

TRAVELLERS GUIDE

INTERCOLONIAL
RAILWAYCHEAP
FARES
FOR
Kings
Birth-
Day

Round Trip Tickets at
First Class One Way
Fare, Good Going May
31st, June 1st, 2nd
and 3rd. Good for re-
turn June 5th, 1912

SUMMER CHANGE OF TIME
JUNE 2nd, 1912
OCEAN LIMITED EXPRESS
Will Perform through service daily
Between Halifax, Quebec and
Montreal

F. B. Edgecombe
City Ticket Agent.

WINDSOR HALL

W.M. THURROTT
PROP.

Coaches to meet all Trains
and Boats

COACH ORDERS GIVEN
PROMPT ATTENTION

Canadian
Pacific

Passenger Train Service from Fred-
eraton. Effective June 1, 1912. At-
lantic Time. Trains daily except
Sunday.

DEPARTURES

6.20 A.M.—For St. John, St. Stephen,
St. Andrews, Houlton,
Woodstock, Plaster Rock,
Grand Falls, Edmundston,
Fort Fairfield, Caribou,
Presque Isle, and for Port-
land, Boston, etc.

8.30 A.M.—Via Gibson Branch for
Woodstock and Houlton,
connecting at Newburg Jct.
for points North. Plaster
Rock, Grand Falls, Ed-
mundston, Fort Fairfield,
Caribou and Presque Isle.

9.45 A.M.—For Fredericton Jct. con-
necting for St. John and
points East.

4.00 P.M.—Via Gibson Branch for
Woodstock and points
North to and including
Aroostook Jct.

5.50 P.M.—For Fredericton Jct. con-
necting with Montreal Ex-
press which connects at
McAdam for St. Stephen,
Houlton, Woodstock and
points North to Aroostook
Jct. Also connects at
Montreal for all points
West. Also connects at
Fredericton Jct. with Bos-
ton Express.

9.00 P.M.—For St. John and points
East.

ARRIVALS

9.10 A.M.—From St. John and East

11.35 A.M.—From Boston, Montreal,
St. Stephen, Woodstock,
and North and Houlton.

12.35 A.M.—From Woodstock and
North via Gibson.

8.40 P.M.—From Woodstock and
North via Gibson.

7.55 P.M.—From St. John and East.

10.50 P.M.—From Boston, St. Ste-
phen, St. Andrews, Wood-
stock, Houlton.

W.B. Howard, D.P.A., St. John, N. B.

Saxony has 350 organizations of
stenographers with a total enrolment
exceeding 22,000 members

THE ANNAPOLIS VALLEY
THE LAND OF APPLES

One million and a half barrels! No
wonder the train master of the Dom-
inion Atlantic rushes round distract-
edly. No wonder the master mach-
anic at the engine-house is at his
wits' ends to provide locomotives.
The apples come piling into the
storage warehouses all along the line
from Bear River to Windsor, one
hundred miles of track, is a resist-
less flood of barrels and boxes. The
pressure on the operating department
of the D.A.R. becomes acute. Every
engine and every car is brought into
commission and Montreal is wired to
for help. Trains are made up and
despatched as quickly as the motive
power can be secured and the silence
of the night between Kentville and
Halifax is rent by the discordant
shrieks of double-headers, says W. A.
Craik in Farmers' Magazine.

It is trying on the nerves, this
struggle to keep up with the flood,
but it is a grand sight, none the less,
to watch the moving of the apple
harvest of the Annapolis Valley of
Nova Scotia to the seaboard and the
far west. The gathering, packing and
shipping of the fruit provides em-
ployment for thousands, as its sale
in the markets of Great Britain,
Europe, South America and Western
Canada brings wealth and comfort
into many a Nova Scotian home.

Providence made the Annapolis
Valley for the growing of apples.
Two high and parallel ridges of land
running east and west and known
locally as the north and south
mountains, close in and protect a
fertile valley some seventy miles in
length and from five to eight miles in
width. The north mountain range,
five hundred feet in height, shuts out
the cold air and mists of the Bay of
Fundy, as the south mountain op-
poses a barrier to the rocky soil of
the interior. Deep-flowing rivers that
rise and fall many feet with the tide
irrigates the valley, the soil of which
is rich and particularly adapted to
fruit-growing. Viewed from the high
ground, the beautiful stretch of fer-
tile land smiles up to the observer
with all the reputed charm of the old
Garden of Eden.

THE GROWING OF TRADE.
Apple shipments from the Annapolis
Valley have necessarily shown varia-
tions from year to year, according to
the size of the crop, but the general
trend has been upward, as more and
more land has been set out in or-
chards. Back in 1880-81 shipments
amounted to 24,250 barrels. The
average for the following decade was
63,333 barrels per annum. During
1891-1911 the average was 122,028
barrels a year. It is expected that
the present season will establish a
record that has never before been
approached or even dreamed possible
—a million and a half barrels. To
all these figures a total consumption
of about 80,000 barrels should be
added to make up the total produc-
tion.

