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

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C. P. HICKEY, DRUGGIST,

CHATHAM, N. B.

Bank of Montreal.

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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 Eliphlet 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 Eliphlet 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 516, 519, 520 and 521, and is numbered 207 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 Eliphlet 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 Eliphlet P. Allen 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 204 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.

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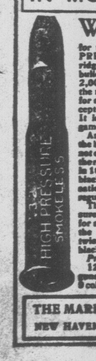
IN MODEL 1893



WE are prepared to furnish our full line of Model '93 rifles, solid and take-down, for the new .32 Caliber HIGH PRESSURE SMOKELESS cartridge. This shot 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 barrels are bored and rifled (but not chambered) exactly the same as the regular .32-40 Marlin, one turn in 16 inches. This makes the use of black powder and lead bullets as satisfactory and convenient as in a regular black powder rifle.

This size is the first high-pressure arm developed in this country for a caliber larger than .30, and the first to use a slow enough twist to give best results with black powder ammunition.

Prices same as .30-30 MARLIN.

128-page cat. big of rifles, shotguns, ammunition, etc., sent in 2 colors, mailed for three stamps.

THE MARLIN FIRE ARMS CO.
NEW HAVEN, = CONNECTICUT

Miramichi Advance.

CHATHAM, N. B., - MAY 5, 1904.

The Dominion Government and Canada Eastern Railway.

The Montreal Star, which is amongst the leading Conservative opposition papers, professes to know that it is the intention of the Government to acquire the Canada Eastern Railway and make it a part of the Intercolonial system. On the other hand, Hon. Mr. Emmerson, the Minister of Railways and Canals, who took a run over the road last week, accompanied by a colleague in the Dominion Government, some other members of Parliament and Premier Tweedie, would not say more than that he was strongly in favor of the Government purchasing it, while his colleague of the ministry expressed himself as pleased with the country through which it ran.

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

The Canada Eastern is a railway which has done a great work in developing the Miramichi and Nashwaak valleys. It is one hundred and twenty miles long and, with exception of about twenty miles between where it leaves the Miramichi valley and where it reaches that of the Nashwaak, it runs through a fertile and well settled country and does a paying traffic.

It has, for years, enabled the Intercolonial Railway to participate in the carrying of flour, and general merchandise from Ontario and Quebec for distribution on the Upper Miramichi and over a large and populous area in York County, extending to the St. John river, thereby giving to the people's own road opportunity to compete for the traffic of that region with the Canadian Pacific. If acquired by the Government, it would give the Intercolonial practical control of the through and local traffic of Chatham, Loggieville, Nelson, Blackville, Boiestown, the settlements, of the Nashwaak and the great cotton and lumber manufacturing town of Marysville, with the intervening settlements, and it would also give to the Government line a terminal point in the city of Fredericton, the capital of the Province on the St. John river, which river is the greatest waterway of the Maritime provinces, with steamboat lines running up river to Woodstock, 65 miles, and downward to St. John, 85 miles.

Why the Government has not long ago, acquired this railway can only be explained on the theory that it does not favor the Intercolonial's developement, even though it can be done at a profit and at the same time be operated so as to give the people a competing line with the C. P. R. in the heart of the province where there is an ever-increasing traffic.

Mr. Blair who made every reasonable effort when he was Minister of Railways to induce the Government to take over the Canada Eastern failed to convince the Premier and most of his other colleagues, in the Government of the advantages of the proposition. When the Grand Trunk project was suddenly sprung on the country by the Premier, Mr. Blair said its adoption meant the degredation of the Intercolonial. It seemed a reasonable thing to believe, in view of the Government's past course in regard to the Canada Eastern, that the then publicly unheard of Grand Trunk Pacific had, all along, been in the minds of Ontarians and Quebecers high in the country's councils, with a corresponding indifference or worse towards the Intercolonial. In that view of the matter, it is not unnatural that the majority of the people most interested look upon last week's trip of Hon. Mr. Emmerson and his party over the Canada Eastern as one of the usual character—merely intended to maintain such belief as may have heretofore been created that the Government had an intention of favorably considering the question of acquiring that line as a part of the Intercolonial.

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

Senator Wark.

