

You Buy

—Orange Meat and you secure the best-of-wheat breakfast cereal. Combined by a special process with a special product, it yields the full nutriment of the wheat in a most palatable form.

We Give

—A coupon in every 15c. package redeemable at our address with handsome heavy plated silver tea-spoons, dessertspoons, tablespoons, sugar shells and butter knives.

ASK YOUR GROCER FOR

ORANGE MEAT

He will show you samples of the the premiums, then send your coupons to

The FRONTENAC CEREAL CO., Ltd.,
43 SCOTT ST., TORONTO

THE CANADIAN SEA.

"Probs," Mr. R. F. Stupart, Speaks to Toronto Club, on "Navigation of Hudson's Bay and Strait."

Mr. R. F. Stupart, of the weather office, delivered the other day before the Empire Club, Toronto, an address on "The Navigation of Hudson's Bay and Strait," which was to the following effect:

To the north of Ontario and Quebec there is, as you all know, a great inland sea, a vast expanse of salt water, 850 miles from north to south and 600 in breadth, and bounded wholly by lands which are part and parcel of our great Dominion, and connected with the broad Atlantic by a strait some 450 miles in length. We have as yet but a most imperfect knowledge of what wealth these waters contain. We know that they do contain the right whale, porpoise or white whale, walrus, narwhal, seal, salmon, trout, cod, and a variety of small fish, but the only fishing industries so far developed are the whale fishery by the Americans and the walrus, porpoise and salmon fisheries by the Hudson's Bay Company. The chief whaling ground is in the northwestern part of the bay, and here whalers from Massachusetts and Connecticut have been carrying on a profitable fishery for nearly half a century. I fancy I am not astray in surmising that these people have year by year been taking out oil and bone to the value of at least \$100,000. Some years ago the Hudson's Bay Company made large profit out of the oil of the seal and white whale, and refined the oil at their northern ports; now, as the oil has a less commercial value, they have ceased this industry. The walrus is hunted not only by the native Eskimo, who roams the shore line of the bays and straits and kills this huge animal from kayak and ice floe, but also by the company's men, who seek it in small vessels out from Churchill.

The rivers which flow into Ungava Bay and doubtless others further west, abound in salmon—salmon equal in flavor to those of New Brunswick. The Hudson's Bay Company at one time found it worth while to send a ship to Ungava and George's River for salmon alone to be shipped in cold storage. I believe this ship has been discontinued, but I think it probable for reasons other than the failure of the fishery. We Canadians have very slowly awakened to the realization of the fact that in Manitoba and our Northwest Territories we have the best of wheat growing lands on the surface of the globe, sixty million acres, where wheat is as certain a crop as in any part of the world and more than twice sixty million acres where the wheat fields will in most years yield ample returns and where in every year other crops are so certain of success that the farmer will be able to regard with tolerable equanimity the possibility of partial failure of wheat. What wonder that the Manitoban and Northwest farmer have considered whether Hudson's Bay and Straits are not the natural and best outlet from the Northwest granary to the markets of Europe, Churchill is only 859 miles from Edmonton, 620 miles from Prince Albert and 640 miles from Winnipeg and the sea route from Churchill to Liverpool is but 3,368 miles.

The original charter of the Hudson's Bay Company was granted in 1668, in which Prince Rupert sent an expedition into the bay, and Fort Charles, the first English settlement, was established near the mouth of Rupert's River. For nearly 200 years the company's ships have been passing backwards and forwards through the Straits, and seem not to have been liable to any large percentage of disaster. It must, however, be borne in mind that the ships have until recent years been sailing vessels, and making but one trip per annum, have passed through the Straits when there has been very little ice. They leave Scotland so as to reach the entrance of the Straits about August 1st, and within less

than two months they are again out of the Straits homeward bound.

Mr. Stupart then proceeded to give some particulars relating to the length of time navigation in the bay is impeded or actually suspended through the ice, then continued:

"I give the following as the season during which navigation may in ordinary years be regarded as practicable for the purpose of commerce; not indeed to the cheaply built freight steamer, commonly known as the 'ocean tramp,' but to vessels of about 2,000 tons gross, fortified for meeting ice, and of such construction as to enable them to be fair freight carriers. These vessels must be strengthened forward; should have wooden sheathing and be very full under the counter; the propeller should be of small diameter and be well down in the water. I place the limit of size at about 2,000 tons because a larger ship would be somewhat unwieldy, could not make such good way through the loose ice, and being unable to turn so sharply she would get many a heavy blow that the smaller ship would escape."