The practice generally followed in
setting out orchards in the valley is
to plant the young trees out in the
rough and then wait a year or two
before clearing the land. Root crops
such as potatoes, may then be
planted each year until such time as
the fruit trees begin bearing and in
this way the orchard is made to pay
for itself almost from the outset. The
trees are usually planted from thirty
to forty feet apart, though of late
years some orchardists have gone in
for closer planting in order to head
the trees in and keep them low
down, making the operations of
pruning, spraying and picking easier
and less costly. This principle has
been growing in favor.

HOW THEY HANDLE THE
ORCHARDS.
The best orchards are cultivated
almost weekly, right from early
spring to the middle of July, in
order to retain as much moisture as
possible in the ground. Then culti-
vation ceases, lest too much growth
might result and the wood is allowed
to harden up for the winter. At the
last harrowing mammoth red and
crimson clover is planted for a clover
crop. In some orchards clover is
being superseded for this purpose by
summer of hairy vetch as vetch is
found to be a greater nitrogen-getter.
At any rate, it has a tremendous
growth in the valley orchards, and
by October the plow can hardly turn
it under.

For a fertilizer muriate of potash
and phosphoric acid are used at the
first harrowing, but otherwise barn-
yard manure is done away with
altogether and with this system the
orchard may be successfully handled
for all time.

SPRAYING IS THOROUGH.
There seems to be a greater fungus
growth in the valley than usual and
the apples are more prone to scab
than in any other part of the country.
For this reason spraying is carefully
attended to. A dormant spray is
applied before the leaves are out in
order to take out insect eggs and
lice. This is composed of a one to
eleven or twelve concentrated
solution of lime and sulphur. The
Bordeaux mixture used to be used

exclusively in spraying, but it has
given place to the lime-sulphur solu-
tion, it being found that the former
was more likely to russet and crack
the apples. Four sprayings usually
follow the dormant spray as the buds
burst; a second, when about seventy-
five per cent. of the blossoms are off
in order to kill the codling moth; a
third about two weeks later, and a
fourth in the latter part of July.

The leading kinds of apples grown
in the Annapolis Valley in their
order of rotation are Gravensteins,
Ribbons, Blenheim Pippins, King of
Tomkins, Baldwins, Northern Spys,
Golden Russets, Starks, Ben Davis,
Fallwaters and Nonpareils. The
Gravensteins are a particularly fine
early apple as grown in Nova Scotia
and they are undoubtedly the pride
of the valley. Unsurpassed and un-
surpassable, say the shippers, a judg-
ment that would seem to be abun-
dantly proven by the great demand
for them everywhere.

CO-OPERATIVE ASSOCIATIONS.
In the larger orchards the apples
are taken from the trees and tem-
porarily placed in old barrels for
conveyance to the place of shipment.
Here they are picked over, graded
and packed in the barrels in which
they are to be shipped.

At this point it becomes necessary
to refer to the manner in which the
apple crop is marketed, it being dif-
ferent from the practice in Ontario.
A great portion of the production is
now controlled by co-operative fruit-
growers' associations, of which twen-
ty-two have been formed in the
valley within the last two or three
years. These associations have an
average membership of from twenty-
five to fifty growers, each of whom
takes stock in the association. A
president, a secretary and a manager
are appointed, the manager being
usually the president. A warehouse
costing from \$3,000 to \$1,000 is
erected. Grading is done at ones,
twos' and threes with fancy as
leaders. Seventy-five per cent. of
the crop usually sizes up as ones and
the balance as twos and threes. The
rough stuff is now being sent to ev-
aporators and vinegar factories,
which are springing up in consid-
erable numbers in the valley, there
being twelve evaporators and four or
five vinegar factories now running.
Cider mills also take a lot and lat-
terly cores and skins are being ship-
ped to Germany.

The tendency is becoming more
and more general to pack the finest
apples in boxes. These are wrapped
in paper individually and placed in
the boxes in uniform rows, being
pressed down carefully to hold the
fruit solid. Apart from the fact that
the average consumer prefers to buy
his apples in small quantities, there
is the added advantage of being able
to secure a price for these specially
selected and carefully packed ship-
ments. Some shippers believe that
ultimately shipping in boxes will be-
come more general than shipping in
barrels.

However, the barrel is the almost
universal form of shipment and bar-
rel factories abound from end to end
of the valley. Roughly speaking the
cost of the empty barrel is twenty-
five cents. The round-hoop barrel is
in greatest vogue, the hoops being
made of birch branches split in two.
These are found to be cheaper than
the flat hoops.

