

General Business.

COMMON SOAP

ROUGH SKIN On Face and Hands. We have just imported a large lot of Olive Oil and Cucumber Soap.

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. Yacht for Sale. The Sloop "Wingona" 6, 85 tons register, 35 feet overall, 10 feet 2 inches (10-2) beam, draft 3 feet 6 inches.

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COONEY'S HISTORY OF NEW BRUNSWICK. AND—GASPE.

Printed by Joseph Howe in 1882 and reprinted by D. G. Smith in 1898. Contains 97 pages of the history of the County of Northumberland and a vivid description of the

also the history of the early struggles of the French and English for the possession of the country; the history of the Indians; the French villages founded at Bay du Vin, Grand Pré, etc.

Price \$1.00 post paid to any address in Canada or elsewhere. For sale at the ADVANCE OFFICE, Chatham, N. B.

Bank of Montreal. ESTABLISHED 1817. Capital (all paid up) \$12,000,000. Reserved Fund 8,000,000.

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.

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SPECIAL NOTICE. The Chartered Banks in Chatham, N. B. and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, N.O.W., commencing on October 14th next.

Another great advantage is that the barrels are bonded and fitted with the most powerful serrated bands for an American grade, with the exception of the 32-40 Marlin, one turn only.

THE MARLIN FIRE ARMS CO. NEW HAVEN, CONNECTICUT.

Miramichi Advance.

CHATHAM, N. B., JUNE 4, 1903.

Railways.

The Montreal Witness in discussing the railway question makes the following very pertinent remarks:—

"Common sense and economy would point to the use of the Intercolonial from Montreal and Quebec to the sea. An independent line over this section of the new transcontinental railway, if assisted by the government, as it would have to be, would only be a waste of public money. Not only that, but it would irreparably injure the Intercolonial, which is even now a charge upon the people. The scheme to extend the Intercolonial to Winnipeg is much more attractive, giving the proposed new continental line the usual running privileges. Everybody is agreed that the Intercolonial must sooner or later be extended to the east of the Great Lakes, to compete for the increasing traffic from Port William and the Western States, and it would solve one of the problems if it were extended to the prairie city. The eight hundred miles or so along the north shore of Lake Superior is the strong card in the game of subsidy, but if a line were built that could all use on equal terms, subsidies of any kind could hardly be considered in future. So far as this section is concerned, the government is undecided between various proposals, which include the building and operation of a line by the government itself to the west, the building of a road to be used by other companies, and the subsidizing of a road owned by a company. The road is not always to the swift, as we learn in the fable of the hare and the tortoise, and we quite agree that this is a matter of such immense importance that it is well not to be too precipitate. At the same time, the country is awaiting the decision of the government with great anxiety."

The Intercolonial.

In the House of Commons on Thursday last, Hon. A. G. Blair made his annual statement concerning the operation of the Intercolonial Railway, which disclosed a most gratifying increase in the business of the Government Road. The earnings of the road for the year ending 30th of June last were:—From passenger traffic, \$1,770,941; from freight traffic, \$3,664,513; from mails and express, \$255,931; a total of \$5,671,385; an increase of \$690,150 compared with the previous year when the receipts were:—From passenger traffic, \$1,607,166; from freight traffic, \$3,121,006; from mails and express, \$244,063; or a total of \$4,972,235. There were 1,314 miles of road in operation in each year, and the earnings per mile were in 1902, \$4,213, and in 1901, \$3,782, or an increase last year of \$521 per mile. The gross earnings per train mile were \$93.46 in 1902, and \$79.39 in 1901. The increase in the passenger traffic was \$164,000, and in the freight traffic \$525,500. Mr. Blair instituted a comparison between the business of the road in 1902 and 1896, the last year of the Conservative Administration. The passenger receipts in 1896 were \$971,400, or \$799,600 less than in 1902. The freight receipts in 1896 were \$1,788,700, or an increase in 1902 of \$1,855,700, or in other words, the passenger earnings in 1902 lacked only \$174,000 of being double the receipts of 1896, and the freight receipts were double and nearly \$200,000 over those of 1896. In order to be absolutely fair in his comparison, Mr. Blair amended the actual figures for 1896 by the addition of the percentage of the increased mileage in 1902, and after making an allowance of 15 per cent. for this purpose, he claimed an increase of \$653,822 in passenger receipts and \$1,587,379 in freight, and of about \$28,000 in mail and express service receipts.

