

Clothing!

MEN'S PANTS.

Men's Union Homespun Pants all sizes at \$1.35 per pair. "All Wool" Pants at \$1.85 per pair. "Lumberman's" all wool Pants, noted for wear, at \$3.50 per pair.

W. S. LOGGIE Company, Ltd., COMMERCIAL BUILDING.

brides, both of Chatham. A carload of gallon and quart cans for the factory has arrived and three hundred and thirty-five boxes of berries are already received.

Log Sale. The annual sale of the Fredericton Boom Co.'s unstacked and mixed marked logs took place at A. R. Randolph & Sons' office last Thursday.

What is Dyspepsia? Quinua, nausea, longing for food yet dreading to eat. You may have the real thing, but Perrozene will cure you like it did S. D. Huntington of Hamilton, who says "I frequently was attacked with acute dyspepsia that I thought it must be heart disease. I used Perrozene and got relief. I kept on using Perrozene and was cured. My digestion is in perfect order and I can eat anything today."

Personal. Lighthouse Inspector, John Kelly, Esq., is in town on his way down the Miramichi. The Fredericton Herald says: "Mr. and Mrs. A. E. Wilkinson, of Moncton, who have been spending the week pleasantly here, Mr. Wilkinson also attending the Oddfellows' Grand Lodge, of which he was elected Grand Herald, left this afternoon by the Canada Eastern for Chatham, where they will remain for some days, the guests of his brother-in-law, Mr. Alex. Burr. Mr. Wilkinson is an official in the I. C. R. freight department, Moncton, and is taking his annual vacation."

The Pulp-Freight Question. The St. John Sun of Friday says:—Traffic Manager Tiffin of the I. C. R. went to Boston on Wednesday evening. While Mr. Tiffin's trip is of a private nature, it is understood that he will combine business with pleasure and will try to make arrangements with certain American railroads for reduced freight rates on pulp from the Chatham mills.

On Saturday afternoon the steamer "Alexandra," while being run out to the Burnt Church wharf, missed going east of it and in backing out to make another trial, was run against a rock, which she struck, and her projecting iron hull that the lower end of the rudder was unshipped. She managed to get to Chatham under her own steam and was beached in the hope that repairs could be made, but without success. She left on Tuesday evening for Porton, accompanied by the "St. George," where she will be placed on the marine slip.

To Cure a Cold in One Day. Take Laxative Bromo Quinine Tablets. This signature, E. W. Grove. Seven Million boxes sold in past 12 months.

ticket agent, and free ticket given to the Canadian Pacific station nearest to the point where the laborer has engaged to work, and on arrival at that station the laborer must deposit the verification certificate with the Canadian Pacific ticket agent. When he has worked for thirty days, and has certificate signed by the farmer, such certificate will be honored for return ticket to starting point any time prior to Nov. 30th, 1904 on payment of the return rates above quoted.

It is expected special passenger trains will be run on the main lines for the accommodation of laborers, and tickets will not be good on regular passenger trains. 150 lbs. baggage weighing apparel only, will be allowed on each free ticket to Winnipeg, and every piece of baggage checked should bear the owner's name and permanent address. If, however, anyone has made prior arrangement to work with the same farmer they were employed with in previous years, they may check their baggage through to that point, but not beyond Moosejaw, Yorkton or Estevan, as no free tickets will be furnished to points beyond those stations.

Owing to the great difficulty in handling fifteen or twenty thousand laborers to one station at Winnipeg, baggage delivery may be slow, and as much as possible should be carried in hand grips in the cars with the passengers instead of checking.

Anyone requiring any further information should write to Mr. C. B. Foster, District Passenger Agent of the Canadian Pacific Railway at St. John, N. B., and those who have been joining excursion should notify ticket agent at once.

Quotting. Quoters of Newcastle and Chatham, with the very welcome addition of Commodore Miller from Millerton, had their Saturday afternoon play in the Fisher field near Bushville on 13th.

