

General Business. COMMON SOAP. ROUGH SKIN. We have just imported a large lot of Olive Oil and Cucumber Soap.

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

HICKEY'S DRUG STORE. ONLY AT HICKEY'S DRUG STORE.

Bank of Montreal. ESTABLISHED 1817. Capital (paid up) \$12,000,000. Reserve Fund \$3,000,000.

SPECIAL NOTICE. The Chartered Bank in Chatham, N. B. and Newcastle, N. B. have decided to change the Saturday closing hour to 12 O'CLOCK.

Only high grade machine made in Canada. Long or short carriage interchangeable. In use by both great Canadian railways.

INTERCOLONIAL RAILWAY. TENDER FOR QUAY WALL OF CRIBWORK. Seal tenders, addressed to the undersigned, and marked on the outside "Tender for Quay Wall, Station, N. B." will be received up to and including THURSDAY, the 25th day of AUGUST, 1904.

MAIL CONTRACT. CABLE TENDERS, addressed to the Postmaster General, will be received at Ottawa, on FRIDAY, THE 26th AUGUST, 1904, for the operation of the Halifax, N. S., and other routes.

Miramichi Advance. CHATHAM, N. B., AUGUST 25, 1904. The Dominion Elections. The question as to whether there will or will not be a general Dominion election before the next session of Parliament is being actively discussed in many quarters.

We are not in the confidence of those who are managing the respective parties—if more than one really exists—in Northumberland, but it is gratifying to believe that the divisions which severed the Liberals here bid fair to cease and that the old-time unity will restore the County to its former place at Ottawa.

It was shown, on the one hand, that there were many annoyances and even losses due to the different interpretations as to values by collectors of customs. On the other hand it was pointed out by Mr. Hawks that all new tariff enactments of radical character had, in their inception, been accompanied by these difficulties.

The subject of forest fires and their prevention was brought up by Mr. Ayles representing a Nova Scotia board—Annapolis—who moved a resolution in favor of reforestation by replanting. In the discussion it appeared to be assumed that New Brunswick was as badly off as Nova Scotia had been because of want of governmental protection and Mr. W. M. Jarvis of St. John had the resolution so amended as to recommend the adoption by New Brunswick of the Nova Scotia system and an enactment applying to the county of Westmorland.

It is expected that this important question is settled, it is expected that Mr. Robinson will return to his old party allegiance and help, as he can very materially do, in reuniting the Liberals of Northumberland, so that they may send a man to Ottawa who will loyally assist Mr. Emmerson in his efforts for the promotion and development of New Brunswick's interests.

The Minister of Railways and Canals and the chief officials of the Intercolonial may resolve to place the whole duty of determining how the Canada Eastern Railway service shall be run in the hands of the Advocate. This paper is manifesting its usual activity in instructing those gentlemen in the matter, and they ought to be grateful to it for showing them the path of duty.

The annual session of the Maritime Board of Trade took place at Moncton last week. Its first sitting was on Wednesday forenoon and its last on Friday forenoon. There were five sittings in all, one only taking place on Thursday, as the delegates met at three to the six walls at Dover, St. Joseph and Memramouc on Thursday, from which they returned in time for an evening session only on that day.

The committee subsequently reported a resolution as follows: "Resolved, that in the opinion of this Board, the governments of Nova Scotia, New Brunswick and P. E. Island should cooperate in the publication and distribution of Great Britain and Ireland, among a desirable class of prospective immigrants, of literature showing the advantages offered to settlers in the maritime provinces of Canada; and that committees consisting of three members of the Board from each of such provinces be now appointed to bring the subject before the respective governments."

Why is it that Ayer's Hair Vigor does so many remarkable things? It feeds the hair, puts new life into it. The hair cannot keep from growing. And gradually all the dark, rich color of early life comes back to gray hair.

Domestic Express in its own locality and a monopoly of the fruit business at points in Quebec and the Maritime provinces where that company exclusively has offices. It is shown that the Dominion Express Company is practically owned and controlled by the Canadian Pacific Railway, while the Canadian Express Company holds similar relationship with the Grand Trunk Railway.

The desirability of encouraging immigration of a suitable class from Great Britain and Ireland to the Maritime provinces was discussed on its introduction by Mr. DeWolf, from the Kenville Board, which put the matter in the form of the following question: "What is the most advantageous way to advertise the resources of the Maritime provinces whereby a desirable class of British emigrants may be secured and retained as permanent citizens?"

The reference was that while such was the law there existed an arrangement between the Canadian Pacific and the Grand Trunk lines that the former was to be left in the enjoyment of its monopoly of the express business over the main lines through the Dominion Company and the latter its monopoly over its lines with the Canadian Company; and while it was open to either to claim and enforce its running rights under the law over the other's lines, neither company desired to do so.