Turning to a comparison of the gross earnings and working expenses the former were, as stated before, \$5,671,385, and the working expenses amounted to \$5,574,663, giving a net earning for the year ending June 30th last of \$96,722. Comparing the working expenses of 1902 with those of 1896 and allowing for the increased mileage, the figures were:—1896 \$3,466,757, and 1902, \$5,574,663, an increase of \$2,069,812, inclusive of the rentals of terminals, etc. An analysis of the working expenses demonstrated that the amount expended in works for the maintenance and betterment of the road, in maintaining the roadway, in repairs to locomotives and renewals of cars and other plant, amounted in 1902 to \$2,032,390 or \$500,000 more than was expended for the same purpose in 1896, upon the basis of an equal mileage and at the same time there was a surplus of \$96,000 in 1902. Mr. Blair also gave a statement of the receipts of the Intercolonial for the nine months ending 31st March last, which amounted to \$4,745,000 as compared with \$4,184,000 for the corresponding period of last year, an increase of \$561,000. During the same period the working expenses were \$4,775,500 as compared with \$4,197,500 of the corresponding period of the previous year, an increase of \$578,000. The excess of expenditure over earnings was \$30,500, as compared with a deficit at the same period last year of \$60,000, and of \$130,000 at the same period of 1901. Mr. Blair pointed out that a deficit on 31st March last year was wiped out by the end of the year, and a surplus of \$96,800 created, and he expressed a strong belief that the surplus this year would be much larger. EXPENDITURES FOR IMPROVEMENTS. He explained that during the winter months the expenses of operation are higher than at other times, so that a deficit of \$60,000 at the end of March became this year a surplus of \$96,000. This year he estimated that there would be a surplus at the end of the fiscal year of \$125,000. If half a million more of dollars had not been spent on the improvement of the road last year out of the earnings that was spent in 1896, he would have been able to announce a surplus of \$596,000. He detailed the items of increase in the expenditure for the improvement of the road between 1896 and last year out of earnings, the exact total being \$262,800. The road was being steadily improved year by year, and was today a credit to the Government and to the people—(hear, hear)—and it was going to be better. Speaking of the causes of the increased net earnings, Mr. Blair said the extension of the Intercolonial to Montreal had already commenced to produce results in increased trade. The modernization of the road had also contributed greatly to

increased profits. The using of improved engines of first-class capacity had done more than anything else to increase the returns over the cost of hauling. But they attempted to handle the present traffic with the old equipment, to estimate that the deficit would be about a million dollars.

INCREASED COST OF SUPPLIES.

