General Business.

COMMON SOAP

WILL CAUSE ROUGH SKIN On Face and Hands.

We have just imported a large lot Cucumber and

Soap

direct from the factory which next TWO WEEKS

3 Cakes for 10 cents. It is made from Pure Olive Oil and the Juice Cucumbers. We can recommend it. Mackenzie's Medical Hall.

STEAMSHIP CO



Commencing Monday, June 29th, 1903 Steamers leave St. John Mondays, Wednesdays and Fridays at 8.00 A. M. for Lubec, Eastport, Portland and Bos-For Boston, direct on Tuesdays and Saturdays a eave Boston, via Portland, Eastport and Aridays, Wednesday, and Fridays at Freight received daily up to 5.00 P.M. All freigh CALVIN AUSTIN.

HICKEY'S

Stimulant.

Foster's Wharf, Boston, Mass,

Tonic.

up the System and give you renewed health strength and vigor.

DENTISTRY

Henry G. Vaughan, D. D. S.

Office Hours: -9.30 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 GAS ADMINISTERED.

PAINLESS DENTISTRY A SPECIALTY. OFFICE-OVER MACKENZIE'S MEDICAL HALL.

CHATHAM, N. B.

[ASSOCIATE OF THE LONDON (ENG) COLLEGE OF MUSIC, GOLD AND SILVER MEDALIST.
ORGANIST S. MARY'S CHURCH, CHATHAM, N,B

Organ, Theory &c. CLASSES IN THE ABOVE SUBJECTS TO BE FORMED AT ONCE FOR THE FALL TERM. Studio: S. Mary's S. S. Room.

Concert Pianiste and teacher of Piano. Pin

Applications for terms, etc., to be made at S. Paul's Rectory, The "ADVANCE" office and the "Commercial" office.

Bank of Montreal

ESTABLISHED 1817.

Capital (Reserved Fund \$12,000,000 (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

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 busi

business from 9.30 a. m. on Saturdays

3 p. m.

Other days as usual from 10 a. m. until R. B. CROMBIE,

Manager Chatham Branch.

IN MODEL 1893

We are prepared to furnish our full line of Model '93 silies, solid and take-down, for the new .32 Caliber HIGH PRESSURE SMOKELESS cart-PRESSURE SMOKELESS cartvidge. This size uses a 165-grain
builet and has a velocity of over
2,000 feet per second, making it
the most powerful cartridge made
for an American arm, with the exception of the .30-40 U. S. Army.
It is sufficiently deadly for any
game known to North America.

Another must advertise in that game known in North America.

Another great advantage is that the barve's are bored and rifled (but not chambered) exactly the same as the regular .32-40 Marila, one turn in 16 inches. This makes the use of black powder and lead builters as satisfactory and convenient as in a regular black powder sifle.

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

Prices same ca.30-30 MARLIN.

120-page-cut by of sifles, shearmas, ommunities, occ., cover in gans, emmunities, etc., cover in 9 colors, mailed forthese stamps.

THE MARLIN FIRE ARMS CO. MEW HAVEN, z COMMUCTICAT

Miramichi Advance.

A Specimen of Ottawa News.

Some of the Ottawa press telegraphers appear to be of a very cheap grade, judging them from the matter they send as news to the papers they represent. Readers of such papers as the St. John Sun and Moncton Times wonder why their editors publish the palpable inventions often wired to them from Ottawa, but those gentlemen evidently think that the misstatements of their correspondents, being original and sent as "specials," will be received by their readers as manifestations of superior enterprise. One of these "specials" to the Sun and Times, dated 25th, and which appeared in the papers named, on Wednesday of last week, stated that Messrs. Tweedie, Pugsley and McKeown were then in Ottawa with carefully laid plans to prevent Mr. Emmerson from securing a cabinet appointment. The visitors want "Pugsley to get the job and are lobby-

"Emmerson's weaknesses are being " urged against him, " etc. The telegram was a shameless mis representation of the facts. On the forenoon of the day it was wired from Ottawa, Mr. Tweedie was in Chatham attending to business in his office. took the afternoon train for Bathurst, where he remained the next day, sitting as commissioner in a government enquiry. After attending to that public duty he returned to Chatham on Friday. Attorney General Pugsley was in St. John engaged in court on the day he neither he nor Premier Tweedie