Wakeham's Experiences.

The speaker then went on to give some interesting details concerning the vicissitudes experienced by Captain Wakeham, the commander of a whaling vessel and concluded his remarks thus:

In judging of the suitability of Hudson's Straits as a commercial trade route we have not to consider during what period of each year a Dundee whaler or a specially constructed ice crusher can navigate the Straits, but rather during what period an ordinary well found iron ship with a master of usual experience can navigate them with an ordinary degree of safety. The result of investigation is not uncertain—such a ship may with safety enter the Straits early in July and should she have good luck she may get through to the bay with but a few delays in the ice, but delays of a week or ten days will not be infrequent. At the close of the season ships should not leave Churchill later than the middle of October, because at that date winter has set in.

Hear, hear.

In England, a bank note when presented at the bank which issued it is retired. It only gets one chance. A new one is issued in its place.

Why not here? The people are generous to the banks. A bank note represents money loaned to the bank by the people without interest. Banks might reasonably in return keep clean paper going.

The Government, too. It issues millions of dollars in bank notes, which represent a Government borrowing which pays no interest. Both from gratitude and public considerations, our Governments might try to keep the paper clean.—Ottawa Journal.

Drying Up Cows.

Feeding timothy hay, exercising the cows and refraining from giving much grain will cause the cow to dry up in six days.

Time never drags nor does life ever seem monotonous to those who are always working, thinking, learning and growing.—Maxwell's Talisman.



Good ironing is principally a matter of good starching. Anyone can do excellent ironing with Celluloid Starch. It requires no boiling, soaks into the fabric without rubbing, the iron never sticks—the result is pliable stiffness and a beautiful finish.

Celluloid Starch saves labor and time, never disappoints and keeps your white goods clean longest. Ask your grocer for

Celluloid Starch

Never Sticks. Requires no Cooking.
The Brantford Starch Works, Limited, Brantford, Canada.

THE BOARD OF Railway Commissioners FOR CANADA.

MEETING AT OTTAWA.

Saturday, June the 18th, A.D., 1904

President: THE HONORABLE A. G. BLAIR, P. C., K. C., LL.D., Chief Commissioner.
JAMES MILLS, ESQUIRE, M. A., LL.D., Commissioner.

On information laid before the Board to the effect that large numbers of logs carried down river by the spring freshet have been allowed to remain for weeks piled up against piers Nos. 2 and 5 of the Railway Bridge across the St. John River at Fredericton, and that a heavily loaded steamer has been frequently moored or fastened to the lower stringers of the bridge, and on consideration by the Board of the said information; IT IS ORDERED That the parties owning or possessing the said bridge be forbidden to allow the mooring of steamers or other craft to the said bridge or any part thereof at any time, and all said parties are hereby required to immediately remove or cause to be removed from any pier of the said bridge any logs or timber which may rest against or lie upon the waterway of either of such piers.

(Sgd) ANDREW G. BLAIR,
Chief Commissioner, Board of Railway Commissioners for Canada,
June 22—d11

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher

The Kind You Have Always Bought

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

FINE TAILORING.

Our Stock is now complete in all the leading makes in

Spring Overcoats,
Suits and
Trousers.

IMPERIAL HALL. | GEO. S. STANGER,
MERCHAND TAILOR.

THE PARISIAN.

We have just opened another case of SPRING MILLINERY of the latest designs. We would be glad to have our friends come and see our bargains before going elsewhere. Newest, cheapest Millinery at the newest, cheapest store.

Several Girls wanted to learn the business.

MRS. H. G. VENESS,

Queen Street, THE PARISIAN, Just below People's Bank

Geo. W. Adams,
FUNERAL DIRECTOR,

UP TOWN, OPP. PEOPLE'S BANK

Orders promptly and carefully attended to day or night. Telephone connection at undertaking rooms or at residence, Carleton street extension.