Mr. Blair submitted a statement showing that in the cost of articles required in the maintenance and operation of the road last year compared with 1896 there had been an increase of \$240,000 in wages in respect of the same number and class of employees, of \$151,000 for the same quantity of coal, and \$131,000 for supplies. Adding to this the \$500,000 expended in betterments, and there was found to be an increase of \$1,000,000 in the amount expended on the road. All of this was expended notwithstanding that the freight rates had not increased. He was assured by his officials that if the present staff of the railway were paid at the rate of wages in force in 1896 there would be a difference in the wages bill of \$1,075,000. Mr. Blair refuted the idea that the Intercolonial Railway is a political machine. For one thing, all departments of the service were organized among themselves on a basis of recognition of an error, and it was not possible to appoint men over the heads of old officials. Political pressure did not exercise any effect on the financial results of the railway. The idea that the Canadian Government railway was alone among Government railways controlled entirely by political influence was altogether fanciful, and was an injury to the railway and to the country. He declared that the reason why the Intercolonial Railway could not obtain large financial returns was that it necessarily charged lower rates than would be charged by a private company. Mr. Blair pointed out that of the \$5,614,000 for working expenses, \$3,537,000 was for wages, of which all except \$255,000, representing the headquarters staff, was according to the schedule arranged with the different classes of employees, and could not be reduced, the rates being as low as they could possibly be considering the cost of living. Of the remainder, \$1,000,000 was paid for coal, which was bought by tender. Of the remaining \$1,000,000, \$750,000 was expended for stores, nine-tenths of which were purchased by public tender, and the remainder was for rentals and advertising, etc. Mr. Blair gave a comparison of the cost of operating trains on the C. P. R. and G. T. R. The earnings of the C. P. R. in proportion to each \$100 of operating expenses were \$161, and the G. T. R. \$154, while the earnings of the Intercolonial Railway were only \$101.73. A comparison of the cost of operating was very favorable to the Intercolonial Railway, which was operated at a cost of 91c. per train mile as compared with 93c. on the G. T. R. and \$1.11 on the C. P. R. The results of these comparisons indicated that the Intercolonial Railway should not be given a back eye or sneered at as a failure. The net earnings of the G. T. R. last year amounted to \$7,800,000, and of the C. P. R. \$1,043,000.

LOCATION OF THE LINE.

That the Intercolonial Railway did not earn as much proportionately was not the fault of the management of the road, but due to the fact that it is a Government railway, and that its location was, unhappily, determined, viewed from a business standpoint, by political and military reasons. This was shown by the fact that the portion of the road between Halifax and St. John paid handsomely. Another reason why it did not make better returns was that it had competition by water on the one side and by the C. P. R. with a shorter line on the other. Still another reason was that the rates on other roads with which competition had been made were from 50 to 100 per cent. higher than on the Intercolonial Railway. If the Intercolonial Railway charged the same rates as the minimum tariff on the other railways, the receipts for freight would have been increased by \$1,950,000, and as the working expenses would not have been increased, the surplus would last year have been on this basis upwards of \$2,000,000. Mr. Blair declined any but a very small portion of the credit for the good results which had been attained, and which were, he said, due in the main to the loyalty of the public and the ability of the men who were operating the road.

NEWS AND NOTES.

Mr. Seddon, Premier of New Zealand, is elaborating a scheme for a series of butcher shops at Cardiff, Manchester, Liverpool and Glasgow, run by government experts for the exclusive sale of New Zealand meat. He asserts New Zealand meat can be sold in England at cost price, and English butchers and consumers will thereby learn its merits. Similar proposals formerly made on behalf of Canada were abandoned as unworkable, owing to the strength of British meat rings in Britain.

A new use has been found for dynamite, said a butcher, and maybe, before long, we will be eating dynamite-killed beef. At the weekly meeting of my society a member told of some experiments with dynamite that he had seen in a western slaughter house. These experiments had been successful, and had proved that a thimbleful of dynamite exploded on a steer's or cow's forehead would kill it more quickly than the usual "knocking in the head" method.

"Our brother said that three steers had been placed side by side and about two feet apart. On the forehead of each a primer of dynamite with an electrical fuse had been connected with a common battery. A touch of a stud on the battery had set off the dynamite, and the steers—without a struggle, without a groan, without a violent movement—had fallen back stone dead. It was an impressive sight, the speaker said, and he hoped to see the day when all the meat of the world would be dynamite-killed."—Philadelphia Record.

A telegram from British Columbia says that the Prime Minister has been dismissed, and Richard McBride has been called to form a new government. He is a Conservative, and will attempt to form a coalition.

