General Business.

COMMON SOAP

WILL CAUSE

ROUGH SKIN

On Face and Hands.

We have just imported a large lot of

Olive Oil and Cucumber Soap

direct from the factory which we can sell for the next **TWO WEEKS**

—AT—

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall.

HICKEY'S

Drug Store.

PRESERVE YOUR HEALTH

Keep warm and enjoy the cold days by wearing a perfect-fitting, tailor-made

Frost King or Frost Queen Chamois Vest

Made of chamois, reinforced with flannel—light, soft and comfortable.

Like everything else in this store, these vests are guaranteed to give entire satisfaction.

Price, $2.00

FOR SALE BY

C. P. HICKEY, DRUGGIST,

CHATHAM, N. B.

EASTERN STEAMSHIP CO.

International Division.

WINTER Reduced Rates.

In effect November 2, 1903, to May 1, 1904.

St. John to Boston.....$3.50
St. John to Portland.....3.00

Commencing December 10, 1903, steamer leaves St. John at 8 a. m. Thursdays for Lubec, Eastport, Portland and Boston.

Returning from Boston at 9 a. m. via Portland, Eastport and Lubec Mondays.

WILLIAM G. LEE, Agent, St. John, N. B.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday the 26th February, 1904—for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week each way, between CHATHAM and TRACADIE from the 1st March next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of tender may be obtained at the Post Offices of Chatham, Tracadie and others on route and at the Office of the Post Office Inspector at St. John.

G. C. ANDERSON, Superintendent.

Post Office Department, Mail Contract Branch

Ottawa, 11th January, 1904.

Bank of Montreal.

ESTABLISHED 1817.

Capital (all paid up) $12,000,000
Reserved Fund 8,000,000
(TWENTY MILLION DOLLARS!)

IN THE SAVINGS BANK DEPARTMENT

of this Branch, interest is allowed

AT CURRENT RATES

on sums of $4.00 and upwards and paid or compounded twice a year, on 30th of June and 31st December. This is the most convenient form for depositors, but deposit receipts will be issued to those who prefer them.

COLLECTIONS

made at all points in Canada and the United States at most favorable rates.

SPECIAL NOTICE.

The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, NOON, commencing on October 4th next.

Until futher notice, for convenience of customers, this Bank will be open for business from 9-30 a. m. on Saturdays. Other days as usual from 10 a. m. until 3 p. m.

R. B. CROMBIE, Manager Chatham Branch.

NOTICE

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.

THE CANADIAN OLIVER TYPEWRITER.

How the Business Grows, Increase of Business.

First 6 months 1903 over second 6 months 1902 79%
Second " 1903 " first " 1903 30%
" " 1903 " second " 1902 134%

This is but one evidence of how the great

Canadian Typewriter

is appreciated by the discriminating public.

WHY PAY DUTY?

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

Miramichi Advance.

CHATHAM, N. B., - FEBRUARY 11, 1904.

A Crushing Loss.

Baltimore has suffered during the past week from the greatest conflagration in the history of the United States, the property loss alone being about $150,000,000, chiefly in the business centre of the city. The result is a practical wiping out of the business establishments and manufactories. About 50,000 working people are thrown out of employment.

RUSSIA-JAPAN.

War Between the Two Powers has Begun!

Conflicting reports of hostilities being opened between Japan and Russia have formed the most interesting items of news the past week, but all doubts were set at rest on Tuesday by despatches announcing that the expected war was on and the Japanese had struck a rather startling blow to the Russian fleet at Port Arthur. The attack of the Japanese upon the Russians was by torpedo boats which suddenly appeared during Monday night and, according to a despatch from the Russian Viceroy and Commander in Chief, attacked the Russian squadron, badly damaging the first class battleships Retvisan and Czarvitch, and the cruiser Pallada, in the outer roads of the harbor where the Russian fleet had been lying. The Japanese boats were unharmed.

It was at first reported from St. Petersburg that eleven Japanese war ships and one Russian were sunk in an attack on Port Arthur, but that news has been contradicted from the same source.

