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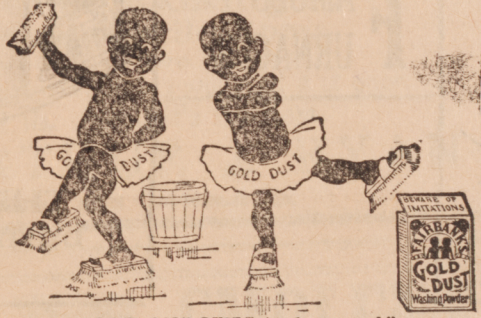
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Give your servants GOLD DUST to clean with, treat them rightly and you will have few occasions to insert a "help wanted" ad

They say a good workman is known by his tools. You cannot expect your maid to keep everything ship-shape unless you give her every modern help. To keep house without GOLD DUST is to do work by hard, old-fashioned methods. For cleaning everything and anything about the house—from cellar to attic—GOLD DUST is worth its weight in gold. It cuts grease and dirt like magic, does away with scouring and scrubbing, and saves time and tempers.

Your servant can do more and better work and keep sweet with the aid of GOLD DUST in all household cleaning.



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Makers of FAIRY SOAP, the oval cake.

ALL THE NEW SHADES IN Greens and Grays for Suitings.

Also an extra fine line of Overcoating for Spring and Fall.
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"SPOT" AND OTHER DANGERS TO APPLE GROWING

A correspondent writes to The Halifax Echo as follows:

Statements made in the newspapers indicate that the crop of apples in the Annapolis Valley will not be more than one-half the average of the past five years, though many more trees are of an age to bear than there were five years ago.

So far as my observation extends and reports supply information, the "spot" is worse this year than it has been for several years. Indeed, it appears to me that the "spot" is cumulative and is becoming increasingly difficult to control.

The biting and the sucking insect we have under control to a very great degree. We do not fear them, not even the brown tail moth. Orchardists have tried in various ways to stay the ravages of the "spot." They have not succeeded. It has become a serious menace to the successful growing of apples.

THE BORDEAUX MIXTURE.
We have tried the Bordeaux mixture with some degree of success. In ordinary years it has (to say the best of it one honestly can) held the "spot" in check. But in rusesets the apple and is too expensive in time consumed in spraying the trees with it. Mr. Fletcher, when I complained of its inefficiency, asked, "How many times have you sprayed?" and on my answering three times, said, "spray a fourth." But that simply meant that the profit in apple growing became so seriously curtailed as to warrant

many growers ceasing to spray and being content to gather the smaller percentage of unspotted apples they found on the trees and make what they could of them, as a more profitable operation than spraying, even if the result of spraying was a larger percentage of good No. 1 apples.

Lime-sulphur solution promised better results than the Bordeaux mixtures.

I have given it a faithful trial this year. It is far ahead of Bordeaux for some pests. For instance, the oyster shell bark louse threatened to become a menace to apple growing. It was developing at a rapid rate all through this county and I doubt not, through the other apple-growing Counties. The lime-sulphur has completely destroyed that pest. I have not found a single living specimen in my orchards this season. The orchards are a cemetery so far as this pest is concerned. But the lime-sulphur is not a remedy for the "spot." I am inclined to think that it is not as good as the "Old Bordeaux" for this particular purpose.

BETTER SPECIFIC WANTED.

Of course, one season—and that especially a "spot" season—through exceptional climatic conditions—is not enough for a fair trial. But if it does not do its work in a very bad season, then it is not the specific we want. There is need for further experiment in other directions.

The Ottawa Department of Agriculture rather unfairly requires that

CANADIAN YOUTHS WILL SOON HAVE CHANCE TO QUALIFY FOR THE NAVY

At the End of the College Course Those Who Graduate Will be Placed on the Vessels on Pay—Some of the Tests.

