

EUREKA HARNESS OIL advertisement with image of a horse and harness.

Humphrey's Cloth IN Tailor Made Suits.

We have opened MEN'S OVER-COATS and FALL SUITS, made from Merton Pure Wool Cloth. These goods are made up by Skilled Cutters, First Class, Intelligent Labour, and compare favorably with Fine Custom Made Garments to measure. Prices about 33% less than Custom Garments of same cloth.

W. S. LOGGIE Company, Ltd. Boot & Shoe Department.

To DAIRYMEN—Your attention is directed to the annual generous prizes for Dairy Products which will be awarded at the Fredericton Exhibition, September 21st to 26th, 1903, open to the Maritime Provinces. Prizes lists and any further information may be had on application to Mr. W. S. Hooper, Secretary, Fredericton, N. B.

To Cure a Cold in One Day. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

Sloyd Schools. A feature in connection with the Fredericton Exhibition which is already creating considerable interest, is the competition open to scholars attending manual training (Sloyd) schools in the maritime provinces.

Labor Day Races at Chatham. The directors of the Miramichi Agricultural Exhibition Association have decided upon a very attractive programme of races for Labor Day, Sept. 7th.

The Cathedral Bazaar. The Bazaar on the new Cathedral grounds, Chatham, which was to have been opened on Tuesday afternoon did not open until yesterday afternoon on account of the unfavorable weather.

Live Moose. The Advocate says—Some time ago the Premier of Newfoundland communicated with the Hon. L. J. Tweedie with respect to procuring seven live moose from the New Brunswick woods which were intended for breeding purposes in the ancient colony.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

ANY CHILD WILL TAKE McLEANS' Vegetable Worm Syrup. It is always the safe, pleasant and effective remedy; but be sure you get McLEANS' Vegetable Worm Syrup.

Bowman's Headache Powders advertisement with image of a man holding his head in pain.

round trip, an expense of from \$5,100 to \$5,700 for each company having vessels making thirty trips a season. The merchants of Quebec desire to break up the system in order that they might employ their own men at one-half of the cost, and be certain of a safer and better service.

The Bulgarian government has presented a memorandum to the powers setting forth at great length the condition of affairs during the past three months in Macedonia since the Turkish government undertook to inaugurate the promised reforms.

Personal. Invitations are out for the marriage of Miss Beatrice Margaret Bell of Newcastle and Mr. Arthur Bliss Copp, M. P. P. of Sackville, which is to take place in St. James' Church at 8.30 o'clock, Thursday evening, Aug. 20th.—Advocate.

The Coming of the Trade Delegates. The itinerary for a portion of the trip of the delegates representing the chambers of commerce of the Empire through the maritime provinces is:

September 24—Leave Place Vigor station, Montreal, at 9 a. m., and arrive at Shawigan Falls at noon. The party will be shown over the works of the Shawigan Water and Power Company by the officials.

September 25—The Quebec board of trade and civic authorities will extend courtesies. Leave Quebec at 5.30 p. m.

September 26—Arrive at 7.32 a. m. at Chatham Junction, where party will leave sleeping cars and will be met by the premier and members of the New Brunswick government and the Chatham and Newcastle boards of trade. Thence the party will proceed up the valley of the Miramichi and down the valley of the Nashwaak River, reaching Fredericton about noon.

September 27—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 28—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 29—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 30—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 31—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 32—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 33—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 34—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 35—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 36—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 37—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 38—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 39—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 40—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 41—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 42—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 43—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

September 44—In St. John. The party will be taken to inspect the Intercolonial and Canadian Pacific grain elevators and terminals, Rockwood park, the Cushing falls of the St. John River, the Cushing pulp mills, and other industries.

The J. B. Snowball Co. Ltd. GROCERY DEPARTMENT.

FOR FLY SEASON. Gow Ease and Eureka Fly Killer will rid your Cattle of Flies and increase the flow of milk.

KOW KURE GARGET CURE BAG BALM For Inflamed Udder. AMERICAN HORSE TONIC. Herbageum Oil Cake, Herb Food and Feeds. PARIS GREEN AND KNAW BUG.

Paints, Oils and Varnishes. New Jersey Seam Paint, Henderson & Potts' Seam Paint, Copper Paint, White Lead, French Zinc and Colors. RAISINS.

Our Stock of Canned Goods is large and very complete, being bought at the right time. GOODWILL'S HOME-MADE PRESERVES AND JAMS In Pint Glass Jars.

Strawberries, Raspberries, Peaches, Pears, Green Gage Plums, Black Currants, Red Currants, Red Cherries. Upton's Jams In 1 pound Glass Jars.

THE J. B. SNOWBALL CO'Y LTD. CHATHAM, N. B. Fredericton Exhibition Agricultural and Industrial Fair and Live Stock Show.

OPEN TO THE MARITIME PROVINCES. Fredericton, N. B., September 21st to 26th, 1903. THE LARGEST AND MOST IMPORTANT EXHIBITION TO BE HELD IN NEW BRUNSWICK THIS YEAR.