An Imperial ball, which was to have been held on Tuesday evening at St. Petersburg has been cancelled. The Czar and Czarina and imperial court and high functionaries attended a solemn Te Deum to pray for victory, instead.

The Japanese are following up their advantage at Port Arthur by taking possession of Russian merchantmen in the harbor of Masampho, including Shilk and Manchuria. One of these is a commissariat ship laden with coal and other supplies for Port Arthur.

Some of the despatches are as follows:—

St. Petersburg, Feb. 9th:—The Japanese mail steamships Inaba Maru from London for Yokohama was captured by Russian cruisers near Hong Kong.

London, 9th:—The Tokio war is on in earnest, both Japan and Russia have taken steps making further peaceful settlements impossible. Russia deliberately precipitated the crisis.

Russian transports were loaded with troops at Port Arthur, who were secretly landed under escort of the fleet at the mouth of the Yalu River.

A division of fifteen hundred Cossack cavalrymen also landed in Corea.

The Japanese fleet are now off Port Arthur waiting another chance to attack, they having withdrawn after first engagement.

Ice is thick in Port Arthur harbor, the entrance is kept open with difficulty.

The naval engagement off Port Arthur takes rank as one of the most startling coups in history for Japan.

Japan will occupy Seoul immediately. Sixty Japanese transports are now at sea on their way to land troops at various points in Corea.

The warships of Russia disabled by the Japanese in the first engagement, were the finest of Russia's fleet.

A great naval engagement in the Yellow Sea is expected hourly.

LATER!

The three disabled Russian ships were run ashore in the entrance channel to Port Arthur harbor and prevent the others from getting in for coal and other supplies, or those inside from getting out. The Czarvich is the largest and most powerful ship in the Russian navy.

It is reported by the London Daily Mail's correspondent at Tien Tsin that the two Russian cruisers there surrendered to the Japanese without firing a shot.

A Russian transport with 2000 troops has been captured; eleven warships put out of action, and Corea is in possession of the Japanese.

The World endeavored to make political capital out of the railway accident of last Wednesday near Milford, N. S. It's course is a little suggestive of the vulture and ghoul.

Whatever may be the majority by which Dr. Daniel is defeated in St. John he will be in a position to recover damages from the newspapers of that city because of their having published misrepresenting pictures of him. The doctor is a good looking man, but the St. John Telegraph, Sun and New Freeman make him appear otherwise and their effigies of him will, no doubt, increase his minority.

Arctic Weather.

The extraordinarily cold weather of this winter, which has prevailed in both Canada and the United States, is being theorized over by the weather-wise, some of whom attribute it to the alleged extinction of a portion of the Sun's fire, as suggested by the large dark spots seen on the surface of that great luminary and source of the Earth's heat. While this notion seems a superficially reasonable one, it is not, of course, borne out by scientific observation, and future higher temperatured winters will demonstrate that there is much connected with atmospheric phenomena which is beyond human ken.

It may be that the earth's zones are undergoing a metamorphosis and that we are entering upon another ice age; that the north pole, learning that Captain Bernier has given it up, and fearing that it will be discovered by its Siberian pursuers, is changing its location by migration in this direction; or, perhaps, Mr. Borden has exercised his influence upon Old Boreas in order that he may demonstrate that the proposed route of the Grand Trunk Pacific is through a country which is threatened with the perpetual presence of glacial crystalization. But the causes of the extreme frigidity of the present winter what they may, however, the people of the United States and Canada are forced to realise that it has made housekeeping very expensive, for as food is almost as necessary as fuel to keep up the thermal conditions necessary to human comfort, the prices of both are advancing—in fact there is a rise in values corresponding with the fall in temperature and it may be said that everything but the latter has had an upward tendency.

Records of "The Cold Friday," in 1861, disclose the fact that the temperature was probably not as low as that of last Friday night, but as a gale of wind prevailed the cold was almost unbearable; thermometers indicated forty below on that memorable day, but it must be remembered that they were not as accurate as those from which the records are now established, for we then had no government meterological stations.