Sir Alexander Mackenzie, who conducted the series of musical festivities in Canada, has arrived in London. He stated that he was splendidly received everywhere, and

was agreeably surprised by the fine quality of the Canadian voices. The way in which the Canadian choruses sang difficult English chorals gives evidence of a bright musical future for Canada. The distinguished composer expressed the hope that he would make another tour through the Dominion in 1905.

An exchange says: "The new policy of Mr. Chamberlain does not please the newspapers of the United States very well. At the present time the manufacturers of the United States charge a much higher price for their products in the home market than they do in foreign markets. Protected almost beyond competition at home they slaughter the markets abroad to the great detriment of the artisans and laborers of other countries. It is this selfish policy that Mr. Chamberlain aims at. Reciprocal tariffs would soon have the effect of making fair tariff world wide."

Five lots of vacant crown lands were sold Tuesday. Ninety-one acres on Caplain Island road, Northumberland Co., applied for by E. J. Hollahan, and one hundred acres in the same section, applied for by Wm. J. Hollahan, went to T. W. Butler at \$1.01 per acre. A 35 acre lot at Red Rapids, Victoria, applied for by J. F. Winslow, went to A. E. Hanson, at the upset price. A town lot of forty acres on Grand Falls, and a ninety acre lot on Coombes road, Malawaska, were bid in by applicants, Emma E. Ouellet and B. R. Violette respectively, at upset price.

A despatch from Ottawa states that the Supreme Court was hearing Tuesday the case of Prince Edward Island against the decision of the Dominion government to reduce the representation in the House of Commons under the last census to four members. The Island maintains that under the British North America Act there should be no reduction, and that the reduction to five members in 1891 was wrong. What the Island maintains is that it is entitled to six members and that there should not have been any reduction from that figure. The court is asked to decide this point.

The time for receiving tenders for the fast Atlantic service expired Monday. They have not yet been opened and until they are it will not be known who the tenders are from. It is most likely that one is from the Allan line, one from the Dominion, and the third from the Canadian Pacific.

The advertisement calling for four steamers, two of sixteen knots and two of twenty-one knots. The suggested routes are in summer from Liverpool by an Irish port to Quebec, calling at Sydney, and in winter from Liverpool via an Irish port to Halifax, but parties preferring different routes may tender. The essential condition is that the line will be a British-Canadian one.

The "Maine Review" of Cleveland, Ohio, has the following in reference to Canadian development: "When we consider the money that Canada has spent on her public works and note the cheerfulness with which these outlays are increased, we are amazed that a country with fewer people and much less wealth and developed resources than New York can do these things and yet not appear to feel the burden. Said a marine made his own day, and is furthering it by building a great elevator system at Fort William."

MANY CHILDREN SUFFER from Worms through loss of appetite, flat, sleepless and pains. Give McLean's Vegetable Worm Syrup, the original and genuine. Always Safe, Pleasant and Effective; many years in use always satisfactory. Get the genuine McLean's Vegetable Worm Syrup.

Our Root Crop Seeds.

HOW AND WHERE THEY ARE GROWN, AND WHY THEY FREQUENTLY FAIL TO PRODUCE SATISFACTORY CROPS. Every careful stockman recognizes the fact that lush pasture is the ideal feed for keeping all classes of live stock in a healthy, thriving condition, but in most parts of this country it is necessary to provide large stores of succulent feed for the long winter months when pastures are not available. The various sorts of roots go a long way towards supplying a cheap and satisfactory substitute for grass, and in consequence many million bushels are grown annually. Large quantities of seed of turnips, swedes, mangels and carrots are used each year on Canadian farms, but the crops produced are frequently disappointing. As a rule our farmers have hitherto been entirely in the dark regarding the sources of supply of such seeds, and the methods of growing them. The Seed Division of the Dominion Department of Agriculture has been investigating these questions, and is able to offer suggestions that cannot fail to be of value to growers of root crops. According to Chief G. H. Clark of the Seed Division, a few farmers in Canada make a specialty of growing root crop seed, but practically the whole amount of such seed offered in the trade is imported from Europe and is grown in France, Germany and England. A favorable climate and cheap labor have made these countries the seed gardens of the world. A few notes on the way in which seeds are grown will help to explain why farmers often fail to get roots showing good type and uniform excellence all over a field.

