Calais, Me., 1st; Harry phen, N. B., 2nd. uff, Pullet (3 entries)—J.
alais, Me., 1st and 2nd. rtridge, Cockerel (3 enmobell, Calais, Me., 1st M. Thurrott, Mauger-

rtridge, Pullet (3 entries) bell, Calais, Me., 1st and urrott, Maugerville, N.

Cockerel (2 entries) - J. John, 1st. Pullet (2 entries)-J. John, 1st. gerville, N. B., 1st. lones, Sussex, 1st and odacre, Grand Pre. N. S.

, white, pullet (7 entries) Sussex, N. B., 1st and odacre, Grand Pre, N. S.,

laced, cockerel (10 enmes. Sussex, 1st and 2nd 3. Goodacre, Grand Pre, Walsh Bros, St. John.

laced, pullet (10 entries) Parlee, Sussex, N. B., A. G. Goodacre, Grand (golden): do., 2nd (silodacre, Grand Pre. N. a); do., 2nd (golden), 3rd dsh Bros., St. John, 3rd

n, Southampton, N. B., arren, St. John, 2nd: P. Calais, Me., 3rd. tock, pullet (27 entries)-Southampton, N. B., 1st: ns, Calais, Me., 2nd and

ock, pullet, buff-R. P. hn, 1st. tock, white, cockerel (9 Edward Harrison, St. Seth Jones, Sussex, 2nd; St. John, 3rd.

tock, white, pullet (10 ur H. Jones, Calais, 1st; Harrison, St. Stephen red pullet (4 entries)-

ack, cockerel (1 entry)ompton, Quebec, 1st. plack pullet (1 entry) opton, Quebec, 1st.

F. Porter, St. John, 1st Thurrott, Maugerville ockerel (1 entry)-Dunn, Crouchville, N. B., 1st. ullet (2 entries)—Duncan

ver-spangled, cockerel

lver-spangled, pullet (5 Porter, St. John, 1st and urrott, Maugerville, N.

uchville, N. B., 1st and

ite, cockerel (12 entries) in, St. John, 1st! Dun-Crouchville, N. B., nes, Sussex, 3rd.

hite, pullet (14 entries) —

achlan, Crouchville, 1st

Hamm, St. John, 2nd.

n, cockerel (16 entries) ney, St. Stephen, 1st: St. Stephen, 2nd; C. F.

hn, 3rd. wn, pullet (19 entries)-, St. Stephen, 1st and amm, St. John, 3rd. comb, brown, cock--Ralph Tracy, Milltown

comb, brown, pullet lph Tracy, Milltown, cockerel (3 entries)-St. John, 1st; P N.

n, 2nd; John Berryman, pullet (5 entries)-John, 1st and 2nd: St. John. 3rd. terel (2 entries)— R. D. phn 1st.

let (4 entries)-R. D. n. 1st and 2nd cockerel (1 entry)-A rand Pre, N. S., 1st. k cockerel (14 entries St. John, 1st. Chas. H. Me., 2nd; Wm. Mullin,

k, pullet (14 entries). Milltown, Me., 1st : Calais, Me., 2nd; R. P. . 3rd. ite, cockerel (1 entry)-

John, 1st. me, black red, cockerel E. Merritt, St. John, rench, St. John, 2nd; St. John, 3rd. e, black red, pullet, (4

Diggs, St. John, 1st: John, 2nd: Fred K. kwing, cock (1 entry) St. John, 1st.

kwing, pullet (2 en-rritt, St. John, 1st. red, cockerel (3 en-rritt, St. John, 1st and Seabright, cockerel

Merritt, St. John, 1st. ger red, cockerel (3 en-erritt, St. John, 1st, 2nd

iger red, pullet (3 en-erritt, St. John, 1st and

red, pullet (1 entry)t. John. 1st. Indian, white, cock-Grand Pre, N. S., 1st. Indian, white, hen-A. and Pre. N. S. 1st Indian, white, pullet-Grand Pre, N. S., 1st. ver Spangled, cock (3) Porter, St. John, 2nd; , Maugerville, N. B.,

lver Spangled, hen (4 Porter, St. John, 1st. Thurrott, Maugerville.

ck, (1 entry)—Duncan chville, N. B., 1st. en (2 entries)—Duncan chville, N. B., 1st. hen (3 entries)-C. F. 1st and 2nd. te, cock (7 entries)-W. hn, 1st; John Oldham, I. B., 2nd: P. N. Hamm

Todd, St. Stephen, 1st; R. D. Damery, St. John, 2nd; W. M. Thurrott, Mauckerel (1 entry)-W. M. gerville, N. B., 3rd. Andalusians, cook (1 exhibit)-F. K. llet, 2 entries) - W. M. white, cockerel (6 en-

French, St. John, 1st.
Minorcas, black, cock (8 exhibits)-Wm. Mullin, city, 1st; A. G. Goodacre, Grand Pre, N. S., 2nd; Seth Jones, Sussex, N. B., 3rd.

