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Restorative Pills,
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always in stock and sold under DR. SHOOP'S guarantee to refund money if they fail to do as represented.

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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.

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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.

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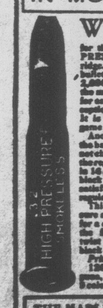

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THE MARLIN FIRE ARMS CO.
NEW HAVEN, CONNECTICUT

Miramichi Advance.

CHATHAM, N. B., JUNE 23, 1904.

The work of printing the Consolidated Statutes has been completed and the Gazette is informed that proclamation will be issued by the Lieutenant-Governor in Council bringing them into force on the first day of July next, when they will be ready for distribution.

Last Saturday's Canada Gazette contains the official announcement of Lord Dundonald's retirement, as follows: "His Excellency the Governor-General-in-Council has been pleased to retire Major General the Right Honorable D. M. B. H., the Earl of Dundonrld, C. V. O. C. B., from command of the Canadian militia under provisions of general order 159 of 1903."

"Colonel, the Right Honorable Matthew, Lord Aylmer, Adjutant General, will act as an officer commanding Canadian militia."

Capturing Oysters With a Jacknife.

Fishery Commissioner Smith is a correspondent of "Forest and Stream" the leading weekly of its class in the United States, and one of his late contributions to it was as follows:—

CHATHAM, Miramichi, N. B., Canada, May 20.—*Editor Forest and Stream:* I have nothing to say in opposition to Dr. Morris' objection to the oyster which is "stall-fed" in fresh and brackish waters, which he truly says, are "pretty but no good" as to flavor. But there are other white-meated, plump and delicious oysters of full, natural, and even improved flavor, which are taken on the Miramichi by fishing for them with a jacknife blade, although those who know how and where to get them to the best advantage go among them armed with a regular oyster-knife.

When we tell visitors to the Miramichi that our oysters in a certain locality bite at the knife blade, are taken upon it by the basketfull, and that they are the most plump, white-fleshed and best flavored in this province, they are at least skeptical, until they are induced to join an oyster party on one of our steam , or other yachts on a trip to the lower bay of this beautiful river.

Landing say at the southwest end of Bay du Vin (Baie des Vents) Island, where there is a Sandy Hook on a small scale, the visitor finds hundreds of barrels of large oysters which have been spread out in the shallow water inside of the "Hook," where they are dry for a few minutes at low tide, but water-covered at other times. In this pure salt water they lie with open shells as soon as the tide covers them, and the cocker after the fattest, best flavored, and most shapely oyster obtainable in New Brunswick may walk out among them with a pair of rubber boots on to keep his feet dry, and placing his knife-blade on the inside of one shall find the other closed quickly and tightly upon it, enabling him to lift the bivalve from its artificial bed. He has his choice of eating it raw on the spot, or collecting as many as he may desire for more leisurely consumption. There is no danger of bacteria of any harmful kind, the fat which the oysters take on is genuine, natural, and flavor-improving.

If Dr. Morris would come here and "fish" for oysters with a knife blade at Bay du Vin, he would, probably, be as enthusiastic as we are over the artificially fattened oyster of the Miramichi, and know that the New York and other fresh water processes were suggested by the conditions and practice at the Hook of Bay du Vin Island, with the substitution of fresh for salt water.

D. G. SMITH,
Fishery Commissioner of New Brunswick.

We observe that the Chatham World seriously questions the truthfulness of the commissioner's statement that oysters are taken in the manner described and does it in a very discourteous way. A number of persons who have read the World's remarks and who are perhaps as ignorant of the subject as that paper is may believe Mr. Smith's statements to be incorrect. Nevertheless, they are true. The facts on which they are based are well known to Mr. T. B. Williston of Bay du Vin, who owns the oyster-fattening area referred to, and permitted a yachting party composed of a number of prominent people of Chatham and Millerton to take oysters in the manner described on an occasion several years ago.

We have no doubt that if the World writer were told that fresh water clams crawl hundreds of feet in a day along the bottoms of some of our rivers he would pronounce it a falsehood, but, while he may be ignorant also of that fact in natural history, the Fishery Commissioner assures us that it is true. The World writer is recommended to avoid making accusations of unveracity against others until he corrects his neglected education sufficiently to enable him to know what is true and what false in matters of the class referred to by the commissioner in "Forest and Stream."