The Newcastle men came down on the John W. Miller to Bushville wharf, with exception of Mr. Harrison, who arrived by wagon. The up-river contingent consisted of Messrs. W. A. Park, J. C. Miller, R. Corry Clark, A. A. Davidson, R. T. D. Aitken and Hugh Harrison, and those from Chatham were Hon. Dr. Tweedie, Jas. Miller, R. B. Crombie, John H. Lowler, W. H. Tapper, T. M. Gaynor, R. bert Murray, Jas. Johnston, Chas. Renabro, Harry Gunning and D. G. Smith. The results of play were as follows:—

Tweedie and Crombie 21 vs Murray and Gunning 11. Jas. Miller and Aitken 21 vs J. C. Miller and Clark 19. Lawlor and Johnston 21 vs Crombie and Gunning 18. Murray and Renabro 21 vs Davidson and Aitken 16. Crombie and Gunning 21 vs Johnston and Lawlor 7. Tweedie and Aitken 21 vs Davidson and Clark 14. Murray and Smith 21 vs Harrison and Gaynor 17. Renabro and Gunning 21 vs Tapper and Lowler 20. Mr. Crombie, in one of his games, gave the opponent against whom he pitched a very handsome drubbing, allowing him to score only one point in the game.

Canada Eastern Railway. [Continued from 2nd page.] It will be seen that these figures have doubled since 1895; and if the business were taken from the Canada Eastern, there would be still greater loss to the Intercolonial railway as the proportion of receipts accruing to the Intercolonial from this business must be greater than the proportion accruing to the Canada Eastern, on account of the much larger haul over the Intercolonial. The express business is growing. The receipts of the Intercolonial from it amount annually to about \$100,000 net. It is run on the co-operative principle, and that is about the proportion accruing to the Intercolonial. If we did not take over the Canada Eastern and it were to become another system, the Intercolonial would not have the benefit of that express traffic, because there would be no way to get into Fredericton or reaching intervening points between Chatham junction and Fredericton, or, for that matter getting into Chatham. If this were a matter for the consideration of a railway corporation, sound business principles would dictate it to endeavor to only secure this road, but to prevent it being secured by another company, because that would shut them out from the value of business which is principally to be shared by them; and if a railway corporation would do this in consideration of sound business principles, why should not the government do it in this instance?

Mr. Barker—Will the hon. gentleman explain what effect the Grand Trunk Pacific will have upon this line? It cuts this line in two, and according to the views of the hon. gentleman, it will give a shorter and more direct route. Is that going to improve the traffic? Mr. Emmerson—It is going to have an entirely different source of supply. I am glad my hon. friend mentioned the Grand Trunk Pacific, because it cannot find its way to Moncton without crossing this railway, and it will be of very great advantage to that road as a part of the Intercolonial to have a connection with the Grand Trunk Pacific at that point. My hon. friend may think that by making that interjection, he is overturning the argument which I am

endeavoring to make as to the advantage the Intercolonial will have in being connected with the Canada Eastern. The Intercolonial gets its supply from an entirely different source than that which will feed the Grand Trunk Pacific, and they will in no way clash or interfere with each other; but it would be to the advantage of the Intercolonial to have the Canada Eastern, particularly during the construction of the Grand Trunk Pacific, and the development of that country and its coal fields. All this would be of very material advantage to the Intercolonial and to the country tapped by these roads at that point.

Mr. Emmerson next dealt with the spruce to be paid for the road—\$800,000—and replying to opposition criticisms to the effect that the price should be governed by the net earnings of the road, he said, and not fairly so. If that were so there would be no railway subsidies granted in the country at all. Many railroads are built with the view of developing the country, and we give them subsidies because they are not supposed to be very successful transportation companies. In the development of a new country, there must be a loss in constructing a line of railway in a new section, and the experience of this railway is no different in that respect from the experience of other roads. Therefore you cannot properly base the valuation of a road on its earning power; it would be unjust and unfair, and has never been recognized in Acts of Parliament or in the conduct of public affairs in this country. Just take the rails of that 130 or 140 miles, and you would have as the price of old rails today being realized on the Intercolonial upwards of \$300,000 worth. And then you take the ties and you have nearly a half a million dollars' worth.