John Oldham, Southampton, N. B., 1st;

W. M. Thurrott, Maugerville, N. B., 2nd; W. A. Jack, St. John, 3rd.

Leghorns, brown, hen (12 exhibits)-

nish, cock (4 exhibits)—C. F.

Spanish, hen (4 exhibits)-R. L.

Oldham, Southampton, N. B., 3rd.

John Berryman, city, 1st.

Minorcas, black, hen (14 exhibits)-C. H. Babb, Milltown, N. B., 1st; C. F. Porter, city, 2nd; Seth Jones, Sus-Minorcas, white, cock (2 exhibits)-

W. A. Jack, St. John, 1st. Minorcas, white, hen (2 exhibits)-W. A. Jack, St. John, 1st. Polands, White Crested, black, cock (2 exhibits)—Walsh Bros., St. John, 1st; John Oldham, Southampton, N.

B., 2nd.
Polands, White Crested, black, pullet
(1 exhibit)—John Oldham, Southampton, N. B., 1st. Polands, white, cock (1 exhibit)-W. M. Thurrott, Maugerville, N. B., 1st. Polands, white, hen—W. M.Thurrott,

Maugerville, N. B., 1st. Bantams, game, black red, cock (5 exhibits)—C. E. Merritt, city, 1st; Fred Diggs, city, 2nd; A. Hicks, Coldbrook, N. B., 3rd.

Bantams, game, black red, pullet (5 xhibits)—Fred Diggs, city, 1st; A. Hicks, Coldbrook, N. B., 2nd; C. E. Merritt, city, 3rd. Bantams, Duckwing, cock (1 exhibit) -C. E. Merritt, city, 1st.

Bantam, Duckwing, hen (1 exhibit) -C. E. Merritt, city, 1st. Class 44-Turkeys, Geese and Ducks. Turkeys, bronze, male (3 entries)-A. G. Godacre, Grand Pre, N. S., 1st;

M. H. Parlee, Sussex, N. B., 2nd; W. M. Thurrott, Maugerville, N. B., 3rd. Turkeys, bronze, females (4 entries)— A. G. Goodacre, Grand Pre, N. S., 1st and 2nd; M. Herbert Parlee, Sussex,

Turkeys, any other variety, female (1 entry)—Fletcher C. Colpitts, Pleasant Vale, Albert Co., N. B., 1st. Toulouse gander (4 entries)-R. D. Damery, St. John, N. B., 1st; Guy Carr, Quebec, 2nd; W. M. Thurrott, Maugerville, N. B., 3rd. Toulouse goose (5 entries)-R. D.

Damery, St. John, N. B., 1st; Guy Carr, Quebec, 2nd; W. M. Thurrott, Maugerville, N. B., 3rd. Any other variety gander (1 entry by Guy Carr of Compton, Quebec, enti-tled "German." (Judge Twitchell re-marks: "One pair mixed breed geese, good size. If premium means this they are worthy, but if it means geese and recognized breed, should be withheld. Premiums should go only

acre, Grand Pre, N. S., 2nd; C. F. Porter, City Road, St. John, 3rd. Drake, any other variety (4 entries) John Oldham, Southampton, N. B., Duck, any other variety (5 entries)-

E. C. Campbell, Calais, Me., 1st; John Oldham, Southampton, N. B., 2nd. Class 45-Turkeys, Geese and Ducks of 1897.

Turkeys, bronze, male (4 entries)— W. M. Thurrott, Maugerville, 1st; John Oldham, Southampton, N. B., 2nd; A. G. Goodacre, Grand Pre, N. Turkeys, bronze, female (4 entries)

-W. M. Thurrott, Maugerville, N. B., 1st; John Oldham, Southampton, N. 2nd; A. G. Goodacre, Grand Pre, N. S., 3rd. Toulouse gander (3 entries)-Wm.

Mullin, St. John, 1st; W. M. Thurrott, Maugerville, 2nd.
Toulouse goose (3 entries)—W. M. Thurrott, Maugerville, N. B., 1st; Wm. Mullin, St. John, 2nd.

Pekin drake, young (12 entries)—J. F. E. Carman, 1st; J. F. McVey, 2nd; Everett Page, Amherst, 3rd. Pekin duck, young (9 entries)-A. G. Goodacre, Grand Pre, N. S., 1st; J. F. McVey, Calais, Me., 2nd; Everett Page, Amherst, N. S., 3rd. Cayuga ducks (1 entry)-A. G. Good-Grand Pre, N. S., 1st. Muscovy drake (3 entries)-E. C. Campbell, St. John, 1st and 2nd.