Turnips, swedes, mangels and carrots are all biennial plants that is they store up nourishment in the root during the whole of the first year, and use that store of food for the production of seed during the second and final year of their life. Most of our domesticated plants have been evolved from wild types through long years of selection, cultivation and cross-fertilization. The original wild types were usually annuals, producing seed the first year, and there is a tendency among all improved plants to revert rapidly to the old unimproved types, whenever they are deprived of that careful attention to selection and cultivation which has brought them up to their present high standing.

Canadian farmers have not fully recognized that the value of root crop seed is far from depending on their vitality alone. It is even more important that they be taken from carefully grown and selected stocks. We seldom see a field of roots that are uniformly true to type and free from abnormal growth of top large necks and ill shaped prongs. This undesirable state of affairs is largely due to the sowing of seed from stocks of a similar quality and character.

The best quality of seed is produced from selected and transplanted roots. Seed of turnips and swedes is produced in quality in this manner in the North of

Scotland. The climate of Scotland like that of Canada, is such that root crop seeds can only be successfully produced by harvesting the roots before winter and transplanting them the following spring. The bulk of the seed of these crops, which is imported for the Canadian trade is grown in France and the South of England, where the climate is such that the roots may remain unharvested through the winter and produce seed the following year. Some of the more reliable seed growers in these countries exercise a great deal of care in the production of their stocks. They apply seen from their own selected stocks to small farmers who grow quantities of seed for their own contract. The best quality of seed offered in the Canadian trade is grown in this way. There is, however, evidence to show that a great deal of the seed of these crops offered in Canada, is of much inferior quality. The increased labor required to grow seed from selected and transplanted roots, raises their price above the range of American seed firms. For this the seedman is not to blame. Our farmers have demanded cheap seeds, without any guarantee as to quality, and the seedsmen have simply tried to meet the demand. A great deal of the root crop seed used in Canada is grown by small irresponsible European farmers whose chief object is to obtain a maximum yield of seed, independent of its quality. In the growing of these stocks it is a common practice to sow late in the season after an early crop has been harvested from the land. Young plants thus produced are in many cases not thinned, and do not grow to a reasonable size during the first season. From a crop of this sort a very large amount of top is produced, and a large quantity of seed obtained per acre at a minimum cost.

It would be unreasonable to expect our farmers to grow crop seeds for the Canadian trade and compete in the matter of price with the seeds produced by the above methods in countries where labor is so cheap, and climatic conditions so favorable. Until the consumers of these seeds learn that it pays to use only seed that is taken from selected and transplanted roots, grown in a climate similar to that where the seed is wanted for use, the quantity of home-grown stock offered in the trade will be extremely limited. It therefore appears that growers of root crops will find it to their advantage to purchase only seeds for extra selected crops, no matter what the price may be, or better still, grow their own seed from the best and most typical roots raised on their own farms.

Fruit Culture. THE ADVANCE has received for publication the following report of Mr. A. McNeill, Dominion Fruit Inspector, addressed to Mr. W. A. MacKinnon, Chief of Fruit Division, Dept. of Agriculture, Ottawa.

DEAR SIR: By your instructions I attended orchard meetings in New Brunswick last week for the accompanying schedule:—

DATE, PLACE, ORCHARD OF ATTENDEE: April 20th, Fredericton, Isaac Peabody, 100; 22nd, Andover, I. E. Porter, 139; 23rd, Fredericton, H. H. McNeil, 110; 27th, Westville, L. B. Smith, 45; 28th, Harvey Station, Thos. Robison, 45; 29th, Westville, J. G. Smith, 45; 29th, Sussex, C. H. White, 52; 30th, Westville, A. Stevens, 50; 30th, Westville, D. S. Harper, 70; May 2nd, St. John's, G. W. Fox, 100; 4th, Upper Jones, F. J. Purdy, 70; 5th, St. Sheffeld, Isaac Stevens, 80.

