General Business.

NOTICE.

Through the efforts of Mr. W. A. Hickman, Immigration Commissioner, who has been in England for some months past, it is expected that in the coming spring a considerable number of farmers with capital will arrive in the province, with a view to purchasing farms. All persons having desirable farms to dispose of will please communicate with the undersigned, when blank forms will be sent, to be filled in with the necessary particulars as to location, price, terms of sale, etc. Quite a number of agricultural laborers are also expected and farmers desiring help will also please communicate with the undersigned.

Dated St. John, N. B., Feb. 7th, A. D. 1902.

ROBERT MARSHALL

C. WARMUNDE

IS OFFERING

SPECIAL BARGAINS

—IN—

WATCHES, CLOCKS, JEWELLRY,

Silverware & Novelties.

All new goods. Give him a call

We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all.

WARMUNDE, EXPERIENCED WATCHMAKER

Fallen Corner Chatham N. B.

COMMON SOAP

WILL CAUSE

ROUGH SKIN

On Face and Hands.

We have just imported a large lot of

Olive Oil and Cucumber Soap

direct from the factory which we can sell for the next TWO WEEKS

—AT—

3 Cakes for 10 cents.

It is made from Pure Olive Oil and the Juice of Cucumbers. We can recommend it.

Mackenzie's Medical Hall.

Chatham, March 15, 1901.

C. A. C. BRUCE,

FIRE, LIFE AND MARINE

Insurance Agent.

Bank of Montreal Building

CHATHAM, N. B

Business Men

Are just as anxious to discover and employ well trained and talented help as young people are to secure good positions. In fact we cannot begin to supply the demands upon us for such help, especially for young men who can write Shorthand.

Send For

Our Twelve Exercises in Practical Penmanship, also for our catalogues, containing Terms and Courses of Study.

OUR NEW TERM begins Thursday, January 2nd.

THE St. JOHN Business COLLEGE — S. KERR & SON. ODDFELLOWS' HALL.

WANTED.

Agents for the National Window Cleaner in Kent, Westmorland and Northumberland Counties, sells at sight—large commissions. None but hustlers need apply.

H. G. YENESS, General Agent, Box 286, Fredericton, N. B.

PULP WOOD!

The DOMINION PULP CO'Y LTD. opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for CORD WOOD, nine feet lengths, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter.

Particulars on application.

Postal address: CHATHAM, N. B.

P. O. Drawer 3.

THE DOMINION PULP CO. LIMITED.

DENTISTRY!

Henry G. Vaughan, D. D. S.

Office Hours:—8.30 a.m. to 1 p.m. 2 p.m. to 6 p.m. Saturday—8.30 a.m. to 1 p.m. 7.30 p. m. to 9 p. m.

GAS ADMINISTERED.

PAINLESS DENTISTRY A SPECIALTY.

OFFICE—OVER MACKENZIE'S MEDICAL HALL.

CHATHAM, N. B.

SALMON AND TROUT

ANGLING PRIVILEGE

FOR LEASE.

The well known "BIG HOLE" fishing pools on the Northwest Miramichi will be offered for sale

—AT—

FREDERICTON

at the same time as the government leases for different rivers of New Brunswick. This is one of the best Salmon-Angling privileges in Canada and includes the right to fish on both sides of the river.

A five years lease will be given.—Upset price $250. For information as to the value of this property as a fishing preserve we give the names of the following gentlemen: C. J. Osman, M. P. P., Hillsboro, N. B., J. H Taylor, Manager Halifax Banking Company, St. John, N. B., Dugald McCatherine, Fredericton, Jas. Maddock, Guide and Guardian, Redbank N. B.

For further particulars address,

K. C. QUIGLEY.

Newcastle, N. B.

GO TO PORTLAND, BOSTON, ETC.

VIA THE

Canada Eastern Railway and Fredericton.

Pullman Sleeper runs through from Fredericton Juncton to Boston.

Miramichi Advance.

CHATHAM, N. B., - FEBRUARY 13, 1902.

Retirement of Bishop Rogers.