Last week's lowest temperatures in the Maritime Provinces now make the record. Among them are the following:—

Edmundston, N. B,	47	degrees	below	zero
Woodstock, "	42	"	"	"
Fredericton, "	42	"	"	"
Moncton, "	42	"	"	"
Oxford Jct., N. S.,	40	"	"	"
Springhill " "	40	"	"	"
Campbellton, N. B.,	40	"	"	"
Newcastle, "	40	"	"	"
Chatham, "	39	"	"	"
St. Stephen, "	35	"	"	"

It is little wonder that trains on the principal railways were delayed and that some of the smaller branch lines had to cancel all traffic.

Trotting Circuit.

A meeting of track representatives and others was held in St. John last Thursday, at which the Miramichi Exhibition Association track, Chatham, was represented by Messrs. R. A. Lawler, R. A. Snowball and S. D. Heckbert. There were also representatives of Sussex, St. John, Calais, St. Stephen, Fredericton and Woodstock. Other tracks represented by correspondence were those of Springhill N. S. and Presque Isle, Maine. It was decided that they form a provincial and Eastern Maine racing circuit and the following officers were chosen:

D. C. Clinch, president.
J. M. Johnson, vice-president.
J. M. Osborne, secretary.

The classes arranged were as follows:

No 1—2 28 pace, 2.25 trot; purse, $300
No. 2—2.25 pace, 2.22 trot; purse, $300.
No. 3—2.20 pace and trot; purse, $300.
No. 4—Free-for-all pace and trot; purse, $500.

It was resolved that $600 be reserved by each track for specialties.

Dates are not absolutely fixed for the racing, but the first meet will be begun at Presque Isle on July 4 and 5; Woodstock, the week of July 15; St. Stephen, July 21 and 22; Calais, July 28 and 29. The first week in August will be given to Colonel Morris' track at Pittsfield (Me.)

The following week will be given to the Eastern Breeders' Association at Waterville (Me), to begin on August 9. The following two weeks may be for Moncton and New Glasgow. Fredericton will take August 30 and 31.

The week of the St. John exhibition is given to the St. John track. Chatham is to get from September 26 to 28. Sussex, the first week in October.

Mr. C. A. Duff-Miller and Jamaica Trade.

The Liverpool Mercury of 26th January says:—Liverpool people have often asked why the United States of America should purchase so much fruit from Jamaica, and Canada comparatively so little. The visit to Jamaica of the Hon. C. A. Duff Miller, Agent General for New Brunswick, is with the view of fostering business between the Island and Canada. A Jamaica "menu" given in the "Mercury" yesterday should conduce to trade between the West Indies and the whole of North America and Great Britain.

The Glasgow Herald of January 26th says:—

The Hon. C. A. Duff Miller, Agent General for New Brunswick, goes out to Jamaica by the steamer "Port-Morant," leaving Avonmouth on the 30th inst. He is to endeavor to stimulate trade between Canada and Jamaica.

The Mispec Pulp Mill.

The New York Paper Journal publishes a London despatch of 21st ult., as follows:—

"The committee appointed to inquire into the position and prospects of the St. John Sulphite Company, Limited, Mispec, N. B., Canada, has submitted its report.

"Scottish paper makers are largely interested in this undertaking, and a meeting of the shareholders, under the presidency of John Galloway, the chairman of the company, was held in Edinburgh last week.

"The meeting, which was held in private, considered the report of the committee appointed, in view of the continued losses of the company, to confer with the directors and advise the company.

"The committee recommended the company to work up the existing stocks of raw material, and thereafter close the mills until the prices of pulp improved.

"This recommendation was agreed to unanimously."

The St John Telegraph's information respecting the Mispec mill appears to be somewhat different from the foregoing. That paper says:—

"M F Mooney on January 31 closed his long term as manager of the Mispec pulp mill. Because of ill health Mr Mooney resigned his position in June last but was prevailed upon by the directors to continue until the end of 1903. This he agreed to do and also continued head of affairs until January. He is succeeded by Philip Grosset, who was assistant manager with Mr Mooney.