At nearly all points an evening meeting was held, at which the audience was usually larger than in the afternoon, except in the larger places. It is gratifying to report that the interest in the subject was well maintained throughout. Mr. Thos. A. Peters, Deputy Commissioner of Agriculture for New Brunswick, attended nearly all the meetings, especially attending to all the details connected with the meetings, contributed materially to their success.

Mr. G. H. Vroom, Dominion Fruit Inspector, addressed each meeting on the subject of Pruning and Grafting, giving practical illustrations in each orchard. This feature of the work cannot be too highly commended. The principles of pruning are few and comparatively simple, but each operation is determined by data much too intricate to be accurately described in words. Under these circumstances a demonstrator can go into an orchard, and by selecting a few typical trees, give a much clearer idea in an hour of the practice of pruning than could possibly be gained from either reading or lectures.

Permit me also to say that not a little of the success of the meetings was due to the work of Mr. W. W. Hubbard, representing the agricultural interests of the Canadian Pacific Railway. His intimate knowledge of the people and of the district enabled us to adapt our work more particularly to the needs of the neighborhood in which the meetings were held. Through his efforts, too, the meetings were much better advertised than usual. This was a splendid illustration of how much can be done by a man who is personally acquainted along the route of the meetings, and who is willing to give his best efforts to the work.

The demonstrations in spraying and "orchard repairs," illustrated from the orchard in which we happened to be located, was the work assigned to me at these meetings.

Our meetings covered the St. John Valley from Andover South, as well as the points between St. John, Hillsboro and Shediac. This wide range of country may be conveniently divided into two districts, the one lying north of Woodstock, and the other south. The Northern Division is growing the hardier varieties of apples, and in certain favored spots the Ben Davis and some of the winter varieties succeed. The Southern district is growing all the commercial varieties, but the Duches (New Brunswick) is the commonest variety, and in many places is grown to the exclusion of all other varieties.

The quantity of early apples is about sufficient for home consumption and it is doubtful whether large plantations of such varieties as the Duches, Red Astrakhan, and some of the Fall varieties as the Greenstein and Yellow Bell Flower should be made. The European market at present is the only one that can be said to be unlimited, hence only such varieties as will carry successfully can be recommended for large plantations of commercial fruit. In the Northern districts there is still room for experiments in the matter of winter varieties. Although many of these have been planted, the results as reported by the growers are somewhat conflicting. The care however, given to orchards varies so much that it renders any conclusion impossible. It is therefore highly desirable that experimental orchards, not necessarily large, should be planted in different sections of the province, under conditions as uniform as possible. Such orchards would not only be an example of the best methods in orcharding, but would give reliable data with reference to varieties. Although I am not in a position to speak absolutely upon the

subject, I am of the opinion that the varieties most in demand in the European markets can be grown in this district, though it would be no doubt better to top graft on some such stock as McVahon's White or Tolman Sweet. It may be taken for granted that with ordinary precautions all the commercial varieties can be grown in the Southern district.

The orchardists of New Brunswick are making one or two serious mistakes in orchard practice. In most of the orchards the trees are planted from 12 to 16 feet apart. This is altogether too close; much better results can be obtained even with the Duches, a small growing tree, if it were planted 25 to 30 feet apart. Large growing varieties such as the Rhode Island Greening and Northern Spy should not be planted closer than 35 to 40 feet apart. The saving in close planting is only in the rent of the land; there is a serious loss in the difficulties of performing all orchard operations. The rent on the land occupied by a tree, even at the greatest distance, should not be more than 10 cents per tree, a sum that is not gained by the ease with which spraying, pruning and gathering of the fruit may be done.