"ing with that end in view.

been in Ottawa for some time. It would be very strange indeed if Premier Tweedie were to go to Ottawa on any such errand as that stated. He might, very properly, use his influence to prevent an enemy of his government from being given a cabinet position at Ottawa, but, in the case of Mr. Emmerson, who preceded Mr. Tweedie in the premiership of New Brunswick, and no doubt suggested his name to Lieutenant Governor McClelan as his successor, interference to prevent Mr. Emmerson's promotion to cabinet rank at Ottawa would, probably, not thought of for a moment. However, there is nothing too malicious or absurd for the Sun and Times correspondents to invent, or for those papers to publish, especially when it is calculated to prejudice the public mind against Premier Tweedie. They can never forgive Mr. Tweedie for resenting the dictation of that old Moncton Convention and proving that he was stronger with the people of the Province than the prominent gentlemen of the Federal parliament who undertook to make a tool of him. It was therefore, rather illogical for the Sun and Times to publish, as the closing sentence of their Ottawa announcement above quoted, that "the situation is the logical outcome of Mr. Blair's retirement, for with his strong hand at the helm the several factions were all his tools and would not have dared to cut up the capers they now

A man who refused to be the too of Sir Charles Tupper, Mr. Foster and other Conservative leaders, and broke with his and their party because they attempted to dictate to him, can well afford to have such papers as the Sun and Times intimate that he has been the tool of Mr. Blair or Mr. anybody else. Besides, that was not thought to be the situation when the Mr. Tweedie was the colleague of Mr. Blair in the New Brunswick government, when was so ably led by that gentleman.

The Maritime Sulphite Fibre Company Case Settled.

The matters in dispute between the Royal Trust Company and Hugh Robertson, Trustees of the Maritime Sulphite Fibre Company, and the unsecured creditors of the latter company, which have been pending for two years. were before His Honor, Judge McLeod of the Supreme Court, at St. John vesterday. The proceedings were under the Dominion winding up act, and a settlement was agreed upon, over which the lumbermen who took action to protect their rights have reason to congratulate themselves. We understand that the terms of the agreement are substantially as follows :

The plaintiffs-The Royal Trust Company—take a decree in Equity for \$500,000, which places them in possession of all the real and personal property of the late company.

The Bank of Montreal and Messra. John Stuart, A. B. Lee and A. Bruce release their right to rank on the estate in the hands of the liquidators. Hon. L. J. Tweedie and A. H. Hanington.

The claims of the lumbermen who took action against the transfer of the lumber lands are to be settled on payment of the sum of \$10,565, by Bank of Montreal, the lumbermen paying their own costs and withdrawing their protest, so that the lands will revert to the Trustees.

The Bank of Montreal is to pay to the liquidators, \$15,000 for the unsecured creditors, each party to pay their own costs.

In case the dispute between Bank of Montreal and the Town of Chatham, in reference to the assessment on the Pulp Company's property, should be contested in the courts, the proceedings are to be at the Bank's

The Snowball claim respecting the real estate occupied by the buildings, lent for about \$6,000.

exactly what the lumbermen who were parties to the proceedings will realise. but they may expect about 40 cents on the dollar for their claims. There will also be a small residue in the hands of the liquidators to be divided amongst the unsecured creditors.

Amongst these latter are Messrs. Beckert Co., London, \$1,150; Rice Lewis & Co., Ltd., \$4,500; Manitowac Steam Boiler Works, \$1,400; Alex. Gibson Ry. Co., \$3,171; John J. Barry, \$2,000; Robb Eagineering Co., \$4,813; Fuel Economizer Co., \$3,121; Henry Bertram, \$18,842.

The counsel engaged were: H. H. McLean, K. C. solicitor for plaintiffs; R. A. Lawlor, K. C. and Dr. Wm. Pugsley, K. C. for the liquidators.