Canada's centenarian legislator, Senator Wark—the oldest active parliamentarian in the world—was presented with an oil portrait of himself in the Senate chamber at Ottawa last Thursday. He was on that occasion just one hundred years, two months and twelve days old. He entered the chamber escorted by Hon. R. W. Scott and Sir Mackenzie Bowell, leaders respectively of the government and opposition sides, in the Senate and the presentation address was read by Mr. Speaker Power of that body. After an appropriate reply by the venerable Senator, felicitous speeches were made by Sir Wilfred Laurier, leader of the Government and Mr. Borden leader of the opposition in the House of Commons, and also by Senators Scott and Bowell. Altogether the occasion was as memorable as it was imprecedented.

A Discredited Law.

It is interesting to observe that some of the citizens of Chatham who are, otherwise, of sound mind and given to the exercise of fair powers of observation, appear to be mildly surprised over the frank statement of members of Chatham Town council that Scott Act prosecutions are made with the object of raising a revenue for the maintenance of the Police department and not with the object of suppressing the liquor traffic.

So far as we have observed the Act was never made use of in Chatham, from the day it was brought into operation until the present time, whether the town's affairs were under the administration of the Municipal council of the county or of the Town council, for any purpose other than revenue, and it will, no doubt, continue to be so as long as the farce of maintaining it in operation is kept up.

The new alderman, Mr. Bentley, is no doubt, a well-meaning man who believes that he can accomplish what hundreds of others equally able and no less zealous have tried but failed to do, but when he has acquired more experience, he will find that the same influences and experiences which have cooled the ardour of similiar reformers all over Canada will cause him to realise that the use and sale of liquors will not be suppressed by a law which has not the moral support of the people at large behind it, because its leading characteristics are that it is always an instrument of favoritism in its administration, ignoring the worst features of the evil it professes to suppress, and also attacking individual rights, which are sanctioned by higher authority than that of man-made ordinances.

The suppression of the evils of the liquor traffic is a work in which all good citizens should engage. But those evils will never be successfully grappled with by a law which repels many who would work for the needed reform under one more reasonable and in accord with the doctrine of temperance as taught by the highest christian authority. It is the experience of enforcement under the letter of the Scott Act that where it suppresses a reputable vendor, it creates two that are disreputable. Where it removes what may be only an irritating blotch, it causes a festering sore or two to grow in another place. It has never been otherwise in populous centres, and there is no prospect of any change in that respect. If it were otherwise, public sentiment would not sanction, as it does, the administration of the Scott Act for revenue purposes as is done in Chatham, Fredericton, Moncton and other large centres of population in New Brunswick. The greatest regret in connection with the matter is that the manner in which violations of this unworkable and discredited law are openly winked at, encourage the idea that other laws may be violated with equal impunity.

The War.

Russians routed from their positions on the Yalu!

Over 3,000 Russians and 800 Japanese killed!

Twenty Eight Russian Field Guns and Many Prisoners captured by the Japanese!

It has been admitted, ever since the opening of the War that the Japanese have been entirely victorious on the sea. It has, however, been believed that the record of Russian defeats would end as soon as they met the Japs on land.

Last Sunday, however, the first conflict of land forces took place, and the result was a Russian defeat which must be even more humiliating and discouraging than any yet inflicted upon them.

The despatches relating to the movements leading up to the conflict of Sunday are voluminous, but the main features are sufficiently disclosed in the following extracts therefrom and also from press summaries.

The Yalu at the point near Wiju where the Japanese crossed is quite a wide river, with several islands in the centre. On Tuesday the Russians were driven off these islands, and, screened behind them, the Japanese collected material for pontoons. On Wednesday and Thursday small advance forces were sent across to the Manchurian side and, assisted by artillery fire, secured a footing. Friday bridging was begun, and on Saturday morning the army began to pass over. By 8 p. m. that night the main river west of the islands was bridged, and at 4 o'clock Sunday morning the Japanese were swarming over to the attack.

The use of artillery by the Japanese seems to have been on a scale quite surprising to the enemy. The Russians had two points at which there were pontoons in reserve ready to throw across the river if opportunity served, namely, at Turenchen, opposite Wiju, and Khussan, a little higher up the stream. Against the Turenchen pontoon and the heights behind it the Japanese concentrated on Saturday the fire of 24 field guns and 12 siege guns, cleverly concealed by masked earthworks. On the left Russian flank at, Khussan the Japanese also had superior artillery, and a sharp engagement seems to have centred around the pontoons.

The Japanese Legation at Washington received despatches from Tokio, on May 1st, which on account of the diffrrence in time, owing to their coming from the other side of the world, gave particulars of that day's events. Amongst the particulars thus communicated were the following:—

On May 1, at daybreak, our forces commenced cannonading and silenced the enemy's artillery on the hill northwest of Yushaukou, and at 7.30 all divisions advanced to the attack, and by 9 a. m. took possession of the heights, extending from Chiutienchang to the North of Makou and Yusbaukou."