This close planting practically leads to letting the orchards run to seed, and to this fact I feel sure we can attribute much of the want of success that has been reported in individual cases. I take it for granted in recommending orchards in any particular place, that clean culture is to be the rule. We visited in Fredericton the orchard of Mr. Gillman, where we saw splendid examples of comparatively wide planting and clean culture. The vigor of his trees was so much greater than that of the orchards in the neighborhood, grown in sod, that all who have carefully studied the conditions will be glad to see that an orchard must be a general rule for orchards. In nearly every orchard visited we found trees badly infested with Oyster Shell Bark Louse and San Jose was also quite prevalent. For the former it was recommended that when the trees were dormant they should be sprayed with a lime whitewash made just as it would be made to use with a brush, strained carefully and applied with a spray pump. In addition spray carefully with a kerosene emulsion when the bark lice are moving in June. For San Jose it was pointed out that if the tree was leaved a little toward the south-west, so that the limbs would shade the trunk, and if the pruning were not too severe, this injury might be prevented. There appears to be some difficulty in getting suitable nursery stock, though it is likely that the Department of Agriculture working through the Agricultural Societies will make an improvement in this matter.

The necessity for thoroughly under-draining orchards is not appreciated as it should be. Much of the land, especially along the banks of the St. John river, appears to be admirable in situation and soil for orcharding, but much of it requires very careful under-draining before successful orchards can be obtained. There are so many springy places even on high land that uniformity in the orchard cannot be hoped for except by under-draining.

The prospects for orcharding in New Brunswick appear to me to be good. There is however a lot of educational work to be done. There is scarcely a farm upon which there is not at least five acres suitable for orchard purposes; pressing that fifty trees were put upon an acre we would have 250 trees in each orchard of five acres. It would not be too much to say that the age of eight years when these trees are coming into bearing, each tree would be at least worth \$10 so that practically the value of the farm could be doubled in eight years by placing an orchard upon it. This orchard would furnish remunerative employment for a large number of people, and thus prove itself a benefit to every other industry in the country.

In conclusion permit me to say that the arrangements for this series of meetings made by the Department of Agriculture for New Brunswick were in every respect satisfactory.

IN GREAT PERIL.

Surrounded by Many Hidden Dangers. There are thousands of people who are quite unconscious of the dangers they court in allowing their health to run down. From a half sick half well condition, it is only a step further to some disease like Typhoid or Pneumonia.

When nerves are irritable, sleep is always disturbed, appetite is poor, and the blood is thin. In the very worst way you require a course of Ferrerozine, which has restored many thousands from enfeebled, run-down health, and will make you vigorous and strong in a comparatively short time.

"The benefit derived from Ferrerozine," writes Mr. W. P. Grinnell, of Moncton, "is really astonishing. For two years I was never free from nervous headache and acute pains in the back and side. The regular use of Ferrerozine made my health better than ever before. I am ten pounds heavier and feel stronger and better in every way as the result of Ferrerozine."

Mrs. W. M. Schneider, of Portland, writes: "Eight months ago I was so ill with stomach trouble that I never expected to be well again. Everything I ate fermented and caused dyspeptic pain. My head ached so I thought it would split. I found Ferrerozine a treasure. Eight boxes made me as healthy as any woman could wish to be. Ferrerozine is a specific for all disease of the nerves, stomach, kidneys, liver, bladder and positively cures rheumatism, sick headache, and tired, nervous feeling. Price \$5.00 per box, or six boxes for \$25.00. Sent by express by mail by the Ferrerozine Co., Kingston, Ont.

FERREROZINE ASSURES HEALTH.

TENDER FOR CRIBWORK. Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Cribwork Repairs, St. John," will be received up to and including

THURSDAY, THE 6TH DAY OF JUNE, 1903, FOR REPAIRING CRIBWORK ON THE COURTYNE BAY BRANCH, ST. JOHN, N. B. Plan and specification may be seen at the Office of the Terminal Agent, St. John, and at the Office of the Engineer of Maintenance, Moncton, N. B., where forms of tender may be obtained. All conditions of the Specification must be complied with. D. POTTINGER, General Manager, Moncton, N. B., May 19th, 1903.

