of the valuable time of the better class of public men.

They've Done it at Last.

If anybody thought that the Russians' Vladivostok fleet was ineffective it was a mistake, for authentic despatches show that it ran into the port of Gensen and sank a six hundred ton Japanese merchantman. It was asserted that these ships dare not show themselves outside of the harbor of Vladivostok, and that their commanders were wont to climb the hills looking towards Korea and scan the seaward horizon in trembling expectation of the expected Jap ships. That, however, was all romance. The Russians have sailed boldly out, have swept westward several cable lengths to Ping Pong and Sing Song, past Pureng and Ding Dong, even unto Gin Sling, until they boldly entered Gensen and sank an inoffensive merchantman which one of the cruisers might easily carry on deck. After such a brilliant achievment Russia may now consent to intervention and accept "peace with honor."

The Increase of Sessional Indemnity.

A good deal of "cheap talk" is being indulged in by papers of the "cheap John" class in connection with the increase of the sessional allowance to members of the local legislature of the province, from $300 to $500. A New Brunswick legislater ought to be as well paid as a Nova Scotian, yet the members of the Assembly of the sister province are paid a sessional indemnity of $500. If a man is fit to be a New Brunswick legislator, and he is sent to Fredericton in that capacity, his services ought to be properly paid for. It must be remembered that a county representative in New Brunswick is not only called upon to give the whole of his time during the session to his legislative duties, but he has to carry on more or less correspondence the whole year round with his constituents; he is applied to by the promoters of religious, social, charitable and other undertakings for subscriptions to their schemes and must ever be ready to leave his business and assist, or at least be present at functions of different kinds, simply because he occupies a representative position. It is true that some members of the legislature are misfits; that they have not the education, experience, social fitness or the necessary equipment for the position, but that is not a valid reason why those who are qualified should not be properly paid. It will be found that the writers who rail at the increase of indemnity that was made at the late session of our legislature belong, as a rule, to the former class. They know that six dollars—to say nothing of six hundred—if it were paid to them for anything they might think themselves capable of doing for the public, would be money thrown away. They know their own limitations, but are incapable of realising that there are other men of much higher calibre, so the best they can do is to occupy themselves in writing and publishing cheap and envious attacks upon the representatives of the province in the hope of prejudicing people of their own mental status.

The State of Maine's Fishery Policy

The report of the treasurer of Maine indicates that the government and legislature of that State fully recognise the importance of maintaining its inland fish and game resources. A representive of the ADVANCE while on a recent visit to Portland, and also to Winthrop, at which latter place there is one of the most modern and best equipped fish hatcheries in the United States, made inquiry as to some of the items reported by the State treasurer, and found that while Maine derived no direct revenue from its fisheries, it expended in 1903, exclusive of its appropriation for the sea coast and shore fisheries ($16.748.50) no less than $35,682.36 on fish hatcheries alone. $23,682.36 of this sum, under the head of "Fish Hatcheries and Feeding Stations," was the amount of money expended for the operation of the older fish hatcheries, clerk hire and expenses connected therewith. In addition, there were two appropriations of $6,000 each for new hatcheries at Sebago and Rangely Lakes.

The State of Maine makes annual appropriations of $25,000 and $15,000 for its Inland Fisheries and Game departments respectively, to which is added whatever fines are collected for violation of the Fish and Game laws.

The salaries of the Fish and Game commissioners are paid by a direct appropriation of the State, which is in addition to the sums above stated.

It is not many years since Maine was as indifferent in regard to the preservation of its inland fisheries as New Brunswick is at the present time, but when its public men had their attention directed to the importance of maintaining its stock of game fishes as an attraction to its summer visitors, the policy of establishing hatcheries chiefly for the breeding of trout, was entered upon, and the results have been so satisfactory that over $35,000, as above stated, was expended in that work last year.

Hon. Mr. Emmerson on the Canada Eastern Railway.

A special despatch of the 25th from Fredericton says:—

The Hon. Mr. Emmerson, Minister of Railways and Canals, in his official car, accompanied by the Hon. Mr. Hyman, M. P., a colleague in the Dominion Government and three or four members of the Dominion Parliament, left Montreal at noon yesterday, and were cut off at Chatham Jct., to-day, making the trip over the Canada Eastern to Fredericton, where the party will remain for several hours, the Minister of Railways having important business to transact here. It is understood that the trip is in connection with the Canada Eastern, and that members of Parliament have accompanied the Minister to see for themselves the character of the country and railway where absorption would form such a distinct advantage to the I. C. R. The Hon. Mr. Emmerson will leave Fredericton late this evening and proceed during the night to Dorchester, returning to Moncton for a few hours tomorrow, Tuesday morning, after which he will immediately proceed to Ottawa. He will proceed to Ottawa either on the afternoon or evening train."