Emien gander (1 entry)—S. W. Cosseboon, Calais, Me., 1st. Emden goose (1 antry)—S. W. Cosse boon, Calais, Me., 1st. Class 46-Pigeons.

Pouters, red pied (2 emtries)—J. F. McVey, Calais, Me., 1st and 2nd.
Pouters, Silver Homers (2 entries)—R. L. Tolid, St. Stephen, 1st.
Tumblers, shout faced (1 entry)—John Oldham, Southampton, N. B., 1st.

Tumblers, any other variety (4 ea-ries)—R. L. Todd, St. Stephen, N. B., ted Parlor," 1st.
Fantall, white (7 entries)—J. F. Mc-Vey, Calais, Me., 1st; R. L. Todd, St. n. N. B., 2nd.

ation). Fantail, any other color (6 entries)-(Still under consideration).

Jacobins, red (2 entries)—J. F. McVey, Oalais, Me., 1st; John Oliham,
Southampton, N. B., 2nd,
Jacobins, white (3 entries)—J. F. MoVey, Calais, Me., 1st; John Old-nam, Southampton, N. B., 2nd. Antwerps, short-faced (1 entry)— John Oldham, Southampton, N. B.,

Antwerps, long-faced (1 entry)-John Oldham, Southampton, N. B., Antwerps, black chequer (2 entries) John Oldham, Southampton, N. B., Trumpeters, Russian (1 entry)-John npton, N. B., 1st. Oldham, Southampton, N. B., 1st.
Turbits, red (1 entry)—John Old-nam, Southampton, N. B., 1st.
Turbits, blue (1 entry)—John Old-

npton, York Co., N. B.

Swallow pigeons (1 entry)—John Oldham, Southampton, N. B., 1st. Nuns (1 entry)—John Oldham, Southampton, N. B., 1st.,
Owls, English blue (1 entry)—No

Leghorns, bronze, cock (8 entries)— C. F. Porter, St. John, 1st; John Oldham, Southampton, N. B., 2nd; R. D. Damery, St. John, 3rd. award. Owls, African (2 entries)-John Oldham, Southampton, 1st; Guy Carr, Compton, Quebec, 2nd. Any other variety (2 entries)—John C. F. Porter, St. John, 1st; Henry eartiney, Calais, Me., 2nd; John Oldham, Southampton, Belgium Roll-Leghorns, black, hen (2 exhibits)-

ers, 1st; Guy Carr, Compton, Quebec, Class 47—Ornamental.

Pair Guinea fowl (3 entries)—Guy
Carr, Compton, Quebec, 1st; H. H.

Mott, St. John, 2nd. Porter, St. John, 2nd; no first or 3rd. Pair English pheasants (1 entry)— H. H. Mott, St. John, 1st.

common pea fowl (2 entries) H. H. Mott, St. John, 1st Rabbits, lop-ear (7 entries)—Fred D. Diggs, St. John, "Maltese," 1st. Class 49—Cheese, Butter, Dairy Utensils, etc. Cheese, best 3 factory colored, made during August, 1897 (30 entries)—Sussex Dairy Co., Sussex, 1st; Joseph

Burgess, Pownal, P. E. I., 2nd; C. L. Tilley & Son, Richmond Cor., Carleton Co., 3rd; Corn Hill Cheese Co., Corn Hill, Kings Co., N. B., 4th. Cheese, best 3 factory (white), made in August, 1897 (21 entries)—C. L. Tilley & Son, Richmond Corner, Carleton Co., N. B., 1st; the same firm, Waterville fastory, Carleton Co., N. B., 2nd; the same firm, McKenzie's Corner, Carleton Co., N. B., 3rd; J. W. Keseltin-, New Glasgow, P. E. I., and Petitcodiac Cheese Co., Petitcodiac, N.

B., each 4th. Butter, tub or box not less than 50 lbs., made at any butter factory (9 entries)—A. M. Wheaton, Yarmouth Co., N. S., 1st; Michael McLaughlan, Bustouche, N. B., 2nd; Economy and Bass River Creamery Co., Ltd., Upper Economy, Colchester Co., N. S., 3rd. Butter, not itss than 30 lbs., in crocks, tubs, or boxes, made at any butter factory (7 entries)—Michael McLaughlan, Buctouche, N. B., 1st; Acadia Dairy Co., I.td., Wolfville, N. S., 2nd; A. M. Wheaton, Dayton, Yar-

mouth Co., N. S., 3rd. Butter, in prints 25 lbs., factory made (7 entries)—A. M. Whitaton, Dayton, Yarmouth Co., N. S., 1st; Economy and Bass River Creamery Co., Ltd., Upper Economy, Colchester county, N. S., 2nd; Acadia Dairy Co., Ltd., Wolfville, N. S., 3rd. Buter, 20 lbs., in crock, tub or box,