Ottawa, Aug. 25.—The youths of Canada between the ages of fourteen and sixteen will soon be given an opportunity to qualify as officers in the Canadian navy. The selection will be made by competitive examinations, which will be conducted by the Civil Service Commission at the places and time of the regular October civil service examinations are held throughout Canada. The thirty boys who obtain the highest marks will gain the right to enter the Canadian naval college at Halifax for a two-years' course. The cost of tuition for the two years will be \$200 and the living expenses \$500, making the total cost \$700 for the two-years' training.

At the end of the college course the boys will be placed on the vessels of the Canadian navy on pay. After three and a half years as midshipmen they will qualify for commissions as sub-lieutenants. To enter the naval college the boys must be sons of British subjects and must have resided in Canada at least two years. They must sign an undertaking to give their services to the Canadian navy after graduation. The physical test in connection with the examination will be very strict. The educational test will be about that of civil service places with a little stiffer examinations in mathematics.

Candidates may write their examinations in either French or English. But where papers are written in French there will be a paper on English and where they are written in English there will be a paper on French. There will be no paper on ancient languages. Every year after this there will be fifteen boys taken in as students at the naval college after competitive examinations. The course in the naval college will begin in October.

Electric Restorer for Men A French Remedy PHOSPHONOL

restores every nerve in the body to its proper tension; restores vim and vitality. Premature decay and all sexual weakness averted at once. PHOSPHONOL will make you a new man. Price \$3.00 a box or two for \$5.00. Mailed to any address. The Scobell Drug Co., St. Catharines, Ont. A. J. Ryan, Central Pharmacy, special agent.

we shall not export apples and mark them No. 1 with a larger proportion of spotted apples than ten in a hundred. What it should do is to provide a specific against "spot" first and then establish the limitation. It has done nothing to show us how to control the "spot." That is where it is not fair. It should offer at least \$30,000 as a reward to the discoverer of a sure and certain remedy. That is what the French Government did in the case of the Phylloxera and the grape vine, and the result was the discovery by that great investigator, M. Pasteur, of a remedy which stayed the ravages of the microscopic insect which was doing the mischief, and restored millions of dollars to the national earnings. The United States Government found that the Texas fever was destroying the cattle business in the Southwest, and—owing to quick transportation of cattle from the range to the markets of the East and North—threatening the herds in those sections. Cooper Curtice was given the task of studying the life history of the "tick"—a small parasite that cannot be seen without the aid of a microscope—to whose presence in the blood of the cattle, the disease was traced. His investigation showed how the pest could be exterminated and the Department of Agriculture at Washington came to the rescue and last year appropriated \$250,000 and a like sum this present year to save the cattle industry.

Our Governments, Federal and Provincial, throw all the burdens on the orchardist, and do nothing themselves to provide a remedy, though both admit that one of the chief resources of national wealth is found in the apple tree. They have not offered a single dollar as a contribution towards the solution of the problem.

WORK FOR COMMISSION.

The Royal Commission on Technical Education visited this section recently. I attended one meeting (in Wolfville) and have read the reports of other meetings. Yet I have not noticed, nor did I hear, one question asked which indicated that the commission was even aware of this very serious menace to the apple industry. One would suppose that with this great danger present and increasingly threatening something would have been done in the laboratories of our Universities to show that our scientists had endeavored to find a solution of the problem that presents itself more or less persistent to every landholder in at least three Counties.

One would naturally suppose that the Commission would direct attention to this field of investigation as something highly practical and necessary both from the standpoint of the growers of the fruit and from the standpoint of the development of our natural resources. We have some half a dozen Universities in the Maritime Provinces. I haven't seen any bulletin from any one of them dealing with the "spot" danger. The present King's famous watchword, "wake up," seems to be one that will apply all around.

MISREPRESENTING THE COST TRANSCONTINENTAL RAILWAY

A Favorite Theme of Mr. Borden when "on the Stump," But the Increase in the Actual Cost Over the Estimate is Easily Explained by the Two Government Engineers--The Opposition Would Have Sacrificed Quality of Work For Cheapness.

(Halifax Chronicle.)