The Minister and his party ran in from the Junction on Monday morning and were joined at Chatham Station by Premier Tweedie and Mr. W. B. Snowball, The gentlemen who came with Mr. Emmerson, in addition to Mr. Hyman, were Robert Holmes, M. P. for West Huron; M. K. Cowan, M. P. for South Essex; Walter Scott, M. P. for Assiniboia and Mr. J. Lambert Payne, the Minister's secretary. Superintendent Hoben of the Canada Eastern had joined the party at the Junction. Loggieville was visited and the party were shown through Messrs. A. & R. Loggie's big department store,—which has no superior in the province—their can, box and other factories, freezer, etc. Returning to Chatham Station they were met by Messrs. Wm. Kerr, Robert Murray and M. S. Hocken, Messrs. Murray and Hocken accompanied them to the Junction and Premier Tweedie accompanied the Minister and his party to Fredericton and St. John.

A brief stop was made at Marysville, where the party called on Alex. Gibson, who is still confined to his house by the injuries received in his late accident, although he is convalescing. A stop was also made at Gibson, where the railway shops were visited.

On reaching Fredericton the party was met by His Honor, Lt. Governor Snowball, who gave them a drive about town.

A Fredericton despatch to the Telegraph says:—

"Asked if there was any likelihood of the Dominion Government purchasing the Canada Eastern, Mr. Emmerson said nothing definite had been decided upon. Personally he was strongly in favor of the transfer, and would do all in his power so bring it about. The object of his present visit was to show his western friends that the road was really an important one and likely to prove a valuable addition to the government railway system.

"Messrs. Hyman, Cowan, Holmes and Scott expressed themselves well pleased with the Canada Eastern and also with the appearance of the country traversed by it. One of them thought it would serve as an excellent feeder for the proposed Grand Trunk Pacific.

"The party left for St. John by the evening train and will return to Ottawa tomorrow."

The Telegraph of Tuesday morning adds:—

Hon. H. R. Emmerson, Premier Tweedie, C. Hyman, M. P., and the others of the minister's party arrived in the city last evening, after a trip over the Canada Eastern.

Mr. Emmerson was asked about the transfer of the road to the government but was not prepared to say anything of a definite nature. The transfer had been a matter of discussion for years.

"Mr. Hyman was non-commital.

Mr. Emmerson went through to Moncton and will return to Ottawa today. Mr. Hyman and Mr. Tweedie remained in St. John.

A Big Lumber and Pulp Company.

A bill has been introduced in the Dominion Parliament incorporating the Cascapedia Manufacturing and Trading Company, of which Angus and Hugh McLean, of Buffalo; F. J. H. Eckardt, of Toronto; Senator Edwards and John A Cameron, of Rockland, and Gordon C. Edwards, of Ottawa, are the incorporators. The company has a capital stock of $2,500,000 and proposes entering into the lumber and pulp business in the Gaspe Peninsula, of Quebec.

Bills Assented to.

In addition to the Acts of Assembly assented to by His Honor the Lieutenant Governor on 8th and 15th instant, the following were amongst those assented to before prorogation on Wednesday 20th.

To change the date of holding Municipal Elections in the County of Restigouche.

To amend Chapter 69, 44 Victoria, intituled "An Act to incorporate the South West River Driving Company."

To amend the Act 2 Edward VII., Chapter 93, intituled "An Act to amend 60th Victoria, Chapter 83 intituled An Act to incorporate the Upper Southwest Miramichi Log Driving Company."

To provide for the appointment of Stipendiary or Police Magistrates with civil jurisdiction, in the Parishes of Saumarez and New Bandon in the County of Gloucester, and an additional Stipendiary or Police Magistrate for the Parish of Caraquet, in said County.

To provide for defraying certain expenses of the Civil Government of the Province.

To provide for the repair and improvement of roads and bridges and other public works and services.

Relating to rates and taxes.

To amend Chapter 73 of 3rd Edward VII., intituled "An Act to incorporate the Town of Dalhousie for, Water, Sewerage, Fire Light and Police purposes."

To provide for a Bureau of Labor.

To amend Chapter 3 of the Consolidated Statutes, 1903, being the New Brunswick Elections Act.

