

James Crisp to Bessie R. H. Holden, property at Westfield.

James Crisp to S. L. Fullerton, \$100, property at Westfield.

William Pugsley to W. R. Turnbull, property at Rothsay.

The Farm Settlement Board has purchased from G. S. Connors, for \$1,800, property at Bathurst.

pipe tomatoes are said to be good for ing in hot states out of dark cold, age with cold rainwater after using.

ETALIC ARTRIDGES

our arm is a Remington or any make, whatever its calibre and need, you want Remington-UMC because they are necessarily the same name as your firearm, they give more accurate results.

Personal Advice by My Man

ly, Vigorous Men Rule the World

ation and excess with the certain wedge of his unmanly fate.

TO LET—For the summer months, a comfortably furnished house in central part of the city.

FARMS TO RENT

TO RENT—Fifty acre farm with house or separately; also good general purpose horse for sale.

TRAPPERS

I pay Fifty Dollars a pair for Mink, Hundred for Otter.

The First Week In September

is the beginning of our busy season. It is better not to wait till then.

WOOL WANTED

We require 100 tons of Wool to fill our orders for Pure Wool Unshrinkable Underwear.

TEACHES YOU

ivate information referred to above, given through the years before and after.

GENUINE

limited, Toronto.

TEACHERS WANTED

WANTED—A second class female teacher for Model Farm School, District No. 7.

MAIDS AND HOUSEKEEPERS WANTED

WANTED—At the Rothsay Collegiate School, September 11, second class dining room girls, housemaid, references required.

WANTED—Girl for general housework; references required.

WANTED—For September, two housemaids for the Netherwood School, Rothsay, Kings county.

NURSES WANTED

WANTED—Young men and women to take the training course for nurses at the Hartford, Connecticut.

AGENTS WANTED

RELIABLE representative wanted for fruit trees throughout New Brunswick at present.

TO LET

FARMS TO RENT

TRAPPERS

WOOL WANTED

TEACHES YOU

GENUINE

limited, Toronto.

MARINE JOURNAL

PORT OF ST JOHN. Arrived. Thursday, Aug. 28.

Str Shenandoah, 2402, Lee, London via Halifax; Wm Thomson Co, gen cargo.

Str Cape Breton, 1106, Kemp, Sydney, Starr, with coal.

Str Governor Dingley, 3883, Clark, Boston via Maine ports; A E Fleming, mds and pass.

Str Eastport, 868, Stevenson, Parrsboro, and old.

EGG SELLING MOST PROFITABLE BRANCH

Demand Remains Steady May, and Plenty of Markets Will Be Found

Separate Pan of Selected Birds Should Be Set Aside for Breeding Purposes

By H. E. Lewis, Professor of Poultry Husbandry of Rutgers College, N. J., and a Leading Poultry Authority.

One of the most enjoyable and remunerative branches of the poultry business for the large and small poultryman alike is the production of market eggs.

It is a simple matter to get an abundant supply of market eggs in the form of broilers and roasters, due largely to excellent labor required, constant and decreased demand and easier marketing facilities.

There is always a steady demand at prevailing remunerative prices for fresh table eggs.

The poultry enthusiast with the small suburban flock will find that private home trade, retail stores and restaurants offer an exceptional opportunity to dispose of a constant supply.

The average poultryman attempting to produce table eggs will find it a great advantage to be able to guarantee a constant supply, for by so doing he can secure a much better contract price and a higher class trade.

It is interesting to note this constant relation which exists each year between temperature, yield and selling price of eggs. It is the natural winter condition which the poultryman must overcome when attempting to secure a uniform production, and this can best be done by keeping only vigorous, well bred birds practicing careful mating and selection and providing them at all times with an environment and food supply, which resembles existing spring conditions.

The birds which are to be converted the raw product food into the finished product eggs, and without an efficient and well balanced machine this work cannot be accomplished at a profit.

The selection of the proper breed and the securing of strong, healthy individuals of that breed should be of first consideration.

The mistake is often made of attempting to produce market eggs profitably from cross-bred stock. It has been established by experimentation that standard bred birds show more reliability in breeding, and large producers, especially when the egg breeds are used; their eggs are more uniform in color and size and they are more attractive in appearance.

It is no more to keep pure bred birds than it is to keep them efficient. The food consumed and there is always a higher and higher selling value, due to the demand in season for eggs for hatching and breeding birds.

