

General Business.

COMMON SOAP

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

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.

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

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

Any of the other remedies which
might not be in stock will be
procured for anybody wanting them.

ONLY AT

HICKEY'S DRUG STORE.

Bank of Montreal.

ESTABLISHED 1817.

Capital (all paid up) \$12,000,000

Reserve Fund 8,500,000

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 con-

venient 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 Bank in Chatham, N. B.,

and Newcastle N. B. have decided to change

the Saturday closing hour to 12 O'CLOCK,

NOON, commencing on October 4th next.

Until further notice, for convenience of

customers, the Bank will be open for busi-

ness from 9.30 a.m. on Saturdays.

Other days as usual from 10 a.m. until

5 p.m.

R. B. CHOMBIE,

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 in-

ferior work than if you had

a machine.

If you have an inferior machine,

it will pay you to get one which

will produce the best results, and

save the difference.

WHY DO THE GREAT RAIL-

WAYS BUY THE OLIVER?

CANADIAN OLIVER TYPEWRITER

COMPANY,

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

\$25.00 REWARD.

I will pay the above reward for

such information as will lead to the

detection and conviction of the

person or persons who broke into

my store on Sunday night last.

The information will be treated as

confidential.

J. D. R. F. MACKENZIE,

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

J. U. LOGIE,

Specialist in Optics.

From Bangor, Maine.

On his Ninth Annual Trip

—WILL BE AT—

W. R. Gould's Jewelry Store,

Chatham.

on 11th, 12th and 13th August;

also at THE WAVERLY HOUSE,

NEWCASTLE, on the 17th and 18th.

Mr. Logie carries a full set of And-
roid's Trial Lenses, and is prepared to deal with
all classes of Eye Troubles, such as Myopia,
Hypermetropia and Astigmatism.

Miramichi Advance.

CHATHAM, N. B., AUGUST 11, 1904.

Still at it.

The St. John Sun will perhaps

accept in good part a suggestion

which we have to offer, viz.—that

as the purchase of the Canada East-

ern Railway by the Dominion

Government has been placed

beyond its power to prevent—

although it has worked hard to

that end—it ceases its futile op-

position thereto. Whether the Sun

and its owners are pleased or not

with the transaction it is accom-

plished. Whatever effect the pur-

chase may have on political inter-

ests it is beyond doubt a decidedly

advantageous thing for the country

generally and the government

railway system in particular. It is

a tribute to the influence in govern-

ment councils and the efficiency as

a minister of Hon. Mr. Emmerson

and although the Sun has done its

little best against what has now

been accomplished, it ought to

realize that the time for it to accept

the situation, so far as the Canada

Eastern is concerned, has fully

come. It can help neither itself

nor its party by condemning the

government because it has made

the Canada Eastern a part of the

Intercolonial.

A Sample of Canadian Retaliation.

Our United States neighbours

are reaping just now as they have

been sowing. Amongst the enact-

ments suggested by their ultra

protectionist idea is that which

was particularly aimed at and has

been for several years enforced

against Canadians, and known as

the alien labor law. After

experiences with it, which were

often made unnecessarily harsh by

officials on the other side of the

line, our legislators found it neces-

sary to retaliate in some degree, and

the subject is now in prominen-

ce at the present time by the

application from the Canadian side

of the restriction which was oper-

ated against citizens of this country

who were under engagement to

work in the United States. It is

seems that the Grand Trunk

Pacific managers, contrary to what

would seem to be the right policy

and to understandings had when

they secured their enormously

favorable concessions from Canada,

have a decided preference for em-

ploying United States engineers.

The Ottawa Government has been

attacked directed to the breaches

of law which the railway company

has been committing, and the

United States engineers are being

treated in the same way as our

people have been in that country.

It seems a somewhat harsh way to

deal with professional men whose

services may be almost necessary

to the construction of a great work,

but Canada cannot afford to be

liberal in such matters when the

large country on her border pursues

the policy she has been forced, for

her own protection, to imitate. Be-

sides, it has been established by

judicial enquiry, that this big

Grand Trunk Pacific Company has

refused to employ Canadian

engineers of the highest attain-

ment because of the evidence of

its managers to give preference

to United States engineers.

The Globe and the Canada Eastern.

The St. John Globe is a cold

and unfriendly critic of the Govern-

ment's action in taking over the

Canada Eastern Railway. It pre-

sents the objections originated by

the Sun and the Western members

of Parliament, adds some of its

own and solemnly adopts the

opposition view that because this

railway has been taken over all

others which connect with the

Government. It intimates as the

consequence of Mr. Blair, when Senator

Ellis, editor of the Globe, thought his

time to be considered big enough for

ambition position had come.

The Telegraph also says:

"Perhaps the Dominion government

can arrange that little matter with

the Globe by handing out another sen-

sation in the right quarter. One ap-

ears to be too little—or too much.

The Transcontinental by Province.

(Toronto Globe etc. last.)

One of the distinguishing merits of

the National Transcontinental Railway

project is that the line when completed

will traverse every Province of the

Dominion except Prince Edward

Island. This will have the effect of

making it a thoroughly national road

in the best sense of the term. What

ever minor railways are at present in

operation or are hereafter constructed

may be brought into close connection

with the Transcontinental trunk line,

and thus become either nominally or

virtually part of one great trans-

continental system. It is difficult to im-

agine definite limits on the revolution which

the completion of such a system will

effect, and which will be in regular

progress of development during the

whole period of construction. Those

who denounce the present Transcon-

tinental project because it is run from

west to east across Ontario and Quebec

or because it is to traverse diagonally

New Brunswick, have never given

much thought to this aspect of the

case. It will, in fact, be a greater

intercolonial line than a transcon-

tinental railway.

To add to the importance of the

scheme is a necessary only to bear in

mind that a very large proportion of

the land along the proposed route in

Ontario, Quebec, and New Brunswick

is fit for settlement, and that the best

of the only way to secure the

utmost possible continuity of settle-

ment is to construct a transcontinental

line. The interests of the great north-

would prevent those best acquainted

with it from experiencing any

uneasiness. In less than a week

that paper entirely changed its

attitude of strenuous opposition

to the Grand Trunk Pacific scheme

to one of the most unreserved

advocacy, and it is not, therefore,

unreasonable to expect that in a

few days we shall find it taking

the same course in connection with

the Government's purchase of the

Canada Eastern.

Editorial Notes.

In parliament, last week, Sir Wilfrid

Laurier moved a farewell address to

Lord Minto, thanking him for his

services to Canada. The Premier

spoke of him as a model constitutional

governor who at all times had the

welfare of the Dominion at heart. Mr.

R. I. Borden seconded the motion in a

felicitous speech, and the resolution

was adopted unanimously by a standing

vote.

That other transcontinental rail-
way scheme is being again exploited by

the press, the rumour in connection with

it being revived by the fact that its

promoters, Messrs Mackenzie and Mann,

have filed at Ottawa a plan of its pro-

posed route. The plan shows, on paper,

a line running from Quebec into Maine

and thence to New Brunswick and via

Woodstock to Fredericton and Moncton

to a terminus in Peggwash, N. S.,

thence by the I. C. R. short line to

Pictou and on to County Harbor,

which is talked of as a future Atlantic

terminus.

Maine Lumber and pulp manufactur-

ers who depend on the Kennebec cut-