The burden of Mr. Borden's complaint against the National Transcontinental Railway is that it is costing more than the original estimate. That is admitted at once, and there are good reasons therefor. Mr. Borden now estimates the cost of the railroad as between \$225,000,000 and \$250,000,000. A similar statement was made by him in Parliament, and upon examination of it, Mr. Graham, the Minister of Railways, showed that Mr. Borden was astray in his figures by merely \$97,000,000. We do not know how far he is astray on the present occasion, but it is safe to say that Mr. Borden's figures will not stand the test of critical analysis.

The whole policy of the Opposition has been to distort the facts, to exaggerate the cost and to misrepresent everything connected with the construction of the railroad. The truth is that the only burden which will be imposed on the Dominion for 1,800 miles of railroad from Moncton to Winnipeg will be the amount that it will cost the country in the way of interest for the seven years immediately after its completion, because after that time the Grand Trunk Pacific will pay the interest on the cost of construction, and Canada will be under no burden whatsoever. The prospect is, in view of the enormous development of the Dominion as a whole and the immense strides which are being made in the way of settlement and agricultural expansion in the West, that the country will never be called upon to pay one cent of the guarantee of bonds on the Grand Trunk Pacific.

Mr. Borden says that no explanation has ever been given of the enormous increase in the cost of construction. Like all Mr. Borden's statements about the Grand Trunk Pacific, this is grossly inaccurate. The original estimate of the cost of the railroad, as presented to Parliament by Hon. W. S. Fielding, was the estimate of Mr. Collingwood Schrieber, an eminent engineer, and at that time the long-experienced and well-trusted Chief Engineer of Railways and Canals. Mr. Schrieber's estimate was, of course a tentative one. It was made in good faith and it was presented in good faith by the Government.

But, as we have said, there are good reasons for the increase in the cost of construction. Mr. Lumsden, lately Chief Engineer of the National Transcontinental Railway Commission,

who is now held up by the Opposition as one of the great railway authorities of the continent, has placed on record a definite statement on this point. He says that the increased cost is due to two reasons, first, the greater cost of material and labor and, second, the improvement of the standard of the road over what Mr. Lumsden says: "Had they been content to use grades of 1 per cent. and smaller curvatures, instead of the high standard as to grade and curvatures actually adopted, the cost might have been reduced nearly a third, but the operating and maintenance expenses would have been enormously increased."

The Chief Engineer of the Western Division of the road says as to the increase: "The explanation is simple the reason is two-fold. First, the general increase in cost of labor and materials, and, second, the superior character of the Eastern Section of the road, as being constructed, compared with its character as contemplated in 1903."

These are the words of the two Chief Engineers. The rate of wages for ordinary and skilled labor has increased at least 25 per cent. The cost of lumber, timber and ties has increased 35 per cent. Everything that goes toward building the railroad and its equipment has increased in price proportionately and, above all, the road has been built to a standard which is not excelled by that of any other railroad on the Continent.

Mr. Borden has not been able to show that a dollar of the money which has gone into the road has been wrongfully misspent. If he were able to do so, is anybody foolish enough to imagine that he would not produce his proof? Mr. Borden and his friends have been very vociferous, and even violent over the expenditure on the N. T. R., but the collapse of the Hodgins and the Lumsden charges showed how utterly unreliable are all their statements about it. The road is being built to a standard that is not excelled by any railroad on the continent. It is costing a good deal, but it pays to build a road well. There is no economy in cheapness of construction. The people want the road, and they know that the country will get the benefit of every dollar put into it. Cape Breton, where Mr. Borden is now holding forth against the N. T. R., has already benefited enormously through the increased demand for its steel products.

CIGARETTES AND BATHING SUITS

A correspondent writes to a contemporary asking: "What effect will cigarette smoking have upon two nineteen-year-old girls? Please answer."

ANXIOUS.

Following is the reply: It depends upon the girls and upon the girls' mothers. If they were my girls it would have the effect of getting them shut up in their own rooms on bread and water for three days—and then some more.

A nineteen-year-old girl has no more business with a cigarette than she has with paint and bleakened eyebrows, or bleached hair and queer clothes, or cocktails or champagne, or anything else that belongs to people of an entirely different age, experience and type.