The Quebec-Moncton Section

The Torento News, which has approved

generally and pretty heartily of the transcontinental scheme of the administration. has, in a few recent issues, manifested strong hostility to the section from Quebec to Moneton, and vigerously calls upon the government to abandon that portion of the undertaking and to utilize th Intercolonial Railway. It may be that the government is in a position to respond to this call, but in any discussion of the subject it is well to remember that Grand Trunk Pacific Company is seeking parliament to give it powers to build an independent line from Quebec to Moncton and that the measure in which this power is embodied is in its final stages in the Senate. The government, therefore, might abandon its projected work in New Brunswick, but the company would still be empowered to construct the work and should it construct that part of the road its traffic would pass over its own line and not over the Intercolonial. Of was alleged to be in Ottawa. In fact, course, the government might compel the Grand Trunk Pacific Company to make an arrangement to use the Intercolonial and thus save the country the cost construction of this new piece of roa Should it do this, would the object parliament be accomplished? As understand the situation it is not so mu the determination of the government itself as it is of parliament that the road should be built from Winnipeg to Moncton. The government consented to help the Grand Trunk people in running a road into the prairie country. Government supporters said if you do this you must do more Under the plan of the company the produce of the West may find its way American ports on the seaboard. Provide a line from the eastern terminus of th prairie section of the proposed road by the shortest and most serviceable route tide-water in Canada, make it all part one great transcontinental scheme, and the money will be voted. The govern ment caunot, therefore, do violence its own supporters. If the Intercolonial railway is chosen, instead of the connection at Quebec or River du loup or other convenient point, the new line, as a competitive line to lines now running to American ports, will be greatly hampered by the longer distance which will have to be travelled either to St. John or Halifax. No doubt a great many persons would prefer the plan of using the Intercolonial cailway, if they were satisfied the results would be as satisfactory as it is assumed

> The foregoing does not go far enough. If it be the determination of parliament and not a scheme forced upon parliament by the premier, that the new road is to run "by the shortest and most serviceable route to tide water i Canada," why does it stop at Moneton? True, there is tide water at Moncton. but it is impossible to make that port an ocean terminus. Freight from the Canadian west must find its outlet at St. John or Halifax. The Globe, which is a sudden convert to the government scheme, lays stress upon the Company wants a through line of its lines will hail any change of man own to the sea, which is the reason why it will not consent to transfer freight to the I. C. R. Yet, when gets its freight to Moncton, it will, under present proposals, be obliged to transfer it to the I. C. R. whether it is to be shipped from St. John or Halifax. If it be true that the company is to own the line from the west to a Atlantic shipping port it must involve the purchase or renting of the I. C. R. to either St. John or Halifax or both. Is this a part of the scheme? If not, what becomes of the claim that the G. T. R. Pacific Company insists on having its own rails all the way continuously from ocean to ocean? More information is required on this particular point. The people should be informed with exactness as to the government's intention regarding the f. C. R .- whether the G. T. Pacific is to lease or buy it, or merely to have certain running rights over it. If the latter, why not use it all

of the matter. -St. John Globe.

[Telegraph.] The Toronto News, which usually well informed regarding the government's | dangerous criminal. policy, editorially advises the abandonment of the Quebec-Moneton section of the Grand Trunk Pacific and urges the extension of the Intercolonial to Parry gives the impression that the writer of it believes the plan he outlines has been cons dered and may be adopted, in which through freight, and might be extended will be adhered to.

the way from Levis?

to the Pacific later on. and government ownership will receive a commodities from these countries were etc. of the Pulp mill was settled some G. T. Pacific is built and so, even from miles, was recognized as a standard the Pacific coast. The board further re-

We are not in a position to say Lakes would be more satisfactory than the which had to come a much shorter dis- dominion government to any new transconstruction of the proposed Levis- tance, should not reach the same standard Moneton line; the cost of the Moneton if Canadian exporters would only see that line would meet two-thirds of the expense the very best only was sent. of extending the I. C. R. to Parry Sound. To extend the I. C. R. and drop the new

Moncton-Quebec line would preserve the tion and independent papers are daily government road and render an already valuable national asset still more valuable. Such are the principle reasons given by the News. That journal urges that the . C. R. extension be not rejected because Mr. Borden proposed it," but the News, of course, knows that Mr. Borden was not the first to propose it. The News says in summing up