Owing to the short run from the
valley to Halifax, the principal
point of shipment, there is little dif-
ficulty in getting fruit through to the
ocean steamships without damage.
Refrigerator cars are unnecessary.
Only in the case of shipments going
to Winnipeg, as this year, or to

MAY PERMIT BIG
BOUT TO COME OFF

East Las Vegas, June 22—After
consultation with prominent citizens
here Governor McDonald said that he
will issue a public statement regard-
ing the Johnson-Flynn boxing con-
test not later than six p. m. Mon-
day.

The governor would not say that
he would stop the match. It is be-
lieved that if he finds today that if
there are no infractions of the gam-
bling laws, he will let the match go
on.

EDITORS MEET IN CHICAGO

Chicago, Ill., June 24—Hundreds of
newspaper editors and publishers from
all sections of the country are in
Chicago for the annual meeting of the
National Press Association, which as-
sembled today for a three days' ses-
sion. The Illinois Press Association is
holding its annual meeting in con-
junction with the meeting of the na-
tional organization. At the conclu-
sion of the sessions many of the mem-
bers, accompanied by their families,
will make a tour of the Northwest.

Montreal, for shipment per fast liners
to Liverpool are loaded cars required.
Ordinary box cars are run in daily
beside the warehouses and are loaded
rapidly, each car holding, on an
average 250 barrels, and are moved
out without delay. Apples could
actually be picked in the morning,
packed in the afternoon, shipped in
the evening and be in the hold of the
steamer at Halifax by midnight.

GOOD OCEAN SERVICE.

For a quarter of a century the bulk
of the fruit has been shipped to
London by steamers, taking from
twelve to sixteen days to make the
passage. Within the past few years
the northern markets of Great Brit-
ain, however, have been invaded and
shipments are now going to Liver-
pool, Glasgow and Aberdeen.

There is still plenty of land in the
Annapolis Valley awaiting cultiva-
tion and cheap land at that. For
less than \$100 an acre good land for
orcharding can be secured. The op-
portunities seem to be immense.
There are the climate and the soil to
grow the best fruits and there is the
access to large markets that makes
success sure. It has been computed
that land which was bought twenty
years ago for \$10 an acre and set
out in orchards is now worth a
thousand dollars, notwithstanding the
fact that apple production has enor-
mously increased.



The Royal Line

All railroad lines connect with steamers
at Montreal and Quebec.

**Beautiful Indeed Is The
St. Lawrence Now**

SPRING has lent to the natural attractions of
this historic river, the charm of her freshness,
and soft-tinted colorings. Everywhere within
eye-reach stretches a flat, green country, dotted
with the white, steep-roofed houses of Drummond's
habitant. Picturesque little villages straggling to
the water's edge. Ancient white stone churches
with their gilded crosses rising to the sky. The
cool greens and blues of the gleaming, snow-capped
Laurentian Mountains. The air is sweet and
balm. The scenes quiet, refreshing, soothing after
the turmoil of the city. Travel to HALIFAX on the

**ROYAL EDWARD
ROYAL GEORGE**

and enjoy the novel interests of the St. Lawrence.
Nothing like it in Europe, nor in whole America.
Ask your steamship agent, or write for beautiful
colored descriptive booklet.

P. Mooney, General Agent
Canadian Northern Steamships Limited, HALIFAX

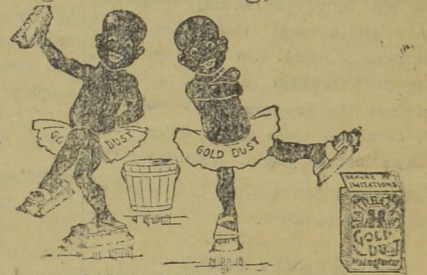
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Way to
Europe**

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NORTHERN

Give your servants GOLD
DUST to clean with, treat
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They say a good workman is known by his tools.
You cannot expect your maid to keep everything
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To keep house without GOLD DUST is to do
work by hard, old-fashioned methods. For clean-
ing 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,
loosens 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 clean-
ing



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If we have your Size, you are sure of a
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WE ALSO CARRY YORK MILLS YARN
BRING YOUR WOOL TO
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Head Office, St. John, N. B.

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Rest and Undivided Profits over - \$1,800,000.00

FREDERICTON BRANCH--QUEEN STREET

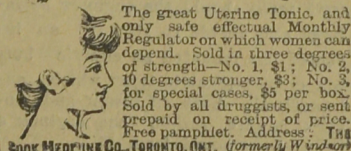
W. S. THOMAS, MANAGER

By saturating the bodies of animals
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he can study their internal struc-
ture even better than by using
X-rays.

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Preston Gibson.

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