In issuing his circular promulgating the Lenten regulations, His Lordship Bishop Rogers also makes an announcement which is of great interest not only to the Roman Catholics of his Diocese, but to many others of all classes within it, as well as over a far wider field, amongst those who are acquainted with New Brunswick and its people. The venerable prelate says:—

"I avail myself of this occasion to inform all the members of my flock, that, on account of failing health and strength, I have written, through His Grace the Archbishop of Halifax, to Our Holy Father Pope Leo XIII, to be pleased to relieve me of the administration of the Diocese of Chatham, which I am no longer able to duly fulfil, an event foreseen, and to prepare for which contingency the Rt. Rev. Thomas Francis Barry was duly appointed by the Pope Coadjutor Bishop, with right of succession, consecrated two years ago, and clothed with the delegated power by the undersigned Diocesan Bishop as far as it was possible, so that he might fulfil any episcopal duty required: but as he was desirous to see to the completion of the New Church, Pastoral Residence, and Convent School, erected by him in the town of Bathurst, he was not expected to do all the episcopal work, but only such of it as he found it practicable, and urgent to perform—which he did faithfully and most acceptably, as needed; while in the meantime he attended to finish the work at the new buildings in Bathurst—which work is now virtually and happily completed, so that henceforth he will be free and ready to enter upon all the details of the episcopal administration.

"In thus addressing these words of farewell, in this simple but cordial and affectionate little valedictory address, I beg to thank you all—clergy, secular and regular, devoted Sisters and Faithful people—young and old—and all neighbors and fellow-citizens of whatever creed or nationality, asking pardon for my faults and short-comings, and gratefully thanking all for the good will and charitable kindness extended to me.

"Praying God to bless you all and ever have you in his keeping:

"I beg to remain, Dear Rev. Fathers and Friends, your humble and devoted brother and Father in Christ."

"✝ JAMES ROGERS, Bishop of Chatham."

Bishop Rogers is in the seventy-sixth year of his age. He has been a priest for more than fifty years and Bishop of Chatham for nearly forty-two years—his appointment to the See having taken place on 8th May, 1860 and his consecration in August of that year.

If judgment of the sentiments of all who, in different degrees, know His Lordship, may be formed from the utterances of those we have heard speak of him for many years, he is held in universal esteem. He has enjoyed the respect, filial devotion and veneration of his clergy and the religious orders under his care; the Roman Catholic laity have admired and respected him for his ability, apostolic zeal and fidelity in the promotion and upbuilding of the Church, while people of all classes have honored and respected him for his exalted citizenship, loyalty and public spirit. As we said on the occasion of his Golden Jubilee, in July last, it was not only in his rule and ministrations in spiritual things that he proved a blessing to his people and the country, but also as an example in all that is admirable in a British subject and model citizen. To his example and precepts the Miramichi owes much of its reputation for the mutual confidence and good will which prevail amongst all classes in the community, for while he was always uncompromising in matters of faith, he ever manifested and enjoined upon all the duty of mutual forbearance, toleration, charity and good neighborhood, which now so strongly characterise our people.

Courage and perseverance, generous impulses which led him to look upon all mankind as brethren, the faculty of organization, and an ever-present sense of his responsibility in his sacred office, were amongst the characteristics which won success for Bishop Rogers in his administration of the diocese, and the high regard of all classes of people within it. When he came to it, parish organizations were the exception. There were only seven priests within its bounds—Western Kent, Northumberland, Gloucester, Restigouche, Victoria and Madawaska. He organized parishes and placed priests over them. His reputation as an appreciative chief pastor attracted some of the ablest and most zealous of the clergy of the country. He found places for them, and they worked loyally under his direction, so that the church's influence was steadily extended.

From the small beginnings of 1860, the Diocese of Chatham has grown in the essentials of organization and equipment for the work of the church and the benefit of its people;—not only so, but in educational and hospital work, provision is made for the requirements of others besides the children of the church, and if, in these latter respects, there were a reversion to the conditions of forty years ago, protestants as well as catholics would have realistic reminders of what they owe to Bishop Rogers' efforts for the social advancement of the young of the country, and the care and cure of the bodily ailments of the people, regardless of their creed.

Between fifty and sixty priests are now ministering in the Diocese, instead of seven, who were engaged in the work when Bishop Rogers took charge of it; the religious sisters are conducting young ladies' academies and hospitals; none of these existed in the Diocese at that time. By example and precept His Lordship has taught the doctrine of the brotherhood of man, and that differences of creed are matters of individual conscience which ought not to affect the relations of the people as citizens and neighbors. As a community we, on the Miramichi, owe more than most of us realise to the broad christianity of the venerated Bishop, who was ever intolerant of those who would, by catering to sectarian bigotry, lead people away from the duty of working amicably together for the development of the political, social and industrial well-being of the community.