"The government's policy is bold and progressive, and thoroughly meritorious has been or can be devised. in many of its features, and we are satisfied that if Sir Wilfr.d Laurier would now so far revise his bargain with the Grand section, and declare for Intercolonial extension to the lakes, his action would be taken as an evidence of strength rather than as a confession of weakness. and he would then present to the country e successfully opposed.

in some particulars, either now or when the engineers get to work. Complete surveys of the Quebec-Moncton route may rove that the expense involved and the ailure to materially improve upon the . C. R. would render the proposed lin undesirable, in which case, no doubt, the C. R. would take over western expor reight at Quebec in the winter and would also be extended to the Lakes. Should these things come about there would be less anxiety about Canadian freight going o American ports.

soon as Premier Laurier had stated the 18,000. government proposals to the House of made his counter proposals.

The London Daily Mail has obtained that purports to be an outline of Colonia Secretary Chamberlain's fiscal proposals They are said to be as follows: A duty of two and three shillings on wheat and heavy duty on flour : smaller duties on mest, eggs, and dairy products and equivalent remissions of duty on tea and sugar and tobacco; also two scales of duties en manufactured products, ten and twenty per cent. with a view to securing reciprocity treaties with foreign nations.

It transpires that the report that Vice Consul Magelssen was killed at Beirout incorrect. An unknown individual fired at him and the bullets passed close t the vice-consul, but did not touch him The vali of Beirout afterwards visited Vice-Consul Magelssen, expressed hi regrets for the outrage and ordered measures for the arrest of the perpetrator. The error in stating that Vice-Consul Magelssen had been killed arose from a mistake in a cipher telegram.

A special London despatch says :-"The report from Canada that the Duke of Marlborough is in contemplation by Mr. Chamberlain as Lord Minto's successor may be safely dismissed. Mr. Chamberlain is too closely in touch with the Canadian susceptibilities to propose an American lady, however estimable, for Ottawa, unless a strong desire to that effect came from Canada. Lord Strathcona's visit to Canada revives the talk of they will be by the shorter line. But the the eminent suitability of his selection o contrary is assumed and that is the kernel general public grounds.

An O tawa despatch of 26th says : "Negotiations are stated to be progress for the absorption of the lines o the Great Northwestern Telegraph Company of Canada by the Western Union. The latter is the great telegraphic corporation whose lines form a network all over the United States, and also in the Maritime Provinces of Canada. The G. N. W. ines cover the Provinces of Outsrio and Quebec, and extend to the West. Mr W. Bethune, district manager of the G. N. W., stated to-day that he had heard rumors of negotiations, but had no official information on the subject."

We are quite sure that all patrons-in fact that the Grand Trunk Pacific New Brunswick, at least-of the G. N.W. with satisfaction. That company maintains most meanly-appointed offices and pays its employees starvation salaries on a system that makes its service a good one to get out of.

Fred Goodspeed the young St. John thug, who assisted Frank Higgins in the murder of Willie Doherty-another young St. John criminal-and afterwards turned King's evidence when he and Higgins had been run down and put in jail, was before His Honor, Justice Landry in the Circuit Court on Tuesday on the charge of assault with intent to kill the guard at the reformatory to which he was sent. instead of to the penitentiary. Goodspeed was the principal witness against Higgins in the Doherty murder trial. It was the opinion of many people that he had as much to do with the murder as did Higgins and that Chief Justice Tuck, before whom he was tired for being an accessory after the fact, should have sentenced him te a long term in the penitentiary instead of a few months in the reformatory. If convicted of the charge new preferred against him the prisoner may under the criminal code be sentenced to life imprisonment. He is evidently a very

Mr. W. T. R. Preston, the Dominion immigration agent in London, was a passenger on the Dominion, which reached Sound. A careful reading of the article Quebec on Friday night. In an interview, Mr. Preston said that he would accompany the British Parliamentary party or their trip through Canada and will return case the f. C. R. not only would not be to England with them. Although the duplicated but would be incorporated as party is small, it contains several members a most important part of the new trans- who are well known in commercial life. continental, made an important carrier of The programme arranged some time ago