"The Mispec mill was built by Mr Mooney, who is a thorough master of the pulp business. His ideas went into the building and its fitting up and for six years he has given undivided attention to the business and it was with regret that his resignation was received by the company.

"Though giving up the active work of the management, Mr Mooney retains his financial interests in the mill. Work is being steadily prosecuted and operations will continue."

Game Law Penalties.

The following are amongst the penalties prescribed by the New Brunswick Game Act, which was passed at the last session of the legislature:

For hunting, taking, hurting, injuring, shooting, killing or destroying—

Any Moose or Caribou between the 30th day of November, in any year, and the 15th day of September then next following—$150 or 3 mos.' imprisonment.

Any Deer in any part of the Province between the dates last mentioned—$100 or 3 mos.' imprisonment.

Any Mink, Fisher or Sable before and the 15th day of October, 1906, and thereafter between the 31st day of March in any year, and the 15th day of October then next following—$20 or 20 days' imprisonment.

Any Beaver before July 1st, 1907—$50 or 50 days' imprisonment.

Any Partridge before open season 1905—$10 or 10 days' imprisonment.

Any Wild Goose, Brant, Teal, Wood Duck, Dusky Duck (commonly called Black Duck) between the first day of December, in any year, and the 1st day of September then next following. [Provided, that geese or brant may be shot in the close season by actual residents of the localities which those birds frequent, but for the personal home use of such resident only and not for sale.]—$20 or 20 days' imprisonment.

Any cow or female Moose of any age, or any bull calf Moose under one year—$200 or 3 mos.' imprisonment.

Setting any trap or snare, or taking therein any Moose, Caribou or Deer—$150 or 3 mos.' imprisonment.

Hunting Moose, Caribou or Deer by night—$150 or 3 mos.' imprisonment.

Disturbing or taking the eggs of any Game bird, such as Partridge, Woodcock, Black Duck or other wild fowl—$25 or 25 days' imprisonment.

Refusing to give information respecting violations of the Game Law, furnishing false information, or obstructing game wardens or constables in the discharge of their duties—$50 or 2 mos.' imprisonment.

Hunting any game on Sunday—Double the penalty for hunting same in close season.

Always Satisfactory.

KENDRICK'S LINIMENT gives the best satisfaction of any Liniment we sell.

T. A. HURLEY.

Bliss field, N. B.

Sir Wilfrid Laurier is There to Stay.

A Montreal despatch of 8th inst. says: Sir Wilfrid Laurier addressed a big meeting in Moument National on Saturday night. During his speech Sir Wilfrid turned his attention to Mr. Tarte. He referred to the latter as "My old colleague," in kindly tones, but with the lash of satire whipped the ex-minister of public works. He ascribed the ill reports of his health to the office of La Patrie. This was the first time in public that Sir Wilfrid had taken his former minister to task, and the crowd hung on every word. "You have heard in certain public journals many stories as to the state of my health," he said. "My health, I can assure you, is excellent. You are told that I am going to quit the political arena after the elections, whenever they may be. I may say that I will continue to fill the position that I now do until such time as the people of Canada desire a change, and while I hold that position my whole energy and thought will be for the best interests of the country of which I am proud to be a citizen."