Those who know Bishop Rogers best will most regret that the limitations of human effort, which are placed on men by advancing age, have made it necessary that he should retire from the position in which he has done so much as a Christian administrator and citizen of progressive New Brunswick. We are sure that he will have with him always the affection and veneration of the people amongst whom he has lived so long and whose wish is that he may, for many years to come, and in good health, enjoy his well-earned retirement from the administration of the Diocese, and have the happiness of seeing his life-work continued and expanded under the guidance of his worthy successor.

Chatham Deal Shipments via Halifax.

The J. B. Snowball Company shipped about eighty standards of pine deals last month, which went by the Canada Eastern and I. C. R. to Halifax and thence to England by the steamer Concordia. The same steamer is to take fifty standards for the same shippers on 22nd inst., and the steamer, Indrani will take an additional fifty on 8th March from the same port. These deals all go on through bills from Chatham.

Talk of Wood Import Tax in G. B.

In its trade notes, London Timber Trades Journal of 1st instant says:—

"The prevailing topic of interesting conversation in the wood market continues to be the proposed tax on foreign imports. We say foreign, as we do not suppose that the Chancellor of the Exchequer would care, in the teeth of the protests from Australia on the meat question, to place any obstacles in the way of our Colonial trade. Apart from the reasons for or against a timber duty, if the tax was adjusted on the same scale as in the old days, it would affect the sawn industry in the Baltic, and possibly partially restore the manufacture of log timber that once formed the chief export of Sweden and Norway. Sir Robt. Giffen's suggestion of one shilling a load, it appears to us would not leave enough, after paying the expenses of collecting, to be of much service in helping to make up the required deficit in the National Budget."

An $8,000,000 Fire.

Paterson, N. J., was the scene of a great conflagration which started on Saturday midnight and continued until late on Sunday afternoon. It burned many of the best business and residential blocks of the city, including those in which leading banks, newspaper and telegraph offices and dry goods and other stores were situated. Fortunately, the great Weidmann silk-dyeing works and the locomotive works and other large industrial establishments, which give employment to thousands of hands, were not included in the general destruction. Firemen and fire apparatus were sent from near-by cities and to this timely, neighborly aid is largely due the final victory over the flames. Although the losses foot up $8,000,000, the mayor of Paterson hopes that outside aid will not be needed.

The Prohibition Question in Ontario.

The Toronto board of trade, at a largely attended general meeting on Monday night, adopted the following resolution on the prohibition question, the vote being 56 for and 25 against.

"This meeting, having regard to all circumstances, is of the opinion that the best interests of temperance would be advanced by introduction of a measure providing for greater restrictions upon the liquor traffic and by taking steps to ensure that existing and successful temperance legislation shall be strictly enforced.

"That this meeting petition the Ontario government that it should decide to introduce a prohibition bill, such bill should provide for just payment by the government for that percentage of value of property which would be confiscated if such bill should provide for speedy application of the act, and that in order to be assured of efficient public sentiment in favor of the measure, so that its practical enforcement may be secured, the bill to be followed by a referendum with majority necessary to confirm to be either two-thirds of the vote cast or 50 per cent. of the duly qualified electors."

Damon and Pythias.

Those wonderfully self-satisfied papers, the St. John Globe and Moncton Times, are settling the business of the Lieutenant Governor's residence between them. They are dictating what must not be done in the matter in most oracular fashion, the one faithfully echoing the sentiments of the other. There is an amusing exhibition of affinity between them in all kinds of matters. When the Transcript abused the judges of the province and got into trouble the Globe did likewise. When the Globe started out on a still hunt to help the Moncton convention policy of Mr. Foster and his friends, the Transcript was its echo, and when the Transcript began to yell over the question of the Governor's residence the Globe took up the refrain with a scream. If the Globe takes cold the Transcript coughs, and then the two imagine the whole province is afflicted with their influenzic malady. They will learn, no doubt, in good time, that the matter which seems of such paramount importance to them will be settled by those who have the right to arrange it. Meantime everybody knows what the Globe's trouble over the Governor business is and they smile accordingly.

It isn't True—

That we never had such a winter as the present one, for the average of all the winter months must be taken, and February and March are included in them for snow-falls, and rain as well.