nade (7 John F. Taylor, Rothesay, N. B., 1st ;S. L. Peters, Quenstown, N. B., 2nd; George N. Prince, Moncton, N. B., 3rd. Butter, best package of 1 lb prints

or rolls, not less than 10 ibs., made at any private dairy (10 entries)—T. C. R. Melberry, Wicklow, Carleton Co., N. B., 1st; J. R. Semple, Brule, N. S., 2nd, E. B. Elderkin & Son, Amherst, N. S., 3rd. Butter, granular (7 entries)-S. L. Peters, Queenstown, N. B., 1st; Acadia Dairy Co., Ltd., Wolfville, N. S., 2nd;

ardson & Webster, St. Marys, Ont. 2nd; London Foundry Co., London, Ont., 3rd. Butter worker (3 entries)-Richard-

on & Webster, St. Marys, Ont., 1st;

London Foundry Co., London, Ont., FANCY WORK. Class 106-Lace, Wool Work, Em broidery, etc.—Amateurs. Honiton lace (2 entries)-Miss Dunn, Wellington row, St. John,

diploma. Darned net (1 entry)-Minnie Murezy, Central Kingsclear, N. B., 1st. Outline work (1 entry)-Minnie Murray, Kingsclear, N. B., diploma. work (6 entries)—Minni Murray, Central Kingsclear, N. B., 1st and 2nd; Bessie A. Dickson, Central Farm, Chatham, N. B., and Mrs.

John C. Dickie, Princess street, St. John, diplomas. tries)—Miss Thomas, 31 Queen street, St. John, 1st: Miss M. F. Clarke, 22 Charles street, St. John, 3rd; Mrs. Geo. Armstrong, St. John, diplor Embroidered table d'ovles (5 entries)-Miss R. C. Roberts, St. John,

Outlined tea. cloth (1 entry)-Mrs. H. M. Littlehale, Carleton, N. B., dip-Kensington embroidery (4 entries)-

Mrs. F. G. Spencer, St. John, and Miss M. A. Dunn, St. John, each 1st. Class 107-Crochet Bergin, etc., Hand Work. Crochet in cotton (10 exhibits)-Miss homas, St. John, diploma. Worked tidles (2 exhibits)—Mrs.

Jas. McBeath, St. John, 1st.
Ornamental work of any kind (15 exhibits)—Miss C. H. Galland, Shediac, N. B., 1st (silk quilt); Mrs.
Frank Belyea, Carleton, 2nd (rickrack apron).

Nellie F. Hayes, Sussex, N. B., 3rd.
Wax flowers (1 exhibit)—Miss L.
Bowes, Titusville, N. B., d'oytes, 1st.
Special (30 exhibits)—Christine Stevens, Pugwash (hooked mats), 1st;
Rebecca Bats, Long Point, N. B., cea Bates, Long Point, N. B. Nisbet, St. John (5 knitted d'oyles). 1st; Rebecca Bates, Long Point, N. B. (table cloth), 2nd; Rebecca Bates (cotton and wool hand woven). 2nd: Miss D. Wilson, Quebec, P. Q. (hooked mat), 2nd; Rebecca Bates, Long Point (pair towels), 3rd. Class 108—Knitting, Sewing, etc.

Braid work (1 entry)-Minnie Mur ray, Central Kingsolear, N. B., 1st. Knitting socks, stockings, mittens gloves (3 entries)-W. Adelia Tennant's Cove, Kings Co., N. B., 1st; Miss Frank Belyea, St. John city, west, 2nd; D. M. Willson, Mors Hand-made shirt (1 entry)-Mrs

S. W. Woodbury, Sussex, N. B., 1st. Class 109—Ladies' Work Collections good roads Best collection, not less than 5 pieces of different designs, profes-sional or amateur (6 entries)—Miss Thomas, 31 Queen street, St. John, Ist; Frank H. White, St. John, Mrs. T. A. Rankine, St. John, and D. M. Wilson, Mors river, Quebec, each 2nd;

Minnie Murray, Central Kingsclear, N. B., 3rd.

The heavy rain that fell on the 21st instant well into the afterno came in the very worst time pofor the exhibition, so far as cutting down the attendance was concerned. Excursionists came into the city in larse numbers, but they sought shelter immediately, and it was not till late in the day that many of them put in an appearance at the turnstiles. Some returned home without having seen the show at all. People who lived in suburban towns postponed their visit

to a more favorable time. And those who did venture down to Barrack Point had to confine their inspection to what could be seen within doors. The prize horse and cattle parade was shorn of its proportions, and the stock yards were in a condition that shut out visitors. Even the horses and cattle that could be seen presented an appearance that indicated that weather conditions affect the spirits of the lower as well as the higher animals. Of all that lived and breathed within the exhibition enclosure, the poultry seemed the least depressed by the elements, and they cackled and crowed as merrily as if the sun were shining brightly all day long. The side shows on the grounds were abandoned, the managers taking refuge be-neath closely drawn canvas.