OVER ZEALOUS:—It is probable that the Town Marshall believed he had the right to take entire charge of the Chatham ratepayers' meeting on Tuesday night and order citizens to take the platform, compel them to refrain from asking questions and, generally, conduct themselves as if somebody owned them. He received a lesson from one speaker which changed his notions materially and will, no doubt, not be quite so "fresh" on other similar occasions in future. He is a very good officer, but must remember that his powers have their limitations.

Ottawa.

THE CANADA EASTERN.

Ottawa, June 17—At a meeting of the cabinet today it was decided by the government to purchase the Canada Eastern and to operate it in connection with the Intercolonial Railway.

The price for the road is in the neighborhood of $800,000.

At one time it was said that the road would be leased. The decision, however, is to buy it and legislation is being prepared and will be put through this session making this road part of the Intercolonial system.

Sir Wilfred Laurier stated in the house to-day when moving to take Mondays for government business that there would be in the way of legislation an amendment to the election act, providing for preparation of voters' lists in parts of Canada where they are not now prepared under judicial or municipal authorities, a bill to transfer the Canada Eastern to the Intercolonial; a bill to amend civil service act and an amendment to alien labor law.

THE FISHERIES AWARD.

The house then went into committee on the estimates of marine and fisheries.

There was a long and wandering discussion in the house about the Halifax award and the fisheries.

Mr. Prefontaine said that the premiers from the maritime provinces had an interview with the goverment but no conclusions whatever had been arrived at. This was said in answer to the reports read from Prince Edward Island that Premier Peters said it was to be referred to the privy council.

Mr. Lefurgey talked of giving part of the award to the lobster fisheries.

Mr. Fielding said that the interests of the lobster fisheries were well worthy of consideration, but he would just point out that although the government was being attacked by the opposition for extravagance, the complaint was that the expenditures were not large enough.

Messrs. Hughes, (Prince Edward Island), and Johnston (Cape Breton), showed that unless an extra amount was given it would not benefit the lobster fishermen much as the seine men would be getting it. They suggested an aditional $100,000 or $150.000 annually.

Dr. Sproule, who was leading the opposition, said that, this would mean an increased provincial subsidy.

Another by the Sun.

The St. John Sun's Ottawa correspondant telegraphs to his paper that "a prominent liberal politician told him in the Russell House rotunda that "the Canadian Pacific railway, in view of the recent trouble with the St. John city council, are prepared to substitute St. Andrews for St. John as its Atlantic terminus next winter. The C. P R. has already acquired much land property at St. Andrews and has an option on the harbor front enough to accommodate all its steamers. What the C. P. R. would lose by abandoning its investments in St. John, said your correspondent's informant, it will more than recoup by the cheaper way in which it can handle its business at the Charlotte county port."

The statement of the correspondent is, of course, not to be taken seriously.

Two Stories.

One of the reasons why self-respecting men engaged in newspaper business in the province are inclined to abandon that means of making a living, is the fact that popularity and patronage are acquired by a considerable proportion of their competitors by taking advantage of their readers' confidence in the formerly well established reliability of newspapers, to interest them by the publication of statements of mischievious character. To bring the evil effect of this objectionable phase of journalism in New Brunswick home to the ordinary country reader, let him place himself in the position of a resident of the remote settlement which was attacked by the St. John Sun in connection with the late murder trial in Carleton county. The Sun said,—

"Following the river road two miles from the little town of Bath, Carleton county, one reaches what is locally called Hart's Corner. From there two miles of hard uphill climbing through a country of great rocks and boulders, then four miles of bouncing over an old corduroy road will bring one to a small settlement known as the Canaan settlement.

"Here, living at variance with all the laws of God and man, is a tribe of people, who, bearing a common name as well as holding common possession of a great many other things, are called Gee.

"Their houses consist of small huts constructed in all sorts of ways of logs and old boards, windows stuffed with rags in lieu of glass, and doors hung on bits of harness leather are to be seen on every side.

"As all pretence of the marriage ceremony is done away with in this community, it is impossible to speak of any such thing as family life. The people live together in groups, mixed in all sorts of ways. It is not an uncommon thing to come across a person whose grandfather and father are one and the same. A young man wishing to take unto himself a wife simply arranges the matter with the girl in question, builds a new shack and the setting up of a little whiskey completes the ceremony. During the summer months all are kept busy with the picking of strawberries, blueberries and raspberries. These they bring in and exchange at a station on the railway line for cloth, clothes, groceries and hardware.