That Governor Snowball must reside all the year round away from Chatham.

That Miramichi lumber is not shipped to Great Britain in winter.

That alderman Nicol has no time to write himself up in the Conservative organ of the Town Finance Committee.

That Mr. Blue of the census branch of the public service raised his return of Chatham's population from less than 1,800 to less than 5,000 under compulsion. He was only impressed with the fact that a town which had over 1,200 voters and about the same number of school children in it, must have, at least that number of inhabitants, and he guessed accordingly.

That because commercial travellers, as a rule, are pretty manly fellows, there are not exceptions.

That the Fredericton curlers have yet come to Chatham to play that promised friendly match, or explained their delay in doing so.

That there is anything seriously wrong with Hon. Mr. Blair's organism. He has not rested, in his own interests, from his departmental labors, which have been so much greater than those of his predecessors, as he ought to have done when other unforeseen demands were made upon his vitality. He is paying the penalty by being laid up, temporarily, but it is believed that he will be ready for business when parliament meets.

Steamship Disaster in Halifax Harbor.

The stupidity or recklessness of Halifax pilots is maintaining for that port a reputation below its deserts. It is one of the best and safest harbors in the world to approach and enter, yet many disasters have occurred in its vicinity, or within it, due altogether to the carelessness of the pilots in charge. The last is the running ashore of the Allan liner, Grecian, between three and four o'clock on Sunday morning last. She had been signalled from Camperdown to Halifax and was proceeding up the harbor when a snow-squall came on and she was run nearly a half mile out of her course and upon the rocks off Sandwich Point, near Herring Cove. At last accounts, she lay there with the tide ebbing and flowing in two of her compartments. Her engine and boiler rooms are also flooded, and small hope of saving her is entertained. We observe that she has amongst her cargo quantities of twine for Messrs. Loggie of Loggieville and Dalhousie and the J. B. Snowball Company, of Chatham. The place where the Grecian lies is on the same side of the harbor and not more than three miles from that on which the steamer Humboldt went to pieces about forty years ago, although that vessel first struck on rocks known as the "Blind Sisters" and was run ashore just under Camperdown, on the Portugese Cove shore, to prevent her sinking. The pilot (Holland) in that case was an impostor, who had no branch, but in the case of the Grecian the pilot (Fleming) was considered one of the best in the port. How he got so far out of the right position in so short a time is not explained, for the soundings are unmistakeable thereabouts.

News and Notes.

Mayor Parent of Quebec has been re-elected by acclamation.

The Intercolonial depot, Halifax, improvements will cost about $50,000 and must be completed by June next.

Thomas Malcolm, of Quebec, has made arrangements for financing the Quebec and New Brunswick and the Restigouche and Western railways.

A deputation headed by Prof. Goldwin Smith waited on the Ontario government Friday to urge that if the prohibition bill passed, interests adversely affected should be compensated. They also urged that 75 per cent. majority should be necessary.

In the British House of Commons, on Friday, Mr. Brodrick said that the number of horses purchased during the war totalled 446,088, of which 77,101 came from the United States and 11,364 from Canada. In addition, about 89,705 horses had been captured in South Africa.

At Grand View, P. E. I., last Friday, Austin Scott and W. H. Smith were removing dynamite. Scott was taking it from a building when it exploded in his hands, tearing his right hand off a little above the wrist. Smith, who was entering the building where the catastrophe occurred, was struck on the head by the wreckage from the demolished building. He will recover. The men came from New Brunswick and were employed by Willard Kitchen, of Fredericton, in railway construction.

The recent newspaper reports suggesting that Mr. Blair may exchange the Department of Railways for some less onerous duty have no other foundation than the ill-health which he suffered since the loss of his daughter in December last. Mr. Blair is recovering rapidly, and in a few weeks will, we hope, be enjoying his old robust health. Under his administration the Intercolonial has become a well-equipped modern railway, and he is an enthusiast in regard to the work of his department.—Toronto Globe.

Seven young men and a young woman, students at the University of Pennsylvania, competed recently for positions on the team which will oppose the University of Michigan team in the Academy of Music on March 7. The subject chosen for the contest was: "Resolved, that a system of compulsory voting should be adopted." The first prize of $75 was won by John Wallace De Beque Farris, son of Hon. L. P. Farris, of Queens county, who is taking a law course at Pennsylvania University.