American girls ought to be taught somehow that everything in the world is not for them.

If papa smokes a cornucop pipe or a meerschbaum either, for that matter, it doesn't follow that he wants to see his daughter doing the same thing.

It is nobody's business but her husband's and her children's what a middle-aged married woman chooses to do.

the Commission would direct attention to this field of investigation as something highly practical and necessary both from the standpoint of the growers of the fruit and from the standpoint of the development of our natural resources. We have some half a dozen Universities in the Maritime Provinces. I haven't seen any bulletin from any one of them dealing with the "spot" danger. The present King's famous watchword, "wake up," seems to be one that will apply all around.

It is everybody's business what a young girl chooses to do.

Putting aside all questions of the physical effect of cigarettes on a young, unformed girl, the fact remains that no man really respects a girl who does anything so markedly out of the fashion as cigarette smoking is in this country.

European women of the society class smoke, as a matter of course. American women of every class, except one, do not smoke, as a matter of course, and I would no more allow a nineteen-year-old daughter of mine to smoke cigarettes than I would allow her to go downtown shopping in a bathing suit.

There is nothing wrong in a bathing suit, but there is something wrong with a girl who would wear one downtown shopping.

The one attribute most to be admired in a young girl is an unaffected modesty.

No unaffectedly modest girl will do anything which will attract attention to herself.

A ROYAL YACHTSMAN.

The keenest yachtsman among British monarchs was Charles II., who built fourteen yachts, ranging from twenty-five to 166 tons. One of these, the Jamie, was designed by the King himself and built at Lambeth. Charles and his brother James generally steered their yachts themselves. Evelyn in his Diary of October 1, 1661, describes the first sailing match in British waters of which we have any record. "I sailed with His Majesty in one of his yachts—vessels not known among us until the Dutch East India Company presented that curious piece to the King, being very excellent sailing vessels. It was for a wager of £100 with the Duke of York The race was from Greenwich to Gravesend and back. The King lost going, the wind being contrary but he saved the stakes in returning."

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The DEERING IDEAL REAPER is wonderful for lightness of draft and gives great satisfaction in the harvest field. It will fold for transporting or storing—quite an important feature now that there is so much machinery to be housed.

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ORDERS PROMPTLY ATTENDED TO

During 1909 the number of aliens refused permission to land in Great Britain was 1456—991 on the ground of want of means and 465 on medical grounds. There were 581 appeals, of which 100 were successful.

Harry Lauder was the principal figure in a burlesque cricket match on the Benwill Hill grounds, Newcastle, on the 3rd inst. His appearance at the wickets and in the field in a kilt was productive of much amusement. Two old widows have been given orders for admission to Lambeth

PROBATE COURT

COUNTY OF SUNBURY

Wednesday the Sixth Day of July, A. D. 1910.
In the matter of the Estate of Henry Nevins, late of the Parish of Lincoln, in the County of Sunbury, Farmer, Deceased.

Let the heirs, next of kin, creditors, and all others interested in the Estate of the said late Henry Nevins, deceased, be cited to appear before me at the Court of Probate to be held at my office in Oromocto, in the County of Sunbury, within and for the said County of Sunbury, on Wednesday, the fourteenth day of September next, at eleven o'clock, in the forenoon, to show cause, if any they have, why license should not be granted to Martha True, Administratrix of the Estate of the said late Henry Nevins, deceased, to sell such of the real estate of the said deceased as may be necessary for the payment of the debts of the said Estate.

Given under my hand and seal of the said Probate Court, this sixth day of July, A. D. 1910.
(Sd.) JOHN W. GILMORE, Judge of Probates County of Sunbury.
(Sd.) EMMA E. ESTABROOKS, Registrar of Probates in and for the County of Sunbury.
GREGORY & WINSLOW, Proctors for Petitioner.

Workhouse. In one case there were five sons and three daughters, and in the other six sons, but none of them contributed a penny towards the support of their mothers.