If one is to be uniformly successful in raising vigorous males and by using this species as a breeding pen from which all eggs for hatching should be taken. In this way one will get a continuous improvement that could not be obtained in any other way.

The stamped of storage passengers toward the deck checked, for a moment, the light with the flames.

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MEAT PRICES GOING UP AND UP AND UP

Experts Say United States Will Have Worst Shortage of Beef Ever

Famine Due Next Winter

Feed Cost Now Forcing Cattle to Market, but Consumers Get No Benefit

(New York Sun.)

The country will experience next winter the greatest shortage of beef in its history. Prices, which already have advanced 25 to 30 per cent in a year, are expected to be 10 to 15 per cent higher by January 1. Meat will sell at unheard-of figures.

The representative of a big packer in Chicago said yesterday: "Forty cents a pound for the choice cuts seems a certainty, 45 cents a probability, and even 50 cents a possibility before spring."

George W. McCarty, proprietor of the National Provisioner, said yesterday that the stock population in the United States is more depleted at present than it has been in any previous time in ten years.

That in itself, Mr. McCarty said, is sufficient cause for very high retail prices. But the drought in Kansas, Oklahoma and the southwest has aggravated the situation had before, till it may now be called alarming.

The expert buyer for Richard Webster, a butcher with an extensive business in New York, said yesterday: "I say that prices are going sky high by midwinter. The average price paid by the laborer for beef today, he said, is 18 cents or more in a few months."

The same authority predicted that the average price of sirloin steaks will creep three cents in as many months, while the average price of porthouse steaks will advance four to five cents in the same period.

The corn killing drought in Kansas and neighboring states has deprived cattle raising sections of feed for their stock. Fodder remains, but the corn itself, necessary to fatten the steers for market, will have to be shipped into sections of country naturally grain exporting, at an expense that will preclude the idea of satisfactory profit by cattle raisers at anything near the present prices.

For many years a steady rush of cattle to the big stock markets of the middle west has been in progress. The raisers can't afford to hold and feed the cattle. In many instances cows are being sent to market in such numbers that the generation of calves due next spring will be much less than the average.

Cattle receipts in the western markets are down above the normal when the hot weather killed the pasturage. Carload after carload of steers went to Chicago and Kansas City. The general movement to the slaughter houses is expected to be a steady one for a few months.

The same condition to a certain extent holds true in the hog market, and receipts have been nearly doubled since the drought. The general situation is about as bad in the east. Mr. McCarthy said that farmers over a great part of the east are selling cattle just now that they would be holding had the hay crop been up to the standard.

Live stock prices are naturally slumping while the markets are loaded with stock. But in spite of the fact that steers and hogs are costing the packers less than at any time for several months no reduction in the wholesale price of meats is announced, and the housewife has obtained no benefits because of their ability to buy under abnormal conditions in the markets.

The drought, according to stock men, will result in immense profits for the packers because of their ability to buy now when the cattle raisers are at a disadvantage and to set new prices this winter when there is a scarcity in the cattle receipts.

After putting colored clothes through the wringer, rub 'em 'till the rollers with a cloth saturated with kerosene. This will remove the color from them.

DEATHS

MAYFIELD—At Fair Vale on the 27th inst., Charles S. Mayfield, aged 18 years.

SPEARS—At Dipper Harbor, on the 24th inst., Mary Spears, aged 66, widow of the late J. W. Spears of this city, and daughter of the late J. W. Spears and Wm. McLellan, of Dipper Harbor.

BRADLEY—In this city on the 27th inst., Charles Bradley, leaving his wife, three sons and two daughters, to mourn.

GIBSON—William Alexander Gibson, in the 48th year of his age, at 11 p. m. the 29th inst.

TWO PERISH IN FIRE ON BIG GERMAN LINER

The Emperor Flame-Swept at Dock With 1100 Passengers Aboard—Two of Crew Suffocated.

New York, Aug. 28.—The steamship Emperor, the largest vessel afloat was swept by fire early today when she lay at her dock at Hoboken, with her crew and 1,101 stowage passengers aboard.

Second Officer Gobrecht, who led the crew into the hold to fight the flames, was cut off from his men, enveloped in a cloud of smoke, and suffocated; his body was found an hour later, untouched by fire, and brought ashore.

A seaman named Otto Stumpf, one of the party who went down into the hold to the bowels of the vessel, was missing at roll call. He undoubtedly perished there. A fleet of fire-fighting great augmented by apparatus on shore, surrounded the ship, and poured tons of water into her hold.