Lord Kitchener gives the Boer casualties of last week a total of 69 killed, fifty-seven surrendered and 574 taken prisoners. The most serious British loss during the week was the capture of 60 donkey wagons, convoyed by 160 troops. At a point 30 miles from Beaufort West, Cape Colony, the enemy swooped down on the donkey wagons and cut up the convoy before assistance arrived. In this engagement the British lost 2 officers and 11 men killed and 1 officer and 47 men wounded. The Boers also rushed a detachment of 100 men of Col. Doran's column the night of Feb. 3, when the British lost 3 officers and 7 men killed and 17 men wounded. Von Donop surprised Potgieter's laager, near Wolmaranstad, Transvaal Colony, Feb. 7, killing 3 Boers and capturing 36, as well as 25 wagons and live stock.

Mr. D. Pottinger, general manager of the Intercolonial, when spoken to at Montreal last Friday regarding the rumored offer of an American syndicate to purchase the Intercolonial, said: "The Intercolonial has been the battle ground of politicians ever since I became connected with it, way back in 1854, and I suppose it will continue to be so to the end of the chapter."

He did not believe any proposal had been received by the department from Dr. Webb or any syndicate for the purchase of the road, and laughed at the idea of it being turned over to the Canadian Pacific, as suggested by the Halifax Board of Trade. Asked as to the prospects of the road, Mr. Pottinger said he thought they were very bright, and when questioned regarding the claim that the road was running the country further into debt and that last year was the worst in its history, he said: "Well, all I can say is that the minister will be able to answer all these questions when they come up in the House."

Annual Meeting of the Farmers' and Dairymen's Association at Fredericton.

[Continued from last week.]

SEED SELECTION AND COMMERCIAL SEEDS, BY GEO H. CLARK, OTTAWA.

The various varieties are obtained by careful selection and by cross fertilizing of varieties. Farmers should go slow in adopting new varieties which have not been tested by repeated trial.

Some of the causes of the decrease in productiveness of our crops were that the seed was used for poor crops which were grown on poor soil, and also in the case of grain, from too thick sowing, the plants not being able to stool out and attain a healthy growth, and then plants of weakened vitality were produced, which could not develop seed of high vigor.

He referred to the Macdonald Seed Grain Competition for prizes offered by Sir Wm. Macdonald. About 800 boys and girls are competing for these prizes by yearly planting seeds selected for excellence and vitality. The result of this competition cannot fail to be of great importance to the country.

He described the compulsory guarantee system in force in the State of Maine and also the voluntary system in Europe, whereby seedsmen guarantee the purity and vitality of the seeds.

He urged farmers to buy only from seedsmen with a good reputation and to demand a guarantee of purity and vitality, and as trade usually accedes to reasonable demands, he had no doubt that in time a guarantee could be secured from the seedsmen.

W. Saxby Blair, Horticulturist at Nappan, next gave a short but interesting talk on the selection of varieties of apples for planting in New Brunswick. He advised intending orchardists to buy stock from the nearest reputable nursery and to select only those varieties which experience and observation had proved to be most likely to succeed in any given locality. Too many varieties should not be grown but attention given to a few of the most approved sorts.

THE REQUIREMENTS OF THE BEEF TRADE.

By G. H. Griesdale.

The comparative infancy of the Canadian beef trade is now about past. The United States, which was a serious competitor with us in the Old World markets, has witnessed so great an expansion of trade within her own borders that the game as far as the English market is concerned is in our own hands.

To meet the present and future market for beef we must have animals which are free from roughness and calculated to dress out with a mean percentage of offal, as all stock for this market is bought by live weight.

Cattle of this stamp can be secured by breeding. The use of a good individual sire of any of the recognized beef herds is an absolute necessity and one should be secured which has the power to transmit his beef qualities to his offspring. Cows from the first cross with a purebred sire or a good grade cow will be of average beef qualities, while the second cross is almost sure to be good. The profitable beef steer to-day should weigh at two years old not less than 1250 to 1400 pounds alive. To get these weights demands good breeding and feeding.

The speaker emphasized the importance of early finishing. Experiments along this line have been made with the result that steers fed to 30 months cost 5½ cents per pound, while those finished at four years old cost 7½ cents.

It is absolutely necessary to keep calves on a good ration from the start. Keep them growing every day.