He estimated that an expenditure of \$1000 a mile would put the Canada Eastern in excellent condition for traffic. He referred to the advantage of having the Fredericton Railway bridge in connection with the road and the importance to Fredericton and other places on the St. John river having the advantage of this road and bridge in Intercolonial hands, running in competition with the C. P. R.

Mr. E. D. Smith—Are there any large villages or any small towns between Fredericton and Chatham? Mr. Emmerson—Yes, quite a number. There are Maryville, Boiestown, Loggieville, Blackville, Millerton, Indiantown and other points all along the line. There are some very large saw mills at some of these points and a great many other industries.

Mr. E. D. Smith—Can the hon. minister give the total population in the towns and villages along that road? Mr. Emmerson—I should think there would be a population of about 30,000. Mr. Gourlay—Is it fairly settled all along? Mr. Emmerson—Yes and it is very largely a lumbering country, and a very excellent agricultural country at different points. Mr. Tiffin, in a report which he made in 1902, thus speaks of the traffic: "I had that for the year ending Oct. 31, 1901, the total freight traffic amounted to 114,406 tons, on which the earnings amounted to \$88,958.18; passenger traffic for the same period amounted to \$2,839.42; mails, \$3,994.24; miscellaneous receipts, including express, \$2,092.34, making a total revenue of \$127,884.22. He continues: "There are several good towns on the line, having fair populations and good business prospects. These are Maryville with its large cottonmill, sawmills, &c. Chatham has a population of about 5,000, at which point are located a number of sawmills and two pulp mills, the largest of which is unfortunately closed down through financial difficulties.

milk. The experiments at the College have not shown any advantages from aerating milk. Probably the conditions there, so far as feeding the cows and caring for the milk are concerned, are better than those of the average farm. The farmer may be compelled to feed his cows in such a way, or the cows themselves may get such feed, that aeration of the milk would be an advantage. AERATION IN THE BARNYARD. In many cases, however, the air is not pure, and often as much harm as good is done. Instructor Pablow has mentioned that fifty per cent. of the cases in Eastern Ontario are left in the barnyard. Aerating milk in the barnyard is one of the worst things a man could possibly do. We have milked our cows in the yard, which is kept a good deal cleaner than the average barnyard. We have put the aerator outside the fence, milked the cows and have let the milk run down over the aerator. The result was that we got some of the worst milk we could possibly have. Unless the air be pure, it would be better to cool the milk with as little aeration as possible.

COOLING MILK FOR THE CHEESE FACTORY. Cooling of milk is a most important point. The advantage of cooling is that it prevents the growth of bacteria or organisms which are apt to develop bad flavors in the milk. There are two ways of cooling milk. One is by the maximum of exposure to the air, and the other by the minimum of exposure to the air. The first method, the use of such a cooler as the Star or Champion, will cool milk rapidly, which is a decided advantage. A disadvantage is that one must have water elevated or under pressure in order to use the ordinary cooler, and a great many farmers have not such a water supply. A second disadvantage is the labor of lifting the milk up to the cooler, and of washing the cooler afterwards. The majority of farmers will not undergo the labor necessary to do this work properly. To lift the milk up, let it run over the cooler, and afterwards wash the cooler, is more than the average man will do. Then, there is the difficulty that by using such a cooler, the milk is largely exposed to the air and the same risk is run as in the use of the aerator. Any form of cooler, which cools the milk rapidly exposes it largely to the air. And while this gives an opportunity for the gases and volatile oils to pass away, impurities are apt to be absorbed. To overcome this difficulty various devices have been suggested to cool the milk under cover. Probably the best plan is to set the cans of milk in tanks of cold water. Running water, at a temperature of 40 to 50 degrees, gives the ideal conditions. Where that is not obtainable will be necessary to get the milk properly cooled. In that case the milk should be sufficiently stirred while cooling to bring the cool milk from the outside of the can to the center, and so facilitate the rapid cooling of the milk with a minimum of exposure to the air. Milk for factory work should be cooled to a temperature at least below 70 degrees, to 50 degrees if possible. Where the milk is paid for by the fat content, the owner is assured of better and more uniform tests if he will stir the milk and keep the cream from rising.