"In conversation with a lad about 14 years of age it was learned that he had never had a shoe on his feet, had worn moccasins in winter and gone barefooted from April to November. The dealers at the depots, where the berries are shipped to the American manufactories, whence they reach the markets in the form of syrups and jams, find these people slippery customers to deal with. A man must be all eyes, for if once out of sight he is gone for good.

"As far as appearance is concerned, the Gees are not extraordinary. The men are large of build, and it is unusual to find one whose face has ever felt the touch of a razor. The women and girls are of buxom build and have a profusion of dark hair.

"The possession of firearms by these people is a noticeable feature. Nearly every man and boy in the place owns a gun or an apology for one. Game laws if they are aware that such things exist, must be a continual subject of jest, for they are paid no respect whatever. Small pieces of ground around the houses are cultivated and enough meadow hay is cut to keep a few cattle and the few horses the community is proud to own. Beyond this the amount of work done is absolutely nil. As far as personal possessions are concerned, what one owns all use.

"It is hard to believe that in the province of New Brunswick such conditions can exist, but one only needs a glimpse of one of the women of this tribe picking berries, in male clothing, to convince him that all this and much more is possible."

The Carleton Sentinel, a reputable weekly paper, reproduces the foregoing purely imaginative attack on the settlement referred to, which the Sun, no doubt published with the expectation that it would not be met with facts, and says:

"The above article is taken from the columns of the St. John Sun of the 9th, inst., and does not even appear in the form of a contributed article, and we can hardly understand why the Sun should go so far out of its way to insult not only the residents of a certain portion of the county of Carleton, but in fact the whole county as well."

There is hardly a truthful statement in the whole article. Instead of reaching the settlement named over an old corduroy road, we have no hesitation in saying that every road leading to and through the settlement named is a better road than King street in the city of St John. These people instead of being the savages described in the above article, are intelligent, upright citizens. The men can go to any store within reach and get all the credit they want. They possess beautiful farms and raise crops so great that they cannot be accommodated in the ordinary barns and have to be stacked out of doors in the autumn. They are all possessed of horses, carriages and every thing ordinarily used by up-to-date people in this county, and we have no hesitation in saying that if the editor of the Sun will drive through the upper end of the county through the settlement named to Hartland or Woodstock, he would never know when he passed through this terrible location unless somebody told him.

"The residents are as well and comfortably dressed as in any portion of the county, and the Sentinel feels that the least the Sun can do is to send some responsible representative to the community and after making an investigation, publicly apologize to these people for the insults which have been heaped upon them."

It is unfortunately true that one member of the family has committed a crime which justly merits the punishment provided by law, and it is also true that his own people furnished practically all of the evidence in order to convict him and did so without being forced so to do by the officers of the law, but did it voluntarily and without compulsion, and it is a matter of record that, at the coroner's inquest, the unfortunate man's father and mother came forward and asked to be sworn, in order to contribute their quota of evidence against their own boy, and it is also true that some members of the community, perhaps, are not any better morally than they should be, but we would advise our contemporary to turn its attention to Sheffield street and a few other portions of its beautiful city and do some missionary work at home before attempting to write such articles about other people.

The Sun's article was, it is said, suggested by its political editor, Mr. Scott, after he had been led to believe that the Gee settlement was not in accord with that paper's politics and like the Cork polling place in York generally went "one way," still, the Sun will learn, in the end, that it can gain nothing for either itself or its party by representing whole communities as criminals.

McLEAN'S Vegetable Worm Syrup—the kind your mother used, the original and genuine worm syrup.

[Victoria, B. C., Daily Colonist, June 14.]

IN THE SILENT NORTHERN COUNTRY

Mr. F. M. Tweedie Tells of Growing Trade of the North Coast.

Describes Work on Promising Mine on Princess Royal Island.

To all who are interested in the development of this province the future of the vast northern territory is of the greatest importance. It is a silent country. The dwellers in the older centres of southern British Columbia know little of it. A few merchants know something of its trade traditions, surveyors have reported for Blue Books and railroad companies, but it is still largely the land of prospectors and trappers—a land of travellers' tales. Here and there are settlements whose names are familiar, but outside of their narrow limits lies a territory practically unknown.

But travellers on the northern British Columbia route are struck with two peculiar conditions. One is the growing trade thereon, and the other is the mystery of whither that trade is bound. The Tees and the Danube make regular trips up the long coast and the passenger traffic has increased to the extent that the accommodation of these steamers is now taxed to the utmost. People are going up there, but what becomes of them and what their destinations and purposes are is more or less of a mystery. They are not bound for Atlin, and practically the only settlements along the coast are Port Simpson and Port Essington—and the latter is but a little village. The solution of the apparent mystery appears to be that there is a steady immigration to the north proceeding, and that in the near future the silent country will awaken to activity.