The starting of the steers is important, and tests have been undertaken to determine the relative profits in feeding animals loose or tied up. These tests have favored loose feeding at first. The second test showed a gain on steers tied up, while the third favored tying up for a time and finishing the steers in loose stalls. By feeding in loose boxes the farmers have plenty of bedding, could make more manure and could perhaps feed to better advantage. However, this is a debatable point.

The method of feeding steers at Ottawa is as follows: After coming into the stables from grass, the steers are fed succulent food at first in the shape of turnips. We can't hope to make much gain the first three or four weeks. Feeding in the shape of fodder should be commenced lightly and increased as the appetite of the animals improves. Grain feed should be added after say the first six weeks. Commence with one pound of grain per head and gradually increase the amount according to the gain made by the animal. The finishing period, the last month, demands skilful feeding and is accomplished by the addition of concentrated grain foods in the shape of corn meal and oil meal.

Simpson Rennie, of Kelvin Grove, Ontario, followed Prof. Griesdale with a brief address in which he emphasized the importance of starting with the right kind of animal for beef, feeding a full ration at all times in order to keep the steers growing and that early maturity should be the point constantly aimed at.

THE HORSE WANTED FOR THE MARKET.

This question was dealt with by Dr. G. M. Twitchell, editor of the Maine Farmer, Augusta, Maine. His lecture was illustrated by large photographs of the type of horse advocated in his address. Conditions, said he, are rapidly changing and our thought of what ought to be must give way to what is. No man can fight this inexorable law of progress; we must fit it. Are you ready to fit the market, or are you fighting it? The slow motioned, low-headed, indifferent bred horse is a curse to the country. It is sending the boys and girls away to the cities. It kills the ambition and dwarfs the enthusiasm of the farmer. The best is none too good for any farmer and anything else is an injury. An up-headed, intelligent, nervy horse is a promoter of better methods, yes, of better manhood. Mental faculties are dulled or quickened by the team a man drives. If it be the best in the neighborhood, that man's head is erect when he drives to town, and he comes dressed in good clothes and takes his wife with him in her best attire. He is glad to show them off. If the horse is a nondescript, a laggart and the whole outfit corresponds, the man loses ambition as he crawls into town.

The horse wanted to-day as never before is either the prompt, quick acting, large size, half blood draft, or the stylish, up-headed, courageous, well formed driver, weighing from 1050 to 1200 pounds. Speed as such plays no part in the development of our agriculture or other prosperity. A noted authority says "Only two classes can afford to own a race horse, the extremely rich and the extremely poor."

The road horse is the cheapest and best farm horse to-day. The farmer without pride enough to drive an up-headed, stylish, free, easy and rapid roadster had better yoke up his steers and be content.

Ten thousand high class road horses can be sold in this Province at profitable prices in 1902. How many are there ready for the market? How many will there be in 1907? Find the sires where you will, but find them, and be sure they have within them the power to transmit what the most critical buyer is asking for. I believe that the French Coach horse carefully selected from the Government farm, representing more than 200 years of breeding under rigid Government supervision, to offer the shortest and best cut to profitable horse breeding, because of his prepotent powers, backed by strong individuality. Better horses and cattle will surely secure better farms and surroundings? Larger yields and increased prices will arouse ambition for sunnier homes and quicker music in farm work will lead to larger crops and a bigger bank account.

POULTRY PRODUCTION.

F. C. Hare, Chief of the Poultry Division, Dept. of Agriculture, Ottawa, told of the raising and fattening chickens for the home and British market.

Plymouth Rocks and Wyandottes were the choice breeds. Eggs for hatching should never be chilled, and if kept it should not be longer than ten days and in a temperature above 40° and below 60°. If under 100 chickens were wanted hens were the better for a larger business the incubator was of course the better. Hot air incubators and brooders were of course better than those heated by hot water. Early broilers might be raised in an enclosure with sanded bottom in a warm room. Up to 1st of May 45 cents per pound could be had for broilers in Montreal. For the English market a chicken well fleshed and from 4 to 5 lbs. in weight was wanted. These were better than larger ones. The most of the Plymouth Rock cockerels were too large for the market.