Mr. Preston, speaking of the relations The arguments advanced by the News | between Canada and the Mether Country, are, briefly : The Levis Moncton section | feels that Canadian exporters should be is the most doubtful feature of the gov- more honest in their dealings. There is ernment's railroad policy; it certainly will a general mistrust of Canadian goods. be costly, and it is not certain that a road | This was due wholly to the Canadian exby the route proposed will excel the porter, who thought that anything was I. C. R. in carrying efficiency, while for good enough for English consumption. many years the new line would have no Other colonies, such as Australia and considerable local traffic; in the meantime | New Zealand, paid the utmost attention the I. C. R.'s revenue must be impaired, to the English market. As a consequence, black eye; much Western traffic must popular in the British market. New come by the lake and rail route after the Zealand butter, which came thousands of extension of the I. C. R. from Montreal to Demonstrations of agricultural processes will time since, the Bank paying an equiva- the standpoint of the Eastern Provinces, throughout the United Kingdom, and affirmed its opinion that no grante either of and dining room will be shown in operation son on St. John Street, where he day be found at

The St. John Globe says :- "Opposiintimating that changes may be made the trans-continental railway scheme, but the government organ at Ottawa, the Free Press, says it has the best authority for stating that the government 'has no intention of making any change in the scheme which has been most faverably received by the party and the country, and which offers the best solution of the trans continental railway problem that

The Globe vies with the Free Press and similar party papers in promoting the idea that "the party and the country is in favor of the government's Winnipeg to Moncton part of the G. T. P. scheme. All the same it is disapproved of and condemned in all independent quarters. transportation policy which could not So far especially as the Montreal to Moncton section goes, the scheme pro-Whether the News is right or wrong, vides for an unnecessary line. It is a the government's policy may be modified shamefully reckless and unbusinesslike

From the returns made to the Canadian Pacific Railway it would appear that nearly eleven theusand people were taken from Ontario, Quebec and the Maritime Provinces on the recent harvesters' excursions, a number some seven thousand less than last year, but still sufficient to harvest the crop of the west. It is understood that no supplementary excursions will be run, as the west has now all the harvest hands it requires. Last year, after the first excursions, two supple-The policy outlined by the News is mentaries were run, which brought the what was suggested by the ADVANCE as total number of harvesters up to nearly mously since 1881. To such an extent is

Of the number who went this year Commons and before Mr. Borden had there was a considerable percentage who did not propose to engage in harvesting at all, but who took advantage of the \$10 rate to Winnipeg to go out to the west and stay there. This was particularly noticeable in the large number of women and children who were on the special trains. It is probable, therefore, that criminal records for several years. From less than nine thousand extra harvesters whatever point of view the criminal statistics will gather in the crop of Manitoba and are regarded the same fact stands prominthe Northwest.

Big Game Hunting.

The big game season-for Moose. Caribou and Deer-opens on 15th Sept. and closes on 30th November. A non resident License costs \$30: resident ditto \$2. Each licensee is entitled to kill or destroy one bull moose and one caribou each. A License to accompany in the woods as a guide any person hunting, or intending to hunt costs \$1. A License to so accompany as cook or other camp help costs \$1. Neither of the two lastmentioned licenses authorises the holder thereof to shoot any moose or caribou.

No license issued as above shall authorise any licensee while he is a member of lumber crew or employed as a lumberman in connection with lumbering, and boards or lodges at any lumber camp, to shoot any moose or caribou at any time after two moose or caribou have been shot taken during the same open season by other licensees employed in connection with lumbering, boarding or lodging at the time they killed such moose or caribou in such lumber camp, or forming part of the same lumber crew; and any person shooting any moose or caribou under such circumstances that a licens would not under this sub-section authorise such shooting should be deemed to have shot such moose or caribou without license therefor.

The 35th section of the new game law

provides as follows :-"The fishery commissioner, and also each deputy Crown land surveyor, and each lumber scaler appointed under Chapter 56 of these Consolidated Statutes, during his continuance in office as such surveyor or scaler, and each fishery guardian appointed by the Surveyor General, and every foreman of any lumber camp, or lumber crew, while he is employed or acting as such foreman, shall be ex officio a game guardian, and shall have

Spruce Deals in Liverpool.