The fire was checked at eight o'clock the great vessel had listed fifteen degrees. The small army in the stowage, aroused from their sleep by the crackling flames, rushed, panic-stricken, for the pier. Most of them returned to the ship for their clothing when reassured by the ship's officers, and spent the remainder of the night huddled in discomfort at the shore end of the pier.

None of the stowage passengers had been inspected by the customs or health authorities. Because of this, armed guards surrounded them. The immigration authorities planned to rush them to Ellis Island at the earliest possible moment this forenoon.

The great ship was dark with all on board asleep save the officers on watch, when smoke, ascending from the provision room, was discovered simultaneously by a seaman on dock watch, and a petty officer on the bridge. Almost at the same moment, the crackling of flames was heard in the stowage quarters.

A quiet alarm was sounded. Captain Ruesor, commander-in-chief of the vessel, was among the first to respond. The crew of 1,150 men were in their places within a minute. The complex fire-fighting apparatus of the vessel was set in motion. Every compartment was ordered closed, except those which it was necessary to leave open for the stowage passengers to get ashore.

The stamped of stowage passengers toward the deck checked, for a moment, the light with the flames.

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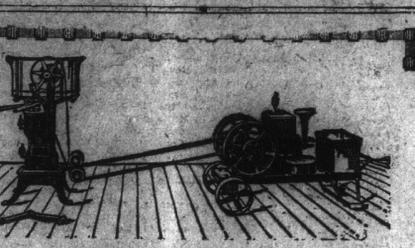
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This Outfit Was Made for You

THERE was a time when all farmers hitched up every other morning—part of the year every morning—and took their milk to the creamery.

Their companions were driven back to open air. Although they stormed the flames again and again the wall of smoke kept them from rescuing Gobrecht and Stumpf. When the fire was checked their bodies were found and taken ashore.

Gobrecht and Stumpf, like the rest of the fire fighting force were equipped with smoke masks, hose and ropes which served as guide lines.

The wisp of smoke curling into the second cabin when the flames were first discovered, had by this time grown to a cloud. Through this cloud the Hoboken firemen rushed.

Despite the reinforcement of the firemen the flames gained headway. A tug steaming slowly down the river, caused the water front with its sirens.

One thousand longshoremen, employed by the Hamburg American line, the Imperial's owners, went on strike forty-eight hours before the vessel's arrival.

Their places were filled by men from Brooklyn docks and the strikers were told that they would not be taken back.

Officers of the line said, however, that they believed the strike was in no way connected with the fire. Somebody's carelessness they thought had been responsible.

The Fruitful Earth. (N. Y. Sun.)

A Kent county farmer took \$200 net off an acre of strawberries. This same Kent county farmer took \$170 this spring off an acre of peas, and now this same farmer is full of potatoes, the farmer expecting to harvest 200 baskets—Wilmington (Del.) News.

It's a hard year, but some of us may pull through. This Kent county farmer will have to install a new safe, not in the pantry, but one with a time lock on it.

The owners of the mills on this side of the Atlantic declare that a freight rate of ten cents per hundred pounds in favor of wheat is a direct discrimination against them, and the government should either set an example to the shipping companies or assist the miller to increase their relations with the British and foreign markets on the same basis as the growers and land transportation facilities had been helped.

While the proposition has precipitated much discussion in milling circles, there is entire unanimity of opinion in favor of the proposed mission to Ottawa. A meeting of the Dominion Millers' Association yesterday, the proposal, had champions in H. L. Rice, of St. Mary's, and Major Noble, of Norfolk.

Chairman R. McGill, of the Canadian Grain Commission, also made reference to the subject. He was surprised to find little flour shipped to England. The Canadian millers exported only \$16,000,000 of flour last year, when, with the present capacity, \$80,000,000 worth could be shipped with equal facility by working the mills full time.

The presence of Chairman Drayton of the Dominion Railway Board in England, had significant connection with the present ocean freight rate question. As special commissioner of the Canadian government, he is endeavoring to bring a British-Canadian freight rate commission into being and the millers are hopeful of an automatic settlement.

It has not been finally settled how the government is to be approached by the association.

MASTER TOBACCO

It is a continuous strain for a builder to watch his buildings go up.

A pipe-full of MASTER WORKMAN tobacco is a great soothing when some deep thinking has to be done.

This world-famous brand may now be had at all tobacconists for 15c. per cut.

per cut.