The Russians made two stands. The enemy's strength included all of the third division, one cavalry brigade, about forty quick-firing guns, and eight machine guns. We have taken twenty-eight quick-firing guns, many rifles, much ammunition, more than twenty officers, and many non-commissioned officers and men as prisoners. I am informed that Major Kashtalinsky, commander of the Third East Siberia Rifle brigade, and Lieut.-Gen. Zassalitch, commander of the Second Siberian Army Corps, were wounded. Our casualties number about 700, and the Russian loss is much more.

The Russians were forced to abandon Antung. They burned the town and retreated to Fenghurncheng. The Japanese now control the estuary of the Yalu River.

A St. Petersburg despatch of May 3rd says:—The Emperor has received an official despatch from General Kuropatkin forwarding a despatch from General Zassulitch (commanding the Russian forces which have been engaged with the Japanese advance guard on the Yalu.) It describes how he ordered the Russian forces at Antung and Kulien Cheng to fall back along the main road toward Feng Wang Cheng. This movement was protected from the threatened flank attack by men and guns stationed at Polietinsky (one mile north of Kulien Cheng) and Chin Gow, villages on the Litzavena river. Here the fighting was protracted and severe. The Russians lost artillery and horses, being obliged to abandon, according to the text, 'a few guns.'

In a further despatch from General Zassalitch, which was transmitted to the Czar by General Kuropatkin, it is stated that between 3000 and 4000 of their officers and troops were killed. He says:—The Japanese, under our fire, made continual bayonet attacks on our troops."

In the Eleventh regiment the killed included Col. Laming and Lieut. Colonels Dometti and Raievsky. The twelfth lost nine company commanders killed or wounded.

The Second and Third batteries of the Sixth brigade, having lost the greater number of their men and horses, were compelled to abandon their guns after rendering them useless. For the same reason six guns of the third battery of the Third brigade of artillery and eight poulemetts which could not be brought away were also disabled.

"Up to the present 800 wounded including fourteen officers, have been brought to the hospital at Feng-Wang-Cheng, to which the whole of our forces retired."

Still later reports show that the Russian retreat was a route. The Japanese loss is put down at 800 men.

A report of Thursday last from St. Petersburg stated that the Russians had sunk a Japanese transport with 4,000 men on board. The statement was discredited, but there was more than a grain of truth in it, as a later despatch which seems to be authentic says:

The Emperor has received the following offical report from Rear Admiral Yezen, commanding the Vladivstock squadron.

"During the night of April 26th two Russian torpede boats met at sea the Japanese military transport Kinshin-Maru, of 4,000 tons, laden with rice and other military stores, and about 1,500 tons of coal. The transport was armed with four Hotchkiss guns of 47 millimetres. The Russians captured on board 17 officers, 20 soldiers, 85 military carriers, or coolies, and 95 of the crew, who surrendered.

TWO HUNDRED JAPANESE DROWNED.

"The remainder of the men who were to form a landing party, and who were left without officers, obstinately refused to surrender or go on board a Russian cruiser. Furthermore, they offered armed resistance to the Russians. In the end they were sent to the bottom with the transport."

Rear-Admiral Yezen's full report says that 200 men went down with the ship.

SMALL STEAMER SUNK.

Admiral Yezen also reports that besides the sinking of the Japanese steamer Goye-Maru at Gensen, April 25, the Russians sank at sea the same evening the Japanese steamer Nakamura-Maru, of 220 tons, whose crew were saved.

ADMIRE A FEARLESS FOE.

The satisfaction of the people of St. Petersburg at the exploit of the Vladivstock squadron is tempered with admiration for the bravery of the Japanese soldiers who were on board the Kinshin Maru, and who preferred to drown rather than surrender.

The Admiral admits that the men acted heroically, but holds that Admiral Yezen had no other alternative but to sink the transport, as he could not spare a prize crew or hamper his swift squadron with a slower steamer. It is pointed out that the officers on board the Kinshin Maru

APPRECIATED THE SITUATION

by accepting imprisonment rather than death. In the case of the smaller Japanese transport sunk by the torpedo boats at Gensan the crew were sent ashore because there was no accommodation for them on the torpede boats. The crew of the Japanese steamer Nakamura Maru, as well as the Japanese of the Kinshin Maru who surrendered, have been taken to the Russian cruisers.

A Sample "Reformer."