In its Liverpool notes, the Timber Trades Journal of 22nd August says : "The spruce market keeps firm, with an upward teudency for any specification above the usual average. A large steamer cargo with a slightly better specification than usual, has just been sold on "private terms." We guess the price is closely verging on £8 c.i.f., and we do not think we are far out. The St. John shipments are still much below the usual quantity at this time of year, but the Halifax and other Nova Scotian ports which were untouched by fire are coming forward at about the usual rate."

St. John and the Railway Question St. John, Aug. 29 .- The beard of trade yesterday by a unanimous vote re-affirmed its former resolution calling for government ownership of the trans-continental railway. A resolution urging that the Grand Trunk Pacific bill be amended se that net only unrouted freight, bat all freight originating on the line should be sent to Canadian ports for export was not accepted, on the ground that it might be interpreted as endorsing the G. T. P. scheme with that amendment. D. J. McLaughlin moved a resolution which resolved: "that in the opinion the St. John Board of Trade the contract should be so varied that it be made imperative that all freight originating on the line of the preposed railway or its branches and carried by the railway for export shall be

shipped via Canadian ports." Mr. W. H. Thorne seconded the resolu tion. He thought the resolution did not go far enough. It was of vital importance, however, and should have weight with those in authority. All knew that the provision for unrouted freight meant very little. railway with agents all over the country can route freight any way it pleases, and if its employes de not succeed they are not kept long. There is nothing to bind the railway unless it is made imperative. In view of what St. John had spent to equip the port he thought this resolution a very modest

Mr. James F. Robertson declared that the board should not pass this resolution, but reaffirm its previous ownership of the trans-

Mr. Robertson said that these resolutions. were carefully considered and passed unanimously at large and well attended meetings. He continued :

"We have in the Lower Provinces such fine harbors as Halifax and St. John with shipping facilities which can be further mproved, also other undeveloped harbors. such as Sydney, Louisburg, and St. Andrews. open sea ports all the year round, which we offer to the people of Canada for their

"If the present bill before the house of commons be passed, it will become a lawful contract and cannot be cancelled by any succeeding parliament.

The motion was after further discussion passed, and it was ordered that a copy be forwarded to Ottawa.

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

Crime in Scotland

MARKED INCREASE IN OFFENCES.

The latest report of the Judicial Statistics of Scotland shows that during the last twenty years there has been a marked increase in criminal offences in Scotland. The commissioners say: "An examination. however, hurried, of the tables which made up the criminal statisties for the year 1901 will show that the rapid increase in crime and disorder which began in 1897 has continued and has as yet received no check. Never, so far as we know, have so many presecutions been initiated in Scotland, and never before have there been so many committals to prison. We are forced by these statistics to acknowledge that small crimes and disorders have increased enorthis the case that, even if we take into account the increase of the population by three-quarters of a million, we have now 24,000 more offences recorded annually in Scotland than we ought to have, if the the nineteenth century are to be taken as standards. In making these general observations, we are only restating what has been the outstanding feature of the Scottish

There is little consolation for these melancholy conditions in the circumstance that the greatest increase, about twelve per cent, in recent years, is found under the offences of drunkenness and disorder. The four principal classes of crime show a less marked but steady increase for twenty years. The statistics of committment point in the same direction. The commissioners have no general explanation to offer as to the causes of the growing criminality. except as regards minor offences." We can come to no better explanation of the extraordinary rise of the imprisonments last year," they say, "than that it was caused by the disorderly conduct of the lowest class, who through an abundance of employment on public works, were placed in possession of wages which they do not wisely spend." That is, as appears from our remarks, the growth in crime is most intimately associated with intemperance. It is significant that while crime has increased in Scotland so has also the consumption of spirits. The most serious aspect of the whole matter, however, is the notable increase in juvenile delinquency.

ently forward.

The New Idea in Fairs.

DEPARTMENT OF AGRICULTURE. COMMISSIONER'S BRANCH.

OTTAWA, AUG. 27, 1903 As the season of fall fairs draws near directors of agricultural societies will be on the lookout for new and attractive features to be added to the programme of events. A good many societies are making an earnest endeavor to improve their fairs by the introduction of educational features, it will not be out of place to once more draw their attention to the exhibition at Whitby, which the Dominion and Provincial Depart. ments of Agriculture are striving to make a model for others to follow.