The only place in the Maritime Provinces where Gorman's Celebrated High Diving Horses, and the Famous Alabama Troubadours can be seen this season. Automobile Races, Bicycle Races, Horse Races and Athletic contests. Low Rates and Special Excursions on All Railways and Steamboats.

JOHN A. CAMPBELL, M. P. P., President. W. S. HOOPER, Secretary.

any great consequence, anyway, from a practical point of view. The government blundered in leasing the eastern section to any private company. It was built at all it should be operated by the government.

MISS E. F. LYON (ASSOCIATE OF THE LONDON AND COLLEGE OF MUSIC, GUILD AND SINGERS' SOCIETY, ORGANIST, MARY'S CHURCH, CHATHAM, N. B.)

WANTED. A man to represent "CANADA'S GREATEST NERVENERS" in the town of Chatham and surrounding country, and take orders for OUR HARDY SPECIALTIES

Stone & Wellington FORTNIGHT NURSERIES over 300 Acres TORONTO ONTARIO 12.31.03.

NOTICE TO MARINERS. Miscou Island, Gulf of St. Lawrence. The repairs to machinery at Miscou, Fog Alarm, Bitch Point, Miscou Island, have been completed and the Alarm is now in operation.

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 12, 1903.

WEAK STOMACH AND KIDNEYS. Toned up and Made Healthy and Strong by the Great Tonic FERROZONE.

"For ten years I suffered acutely from stomach trouble," writes Mr. Maxwell Thompson, of Toledo, "I always had a headache and dull feeling after meals. My appetite was poor, and I didn't relish my food. It was all due to a weak stomach."

"Between bad kidneys and a weak stomach," writes Douglas Whittemore of Belmont, "I was reduced to a skeleton this spring. A friend strongly advised Ferrozone so I commenced to use it. Ferrozone soon cured my stomach trouble, and made my kidneys perfectly healthy. I have since gained twenty pounds in weight, and enjoy the best of health. I believe Ferrozone saved my life, and I gratefully recommend it."

Why stay sick when Ferrozone can cure you? Don't be foolish any longer. Get some Ferrozone to-day and take it regularly. Ferrozone assures health costs but 50c. for three weeks' treatment. Six boxes sent post paid for \$2.50 by The Ferrozone Company, Kingston, Ont.

NEWS AND NOTES.

The Grand Banks fisheries continue a complete failure. Owing to the scarcity of bait more than 250 vessels are now in Newfoundland waters. It is estimated that the total catch of the cod fisheries of North America for the present season will be the smallest in twenty years. The French have fared the worst, their catch being only about one-third of the average.

A deputation from the Quebec Harbor Commission went lately to Ottawa to interview the government in regard to much needed harbor improvements at the port of Quebec, and also to discuss the pilotage question. The pilots of the lower St. Lawrence, for years past, have been a body incorporated. Their fees are immense and the steamship companies have no redress. It costs from \$170 to \$190 in fees for the

Hon. Mr. Blair on the G. T. P. Scheme.

Canada's interest would have been far better served if the whole scheme were put off two or three till years ago. He would ascertain what sort of country the road would traverse. Two years was a short time in the life of a nation like this, and then the cabinet could have given reasons for the policy it wished to submit.

If the Dominion really wanted to do something of advantage, or that would stand a better chance of helping the public and Canadian seaports, let it extend the Intercolonial to Georgian Bay, continuing the principle of government ownership and government operation. He fully knew that the G. T. P. would not be built until the road was completed to the westward.

"We have expended \$70,000,000 upon the I. C. R. Now, the government proposes to expend \$15,000,000 more in order to make the first expenditure less effective.

"The I. C. R. has greatly improved its business during the last few years. Seven years ago the total business of the road was three million dollars. Now it is seven million. It came to Montreal to get business. At last \$15,000,000 has been spent in the betterment of the I. C. R. The policy of improvement has been steadily pursued for the past seven years without a dissent expressed from the Liberal side of the House until today. The leader of the Opposition said the other night that we were reversing the policy we had pursued all these years. I go further. I say we are condemning the policy of the past in the policy of today."

The Hon. Mr. Blair said that the original plan contained no Montreal extension. He had heard that the plan had been put forward by an opponent of the road for the purpose of killing the project. But the government had swallowed the feature that was regarded as fatal.

Discussing the route of the line through the Province of New Brunswick, Mr. Blair said that he understood from the speech of the premier that it is to run back from Lewisville to the height of land somewhere near the United States boundary and the height of land south of the Intercolonial. Then it is to run easterly to the Intercolonial, and from there as directly as possible to the city of Montreal. Mr. Blair said that he was not certain, but he suspected strongly that route would give the road a very black eye, because it will be found that in order to build a line there at all capable of carrying any traffic it will have to slip into American territory and run down a bit and come back into Canada.