To amend the law relating to Indemnity to the Members of the Legislature.

Relating to cattle running at large.

To change the name of the Provincial Lunatic Asylum and for other purposes.

To incorporate the Bartibog Boom Company.

To authorize the Highland Society of New Brunswick at Miramichi, to sell or otherwise dispose of their property situate in the Town of Chatham, in the County of Northumberland.

To confirm certain regulations made regarding Crown Timber Lands.

To amend the Act 53 Victoria, Chapter 4, intituled "An Act respecting Practice and Proceedings in the Supreme Court in Equity."

To change the name of the Village of Kingston, Kent County, to Rexton.

To incorporate The Twin Tree Mines Railway Company.

To regulate the inspection of Dairies and the manufacture, inspection and export of Dairy produce.

In further amendment of the law relating to Coroners' Inquests.

In further amendment of "The New Brunswick Elections Act in 1889."

Relating to Highways.

To amend "An Act to incorporate The Kent Northern Railway Company."

To incorporate the New Brunswick Central Railway Company.

To incorporate the Tobique and Campbellton Railway Company.

To incorporate the Auto Road Company.

Liverpool Notes.

The Timber Trades Journal of 16th inst., in its Liverpool notes says:—

"There is little that is new to record this week, the market remaining practically unaltered. While here and there one hears optimistic reports, the general tone is not cheerful, and business for the most part continues to be of a hand-to-mouth character That things are not so bad as some would make out, however, is evidenced by the fact that the total amount of timber passing inland by rail from this port last month showed an increase on the preceding one.

The spruce market is still in a very unsatisfactory position, for there is a very little desire evinced by importers here to enter into contracts for the future, and this we gather is pretty much the same sort of feeling ruling round the English coast. We rather fancy that some of the exporters will have returned home with disappointed hopes.

Present business is described as moderate at fair prices, and the general attitude may be said to be an expectant and anticipatory mood."

Members of the Liverpool timber trade are not conspicuous in public life, but there are a few holding important social offices, and among those identified with politics is Mr. T. B. Neale (T. B. Neale & Co.) At Waterloo on Saturday a vote of confidence in the sitting member, Mr. E. Marshall Hall, K. C., M. P., was proposed by Mr. Neale, and Mr. Marshall Hall in subsequently addressing his constituents, congratulated them on the return of Mr. Neale to his position as chairman of the Waterloo polling district.".

From Burtt's Corners.

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

J. M. JONES.

Burtt's Corner, N. B.

Newfoundland and Confederation.

Norman Smith, the special correspondent of the Toronto Globe, who has been giving especial attention to Newfoundland, in view of the possibility of that colony—the only British possession of North America that is outside of the the Canadian Dominion—entering and "rounding out" the confederacy, writes as follows from St. John's, under date of 16th inst:—Confederation is a subject that is tacitly tabooed in Newfoundland. Politicans are afraid of it; merchants, inspired by what they believe to be self-interest, are antagonistic to it, and the great mass of the people are prejudiced against it. The idea of Newfoundland becoming a part of the Dominion is scouted and made the subject of mirth when suggested by the stranger; it has never been seriously and intelligently considered by the people of the island.

Nevertheless, after having interviewed all the leading politicians of every party, and conversed with the principal business men in all branches of trade, and churchmen of every denomination, I am convinced that when Canada seriously desires Britain's oldest colony to enroll itself among the Provinces of the great Dominion there is every probability that the union will be brought about.

At the same time, it would, in the opinion of prominent Newfoundlanders, who heartily favor Confederation, be difficult to imagine a more inoppertune period than the immediate present in which to initiate such a movement.

PROSPERITY VS. CONFEDERATION.

Newfoundland is just now, to use the words of Premier Bond, riding on the crest of a wave of prosperity unique in the history of the island. For several years everything that the colony is vitally interested in has prospered beyond the most sanguine expectations. The whole of the fisheries have been good, the mineral and lumber output—both new industries—has been large, wages have been high and provisions cheap. The export trade of the island has increased 44 per cent, in five years, while the imports show an increase of 35 per cent. in the same period.

MASSES ARE PREJUDICED.

To the great mass of the people of Newfoundland, as I have said, the mere thought of Confederation is repugnant, a condition of things very largely due to lack of information and prejudice.

ASTUTE POLITICIANS.