These export birds should be fatted in crates for 3 or 4 weeks and on such food as fine ground oats and skim milk had been made to gain from 1½ to 3 lbs. each in that period. They should be killed by dislocating the neck, be shaped by pressure when warm, dry plucked and left undrawn. In this condition they will bring from 14 to 15 cents in the Liverpool market. It costs one cent per pound to ship them from Montreal, this covered all charges in England. To assist Maritime poultrymen, the Dept. of Agriculture has arranged to pay the transportation charges on export poultry to Montreal in excess of one pound. This arrangement insured the shipper against a greater cost than two cents a pound. He could, therefore, export next fall to realise 12 cents per pound on his birds at the nearest station, which was equal to from 15 to 16 cents per pound for chickens dressed for the home market. All information in regard to this market can be obtained by addressing the Commissioner of Agriculture, Ottawa.

THE NEEDS OF NEW BRUNSWICK IN AGRICULTURE.

A very large audience, including a number of ladies, was present to listen to the admirable address of Prof. Robertson on "Some Needs of New Brunswick in Agriculture."

He began his remarks by stating what to his mind were some of the objects of the Farmers' and Dairymen's Association. The chief object of the Association should be to control the energies of the farmers of the Province in such a way as to bring about a better condition in agriculture. Some of the good work done by the Association was that the conventions held were a powerful factor in promoting useful and instructive discussion on questions of general interest and also in fostering a social element which is in every man's nature. Its conventions have been the means of bringing in men from the outside, from the United States and from the other Provinces of the Dominion, which has tended to encourage a feeling of international and interprovincial good will. Then there was a great amount of good done by the sending out of the printed reports of the proceedings of these conventions, which made it possible for a very large number of farmers to get the benefits of the various discussions and addresses. Moreover, conventions of such an association as this tends to lend enthusiasm to those attending and to fill them with encouragement, which is a great source of strength to a man and tends to lead him to useful action.

He went on to emphasize the dignity and usefulness of labor. Civilization is the result of labor. Some people affect to despise labor and look up to so-called "culture." "Culture" doesn't mean idleness. The test of every man's life should be, What has he given to the world?

Passing on, Prof. Robertson said that true culture meant the ability to do something of lasting value to the individual and to the community. Education was not something tacked on from the outside, but was the growing out of something acquired within.

He then proceeded to outline his scheme for the improvement of rural schools by the establishment of school gardens and elementary technical education in the growth and habits of plants. The funds for the carrying on of this scheme had been provided by Sir Wm. C. Macdonald, and it is confidently expected that such a course of instruction will provide our boys and girls with a system whereby they may be enabled to see and do things for themselves, and thus equip them for useful citizenship.

Dr. G. M. Twitchell, editor Maine Farmer, on being called upon said he was glad to hear Prof. Robertson refer to the good work done by Farmers' Institute meetings. He (Dr. Twitchell) had the honor to be the first institute speaker who had spoken in New Brunswick. He had noted with peculiar interest the growth of agricultural sentiment in this province. If future improvement increased proportionally he believed that in ten years the farming of the Dominion will be revolutionized. Our constant determination should be to improve our methods and we should bend every energy to attain a high and lofty ideal.

McLEAN'S VEGETABLE WORM SYRUP is the same safe, pleasant and effectual remedy for children as when introduced years ago. The first Worm Syrup was McLean's. Beware of imitations. Get the original and Genuine McLean's Vegetable Worm Syrup.

Those Census Returns.

An Ottawa despatch gives out the following concerning the census:—

Census bulletin, No. three, issued today by Commissioner Blue, contains the population of New Brunswick, Nova Scotia, P. E. Island and Quebec by census districts; also the population of the incorporated cities and villages of these provinces.

In New Brunswick, the rural population was 253,835 as against 272,362 in 1891, and urban population was 77,295 compared with 48,901. The total population of the province was 331,212, as against 321,263 in 1891.

In Nova Scotia, the total population of the province was 459,574 as against 450,396 in 1891. The rural population was 330,191 compared with 373,403 in 1891. The urban population was 129,383 as compared with 76,993 in 1891.

In P. E. Island the population was 103,259 compared with 109,078 in 1891. The rural population was 88,304 as against 94,823, and the urban was 14,955 as against 14,255.

In Quebec the population was 1,648,898 as against 1,488,535. The rural population was 992,667 as against 988,820, and the urban 656,231 compared with 499,715. With the exception of Quebec, there is considerable decrease in the rural population. The boys are evidently leaving the farms for the city.