The notorious divorcee, Carrie Nation, is now the leading attraction in a Chicago dime museum, to which she went directly after her visit to New Brunswick and Nova Scotia. This is what the Washington Post says of her.

"Here is a female of coarse and rude appearance and still worse behaviour, who began by proclaiming her consecration to the cause of temperance. She adopted the methods of a harridan, resorted to the agencies of violence and disorder, and braved the odium of all continent and self-respecting people. She became the inveterate enemy of the police, the dread of magistrates, the horror and aversion of civilized society. Her appearance anywhere was the signal for riot and disorder. Her mission sank into a thing of scorn and ridicule. And now she finds herself placed in a Chicago dime museum at $300 a week, prosperous, at peace, reaping the reward of her astounding industry! How many reformers, we wonder, have done as well for themselves? How many evangelists are now reposing in such sweet content?"

No Experiment.

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

L. S. BELYEA.

Gibson, N. B.

Shocking Tragedy on a Boston—St. John Train.

An Augusta, Maine, despatch of Friday last says:—Mrs. M. E. Osgood of Hiram, was shot by her husband in a first class car of the express train bound from Boston to St. John, N. B., last night, and died in an hospital early today. Osgood also shot himself and is dead. The tragedy was due to domestic difficulties.

When the train stopped at a station the other passengers heard Osgood and his wife quarrelling. A few minutes later Osgood stood up and when his wife requested him to be seated, he drew a revolver and shot her. Before any person could interfere the man presented a revolver at his own head and fired.

Walter McNeil, of the firm of W. P. McNeil & Co., bridge and structural steel manufactures of New Glasgow, was, perhaps the only eye witness of the shooting. McNeil was on his way from Boston to New Glasgow with his wife. He says the couple boarded the train at different points and their conduct was such as attracted his attention. During the evening he noticed that they did not get along very well, and in fact their general deportment was such that he could not keep his eyes off them. Even after his wife fell asleep he kept watching them, although at times he dozed. Suddenly he heard a loud exclamation, looked up and at that instant there was a flash, an almost deafening report, a scream that he will not forget to the end of his days.

Then a woman staggered into the aisle and from a gaping wound in her head a stream of blood was pouring down her face. As she staggered he caught her in his arms and, as her moans became fainter and her form more limp, he looked up. There stood her husband with the still smoking revolver in his hand, and a wild look in his eyes. His gaze was concentrated on the face of the dying woman and, as the moans became gradually weaker, and the muscular contractions less pronounced, he slowly raised his left hand to his head as if in agony, then, without a minute's warning the right hand flew up and with the report of the revolver he fell to the car floor.

Mr. McNeil says that when he first jumped up it was with the intention of grappling with Osgood, but that seeing the woman tottering about he grabbed her. Then realizing what had happened he held on to the woman, and tried to ease her agony.

Both parties to the tragedy had been twice married. The woman's first husband was a hard drinker. So was the second who married her about a year ago. She had three children by her first husband. She was 35 years old. Osgood her murderer, was about 40. She had left him and had been living at different places doing housework—not from need but to prevent his loosting her. She has had a strong premonition that death was coming to her at any moment, and all her plans seem to have been made with that idea in view.

Tuesday she left Dunham and went to Boston on the boat, sending Mr. Osgood a telegram that she was going to her aunt's, and took special pains to mark the telegram confidential. Whether they met in Boston by appointment or simply by accident on the train and why he was coming to Augusta does not appear.

A remarkable feature of the case is the fact that the woman wrote a letter on the train soon after leaving Boston, addressed to her little son, Lawrence, in Augusta, stating that she expected death hourly, and gave directions in this letter as to just where she should be buried upon her arrival in Augusta.

That the woman should have deliberately walked into the jaws of death is accounted for only on the ground that Osgood intimidated or hypnotized her into the trip to Augusta. The letter is written in a scrawling hand as though penned under great tension of feeling. On his person was found a letter, which was probably the last one that she wrote before the tragedy. The letter is not dated and gives no address,

Dear Will—Well, I received your letter and do not wish to see you for you have broken my heart and I tried so hard to be a good, true wife to you. I am at work but shall not tell you where. You know you did not do right and of course you knew how you threatened me at Hayes. I pity you and sincerely hope you will be a man among men once more and let rum alone. As for me, I only pray for death to come to me soon, I will work and be a good woman, but what a difference from what I expected when I married you. I thought you would be good and kind to me and that I should have a home and some one to love, but see the wreck you have made of me.