It is significant that politicans, members of the Government, who publicly oppose Confederation, are not nearly such strong opponents of it when talking privately. One of these, after announcing that he was an "anti-Confederate," and emphatically expressing reasons why Newfoundland should not go into the Dominion, said: "I realize that confederation is in the air, that it is a growing movement." Another, also an expressed opponent, said: "I think it is safe to say that, with but very few exceptions, all the public men of the colony are personally in favor of Confederation, but their constituents are not.

AN INTELLIGENT FAVORABLE ELEMENT.

It is this last condition that is most puzzling in trying to arrive at a proper decision as to the feeling in the colony. I have been told repeatedly in the course of my inquiries that the Catholics were the chief opponents of Confederation, yet I found on investigation that the Archbishop of St. John's, a native of Newfoundland, a man who commands the respect of all his people, forming one third of the whole population of the island, is a strong Confederate, and some day, when the time is ripe, may be expected to swing practically the whole of the Catholic vote in favor of the colony entering the Dominion.

Again, almost every person has assured me that the present Premier of Newfoundland, an exceedingly able politician, is a most pronounced opponent of Confederation, and this is the opinion prevailing in Canada. Yet, when I interviewed him, this pronounced opposition dwindled down to a very deliberate and reasonable expression of opinion that no rational man could declare himself either a Confederate or an anti-Confederate until he had seen the terms of Confederation.

POSSIBILITIES OF THE NEXT ELECTION.

After dealing in a sugar-coated way with the possibilities of swinging the Newfoundland vote by "the resources of civilization" which we, in New Brunswick, at least, know have been operated in Newfoundland, Mr. Smith says:—

The Bond Ministry is considered by many people to have carried out its promise in the wrong way, and, despite the splendid budget and the general prosperity of the island, it would not be surprising, having in mind the political history of the country, if at the general elections in October next it was defeated.

The manner in which Ministers of the Crown change their party allegiance might be well treated in comic opera. The latest example is the appearance in the field of Sir William V. Whiteway, Newfoundland's grand old man, to organize a party to oppose the Government of Sir Robert Bond, who, for a number of years, was Colonial Secretary in Sir William's Cabinet.

The politicans know that at the present time Confederation is unpopular, hence they oppose it. That unpopularity, when the people are enlightened, will probably be dissipated, and then the politicans may be depended upon to become just as ardent Confederates as they are now anti-Confederates.

CANADA MISSED OPPORTUNITY.

The most persistent, and the most tiresome argument against Confederation that I have met with has been that Canada refused in 1895 to accept Newfoundland's offer to enter Confederation. The predominant opinion, openly expressed on all sides, is that Canada at that time tried to take advantage of Newfoundland's distress, that it regarded the island as a bankrupt concern, and that without any consideration at all of its assets, when properly developed, it proceeded to offer so many cents on the dollar. "You had the chance to take us in then, when we were in trouble, and you turned us down; now we can do without you, and we mean to," is the first statement made by almost every ordinary Newfoundlander when approached on the subject. Newfoundland's pride was hurt, and it will need the cleverest diplomacy to heal the wound.

NEXT OVERTURES FROM CANADA.

It may be taken for granted, it is not open to dispute, that Newfoundland will never again ask Canada to admit it into the Dominion. The next overtures must come from Canada. The Dominion will have to make a broad and generous offer on a different basis entirely from the offer of 1895. The terms which Newfoundland was willing to accept then would not be considered now as at all acceptable by even the strongest advocates of Confederation in the colony. The island has been developed tremendously in the eight years that have passed, and permanent resources have been revealed that were then mere chimeras.

To one of the leading statesmen of the island I put the question, "What should Canada do, supposing it were desirous of Newfoundland entering Confederation?" He replied: "Your terms of entry would have to be far above what they were in 1895. You would have to show our people that their position would be materially benefitted, You would have to show, further, an intent on to improve out harbors, etc., for the advantage of the fishermen, outline a scheme of development, and provide sufficient guarantees that that scheme would be carried out."

The principal obstacle to union is the probability of Newfoundland demanding extravagant and impossible terms, as the result of its present prosperity and the assuring outlook for continued development.

[Mr. Smith continues by referring to his experiences in discussing the methods of approachment for confederation with the public men of the colony and impresses one with the idea that it is the "manifest destiny" of the Dominion to include the "Province of Newfoundland."]

The War.

RUSSIANS AGAIN IN HARD LUCK.

St. Petersburg, April 22—The emperor has received the following telegram from Viceroy Alexieff bearing to-day's date:—

"I respectfully report to your majesty that today during the placing of mines by some steam launches, Lieutenant Pell and twenty men were killed through a mine exploding prematurely under the stern of one of the launches."