The Whitby Model Fair will of course have the services of expert judges, who wil explain the reasons for their decisions in the ring, and give addresses on the best type of horses, cattle, sheep and swine. In this way the judging is made an educational feature instead of being merely an allotment of premiums by men who are often incompetent or biased in their judgment. awarding of prizes at a fair is a comparatively unimportant matter as compared with other considerations. What is really desirable is that fairs should be the means of disseminating information and of fixing correct ideas in the minds of those who producing food-stuffs and on them the prosperity of Canada depends, The advantages of the expert judge system have become so apparent that this year over 150 fairs in Ontario alone are to be supplied with judges by the Provincial Department of Agriculture.

Another feature of the Whithy Fair which is worthy of adoption by all agricultural societies, but which only some halfdozen have yet taken up, is the series of illustration plots on the fair grounds. These plots are in excellent condition at Whitby. and will form an interesting and instructive exhibit of the best varieties of grasses, clovers, millets, sorghums, corn, fodder and pasture crops, turnips, mangels and sugar beets. By studying the plots, farmers will be able to learn just what crops and what varieties are best adapted to their farms, thus bringing home to particular conditions of soil and climate the general conclusions arrived at by the Experimental Farms. The Whitby Fair Board will this year

attempt to combine amusement with instruction by holding a gymkhaha, or series of games on horseback. It is a lamentable fact that horseback riding is almost unknown in Canada and that the saddle is rarely seen on a Canadian farm. We raise hundreds of good saddle horses for which there is a great demand at high prices but these horses are sold by the farmers practically unbroken, and the middleman finishes them for market and gets the cream of the profit. This is why an attempt being made to interest our people in the pleasures of the saddle. The events to be put on in the gymkhana at Whitby to demonstrate skill in the saddle are as follows :- polo pony competition, walking race, obstacle race, potato race, bonnet and skirt race, ginger ale race, polo pony scurry. nomination race, and high jumping competition. The gymkhana events will be interspered with children's games and athletic competitions to keep the interest from flagging. The managers are determined to have a good, clean fair, where all the boys and girls can go to spend a pleasant and instructive day without coming in

But it is not intended to allow the amusement feature to overshadow in any way the A resolution was passed endorsing the educational part of the programme. the extension of the I. C. R. to the there was no reason why Canadian butter, money or lands should be made by the with exhibitions of cooking. Practical Chatham, July 7 1908.

contact with any injurious influence.



Do You Want to Fit Yourself out with

A Buggy, an Open Wagon, of Harness A Set

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 JUNE 15, 1903.

Between Fredericton, Chatham and Connecting with I. C. R. Loggieville. GOING NORTH. FOR CHATHAM FOR FREDERICTON MARITIME EXPRESS. DAY EXPRESS.
11.30 p. m 12.55 p.m.
11.50 11.55 1 Ar. Chatham Junc. 4 35 | lv Lv. 4 33 | ar Nelson .. Marysville,... 1 00 4 15 .. Cross Creek, ..11 45 p m 2 15 1.10 " .. Boiestown,.. $\begin{cases} 10 & 43 \text{ lv} \\ 10 & 40 \text{ ar} \end{cases}$ GOING SOUTH. Doaktown, . MARITIME EXPRESS. DAY EXPRESS Blackville ... 6 30 a. m.

The above Table is made up on Authors Statement will also stop when signalled at the following flag
The trains between Chatham and Fredericton will also stop when signalled at the following flag
Chalmstord Tray Rapids, Upper Blackville, Blissfield Stations—Derby Siding, Upper Nelson Boom, Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime

CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY 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

illustrations of the making of simple dishes are given, with accompanying addresses domestic economy. Desirable and undesirable types of fowls will be shown, with lectures on the fattening of chickens for British markets, and exhibitions of killing. plucking and packing for export. Practical demonstrations of the proper packing the wants of those who are looking for

information that will prove of practical

Chatham Jet { 7 35 lv 7 20 ar

Chatham 6 40

Nelson ...