This is the opinion of Mr. F. M. Tweedie, son of Premier Tweedie, of New Brunswick. Mr. Tweedie came out from the East comparatively recently to take charge of the Princess Royal mine at Surf Inlet, Princess Royal island, belonging to a New Brunswick company, and he is greatly interested in the Northern country. In conversation with a Colonist representative last evening Mr. Tweedie spoke of the increasing trade of the coast, and expressed the opinion that a great developement was about to take place in the north. Port Simpson already is becoming quite lively. The expected coming of the new transcontinental railway accounts for that; for speculators, homeseekers and young men who want to put a stake in a growing place are collecting there to take part in its development. The result of railway communication through the northern territory will be very remarkable in Mr. Tweedie's opinion. It is well known that large tracts of the country are rich in minerals, while the Peace River country is described by many of those who have been through it as the best land in the Northwest. Settlement naturally will follow construction of the railroad and the vast mineral resources nearer the coast will be exploited.

Speaking of his mining property, Mr. Tweedie was also fairly enthusiastic. He believes that the property will turn out very well. Development was started on a practical basis. Capital was not sunk in an extensive plant, but in opening up the mine. The country is very mountainous and transportation to salt water is difficult at present, but the ore so far developed in the mine is decidedly valuable. There are two parallel veins, 200 feet apart, that traverse the property. One of these varies in width from 18 inches to four feet, and the other averages about nine. It is on the smaller vein that the development work has been done as it carries the highest values. Work was proceeded with throughout the winter with from sixteen to twenty men, and Mr. Tweedie expects to have a bigger gang at work before long. So far, everything indicates that the property will become a big mine in the near future. Results from assays have been regularly most encouraging and Mr. Tweedie has every expectation that this will continue. Some of the ore runs very high—as much as $332 per ton, or about sixteen ounces of gold. On a shipment of twenty tons in January the Company realized $80 per ton and on another shipment of thirty tons Mr. Tweedie brought down with him a few days ago, returns are not to hand yet. He intends to make regular small shipments every month from now until such time as the company can put in tramways and run the mine on a large scale. The ore is a sulphide, carrying principally gold and also copper and silver.

Mr. Tweedie rather enjoys life up at his camp. The last winter, however was an exceptionally hard one. There was a very heavy snowfall and the weather was cold and stormy. Work was interfered with for two weeks by a big slide which came down on the camp and swept away buildings and shaft head works. Three men were in the tunnel at the time but they were got out after two hour's digging. Mr. Tweedie leaves for Vancouver en route for Surf Inlet today.

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Do you like your thin, rough, short hair? Of course you don't. Do you like thick, heavy, smooth hair? Of course you do. Then why

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

for **Weak Hair**

The War.

Despatches of Thursday, 16th, are as follows:

In a fight at Telissu on the railway about 80 miles north of Port Arthur, the Russians lost 500 men killed, 300 taken prisoners, and 14 guns. The casualities on the Japanese side are estimated at 1,000 killed and wounded.

Niu Chwang, June 16—Firing has been heard distinctly in the direction of Kai chou since 10 o'clock last night. Two batteries of artillery rushed through town at midnight. The second division of General Kuroki s army was reported to be marching towards Kai chou yesterday afternoon for the purpose of taking the enemy in the rear. It is positively known that the Russian forces in the vicinity of Kai chou are divided. Half are at Kai chou and the remainder about twenty miles east of there. The entire force numbers 35,000 men including 600 Cossacks.

A private letter from Mukden says the press correspondents there are not hopeful of getting news from the Russians, who give every indication that the correspondents are not wanted. Many of the correspondents are preparing to leave.

Che foo, June 16—Noon.—From a reliable source it is learned that the Japanese had sixty thousand men on the Liaotung peninsula ten days ago. It is believed that it is their intention to use 10,000 men in the attack on Port Arthur. Possibly it will be a fortnight before they are ready to make the expected attack.

Eight junks arrived here today from Port Arthur, all of them loaded with Chinese. They left that town yesterday. Up to that time the conditions there were unchanged. Small skirmishes are reported continually ashore, and the Japanese ships throw a few shells daily into the city around which the Russians have just completed an immense trench.