Sir Wilfrid sketched the career of the United States under a high protective tariff, and declared that there was a greater country than the United States on the face of the globe, the country richer in natural resources, and with a more promising future before it, and that country was Canada. The fiscal policy of Canada was superior to that of the United States. The commerce of Canada was greater per capita than that of the country to the south of the line. The policy of Canada was the policy that made her prosperous and a power among the nations. The premier then proceeded to show that protection as in the United States was not the best policy for Canada. Coke was used as an instance, an article that was so largely used by Canadian manufacturers and without which they could not continue their operations. The Premier then said that it was impossible to change the tariff without doing injury to both the manufacturers and the workingman. Tariff changes have taken place since 1896. The tariff was changed and the government of which the speaker was the head would continue to protect in every way possible the manufacturer and the workingman. Of the Grand Trunk Pacific scheme, Sir Wilfrid said it would help to build up a new province of Quebec and Ontario, and would be a connecting link that would bring the wheat fields of the west in touch with the manufacturers of the east. He had propounded the project in parliament and in his opinion it was good for the country and good for the people. A new line was needed. Canada was hungry for better and improved transportation facilities and the Grand Trunk Pacific, in which he might be allowed to take a fatherly pride, would, Sir Wilfrid thought, be instrumental in building up the country to the best advantage.

The History of the Present Russo-Japanese Troubles.

In view of these "excursions and alarms," it may be well to recall the course of events in the far east during the past few years. On July 31, 1894, war was formally declared by Japan against China, and notified to the powers. The fighting by land and sea went steadily in favor of the Japanese, who, indeed, carried all before them. In May, 1895, the treaty of Shimenoseki, negotiated by Li Hung Chang, who visited Japan for the purpose, was ratified, and brought peace as between the two countries. Following the "break up of China," as it was called at the time, there began a scramble by the powers for territory. Japan, under pressure from Russia, France and Germany, relinquished Port Arthur and the territory she had occupied on the mainland. Germany was the first of China's disinterested protectors to profit by her weakness. The murder of two German missionaries in Shan-Tung gave Germany a pretext for landing a force at Kiao Chau in November, 1897, and demanding mining and railway privileges in the Shang-Tung province. Prince Henry of Prussia was sent to China in command of a German battleship, as the Emperor expressed it, to strike with his "mailed fist," if necessary. Then on December 18, 1897, there appeared an official announcement which heralded much. It was that the Russian fleet, by permission of China, would winter at Port Arthur. On February 22, 1898, came the news that the Chinese Government had agreed with Great Britain to open all the inland waters, and undertaken not to alienate to any foreign power territory in the basin of the Yangtse-Kiang. In March there was a report that Russia had demanded the surrender by China of all sovereign rights over Port Arthur and Talien-wan, on the same terms as had already been granted to Germany in regard to Kiao Chau. Next, the world heard that China had practically handed over the peninsula to Russia, and had agreed to conditions for the development of the Trans-Manchurian Railway. The excitement caused in England about that time will not readily be forgotten. On April 2, 1898, it became known that England had been given a lease of Wei-hai-wei. The first act of a prolonged drama had thus been the war between China and Japan, the second the scramble for territory following it, and thirdly, in the summer of 1900 came the "Boxer" rising. It led to large military operations by the powers, and to the successful relief of the Pekin Legations which had been besieged. The allied troops got to Pekin on August 14, and entered the "Forbidden City" on the 17th. About the middle of January, 1901, the terms of peace imposed by the allies were accepted; gradually matters grew quieter, and the Chinese Court, which had fled, returned to Pekin. The visit of the Marquis Ito to England, early last year, heralded another event having far-reaching effects, namely the Anglo-Japanese treaty. Russia, meanwhile, has secured a firm hold over Manchuria, and completed her railway from the Baltic to the Yellow Sea. Her apparent intention to extend her operations to Korea, as well as her failure to carry out repeated pledges to "evacuate" Manchuria on October 8, has produced the exciting tension with Japan.—London Daily Chronicle.

La Grippe Coming Again.

The doctors believe another epidemic of Grippe is here, and already many are suffering. The medical men are not afraid of Grippe since Catarrhozone was introduced, and claim that no one will ever catch this disease who inhales the fragrant healing vapor of Catarrhozone a few times daily. Catarrhozone kills the Grippe germ and prevents it spreading through the system. "Last winter I had an attack of Grippe" writes C. P. Mackinnon of St. John's. "I bought Catarrhozone and got relief in short time. I found Catarrhozone better than anything else and was cured by using it." Catarrhozone prevents and cures Grippe, colds and catarrh. Two months' treatment $1.00; trial size 25c.