RUSSIAN DEPRESSION.

Viceroy Alexieff's announcement of the destruction of a launch and the loss of 21 men by the explosion of a Russian torpede at Port Arthur has added to the gloom which has prevailed since the disaster to the Petropavlovsk. The war commission suppressed part of the viceroy's despatch which showed where the mines were being placed. It is believed that as launches were employed they were mining the entrance to the harbor in order to prevent the Japanese from forcing an entrance and attempting to destroy the remaining ships.

JAPANESE IN FORCE ON THE YALU.

Viceroy Alexieff has also sent this despatch to the Emperor:

"Quite a series of reconnaissances carried out on the Yalu have shown that the Japanese are concentrating in considerable force. It is believed that they have about one division to the north of Wiju. They are also beginning to concentrate troops in Wiju, from which place they have moved the Korean population.

"Information has reached me that quantities of material, apparently parts of pontoon bridges, are being collected opposite the island of Mabikho.

RUSSIANS REPORT KILLING JAPS, BUT DON'T KNOW MUCH ABOUT IT.

"Our scouts have killed ten Japanese scouts, one of whom appeared to be an officer.

"On our right flank our scouts executed daring reconnaissances extending over several days on the left bank of the Yalu, as the result of which it has been ascertained that there are only a few troops south of the river Pomsku, but that the Japanese there are occupied in preparing boats.

JAPS TURN THE TABLES.

A Russian detachment of two officers and 32 men proceeded thither in three boats. The detachment was, however, discovered by the enemy and shots were exchanged, three of our riflemen being killed. Staff Captain Smeizin and eleven riflemen were severely and Lieut. Pushkin and four men slightly wounded. The detachment returned to our bank of the river under cover of two of our guns."

WHY HAVEN'T THE RUSSIANS REPORTED IT?

A "private telegram" of 23rd from Port Arthur reports that the Japs lost seven thousand men in a recent battle on the Yalu. The Associated Press is not able to confirm the story which is not officially denied.

[Later advices say that the foregoing reported slaughter is the pure invention of a press correspondent.]

St. Petersburg: April 23: Everybody is quiet at the seat of war [Perhaps so!]

JAPAN'S INTENTIONS ARE ON SOLID BASIS.

Collier's Weekly, which has more correspondents in the Eastern War field than any other illustrated journal, gives some interesting facts in its issue of 23rd inst. Writing under date of March 15th, from Tokio, its chief of staff, Mr. Frederick Palmer, says: With the warm days of April, Japan will be ready to strike on land. Will Russia be ready to receive the blow. Actions will come in as quick sequence and with as little warning as those of the navy.

"The city was no sooner empty of one lot of reservists than another appeared. In the last few days we have seen a repetition of the scenes of the first week of the war. Another army has sprung out of kimonos into blouses. Many of the members are veterans. The medals which they wear tell of battles against the Chinese in 1894 95. They will assist to make again the conquest of ground which they once won. Some of them are stooped with hard labor, but, even more than the younger men who have gone before them, they perhaps have the quality which wins victories.

JAPANESE NOT ELATED BY THEIR VICTORIES.

What is now most impressive to the foreigner is that the elation of victory has left no aftermath of over-confidence. Before the naval engagements the Japanese asked themselves the question, "What if Russia should win on the sea?" They took all possibilities into consideration. Now that the sea is clear, now that the first premise is assured, they do not look to easy victories on the land. Instead of saying, "We are going to Harbin," they ask the foreigner politely, "Can we go to Harbin?" (In their hearts they may be perfectly sure that can; for no man has yet fathomed the potentialities behind the Japanese smile.) I have talked with no intelligent Japanese who did not fully relize that the land, not sea, is

THE RUSSIAN'S NATURAL ELEMENT.

The attitude of the officers themselves recalls the remark of an ensign of our squadron at Santiago.

"When I saw the Spanish ships coming out," he said, "I remember thinking that in ten minutes the scuppers would be running with blood. When it was all over I couldn't quite relize that I was still alive."

THE JAPANESE EXPECT TO MAKE SACRIFICES.