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PAINTS AND OILS. Brazilian Turpentine, Copperpaint, Seampaint. Now Landing. 10 Cases Pumpkin, 10 " Squash, 15 " Golden Wax Beans, 15 " Baked Beans (Tomato Sauce), 20 " Baked Beans (Plain), 50 Cases Mackerel, 50 " Lobster, 1/2 lb. and 1 lb., 50 " Peas, 50 " Corn, 50 " Tomatoes.

Canned Fruits. 5 Cases Sliced Pineapple, 2 lb., 5 " Grated, 5 " Whole, 10 " Bartlett Pears, 10 " " " 3 lb., 10 Cases Strawberry, 2 lb., 10 " Raspberry, 10 " Crawford Peaches, 15 " " " 3 lb., 25 " Gallon Apples.

Canned Fish. Salmon, Lobster, Mackerel, Kipped Herring, French Sardines, Oysters, 1 lb. and 2 lb. New Crop Dried Fruits. Cross & Blackwell's Lemon, Orange, and Citron Peels, California Seed-ed Raisins, Valencia Raisins off stock, etc. Raisins, Cleaned Currants, Prunes, Apricots, Peaches, Evaporated Apples.

Smoked, Salt and Canned Meats. 10 Cases Pigs Feet, 1 lb., 10 " Boiled Ham, 1 " 10 " Lunch Tongue, 1 " 50 Cases Corn Beef, 1 lb., 30 " " " 2 " 5 " " " 6 " 3 " Ox Tongue, 1 1/2 " 3 " " " 2 " 2 Cars American New Heavy Mess Pork, 2 " " Clear Beef, 3 " " Plate Beef.

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INTERCOLONIAL RAILWAY. TENDER FOR STATION. Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Station, Macan," will be received up to and including THURSDAY, THE 25TH DAY OF AUGUST, 1904, for the construction of a Station building at Macan, N. S.

INTERNATIONAL EXHIBITION. ST. JOHN, N. B. 17th to 24th September 1904. The Biggest, Brightest and All-Round Best Fair ever held in St. John, N. B., is already assured.

WANTED. Men or women local representatives for a high class Magazine. Large commissions, Cash prizes. Write J. S. Trainor, 80 East Washington Square, New York, N. Y.

REMOVAL. Dr. John S. Beeson has removed his office to the residence, lately occupied by Mrs. Alexander Robinson, and others, and an account of the settlement of the history of Northumberland and a vivid description of the early struggles of the French and English for the possession of the country founded at Bay Vista, Chatham, N. B., etc.; the ships sunk in the Miramichi and Restigouche; the work of the Davidsons, Hendersons, Franchos, Presens, Cunard, Simons, Rankin, Street and others, and an account of the settlement of Kent, Gloucester and Restigouche as well as the St. John River, etc., etc. Price \$1.50 post paid to any address in Canada or elsewhere, for sale at the ASPENAC OFFICE, Chatham, N. B.

COONEY'S HISTORY OF NEW BRUNSWICK. GASPÉ. Printed by Joseph Howe in 1882 and reprinted by D. G. Smith in 1896, handsomely bound in blue and green and gold-leafing. 37 pages of the history of the County of Northumberland and a vivid description of the early struggles of the French and English for the possession of the country founded at Bay Vista, Chatham, N. B., etc.; the ships sunk in the Miramichi and Restigouche; the work of the Davidsons, Hendersons, Franchos, Presens, Cunard, Simons, Rankin, Street and others, and an account of the settlement of Kent, Gloucester and Restigouche as well as the St. John River, etc., etc. Price \$1.50 post paid to any address in Canada or elsewhere, for sale at the ASPENAC OFFICE, Chatham, N. B.

To Rent. The two story building on George St., now occupied by Mr. Archibald McLean as Warehouse and Machine Shop. Second story was formerly occupied as a residence. Possession given 1st October, 1904. J. B. SNOWBALL CO., LTD., Chatham, 25th July, 1904.

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