The figures for New Brunswick are:

Districts.	1901. Rural.	1901. Urban.	1891. Rural.	1891. Urban.
New Brunswick	253,835	77,295	272,362	48,901
Albert	10,927	.....	10,971	...
Carleton	18,617	2,984	19,541	3,288
Charlotte	17,531	4,844	18,926	4,826
Gloucester	27,936	....	24,897	....
Kent	23,998	....	23,815	....
Kings	21,056	....	22,087	....
Northumberland	21,168	7,375	20,716	....
Restigouche	7,984	2,652	8,308	....
St. John City and County	11,048	40,711	25,390	24,184
Sunbury & Queens	16,906	.....	17,914	.....
Victoria	20,492	644	18,217	.....
Westmorland	34,034	9,026	32,745	8,762
York	22,611	9,009	23,138	7,841

Some other New Brunswick figures for 1900 are:

Woodstock, 2,948; St. Stephen, 2,840; Milltown, 2,044; Chatham, 4808; Newcastle, 2,507; Campbellton, 2,652; St. John, 40,711; Grand Falls, 644; Moncton, 9,026; Fredericton, 7117; Marysville, 1,892.

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all the good points of our

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but they certainly are dreams of

COMFORT, ELEGANCE, and realities of GOOD WORKMANSHIP and MATERIALS.

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LADIES' SEAL AND PERSIAN LAMB JACKETS.

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Are you thinking about getting an instrument this fall? If so get our prices before buying. We can suit you with either a

Bell or Doherty Organ

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CANADA EASTERN RAILWAY.

IN EFFECT OCT. 21, 1901.

UNtil further notice, trains will run on the above Railway, daily (Sundays excepted) as follow:

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Express			FOR FREDERICTON (read up) Express	Freight
6 00 a m	3 00 p m	.. Fredericton	1 00	4 20
6 10	3 03	..... Gibson	12 57	4 17
6 50	3 15	.. Marysville	12 45 p m	4 05
8 30	4 27	..Cross Creek	11 30	2 00
10 00 lv	5 25	..Boiestown	10 30 lv	12 35 pm
10 25 lv			10 25 ar	
11 20	6 10 ar / 6 25 lv	.. Doaktown	9 35	11 25
12 55 p m	7 55	...Blackville	8 25	9 40
2 10	8 20 ar / 8 25 lv	Chatham Jct	7 25 lv / 6 55 ar	8 10 / 7 20
2 40	8 45	.... Nelson	6 35	7 00
3 05	9 05	....Chatham	6 15	6 40
4 00 ar	9 20	.. Loggieville	5 50 a m	6 00 a m

Connecting with I. C. R.

GOING NORTH

	Maritime Express.	Day Express
lv. Chatham,	9.30 p. m	12.10 p.m.
Nelson	9 50 "	12 30 "
Ar. Chatham Junc.,	10 10 "	12 50 "
Lv. " "	10.35 "	1.10 "
Nelson	10.55 "	1.30 "
Ar. Chatham,	11 15 "	1.50 "

GOING SOUTH.

	Maritime Express.	Day Express
Chatham,	5.50 a. m.	9.20 a. m.
Nelson	6.10 "	9.40 "
Ar. Chatham Junction,	6.30 "	10.00 "
Lv. " "	7.30 "	10.50 "
Nelson	7.50 "	11.10 "
Ar. Chatham	8.10 "	11.30 "

[NOTE.—Passengers leaving Chatham on the 6.15 a m. Express for Fredericton, reach the Junction in good time to connect with the Maritime Express going south.]

The above Table is made up on Eastern standard time.

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations:—Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Bliss Bell Carroll's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points east and west, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points west, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manage

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ONE TRIP A WEEK

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BOSTON

$3.50. Winter Rate. $3.50

COMMENCING DEC. 19 the steamer ST. CROIX will leave St. John every THURSDAY, morning, at 7.00 o'clock standard, for Eastport, Lubec, Portland and Boston.

Returning, leave Boston MONDAY at 8.15 a. m., Portland 5.30 a. m.

Through Tickets on sale at all Railway stations, and Baggage checked through.

Passengers arriving in St. John in the evening can go direct to the steamer and take Cabin Berth or Stateroom for the trip.

For rates and other information apply to nearest Ticket Agent, or to

WILLIAM G. LEE, Agent, St. John, N. B

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