A Chinese who was employed in the machine shops at Port Arthur is authority for the statement that the repairs to the Russian warships only consisted of placing sheets of steel over the damaged parts. There was no attempt made to replace the damaged ribs. He also confirms previous Chinese reports to the effect that of the fleet of battleships and cruisers only five are capable of fighting. According to the best information these vessels are the battleships 'Poltava,' 'Sevastopol' and the cruisers 'Bayan' 'Askold' and 'Novik'

Tokio, June 16—All doubt as to the sinking of the transports Hitachi' and 'Sada' by the Russians has been removed. Three hundred, and ninety-seven survivors of the 'Hitachi have arrived at Moji and 153 survivors of the 'Sado' have arrived at Kokura. Details of the destruction of the two transports and the full extent of the casualities are not obtainable.

Referring, on Friday, to the Telissu battle, the Toronto Globe says:—

"The Yalu, Kinchow, Telissu. These three names will stand for much when the story of the emancipation of the Orient from the white man's overlordship comes to be written. What lingering doubt may have remained as to the staying power of the Japs in battle against the Muscovite is dissipated by the story of Wednesday's battle at Telissu, on the Manchurian Railway, about 80 miles north of Port Arthur. At the Yalu there was the element of overwhelming force in favor of Japan. At Kinchow the issue was long in doubt because the Russians, while vastly outnumbered, fought behind prepared defences, aided by artillery of great power. Kinchow proved the Japanese to be a dogged fighter. Telissu proves abundantly that man for man the Japanese are better soldiers than their foe. Stalkelberg, after holding his positions on Tuesday, felt sufficient confidence in his strength to contemplate an offensive movement on Wednesday. He had actually begun to carry it out when the Japanese assailed him. There is nothing to show that they were in greatly superior force, and we must therefore regard Telissu as a final demonstration that Japan, unless in the face of overwhelming odds, which certainly cannot be put in array against her by means of the single railway track across Siberia, can hold her own on land as well as on sea.

Nothing is yet known of the total losses in the three days fighting The Japanese provisionally admit a loss of about 1,000 killed and wounded. The Russian loss on Tuesday was 350, and on Wednesday 500 killed and wounded were left on the battlefield to be buried or cared for by Japan, while 300 prisoners were taken by the Mikado's troops. A total Russian loss of not less than 2,000 in killed, wounded and captured in a conservative estimate.

The tremendous loss of military material since the war opened must cripple Russia very badly. There where it was reckoned 120 field artillery guns of the new French quick-firing pattern in Manchuria when war broke out. At the Yalu Japan captured 28 of them at Kinchow 12, and now the capture of 14 more is reported at Telissu. Fifty-four guns are gone already, almost half of Russia's artillery. In siege guns and position artillery the record is almost as bad, no less than 58 position and naval guns have been taken at Kinchow by the Japanese. The Russians admit that two batteries were cut to pieces at Telissu by the enemy's superior artillery fire. They deny that the retreat was a "rout", as Oku calls it, but when a force starts out with sixteen guns and brings back only two we fancy "rout" is rather a better word than retreat. The practical effect of the battle is to put an end to all the talk of relieving Port Arthur. The fortress is as good as lost."

It is not certain, in spite of the appearance of the cruiser Novik in the roadstead, that the entrance to Port Arthur harbor is open. The Novik is a shallow draught vessel and may pass in and out of a channel which larger vessels could not navigate. It is doubtful therefore if the Russian Port Arthur fleet could as yet get out of the harbor to assist or join the Vladivostok squadron, supposing the latter manages to get near Port Arthur, a feat which appears to be humanly impossible.

One of the troop laden transports first reported sunk by the Vladivostok squadron has been towed into a home port disabled, but with all on board safe. After the non-combatants had obeyed the Russian order to take the small boats, a number of shots were fired at the transport and she was left, as the Russians believed, in a sinking condition. She does not appear to have been damaged beyond repair. A third transport is still missing. She was homeward bound and would probably have no soldiers, or only invalids on board, and no munitions of war. There are no authentic details yet of the lives lost in the transport that was sunk.

A Tokio despatch of Monday says: General Oku reports that he buried 1,516 Russian dead on the field after the battle of Vafangow (Tellisu), and then the work was incomplete. The natives say that the Russians themselves buried and also carried away many of their dead.

A St. Petersburg despatch of Tuesday says: Gen. Oku's army has reported the Russian losses at the battle of Vafangow (Telissu) are turning out to be heavier as the reports from the various regiments come in and are now placed by conservative official estimate at 4,000 but unusually well informed authority expects total will not be less than 5,000.