LOST. Between Queen Street and Masonic Hall, via Wellington street, and the Park. A FOUNTAIN PEN. The Borden will be rewarded on leaving it at the ADVANCE OFFICE.



Do You Want to Fit Yourself out with A Buggy, an Open Wagon, 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 Season?

CANADA EASTERN RAILWAY. IN EFFECT OCT. 13, 1902.

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

Table with columns: BETWEEN FREDERICTON, CHATHAM AND LOGGIVILLE. GOING NORTH. FOR CHATHAM (read down), Express, Freight. FOR FREDERICTON (read up), Express, Freight.

FOR CHATHAM (read down). Express. 7:10 a.m. Fredericton... 2:20 p.m. Chatham. 8:00 a.m. Fredericton... 3:10 p.m. Chatham. 9:30 a.m. Fredericton... 4:40 p.m. Chatham. 11:30 a.m. Fredericton... 6:00 p.m. Chatham.

FOR FREDERICTON (read up). Express. 7:10 a.m. Chatham... 2:20 p.m. Fredericton. 8:00 a.m. Chatham... 3:10 p.m. Fredericton. 9:30 a.m. Chatham... 4:40 p.m. Fredericton. 11:30 a.m. Chatham... 6:00 p.m. Fredericton.

GOING SOUTH. FOR CHATHAM (read down). Express. 7:10 a.m. Chatham... 2:20 p.m. Fredericton. 8:00 a.m. Chatham... 3:10 p.m. Fredericton. 9:30 a.m. Chatham... 4:40 p.m. Fredericton. 11:30 a.m. Chatham... 6:00 p.m. Fredericton.

The trains between Chatham and Fredericton will also stop at the following Stations:—Derry Siding, Upper Nelson, Chatham, Upper Woodstock, Upper Woodstock, Carrol's, McNamara's, Lupton, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Springs, Sourville, Dartmouth, Nashwaak, Manse's Siding, Farnham.

Maritime Express Trains on C. E. R. going north run through to destinations on Sunday. Maritime Express from Fredericton Monday mornings but not Sunday mornings.

CONNECTIONS. THROUGH TICKETS ON SALE AT PRINCIPAL RAILWAY STATIONS AND BAGGAGE CHECKED TO DESTINATION. THOS. HOBBEN, Supt. ALEX. GIBSON, Gen'l Manager.

TO CONSUMPTIVES. EASTERN STEAMSHIP CO. International Division. WINTER REDUCED RATES.

In effect Nov. 1st, 1902 to May 1st, 1903. Commencing Dec. 1st, 1902, and continuing, Steamers of this Company will leave St. John at 8 o'clock, a.m. (Standard Time) THURSDAYS for Eastport, Lobe, Portland and Boston.

Returning, leave Boston Mondays, at 8:15 a.m. coming via Portland, Lobe and Eastport. Through tickets on sale at principal railway stations and baggage checked to destination. A. H. HANSON, G. F. & T. A. W. G. LEE, Agent, St. John, N. B. CALVIN AUSTIN, V. P. and General Manager, Foster's Ward, Boston, Mass.

FANCY SALE AND—TEA! MASONIC HALL. Tuesday May 12th.

Tea will be served from 5 to 7 o'clock. ICE CREAM, LEMONADE AND HOME-MADE CANDY. ORCHESTRAL MUSIC. Admission 10 cts. TEA 30 cts. Doors will be opened at 3 o'clock. Postponed till further notice.

C. WARMUNDE IS OFFERING SPECIAL BARGAINS IN—WATCHES, CLOCKS, JEWELLRY, Silverware & Novelties.

All new goods, Give him a call. We are glad to welcome visitors, pleased to show our goods and ready to make prices to all. WARMUNDE, EXPERIENCED WATCHMAKER, Patten Corner Chatham, 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 Nels