Serious Railway Accident.

One of the most serious accidents that has ever taken place on the Intercolonial Railway, happened last Wednesday forenoon between Milford and Shubenacadie, about 37 miles from Halifax, to the C. P. R express bound for Boston and Montreal. The train was running at full speed and, without any apparent cause or warning sign, the whole of it, with exception of the engine and tender, left the rails and rolled down a twenty feet embankment upon the ice of the Milford river. The cars which were thus derailed were a combined postal and baggage a second class, a first class and a Pullman. A passenger—Mrs. Grassey of Halifax who was on her way to Truro to visit a sick sister — was instantly killed and the conductor—the well known Robert Duncan, the senior conductor in the I. C. R. service—fatally injured. Between thirty-five and forty others were more or less injured, some very severely. The cause of the mishap appears to have been the giving way or derangement of some part of the gear of one of the cars. It was at first said that it was caused by the spreading of the rails, but that is disproved by the fact that the engine and tender did not leave the track. The damage to cars is estimated at $30,000.

A Terrible C. P. R Collision.

An Arnprior, Ont., despatch of Tuesday says:—The east and west bound "Soo" trains on the Canadian Pacific railway came into collision at Sand Point, near here, early this morning. Fifteen passengers are reported killed, as well as the engineer, fireman, express messenger and newsboy.

Both trains were running late. Neither train stops at Sand Point. The west bound train left Montreal at ten o'clock last night and was due to reach Arnprior at 3.18, but was over an hour late owing to the storm and extreme cold weather. The east bound train from Sault Ste, Marie was due at Arnprior at 2.20 and also running late. What caused the accident is yet unknown. Details of the wreck, names of killed, etc., are hard to get.

It is said the two trains had orders to cross at Sand Point, where there is no night operator. For some unexplained reason the west bound train passed the crossing point and two miles further on collided with the east bound train. The wreck occurred seven miles from a railway station or telegraph office. It is reported here that nine bodies have been taken from the wreck, including E A Beach, mail clerk, Pembroke, Ont; A R Black, mail clerk, Ottawa; Engineer Joseph Jackson, Ottawa, and John Otolle, baggageman. They were riding in second-class car. Besides the killed six other employes and six passengers were injured.

Double Steel Highway.

GRAND TRUNK IMPROVEMENTS COMPLETED ON DOUBLE TRACK BETWEEN MONTREAL AND NIAGARA FALLS. $1,500 000 EXPENDED IN BETTERMENTS.

The second track of the Grand Trunk Railway System between Montreal and Toronto has been completed and was opened for operations on Nov. 25th. The double track between Toronto and Niagara Falls has been utilized for sometime, and 46 miles of practically new roadbed that has been in construction for the last few years between Port Hope and Toronto, involving an outlay of $1,500,000, has been completed, and which solves engineering problems entirely new in Canada, rendering the line between Montreal and Niagara Falls equal, if not superior, to any railroad on the North American Continent. The work of double tracking the balance of the Main line of the System, between Chicago and Hamilton is going apace and will be completed within a comparatively short time. There are only a few miles to be completed on the Western Division, between Port Huron and Chicago, a distance of 335 miles, and the work on the second track between Sarnia and Hamilton is being completed as fast as possible. When finished, the Grand Trunk will have the longest stretch of double track under one management on the continent, and will make the System one of the most complete in the country for through passenger and freight traffic between the east and the west.

Altogether, the completion of this mammoth undertaking closes an interesting chapter in the history of modern progress of the Grand Trunk, according to the views of railroad experts, and is said to presage developments incident to the preparations of the Company to become a force in transcontinental traffic.

Ayer's

Take cold easily? Throat tender? Lungs weak? Any relatives have consumption? Then a cough means a great

Cherry Pectoral

deal to you. Follow your doctor's advice and take Ayer's Cherry Pectoral. It heals, strengthens, prevents.