Mr. Blair stated that the principal population of New Brunswick was on the north

shore and in the valley of the St. John River. This line was projected between the two, and would have only a sparse population to draw on. This was already served by branch lines and waterways.

The route would present some expensive construction problems in grades and bridging, and its operation would be expensive on that account.

It was urged in support of this proposed line to Montreal that there are settlements to the south of the I. C. R. which this road would serve. But this was no real justification for a transcontinental road built by the government. Their interests would be fully met by a company-built line which the country would assist, if necessary.

Mr. Blair argued that the saving which the new line will effect to Montreal as compared with the Intercolonial is only sixty-three miles. This calculation was based upon Sir Sandford Fleming's report to parliament in 1865. Sixty-three miles was a very trifling saving on such a length of line. The saving of 120 or 140 miles, which the government talked of securing by the new road would never materialize.

The I. C. R. was better able to handle traffic than the new company could possibly be. It could handle four times the business. This assertion he made upon good authority.

What saving would be when two government roads set about cutting on another's throats. Where will this land the government and the country? The Intercolonial can never pay its working expenses when this competitive system is built. It will simply relate to the period of annual deficits and it needs no stretch of the imagination to foresee losses of half and three-quarters of a million dollars yearly on the present government system. Why, said Mr. Blair, this whole policy for a line from Quebec east is without a single redeeming feature. No man in New Brunswick had argued the construction of the new road, that is, before the government policy was made known. It had been urged by a certain journal that this eastern section was a gift to New Brunswick. 'I disclaim the gift,' said the ex-minister. 'We do not ask any such gift of the people of the other provinces. We would rather have something with merit. We want railways to serve the people, but not to ruin existing lines.'

A leading newspaper had drawn a picture of the business flowing over the new road which foretold 'through and local traffic in almost embracing abundance.' This, said Mr. Blair, is the stretch of politico fancy that is relied on in defence of the proposed policy. Mr. E. F. Clarke—'What paper is that from?' Mr. Blair—I don't like to say. Well, it is from the Toronto 'Globe.' (Laughter.) There would be no practical difficulty in making a traffic agreement with the Intercolonial for an exchange of traffic at Quebec. Mr. Hays had himself said so in the Railway Committee. The Grand Trunk Pacific itself never wanted this eastern extension from Quebec. It would have preferred handing over business to the I. C. R. It would cost at least fifteen million dollars for the line from Quebec to Montreal, the thirty-five thousand dollars a mile for 425 miles. The country was a very difficult one to build through. If the government wanted to make the eastern provinces a present of this much money it could be expended to better advantage upon improvements to the Intercolonial and in harbor improvements. If his advice were taken the money would not be thrown away. The line from Quebec to Winnipeg is estimated at 1,400 or 1,500 miles, and the government's calculation is that this will cost \$90,000,000 a mile. Mr. Blair claimed, though, that it would not be built for less than \$35,000,000 a mile or fifty million altogether. It cost \$50,000,000 a mile to lay the C. P. R. main line, north of Lake Superior and that was through a much more accessible district than the new system will traverse two hundred miles north. Moreover, wages are higher than they were when the C. P. R. was undertaken. Materials also are more expensive. Here then is a public outlay of sixty-five million dollars for the new line from Quebec to Winnipeg. Mr. Blair referred to the clause which provides that the Grand Trunk Railway is to secure and hold for fifty years the twenty-five million dollars common stock of the Grand Trunk. His objection to this feature was that there was no declaration as to what the G. T. R. is to pay for the stock. There was nothing to prevent the Grand Trunk getting the stock for a mere song, and that would be an injustice to the people who would own the road and whose money must pay dividends upon the stock. Interest will have to be paid for ten years on the money raised to build the eastern section. Interest will have to be paid for seven years on the cost of the mountain section. Then there was the interest for the period during which construction will be under way. The Grand Trunk Pacific is to pay interest for forty years at the rate of three percent upon the money borrowed to build the line from Winnipeg east. But what if the country has to pay 3 1/2 percent for the loan. Then the country will have to pay one-half percent, during this long term, feature of land south of the Intercolonial. This would mean a capital outlay of public money amounting to \$139,000,000. Surely in connection with this project of such magnitude it would be said that some men saw visions whilst others dreamed dreams. 'You cannot avoid,' said Mr. Blair, 'this immense sum to our debt without starting financial men on the other side and increasing the rate we must pay for public loans. Under the terms of the contract the Grand Trunk Pacific in winter agrees to carry unroated traffic to the Canadian seaboard. But what penalty is provided to guarantee that this agreement will be lived up to. The government simply proposes to trust to the company to abide by this feature of the agreement. Doubtless it will be adhered to whilst the men who make the contract. But what will happen when other men succeed to the management of the Grand Trunk. Then the penalties might come in handy if they were provided in the bill. Without them the company might set the country at defiance. Moreover, Mr. Hays of the Grand Trunk had said before the railway committee that shippers would route their own traffic and the company must meet these demands. So this feature of the bargain was not of