MISS E. F. LYON
[ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST.
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Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down)				FOR FREDERICTON (read up)	
Freight	Express			Express	Freight
6 00 a m	4 00 p m	..	Fredericton, ..	2 20	8 20
6 50	4 05	..	....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 39	12 05 pm
1 20	8 25	..	Blackville, ...	9 25	10 20
2 20	9 20 ar / 9 25 lv		Chatham Jct	8 25 lv / 8 00 ar	8 50 / 8 10
3 00	9 25 lv		Chatham Jct		7 50
3 20	9 45	..	.... Nelson	7 40	7 30
4 40	10 05	..	....Chatham....	7 20	7 30
4 00 ar	10 20	..	Loggieville ..	7 00 a m	7 05 a m

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	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. " "	11.30 "	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	7.20 "	10.40 "
Ar. Chatham Junction,	7.40 "	11.00 "
Lv. " "	8.30 "	11.40 "
Nelson	8.40 "	12.10 p. m.
Ar. Chatham	9.10 "	12.50 "

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 $5.00 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.

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 trespass are on same will be prosecuted.

R. B. CROMBIE,
Manager Bank of Montreal.

Notice to Creditors.

In the matter of the Estate of Gertrude Foran.

Notice is hereby given that a meeting of the Creditors of Gertrude Foran of Newcastle in the County of Northumberland, Milliner, who on the third day of June, instant, made an assignment to the undersigned for the general benefit of her Creditors under the provisions of 58th Victoria, Chapter 6 and amending Acts of the Province of New Brunswick, will be held at the office of Thomas W. Butler, Barrister, in the Town of Newcastle, on Friday the 17th day of June, A. D. 1904, at Ten o'clock in the forenoon for the appointment of Inspectors and giving directions with reference to the disposal of the said estate.

All Creditors are requested to file their claims duly proven with the assignee within three months from the date of this notice unless further time be allowed by a Judge of the Supreme or County Court, and that all claims not filed within the time limited or such further time, if any, as may be allowed by any such Judge shall be wholly barred of any right to share in the proceeds of the estate, and the Assignee shall be at liberty to distribute the proceeds of the estate as if no such claim existed, but without prejudice to the liability of the debtor therefor.

Dated at Newcastle in the County of Northumberland this eight day of June, A. D. 1904.

JOHN OBRIEN,
Sheriff of the County of Northumberland Assignee.

Wood Notice.

We have found it necessary to change our system in connection with our Wood Business, and, in future, all orders for wood must be accompanied by cash.

J. B. SNOWBALL COMPANY, LIMITED.

INTERNATIONAL EXHIBITION
ST. JOHN, N. B.
17th to 24th September 1904.

The Entries already received insure the FINEST INDUSTRIAL DISPLAY ever made here.

A number of NEW CLASSES and ADDITIONAL PRIZES have been added to the LIVE STOCK and AGRICULTURAL Prize Lists.

$171 00 Offered to the NEW BRUNSWICK SCHOOL CHILDREN for the BEST COLLECTION OF WEEDS GATHERED IN THE PROVINCE.

SLOTTERS and ENTRY FORMS bearing full particulars have been sent to the teacher of each school in the Province for distribution among pupils. NO ENTRY FEE REQUIRED. CHILDREN should ASK THEIR TEACHERS ALL ABOUT IT. ENTRIES should be Sent to the undersigned at earliest.

All the Latest, Heartiest and Healthiest in AMUSEMENTS

SUPERB FIREWORKS: We have closed for the MOST EXPENSIVE and ELABORATE DISPLAY ever arranged for a St. John Exhibition, including a Spectacular Reproduction of the BOMBARMENT of PORT ARTHUR, etc. etc.

MUSIC by one of the BEST BANDS ON THE CONTINENT.

CHEAP FARES FROM EVERYWHERE.

For Prize List and all particulars, address:
W. W. HUBBARD,
Managing Director.
St. John, N. B.

Trout Fry.

A limited quantity of Trout Fry from the Government Hatchery at Bartibog will be supplied to owners of suitable waters for planting same in, at the rate of two dollars per thousand; applicants to pay cost of transportation from the Hatchery to the place of distribution. Further particulars may be obtained on application to D. G. SMITH, Fishery Commissioner, Chatham.

L. J. TWEEDIE,
Acting Surveyor-General.