"For 40 years I have depended on Ayer's Cherry Pectoral for coughs and colds. I know it greatly strengthens weak lungs."
MRS. P. A. ROBINSON, Saline, Mich.

25c., 50c., $1.00. All druggists. J. C. AYER CO., Lowell, Mass.

for **Weak Lungs**

Ayer's Pills increase the activity of the liver, and thus aid recovery.

Deanery Meeting at Campbellton.

A meeting of the Rural Deanery of Chatham was held at Campbellton, Jan. 26th and 27th. The Holy Communion was celebrated on Tuesday morning at 8 o'clock, the Rural Dean being the Celebrant assisted by Rev. W. J. Wilkinson. The Chapter met at the Rectory at 10 o'clock. There were present Ven. Archdeacon Forsyth, Rev. W. J. Wilkinson, B. D., J. H. Hooper and R. J. Coleman. Revelation 8 was read in Greek and commented upon. Tuesday afternoon was spent in discussing certain matters connected with parish work. On Wednesday morning a paper was read by Rev. W. J. Wilkinson, B. D., on "The Principles of Biblical Interpretation" which occupied the attention of the brethren for some time in which different points made by the author were fully discussed. The study of the Prayer Book was next taken up and after a short time had been spent in his exercise and the Chapter had decided upon the next place of meeting with the work to be done, an adjournment was made and the closing office was said. The services held during the meeting in addition to the Corporate Communion already mentioned were as follows. On Tuesday and Wednesday evenings and also on Wednesday morning prayers were said in the Parish church. On Tuesday evening addresses upon Sunday school work were given by Rev. W. J. Wilkinson and J. H. Hooper, the former speaking upon the end and object of S. S. work, which was, he said, to teach the children to please God by fighting against the world, the flesh and the devil, by living according to the articles of the faith and following our Lord's example by practising obedience in the family, the church and the state, the latter upon the necessity of obedience in the family life and upon the care it was necessary to take in bringing up children if we wished them to grow up as good Christians and as useful members of society. On Wednesday evening a good missionary address was given by the Ven. Archdeacon in which he mentioned many interesting facts and gave much useful information.

The visiting clergymen who were hospitably entertained by the Church people during their stay in Campbellton met the members of the Guild, the choir, and other church workers and spent a pleasant evening socially at the Rectory after service Wednesday evening. Miss Benedict's playing upon the violin, Mrs. Pritchard's singing and Mrs. Benedict's piano accompaniments were much appreciated and heartily applauded. After the guests had done justice to the good things provided for them the Archdeacon on behalf of himself and his brother clergymen thanked the Rector and his co-workers for their hospitality and for the enjoyable evening which they had just spent. He said that which he regretted the unavoidable absence of the other members of the Deanery yet in every other respect this had been a most satisfactory meeting and he concluded by wishing the new Rector and his wife success in their work. To this the Rector made a suitable reply and he thanked the Archdeacon and the other two clergymen for their helpful and instructive addresses.

The Baird Company's

Wine of Tar Honey and Wild Cherry

A Lubricant to the Throat. A Tonic to the Vocal Chords.

The Baird Co., Ltd. Gentlemen,—Your TAR, HONEY AND WILD CHERRY is one of the best cough remedies we sell. Our customers are all satisfied with it. E. HARMER. Norton Sta., N. B.

DENTISTRY!

Henry G. Vaughan, D. D. S.

Office Hours:—8.30 a.m. to 1 p.m. 2 p.m. to 6 p.m
Wednesdays—2 p. m. to 6 p. m.
Saturday—9.30 a.m. to 1 p. m. 7.30 p. m. to 9 p. m.

GAS ADMINISTERED.

PAINLESS DENTISTRY A SPECIALTY.

OFFICE—OVER MACKENZIE'S MEDICAL HALL.

CHATHAM, N. B.

Warning!

Any person driving faster than a walk over the south span or any other part of the Southwest Miramichi Bridge, parishes of Nelson and Derby, will be prosecuted according to law.