WHAT ABOUT YOUR

Spring and Summer Suit?

I is time now for you to order your new Spring and Summer Suit, and you are almost sure to find something to please you in the fine stock of

English and
Canadian Suitings

I am showing for this season, and you will be sure to find prices right and get satisfaction if you have your clothes made here.

JAS. R. HOWIE, 150 Queen St.

F. ST. JOHN BLISS, INTERCOLONIAL RAILWAY.

Barrister, Notary, etc.

E. Offices—Corner Carleton and Queen sts.
Entrance Carleton street—Telephone 25.

A. T. McMURRAY, D. M. D.
Office Hours: 9 to 5

Dentistry in all its modern branches. Special attention given to the care of children's teeth.

Patients living outside the city can make appointments by mail, and thus do away with an unnecessary delay.

By the use of our improved Electric Light, appointments can be made for any evening. Lady in attendance. Phone 93

Tender for Building.

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Brick Building at St. John," will be received up to and including

Monday, the 27th day of June, 1904

For the construction of a Brick Office and Stores Building at St. John, N. B. Plans and specifications may be seen at the Station Master's office at St. John, N. B., and at the Chief Engineer's office at Moncton, N. B., where the forms of tender may be obtained.

All the conditions of the specification must be complied with.

Railway Office, Moncton, N. B., June 7th, 1904.
D. POTTINGER,
General Manager.

How do You Feel This Spring?

Are you wanting a tonic? Try our

Giant Sarsaparilla

The greatest blood purifier and Spring Medicine for enervating and lassitude.

Alonzo Staples

York Street Drug Store

INTERCOLONIAL RAILWAY

On and after Sunday, June 12th, 1904, trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE ST. JOHN

No. 6 Mixed for Moncton	6.25
No. 2 Express for Halifax, the Sydneys and Campbellton	7.50
No. 4 Express for Point du Chene	11.00
No. 26 Express for Point du Chene, Halifax and Pictou	11.45
No. 8 Express for Sussex	17.15
No. 134 Express for Quebec and Montreal	19.00
No. 10 Express for Halifax and Sydney	23.25

TRAINS WILL ARRIVE AT ST. JOHN

No. 9 Express from Halifax and Sydney	6.25
No. 7 Express from Sussex	9.00
No. 133 Express from Montreal and Quebec	12.5
No. 5 Mixed from Moncton	15.10
No. 3 Mixed from Point du Chene	17.30
No. 25 Express from Halifax, Pictou and Moncton	17.15
No. 1 Express from Halifax	19.15
No. 81 Express from Moncton, (Sunday only)	1.35

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight. Moncton, June 9, 1904.

W. J. IRVINE, D.D.S.

(And Special Practitioner's Certificate from Chicago College of Dental Surgery).

Artificial Teeth

Inserted in Gold, Aluminum and ordinary Rubber Plates.

Crown and Bridge Work

Executed in Gold and Porcelain after latest and best methods.

Anesthetics.

Local and General applied and administered for Painless Dentistry.

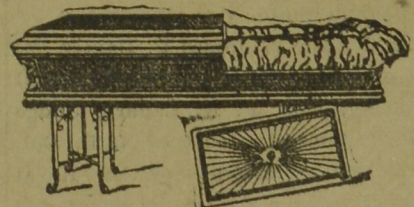
Office: CHESTNUT'S BUILDING.
Queen st., opp. City Hall. Tel. 78.

The Point

WE WISH TO

Emphasize

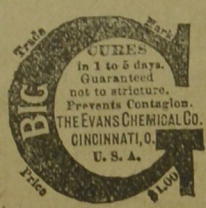
Is buying here insures the actual saving of many dollars.



We pride ourselves on having the nicest and best selected stock in the city. Money is money—the more you save, the more you have for other necessities.

ROBT. B. ADAMS

Maker of low prices.



WOMEN AND WOMEN.
Use Big G for unnatural discharges, inflammations, irritations or ulcerations of mucous membranes. Painless, and not astringent or poisonous.
Sold by Druggists, or sent in plain wrapper, by express, prepaid, for \$1.00, or 3 bottles \$2.75. Circular sent on request.