Now Will, if I were in your place I would stay in Hiram and get some work of some kind. Everybody knows you there and you will be better off there. I am not in Augusta and have only been there a day. The children do not know anything for I left orders for my mail to be sent to an address where I can get it, but not where I am, so it is of no use to go there. I hope you will be good and do right. With best wishes from Tillie.

I shall not trouble you; all I ask is to be left alone in my misery.

Ayer's

Your doctor will tell you that thin, pale, weak, nervous children become strong and well by taking Ayer's Sarsaparilla. Small doses, for a few days.

Sarsaparilla

The change is very prompt and very marked. Ask your doctor why it is. He has our formula and will explain.

"When 12 years old, for many months no one thought I could live because of thin blood. But, in a few weeks, Ayer's Sarsaparilla completely restored me to health."
MRS. E. BUCKMINSTER, Vineland, N. J.

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

for **The Children**

Biliousness, constipation prevent recovery. Cure these with Ayer's Pills.

In her last letter to her son Lawrence, written on board the train in which she forecasts her death, she warns her son against ever taking liquor. Her language is most eloquent and pathetic in this regard.

The woman is well spoken of in Augusta being capable and smart but has always had a good many obstacles to contend with. Osgood was a man of splendid physique, stoutly built and quite muscular, being what might be termed handsome in face and figure.

He would weigh about 185 or 190 and is thought to be 38 years of age. He has been employed in various capacities in Portland and other places, having been on the electric cars, cook in the woods, driver on teams and other jobs. He had quite a lot of money left him some time ago by relatives in Sebago and Hiram, but is said to have gone through with it in quick time.

There was comparatively little money found on their persons. It is believed that what prompted the woman to come to Augusta to work was the fact that Osgood had discovered her address in Boston. It seems that he has been in the habit of sending presents to the children from time to time, and it is suspected that one of them, in replying to the gift innocently told in the letter where the mother was. The fact that the man hounded her so persistently, both night and day, and made life so miserable, caused her frequently to express to friends the wish that she could die.

Busy People Need Health.

What a rush modern life is, push, drive, get there somehow. It's hard on the nerves, hard on the digestion, hard on sleep. Your blood gets thin and strength goes downhill. Busy people must maintain health, must maintain health, must buildup. Take Ferrozone,—it sharpens the appetite, forms rich red blood, develops strength as if by magic. Ferrozone is a nerve and brain tonic that keeps a rebuilding going on in the system and brings vigor and energy to those who need it. Try Ferrozone and see how quickly you'll improve. Price 50c. at druggists.

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Keep the eyes bright and the skin clear.

They cleanse and purify the system.

At all dealers 25c.

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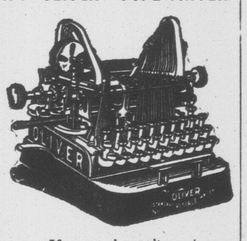

If you haven't got any typewriter, you are paying for it by doing less work and inferior work than if you had a machine.

If you have an inferior machine, it will pay you to get one which will produce the best results, and save the difference.

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MISS E. F. LYON

[ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST.

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Candidates prepared for the various examinations of the London (Eng.) College of Music if desired. Special care and attention given to

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For terms, &c., apply at the Adams House

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RE TIMBER LIMITS.

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

R. B. CROMBIE,
Manager Bank of Montreal.

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Makes the food more delicious and wholesome

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A Nobby Wagon, or A Set of Harness

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George Hildebrand, Cunard St. Chatham, N. B.

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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 25
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 39	12 05 pm
1 20	8 25	...Blackville,...	9 25	10 20
2 30	9 20 ar / 9 25 lv	Chatham Jct	8 25 lv / 8 00 ar	8 50 / 8 10
3 20	9 45	.... Nelson	7 40	7 50
3 40	10 05	....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. " "	11.30 "	1.30 "
Nelson	11.50 "	1.50 "
Ar. Chatham,	12.10 "	2.10 "

GOING SOUTH.

	MARITIME EXPRESS.	DAY EXPRESS
Chatham,	7.00 a. m.	10.50 a. m.
Nelson	7.20 "	10.40 "
Ar. Chatham Junction,	7.40 "	11.00 "
Lv. " "	8.30 "	11.50 "
Nelson	8.0 "	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
ROSLAND, 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.....2.00

Commencing December 16, 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.

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.

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.

PUBLIC NOTICE.

Take notice that the Dalhousie Lumber Company (Limited) has deposited with the Honourable the minister of Public works for Canada a plan and description, and a duplicate thereof, with the Register 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).