The Japanese expect carnage in Manchuria, nothing more or less. They are counting upon gigantic battles and heavy losses. They go to their work with the grim determination of one to whom the cost is clear. If they have swept across the railway behind Port Arthur by the first of July, as many of their admirers expect that they will, without an appalling list of dead and wounded, the average officer will be surprised. Perhaps the general staff will not be. We fancy that Kodama knows all. He knows not only where the landings will be made, but where the battles will be fought. The Japanese officers dressed as Chinese, who are acting as spies, must keep the general staff informed as to every Russian movement. They can slip back into Korea or Neuchwang with their news, and once it is in Japanese territory it flies over a wire held exclusively for Government purposes.

THE RUSSIANS OUT AT LAST.

TOKIO, April 25, 6 p. m.—The Russian Vladivostock squadron, after a long period of inactivity, suddenly appeared off Gensen, on the east coast of Korea, this morning and sank the Goye Maru, a Japanese merchant steamer of six hundred tons.

A brief telegram received from Gensen today says three Russian cruisers had entered the harbor and they were still there when the telegram was sent. Their arrival created consternation in the unprotected Japanese colony at Gensen. It is thought in Tokio, that this Russian movement was made in the hope of intercepting some unprotected Japanese transports. It is not believed the squadron will remain at Gensen long.

The Vladivostock squadron consists of the cruisers Rossia, Grombei, Rurik and Bebatyr. The last is a protected cruiser, and the others are armoured cruisers, the four being among the most powerful in the Russian navy.

Ayer's

If your blood is thin and impure, you are miserable all the time. It is pure, rich blood that invigorates, strengthens, refreshes. You certainly know

Sarsaparilla

the medicine that brings good health to the home, the only medicine tested and tried for 60 years. A doctor's medicine.

"I owe my life, without doubt, to Ayer's Sarsaparilla. It is the most wonderful medicine in the world for nervousness. My cure is permanent, and I cannot thank you enough." MRS. DELLA MCWILL, Newark, N. J.

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

for

Poor Health

Laxative doses of Ayer's Pills each night greatly aid the Sarsaparilla.

Wheeler's Botanic Bitters

CURE

Biliousness
Headache
Constipation

Keep the eyes bright and the skin clear.

They cleanse and purify the system.

At all dealers 25c.

ROYAL BAKING POWDER

ABSOLUTELY PURE

Makes the food more delicious and wholesome

ROYAL BAKING POWDER CO., NEW YORK.

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.

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 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 / 7 25 lv	Doaktown	10 30	12 05 pm
1 20	8 25	Blackville	9 25	10 20
2 30	9 20 ar	Chatham Jct	8 25 lv / 8 00 ar	8 50 / 8 10
3 00	9 25 lv	Nelson	7 40	7 50
3 20	9 45	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,	10.35 p. m	12.40 p.m.
Nelson	10.55 "	12.55 "
Ar. Chatham Junc.,	11.15 a m	1.10 "
Lv. " "	11.50 "	1.30 "
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	7.20 "	10.40 "
Ar. Chatham Junction,	7.45 "	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, Blackfield 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 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.

PLEASE NOTE PRICE AT 15 CENTS PER SHARE FOR ONE MONTH

Any amount less than $100 send by postoffice or express money order; over this amount by bank draft to

JAMES LAWLER,
Box 545 Secretary and Treasurer
ROSSLAND, B. C., CANADA.

Booklets, Order Blanks and Prospectus with Maps and Reports from Mining engineers sent only to investors or those desiring to invest.
And further, LEARN TO DISTINGUISH THE REAL FROM A SHADOW.

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 8 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.

INTERCOLONIAL RAILWAY.

Tender for Pile Wharf.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Pile Wharf," will be received up to and including

THURSDAY, 5TH DAY OF MAY, 1904,

For the construction of a CRIBBED PILE WHARF at HALIFAX, N. S.

Plans and specification may be seen at the Station Master's Office at Halifax, N. S., and at the Office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the Specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N.B., 15th April, 1904.

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.

CANADIAN PACIFIC RY.

TOURIST CARS

EVERY THURSDAY

FROM MONTREAL

Every TUESDAY and SATURDAY from NORTH BAY.

NO CHANGE OF CARS
MONTREAL TO VANCOUVER.
TRAVERSING THE GREAT CANADIAN NORTH WEST

The Finest Mountain Scenery on the Continent

LOWEST RATES APPLY.

THE CANADIAN PACIFIC SERVICE IS UP-TO-DATE.

WORLD'S FAIR, ST. LOUIS.
Opens May 1st, Closes December 1st 1904.

C. B. FOSTER,
D. P. A., C. P. R., St. John, N. B.

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 Restigouche River at Dalhousie in the said County of Restigouche 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).