That the children may be instructed well as amused, prizes will again be offered to the teacher and pupils of a public school section making the best exhibit of :-cut flowers grown in the school grounds; grain in the straw; clovers and grasses: roots and vegetables; fruits; wild flowers and leaves of trees, pressed and mounted; weeds and weed seeds; beneficial and injurious insects; and native woods. This year prizes flowers, grains, grasses, weeds, insects and birds of the locality. This plan has proved effective in inducing children to begin the fascinating study of nature, directed towards the elements of general agriculture, economic botany and entemology, etc. Every fair board will find it advantageous to put on some of these prizes for school children exhibits, full particulars of which may be obtained frem Mr. F. W. Hodson, Live Stock Commissioner, Ottawa, who is devoting a great deal of energy to the improvement of Canadian fairs.

You are Doubtless Suffering from Diseased Kidneys-Surest Cure is FERROZONE.

Unless you want to be stricken with in eurable Bright's Disease, don't let your kidneys go without attention. Ferrozone is Excursion Tickets good for day of a special remedy for this trouble, and pever fails to give prompt relief and bring about a perfect cure.

Mr. Gordon J. Mcfarlane of Bradford was cured by Ferrozone, after being treated unsuccessfully by three doctors for kidney complaint. "My kidneys were in a very bad shape," he writes, "and I had dreadful pains in the back and sides, and was never free from a du!l, heavy feeling, that made life miserable. I spent a lot of money of local doctors, but was not benefitted to any extent. Then I tried F-rrozone. One ber helped me so much that I got six more, and before they were used I was quite well. I never used anything giving such prompt and

other kidney cures." People suffering from kidney disorders Sea quickly lose strength, and often die young. Therefore it is important to get Ferrozone at once, and be released from every symptom of this baneful disease. Price 50c. a box, or six boxes for \$2.50, at all druggists, or by mail from The Ferrezone Company, King-

REMOVAL.

residence, lately occupied by Mrs Alexander Robin- cents.

TO CONSUMPTIVES. The undersigned having been restored to health by simple means, after suffering for several years with a severe lung affectior, and that dread disease CONSUMPTION, is auxious to make known to will find a sure cure for CONSUMPTION. ASTHMA CATARRH, BRONCHITIS and all throat and lung MAI. t is invaluable. Those desiring the perscription.

lessing, will please address. REV. EDWARD A. WILSON, Brooklyn, New York,

ready for a big rush.

September to be a record-breaking month Many have notified us of their intention to enter then for the Fall Term, and we are

We are better prepared than ever before : more experience, completer equipment, improved courses of study; everything to date. Catalogue to any address.

S. KERR & SON.

Jusiness

M.S.N.CO CHEAP

Excursion Rates TO THE SEASHORE -ON-

STR. 'ALEXANDRA' COMMENCING JULY IST 1903.

making the usual calls as per Time Table, and in addition will call at Burnt Church * twice every week day, giving passengers for Burnt Church from 4 to 5 hours on the beach on Mondays, Wednesday and Fridays, and from 1 to 2 hours or the beach on Tuesdays, Thursdays and Sazurdays; and passengers for Bay du Vin 3 to 4 hours on Tuesdays.

Thursdays and Saturdays.

issue only.

Fare for round trip, 35c, excepting on SATURDAYS, when

FARE WILL BE 25cfrom Newcastle, Douglastown, Chathan.

The "Alexandra" is an excellent excursion boat, ensed to carry 397 passengers. Room for pro-It is the intention of the management to furnish n orcnestra on Tuesdays, and Thursdays, Meals and Refreshments on

board at Reasonable Rates lasting relief as Ferrozone. It beats all Good Hotel Accommodation.

Bathing, Deep Sea and

Trout Fishing. STR. "MIRAMICHI"

been remodelled and is especially adapted for the up river service: Until Further Notice: On Monday, Wednesday, and Friday evenings, excursion rate for round trip-to Newcastle will be 15 cents. On Wednesday, commancing with the trip leaving Nelson at I1.30 a.m., excursion rates to all points for children or adults, 15 cents.

Excursion rate to Bushville and return, any

J. P. BULLICK, Manager.

July ,1st 1903.