JOHN BATEMAN, Caretaker.

Nelson, 20th Oct., 1903.

ROYAL BAKING POWDER

ABSOLUTELY PURE

Makes the food more delicious and wholesome

ROYAL BAKING POWDER CO., NEW YORK.

Do You Want to Fit Yourself out with

A Nobby Sleigh, or A Set of Harness

or other Seasonable Article?

IF SO GO TO

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

Why not also get something in these lines for a friend just at this Christmas Season?

CANADA EASTERN RAILWAY.

IN EFFECT OCT. 12, 1903.

Until further notice, trains will run on the above Railway, daily (Sundays excepted) as follows:

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
6 40 a m	4 00 p m	..Fredericton...	9 20	5 25
6 50	4 05	.....Gibson...	9 17	5 20
7 20	4 15	..Marysville...	9 05	5 05
8 40	5 27	..Cross Creek..	12 40 p m	2 50
10 15	6 25	..Bolestown...	11 25	1 20
11 30 a m	7 10 ar / 7 25 lv	.. Doaktown...	10 30	12 05 p m
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 10
3 00	9 25 lv	.... Nelson	7 40	7 55
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 55 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 0 "	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 "	11.50 "
Nelson	8. 0 "	12.10 p. m.
Ar. Chatham	9.10 "	12.30 "

The above Table is made up on Atlantic standard time.

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations—Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blissfield Carroll's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manner's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points east and west, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St. John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

BEST BUY IN B. C., CANADA, AT 15 CENTS.

Greatest Gold Discovery of the Age is in B. C.

The Big Four

CONSOLIDATED GOLD MINES, LIMITED.

Capital $625,000 of which nearly 40 per cent. is now in our Treasury. Shares fully paid and non-assessable.

Mines directly west of the LeRoi and LeRoi No. 2, two of the largest gold copper mines in the world, both of which have paid large dividends.

Same identical ore and veins now in sight on the BIG FOUR. Large ore bodies.

Assays from $5 to $800 in gold, copper, silver, etc., as now on exhibition in the city ore exhibit, causing considerable attention.

We have two miles of railway on Big Four property with water and timber in abundance.

Rossland ore shipments for 1902, 350,000 tons. Shipped for 1903, about 450,000 tons Total value of Rossland ores mined, $25,000,000.

Rossland's large ore bodies are a great success with the concentration system of ore reduction of $3.00 ore pays to mine as now proved by Central Star and LeRoi No. 2 Dividends.

Shares can be had on installment plan, payments monthly. Twenty per cent. cash, balance within a year.

Company has no debts or liabilities.

References.—The Hon Mayor, Gold Commissioner, postmaster, or any bank or business man in city.

There is a tide in the affairs of men
Which taken at the flood, leads on to fortune;
Omitted, all the voyage of their life
Is bound in shallows and miseries.

PLEASE NOTE PRICE AT 15 CENTS PER SHARE FOR ONE MONTH

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

JAMES LAWLER, Secretary and Treasurer
Box 545 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.

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.

WANTED.

1,500 TO 2,000 CORDS SPRUCE AND FIR BOX WOOD

delivered on cars on C. E. R. and I. C. R., or at my mill, South Nelson.
Highest Prices paid.

THOS. W. FLETT.

Notice of Sale.

To Elphiet 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-eighth day of November in the year of Our Lord one thousand nine hundred and two and made between the said Elphiet 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 Barrister-at-Law of the second part; and registered in Northumberland County Records on the fifth day of December A.D 1902 in volume 79 of said Records, pages 518, 519, 520 and 521, and is numbered 307 in said Volume; there will, for the purpose of satisfying the moneys secured by the said Indenture, default having been made in the payment thereof contrary to the provisions of the said Indenture, be sold at Public Auction, in front of the Post Office in the said Town of Chatham on Saturday the Fifth day of May next, at the hour of Two 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 Elphiet 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 Elphiet 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 more fully and at length appears, 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 306 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.