But as the day moved along, the rain stopped, the grounds rapidly dried up and the place put on a more cheerful aspect. The attendance also took a boom and for some hours a steady stream of visitors passed through the gates. By nightfall the buildings were well filled, and during the evening presented a lively appearance. restaurants and lunch counters did a rattling business, as the people who came late in the afternoon took their tea in the buildings.

. The attendance on the 21st ran up to the highly-gratifying figure of 6,657, which makes the grand total paid admissions to date 32,050, against 32,775 for the first seven days of the exhibition of 1896, of which 7,964 were on the seventh day. It will thus be seen that despite the heavy storm during the morning and the afternoon showers, with cold winds that night, the paid admissions ran within 1,307 of those of the corresponding day of the preceding year.

GOOD ROADS MEETING. The meeting in Amusement hall yesterday morning in the interest of good roads was a somewhat representative one. Dr. John Berryman, president of the St. John association, occupied the chair, and there were present: Hon. L. J. Tweedie, Hon. H. R. Emmerson, Hon. Mr. Labillois, Hon. A. T. Dunn, Hon. L. P. Ferris, Hon. Geo. F. Hill, M. P. P., John O'Brien, M. P. P., S. L. Peters, Dr. Jas. Christie, W. F. Burditt, J. S. Armstrong, ociety, he said Hon. Mr. Emm had suggested the formation of a pro-vincial convention. Practical discussion was what was wanted on the nt occasion. The system of statute labor and the supervision of the statute work were touched on by the speaker, who predicted that the day was coming when a direct money tax would gradually do away with statute labor. The road machines were doing that in part, already. He felt that insufficient attention was paid to drainage in road making.

Hon. H. R. Emmerson expressed the pleasure it gave him to meet Mr. Campbell of Ontario, and to note the quality, to say nothing of the size of the meeting. There was a desire all over the province to have better roads, but he also noted some suspicio arcund the country as to the object of these proposed thought it just and proper to remove all this apprehension. It was not the intention to add to the burdens of the eople or to increase taxation, but the lesire of the promoters of this work was to get better roads by better methods, by protecting and guarding the present expenditure so as to get better results. He ventured the assertion that if the provincial grants were expended with more appreciation, couled with rightly-directed statute laor, our roads would be far better than they are now. We had not got value for the money and labor expended on our roads. The question for every man is, how to administer the

road grants so as to get the best re-Mr. Emmerson then explained the new highway act at some little length, pointing out that it was the embodiment of the best thought of the legislature, irrespective of the political bias of the members. The principle of the ect was to fix the responsibility in districts for the road money expenditure, something that all would admit had not been the case in the past. Of course in all new departures there was friction, and so it was in this case. The new division of the province for road purposes and the abolition of the old districts with their surveyors, had caused some adverse criticism. was to be expected. He favored parsh good road associations, affiliated with the county association, as the best method of creating a local interest, and closely watching the expenditure of the public money on the roads. He was sure the government would help the association in its grand

the meeting, by request. He believed in quality rather than quantity, and was encouraged by the meeting. They were not organized to carp or to complain or to criticize. Improve ment is required in roads, and it is in the interest of every one to work for

Hon. L. J. Tweedle said it is a fact that the roads are not in a condition commensurate with the money that is inferred that the by-road money is used by the expenders for themselves and friends. The object of this association is to find out what roads are deserving of money. Those that are annually in money and labor on its not really public should be struck off roads for the past twenty-five years, the list. In some sections roads are and had little to show for it now. It harder to make than in others. In Restigouche and Gloucester, for insince, it is easier than in Queens. His own opinion was that there should be no by-road money. There should be a

deputy commissioner in each county. You have to pay men a salary to get them to work, and the direction of the roads should be under salaried men. He was fully in accord with the association, but to be effective they must be thoroughly alive. A. W. CAMPBELL.