Mr. Smith of Chatham said there must be some mistake on Mr. Fisher's part in connection with his remarks as to the New Brunswick Agent-General, at least, having no booklets or pamphlets in reference to this province. He referred to the Stonehaven and Kintore settlements, as well as individual farmers established by the New Brunswick Government's efforts on the St. John river, to illustrate pamphlets by Mr. Heaney, Mr. Hickman and others which have been printed by thousands and circulated in the Mother country and said that whatever the neglect of other provinces had been in the matter, the government of New Brunswick had not been so remiss as Mr. Fisher appeared to think it was.

Mr. Jamieson moved that the matter be referred to a committee who would submit a suitable resolution in reference to it. This was seconded by Mr. Smith and adopted. The committee subsequently reported a resolution as follows: "Resolved, that in the opinion of this Board, the governments of Nova Scotia, New Brunswick and P. E. Island should cooperate in the publication and distribution of Great Britain and Ireland, among a desirable class of prospective immigrants, of literature showing the advantages offered to settlers in the maritime provinces of Canada; and that committees consisting of three members of the Board from each of such provinces be now appointed to bring the subject before the respective governments."

Mr. Jamieson from the Digby Board moved a resolution which was discussed at considerable length asking the Dominion Government to use its influence with the Imperial Government to have the portions of its treaties with European nations which opened Canadian coasting trade privileges to such nations annulled. The resolution passed.

Mr. Jamieson from the Digby Board moved a resolution which was discussed at considerable length asking the Dominion Government to use its influence with the Imperial Government to have the portions of its treaties with European nations which opened Canadian coasting trade privileges to such nations annulled. The resolution passed.

The War.

A St. Petersburg despatch of last Friday says:—A feeling almost akin to despair reigns in the much-tried Russian admiralty. The official report of Vice-Admiral Skrydloff (coming on the heels of known losses sustained by the Port Arthur squadron in its desperate sortie of Aug. 10, and the anxiety over the fate of the warships still unaccounted for, not only confirming the sinking but showing that the injuries sustained by the Gromoboi and Rostva in the fight with Vice-Admiral Kamimura's squadron were even greater than anticipated) completes the crushing nature of the blow to Russia's ill-starred naval forces in the Far East.

The effect upon the public is also most depressing. The only consolation found is in the words of praise bestowed on the officers and men and the unequal character of the fight, Russian naval experts by the system of co-efficients figuring that the inferiority of the Vladivostok squadron in armor and guns was 50 to 100. The chief mystery, at the admiralty here is why Vice-Admiral Kamimura drew off when Admiral Jensen's ships were at his mercy. The only explanation is that his squadron must have suffered such frightful damage that it could not continue the battle.

It is confirmed that the losses of officers and men on board the Rostva and Gromoboi were 50 per cent. of the former and 25 per cent. of the latter, showing the dreadful havoc caused by the fire from the Japanese ships even at a range exceeding three miles. Private reports say the decks of the Rostva were veritable shambles.

The Japanese protected cruiser Tashirua found the Russian cruiser Novik at Khasanek, Khablankh island, on the morning of the 20th and attacked her effectively. On the morning of the 21st, the Novik, which had been heavily damaged, was stranded and partly sunk. The Tashirua was hit once in a coal bunker, but the damage has already been repaired. There was no other damage, nor was there a single casualty on the Japanese vessel.

A general appraisal of the Russian navy that was stationed in the war zone of the east shows that, for all practical purposes, it has become useless as an effective force. The ships which are not permanently in good harbors and those that have not been sunk or otherwise destroyed are almost exclusively employed in efforts made for the purpose of evading meetings with the aggressive Japs.

A Brussels correspondent of the London Daily Telegraph says that three French submarine boats, of the Dauphin type, have been forwarded to Vladivostok by rail. The investment of Port Arthur by the Japanese continues, and the fall of that great and important stronghold of Russia in the east cannot be much longer delayed. Russian reports indicate that the Japanese are losing thousands of men in driving the defenders from their outlying batteries, but they show that the processes of Japanese successes are inexorable and that the defenders are in desperate straits.

The officers for the current year are:—President, E. K. Spence, Yarmouth; 1st Vice President, Capt. Reed, Summerside; 2nd Vice President, W. S. Fisher, St. John; P. R. MacLean, St. John; Secretary, C. M. Green, Halifax; Corresponding Secretary, E. H. Armstrong, Yarmouth; Auditor, M. G. DeWolf, Kenville.

Mr. Shaw next gave an exhibition of the great power of the explosive by placing one of the quart canisters which he had poured it into the cartridge, and in which there was only what had adhered to the inside—not more than a wispy glass full in all—two hundred feet away and setting it off with time and cap. It had been set on the ground with two spruce trees ten feet high on either hand, about six feet apart. The concussion blew one of the trees in two hundred feet above the ground and sent the top twenty feet away while it made a hole two feet deep and four or five feet in diameter in the third quarter of the distance between the trees. After examining the well being pumped in this vicinity, as at Dover, some of the party went to a 2,000 barrel receiving tank, where a fine barrel conveying tank had just arrived from the latter place and saw the crude oil run into the big receptacle, from which it will be pumped to be stored as soon as the refinery which the company is now building is completed. This conveying tank was followed by a second of equal capacity before the party's train left.