good oads instructor of Ontario, said he was not here in the capacity in which he appeared before audiences in Ontario. He did not come to find fault with New Brunswick roads and streets, but to assist so far as he could in forming an association and generally creating an interest in the question of good roads. The new method of road construction had met with a good deal of opposition in its early days in some of the rural districts of Ontario, and in this connection Mr. Campbell told how he had been considerably rattled on one occasion as he was about to address a meeting in the western part of his province by an old farmer who sneered at his youth, swore he had made roads before he (Campbell) was born, and denounced the authorities for sending such a young fellow to talk road making to intelligent people. He sketched the rise and progress of the good roads movement in Ontario, which took form in 1894, and briefly stated his connection therewith. The proposition to form branch or local associations did not meet with much favor, for the very reasons set forth by Hon. Mr. Tweedle, but a strong central or provincial asscoiation was formed, which kept up a steady campaign at every meeting of farmers' institutes, dairymen's assoclations, etc., in all parts of the province. A live interest was thus created all over the country, and the attention of the government was attracted to the movement, with the result that \$500 was appropriated to send speakers around the country. In 1896 the government thought it wise, in order to assist the movement, to send out a man to examine the systems of road and street making and the manner in which the road money was expended, to advise with the county councils and road masters, and to bring about the best results. Some such course should be taken

in New Brunswick. In Quebec the Ontario system was now largely folcontains system was now largely fol-lowed. The good roads instructor, the position he held, needed an executive to whom he could apply for advice, with whom he could consult. It was a mistake for a man to think he knew it all. He hoped before he left St.

John to have learned some things that
would be of use to him in his official parts of New Brunswick from the road-making standpoint. It was com-paratively easy to make good roads where all the conditions were favor-able, but the more difficult the locality the greater the necessity for solid improvement. In some localities there was possibly neither gravel nor stone.
Well, in such places in Ontario they
had freighted in gravel and broken stone one hundred miles by train to ase on the road. It paid them to do

As to the principles in road making that must be followed, he remarked that must be followed, he remarked that Macadam, when asked this ques-tion, replied: 'There are three things to be observed in making roads: First, drainage; second, drainage; third, drainage. Drain the foundation of your road, said the speaker. That is as necessary as draining the surface. You can't bridge over mud and water by piling on stone and gravel. Crown the road, and thus drain the surface, Construct drains along the sides, with a graded fall to am open outlet. See the outlet is always kept open. This will carry off the surface water. These are the main principles of road aking. How, he asked, were the people of New Brunswick carrying out these principles? In the majority of Ontario municipalities they formerly built on the idea that it did not do to drain the roads. They kept the water in the foundation so that it would swallow up all the stone and gravel put on it each year. They did not crown the road, but built it flat, so that it would hold the water that fel on it, and would become soft and muddy after twelve hours' rain and thus be more readily cut up and destroyed by teams. The next principle these old time road makers followed was to use time road makers followed was to use gravel that contained 50 per cent of sand and earth, which would of course settle quickly and make a fine dry weather road, but when the wet season came the sand and earth would be separated by the rain and churred to the top, so that each spring the road-maker would received. maker would receive pay for hauling off what he had put on in the fall. Of course they were not following such a foolish and expensive policy in New Brunswick. (Laughter.)

It was necessary, first, to drain the foundation by drains on each side of the road. A better plan than broad, open ditches was open tiles 4 to 6 the holes below the frost on each side of the road, with the proper fall to

on open ravine or outlet.

Then grade the road and give the crown a drop of an inch in each foot to the gutter. Make the crown re-gular and uniform. Deep open ditches were dangerous, unsightly, and ex-expensive to maintain. Shallow gut-ters, sufficient to carry off the water while it rained to the outlet, are bet-ter and cheaper. The tiles cut off the water that rises from below to the surface. That water line fluctua in dry and wet seasons. The frost acted on the water that came to the surface, leaving the bulk of the road spongy and honey-combed, so that the wheels very readily formed ruts and cessity of the most perfect under

nearly a quarter of a million dollars should be the aim of the good roads association to make a different showing at the end of the next ten years. But unless they took hold in a business-like way and used in a right way the money that the legislature voted for roads, the province had better ple make their own roads at their own

or a drain of any kind in the centre of a road. The water that sought this avenue of escape sapped the founda-tion of the road. He used side drains, which kept the whole road bed dry and also cut off the soakage from the adjoining property. The dry foundation must carry the weight of the traffic. Three feet depth will carry it, if properly constructed. Gravel or stone is put on the top, not to sustain the weight, but to stand the

wear and tear of the traffic. It was fashionable to complain of the way in which statute labor was performed, but the root of the trouble was that we did not give the laborer on the road the proper implements to work with. Roads cannot be rightly made with a plow and a scraper. might as well cut our wheat with a

sickle instead of the modern reaper as to do road work in that way. ing excellent work in New Brunswick with the road machines. It was not so at first in Ontario. There the path masters, as the road masters are called, did not take kindly to the machines, and when one was smashed it tickled them immensely. Apropos of some of the purposes to which the old path masters put machines, Mr. Campbell said that if the centre of a road has worn flat, but is still hard, it is death to cover it with soft soil, which holds the rain till it permeates the whole structure and ruins it. The proper way in such a case was to cut down the sides and dress the centre with clean gravel. He would insist that a man be employed to go with each road machine. Every day would add to his experience and he would soon become an expert. He would supply the brains. And, vithout brains, a district would be better off without a road making machine. He would also employ a couple of steady teams with each machine, so as to

ensure regular power. Spend your money in getting the right foundation and covering it properly and with your quarter of a million dollars, you will effect a revolution in the roads of the province.

The selection of material was a very important tilling. First class gravel up to an inch in diameter was albundant in New Brunswick, he had learned; and so were other gravel beds mixed with sand clay and Dairy Co., Ltd., Wolfville, N. S., 2nd, led "German." [Judge Twitchell reharks: "One pair mixed breed geese, lood size. If premium means this hey are worthy, but if it means ease and recognized breed, should be premiums should go only pure breeds."]

Pekin drake (16 entries)—J. F. Mc. S. Judn., N. B., 2nd. (Cheese brace). [In Judge Arther) and a somewhat lengthy address. After explaining the object of the convention and filled a somewhat lengthy address. After explaining the object of the convention and form. [In Judge Arther) and a good dry weather road, but after a couple of days of heavy rain the cuts into ruts. If clean gravel is mod available, the wisdom of procuring the best mixed beds mixed with sand. clay and earthy matters. Gravel; dean gravel, made a good dry weather road, but after a couple of days of heavy rain the cuts into ruts. If clean gravel is mod available, the wisdom of procuring the best make mixed with sand. clay and earthy matter. Gravel; dean gravel, made a good dry weather road, but after a couple of days of heavy rain the cuts into ruts. If clean gravel is mod available, the wisdom of procuring the best roads at the privilege of driving to the lad that the privilege of driving the province as crushed stone. Ruts were the hand some thing was a paid throughout the earthy matter. Gravel, clean gravel, made a good dry weather road, but after a couple of days of heavy rain the cuts into ruts. If clean gravel is mod available, the wisdom of procuring the best roads at the privilege of driving to the cuts into ruts. If clean gravel is mod available, the was one should be of use to him in his official department. Gravel, dean gravel is made a good dry weather noad, but after a couple of days of heavy rain the cuts into ruts. If clean gravel is mod available, the wisdom of procuring the cuts into ruts. If clean gravel is mod available, the wisdom of procuring the cuts into ruts. If clean gravel is mod available, the wisdom of weather provides of mixed provides. The province of was made a good f

3-4 inch ring; d, the dust that remains.
In road-bed construction put the largest of the above in the bottom, and so, with the other grades, finally covering the road with the stone dust If possible, run a heavy rotler over the work, and the result will be a perfectly smooth, close-grained surface that will shed the heaviest flood. Rain will only wash off the accumulated dust and leave the road cleaner than before. If gravel is plentiful, however, use it, but clean it before using. A road made in this way will call for little expenditure and attention for the

If material, stone or gravel, is not at hand, it might be supplied by the municipality. He suggested, in view of the remarks of the chief commissioner, that the board of works might classify the counties and base its grants on the relative need of the lo-

cality as to material. insisted on the adoption of a standard for the widths and crownings of roads, a perfect plan, so as to avoid the difficulties that arose from the old state of things in Ontario where every road supervisor was monarch of all he surveyed, and made his road as broad and as high, or low, as he thought best. This matter of breadth of roads was a question for the association to settle. The Ontario municipalities had a plan that fixed the width, grade, what constituted a day's work, etc., and it worked well. The scale of labor was in the interest of the honest, industrious, hard-working farmer, and protected him, and the public treasury as well, against the shiftless vultures that hang on to the coat tails of the municipality, asking for road work for what is in it for themselves. This new road movement was a campaign against the municipalities. Let every dollar spent on the roads be expended to produce the best results and let the roads be in keeping with the march of progress in agricult with the march of progress in agricul-

The presence of the chief com sioner and his colleagues was evidence that the government were interested in the movement, and that was a good sign; while their promise to do all in their power to aid the associations' work. The government spent a lot of money on the roads, and there was no reason why in ten years New Brunswick should not equal Ontario in the matter of roads and road making. Casting reflections on what had been

already done would not produce any good results. What the association should aim to do was to educate the public mind up to a sense of the value of better roads, and to that end nothing served more effectively than practical example. A good road was a very effective object lesson. Hon. Geo. F. Hill, M. P. P., moved

the following resolution: olved, that in the opinion of this con-Resolved, that in the opinion of this convention, a representative gathering from all acctions of the province, it is desirable to form for the province of New Brunswick a Good knais Association, having for its object the betterment of the highways of the province and a dissemination of information on the best methods of road making, and the promotion of local societies, and to promote the discussion and consideration of all subjects having reference to the construction and maintenance of highways, taxation and expenditure, and the best system of main-tenance and supervision, and the advance-ment of all legislation tending to secure the object desired, namely, good roads.