Preparations for the new train service on the Canada Eastern Railway are being actively made by the officials of the Intercolonial Railway, acting in concert with those of the former road. Important changes are to be made in the train-running schedule, but it is probable that the personnel of the staff will not be much changed. Under the new management the pay of the men will, of course, be brought up to intercolonial rates, which will give them very material increases. After the first of September the station and freight agents, conductors, engineers and brakemen will appear more or less in the uniform of the government road.

Ayer's Hair Vigor

Why is it that Ayer's Hair Vigor does so many remarkable things? It feeds the hair, puts new life into it. The hair cannot keep from growing. And gradually all the dark, rich color of early life comes back to gray hair.

Domestic Express in its own locality and a monopoly of the fruit business at points in Quebec and the Maritime provinces where that company exclusively has offices. It is shown that the Dominion Express Company is practically owned and controlled by the Canadian Pacific Railway, while the Canadian Express Company holds similar relationship with the Grand Trunk Railway.

The desirability of encouraging immigration of a suitable class from Great Britain and Ireland to the Maritime provinces was discussed on its introduction by Mr. DeWolf, from the Kenville Board, which put the matter in the form of the following question: "What is the most advantageous way to advertise the resources of the Maritime provinces whereby a desirable class of British emigrants may be secured and retained as permanent citizens?"

The reference was that while such was the law there existed an arrangement between the Canadian Pacific and the Grand Trunk lines that the former was to be left in the enjoyment of its monopoly of the express business over the main lines through the Dominion Company and the latter its monopoly over its lines with the Canadian Company; and while it was open to either to claim and enforce its running rights under the law over the other's lines, neither company desired to do so.

Mr. Smith of Chatham said there must be some mistake on Mr. Fisher's part in connection with his remarks as to the New Brunswick Agent-General, at least, having no booklets or pamphlets in reference to this province. He referred to the Stonehaven and Kintore settlements, as well as individual farmers established by the New Brunswick Government's efforts on the St. John river, to illustrate pamphlets by Mr. Heaney, Mr. Hickman and others which have been printed by thousands and circulated in the Mother country and said that whatever the neglect of other provinces had been in the matter, the government of New Brunswick had not been so remiss as Mr. Fisher appeared to think it was.

Mr. Jamieson moved that the matter be referred to a committee who would submit a suitable resolution in reference to it. This was seconded by Mr. Smith and adopted. The committee subsequently reported a resolution as follows: "Resolved, that in the opinion of this Board, the governments of Nova Scotia, New Brunswick and P. E. Island should cooperate in the publication and distribution of Great Britain and Ireland, among a desirable class of prospective immigrants, of literature showing the advantages offered to settlers in the maritime provinces of Canada; and that committees consisting of three members of the Board from each of such provinces be now appointed to bring the subject before the respective governments."

Mr. Jamieson from the Digby Board moved a resolution which was discussed at considerable length asking the Dominion Government to use its influence with the Imperial Government to have the portions of its treaties with European nations which opened Canadian coasting trade privileges to such nations annulled. The resolution passed.

Mr. Jamieson from the Digby Board moved a resolution which was discussed at considerable length asking the Dominion Government to use its influence with the Imperial Government to have the portions of its treaties with European nations which opened Canadian coasting trade privileges to such nations annulled. The resolution passed.

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?

George Hildebrand, Cunard St. Chatham, N. B. IF SO GO TO

CANADA EASTERN RAILWAY. IN EFFECT JUNE 13, 1904. TORONTO TRAVEL IN COMFORT EXHIBITION. BY THE CAN. PAC. SHORT LINE.

CANADIAN PACIFIC RY. TORONTO TRAVEL IN COMFORT EXHIBITION. BY THE CAN. PAC. SHORT LINE. RATES FROM ST. JOHN, N. B.: \$20.55 Going August 30th to September 8th, 1904.

NOTICE RE TIMBER LIMITS. The Biggest, Brightest and All-Round Best Fair ever held in St. John, N. B., is already assured.

MISS E. F. LYON. (ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST. CHATHAM, N. B. Preparations for the new train service on the Canada Eastern Railway are being actively made by the officials of the Intercolonial Railway, acting in concert with those of the former road.

EASTERN STEAMSHIP CO. International Division. Steamers leave St. John, N. B. Monday—St. John, 8 a. m.; Eastport, Lunenburg and Boston, 9 a. m.; Eastport, Lunenburg and Boston, 9 a. m.; Eastport, Lunenburg and Boston, 9 a. m.