S. L. Peters moved the following: Resolved, that the chairman of this meeting solect a committee, not exceeding five tineluding the chairman) who are authorized to nominate and report upon the persons suitable to fill the respective positions of president for the province and a vice-president for each of the countles of the province, and a socretary-treasurer, and the executive committee of the association for the whole province.

Mr. Hornbrook moved, seconded by F. E. Curry:

Resolved, that the executive committee of the association shall consist of the officers of the association, ex office, together with seven others, to be chosen with regard to the convenience of their frequent meeting together, and that five of the members of said executive shall at all times form a quorum, upon notice having been mailed to each of the members of said committee of any meeting to be held.

W. S. Tompkins moved, seconded by Howard Trueman:

Howard Trueman:

Resolved, that it shall be the duty of the vice-presidents of this association to take active measures for the organization in the several parishes or districts of their respective counties of district or parish good roads associations, which associations when formed will be affiliated with the central or provincial organization, and that the said vice-presidents shall be the medium of communication between the central organization and the respective parish or district associations, and that the central organization shall aid, with information, suggestions and instructions, the various local organizations and authorities.

Howard Trueman moved that the chairman be authorized to appoint a committee of three to draft a constitution and by-laws for the provincial association, and by-laws for local associations.

The resolutions were all adopted. Mr. Burditt appointed the following nominating committee: Howard True-man, Mr. Hornbrook, J. J. McGaffigan and Mr. O'Brien, M. P. P. He also appointed as the committee on con-stitution J. S. Armstrong, S. L. Peters and himself.

THE POULTRY SHOW.

Dr. Twitchell, talking to the Sun. said that the poultry show was a complete surprise to him, in quality as well as many shows in the New England states in the same capacity as he came here, that of judge, but he had not seen one that for the high character of the birds could surpass the present display. Indeed, had he not good and sufficient evidence to the contrary, he would have suspected that many of the fowl exhibited by St. John was back beautiful to the fowl exhibited by St. John men had been imported solely for exhibition purposes, instead of having been bred by their owners in this city. The contributions from Calais and Milltown were good and added much to the show, but what struck him most was the excellence of struck him most was the excellence of the contributions from many parts of the maritime provinces. When he thought of the comparatively little at-tention that was paid throughout the province ten or twelve years ago to pure-bred poultry, it seemed almost incredible that such marked progress had been made in much a short time

in motion, with automatic governor.

A miniature lathe is also shown run by the engine. The two articles, which are in all respects similar to the larger machines, even to the oil cups, were made by D. Patriquin, an employe of the firm. The company also shows an edger, suitable for portable mills. It is very compactly built taking un very is very compactly built, taking up very little room, and is easily set up. Among other things there is exhibited a double grip rotary dog, with head block and skid, which is similar to the widely used for gripping hard woods and frosty timber. A well known Rich saw grinder occupies a prominent po-sition near the front of the stand. One of the well known Ross lathe and packet mills which is shown attracts considerable attention. Two large propellors, a heavy hammered steel gats, a steam cylinder with arbor and ron work, an assortment of arbors, boxes, flanges, etc., comprise the rest of the exhibit. Any one interested in machinery of this kind should inspect this exhibit.

The paid admissions on the 22nd inst, reached 5,182.

The exhibition is still a big drawing card, and bids fair to show a total attendance considerably ahead of that at last year's show. Yesterday's patronage was up to all expectations. It now remains for the people of St. John to come forward in increased numbers and help out to a successful end an exhibition that, financially speaking, is purely a St. John undertaking. Ir years the provincial govern and the city corporation were large contributors. This year, however, aside from a small grant from the city, the Exhibition association is carrying the entire burden. It will only tall the citizens' guarantee fund, and with fine weather for the next two days, the

The parade of prize horses and cattle in the ring in the parade ground at three o'clock attracted a large crowd, who were loud in praise of the beauty of the animals. It was universally conceded that the cattle were superior as a whole to any lot before seen in St. John. In this connection it may be remarked that the Amberst stock be remarked that the Amberst stock men utterly surprised the exhibitors from the upper provinces by the qual-lty of the cattle they put forward on casion. The prize list published the other day tells the story in a very atic manner.

After the parade the centre of attraction for hundreds was Amusement hall, where an excellent vaudeville company gives several performances every afternoon and evening. The mme is full of funny bush out the gem of all is the acrobatic work of the Courtier Bros., who know no peers in their line in America They should be seen by every one who has a taste for high class acrobatic

THE ATTENDANCE TO DATE. Wednesday's attendance was 2,549 in (Continued on Page Six.)