General Business.

NOTICE.

Through the efforts of Mr. W. A. Hickman, Immigration Commissioner, who has been in England 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. 9th, A. D. 1901.

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 13, 1901.

COONEY'S HISTORY

—OF—

NEW BRUNSWICK

—AND—

GASPE.

Printed by Joseph Howe in 1832 and reprinted by D. G. Smith in 1896, handsomely bound in blue and green and gold—including 37 pages of the history of the County of Northumberland and a vivid description of the

GREAT MIRAMICHI FIRE;

also the history of the early struggles of the French and English for the possession of the country; the hostility of the Indians; the French villages founded at Bay des Vents, Oak's River, etc.; the shipyards in the Miramichi and Restigouche; the work of the Davidsons, Henderson, Pedley, Fraser, Cunard, Simonds, Rankin, Street and others; and an account of the settlement of Kent, Gloucester and Restigouche as well as the Tobique, John River, etc., etc.

$5.00 net paid to any address in Canada or elsewhere. For sale at the ADVANCE OFFICE, Chatham, N. B.

D. G. SMITH,

Surveyor General.

NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 24 JULY, 1896.

The attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations which reads as follows:—

"19 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 12 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage and the License be forfeited."

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly enforced

ALBERT T. DUNN,

Surveyor General.

GO TO PORTLAND, BOSTON, ETC.

VIA THE

Canada Eastern Railway and Fredericton.

Pullman Sleeper runs through from Fredericton Junction to Boston.

INTERNATIONAL S. S. CO.

TWO TRIPS A WEEK

—TO—

BOSTON

$3.50. Winter Rate. $3.50

COMMENCING NOV 11, the steamers of this Company will leave St. John every MONDAY and THURSDAY morning, at 7.30 o'clock standard, for Eastport, Lubec, Portland and Boston.

Returning, leave Boston MONDAY AND THURSDAY, at 3.15 p. m., Portland 5.30 p. 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.

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. VENESS, General Agent,

Box 396, Fredericton, N. B.

EQUITY SALE.

Notice is hereby given that on Saturday the 30th day of November A. D. 1901 at the hour of 11o'clock in the forenoon, opposite the store of William Wyse, Esq., in the Town of Chatham, in the County of Northumberland, in the Province of New Brunswick, there will be sold at Public Auction, under and by virtue of, and in pursuance of the authority given to me the undersigned Referee in Equity, in and by a certain Order of the Supreme Court in Equity bearing date the 30th day of August, A. D., 1901, and made in a certain suit in which Mary Loudoun is the Plaintiff and Alexander Loudoun and John Loudoun are defendants and in pursuance of the Fourth Chapter of the act of the general assembly, made and passed in the 53rd year of the reign of Her late Majesty Queen Victoria entitled "An Act respecting the practice and proceedings in the Supreme Court in Equity" free of the dower of the said Mary Loudoun:—All that piece parcel or lot of land situate lying and being in the Town of Chatham, in the county of Northumberland, and Province of New Brunswick bounded on the easterly side by King Street, so called, on the northerly side by Wellington Street, on the westerly side by lands now owned and occupied by Wilfred B. Gould, and on the southerly side by lands formerly owned and occupied by the late J. B. Gillespie, and now in the possession of his widow and heirs, which said lands and premises were in the occupation of late Alexander Loudoun at the time of his death.

Dated the 18th day of September A. D. 1901.

SAM. THOMPSON,

Referee in Equity.

Miramichi Advance.

CHATHAM, N. B., - NOVEMBER 14, 1901.

Opening and Closing of the Miramichi.

In the past seventy-two years there has been quite a fluctuation in the dates of opening and closing of navigation on the Miramichi. The late Hon. Richard Hutchison kept the record from 1830 until about the time of his death, and the ADVANCE was enabled, through his courtesy, to publish it some years since. Mr. John Johnston, of Chatham, has the list, as published, and has made additions to it for a number of years since, and he has kindly let the ADVANCE copy it up to the present year. From these records it appears that the dates of the opening of the river have varied in the seventy-one years from April 1st to May 6 and of the closing, from Nov. 20th to Dec. 30th. The record is as follows:—

	Opened.	Closed.		Opened.	Closed.
1830	Apl. 17	Dec. 20	1866	Apl. 29	Dec. 11
'31	" 16	" 4	'67	" 28	Nov. 30
'32	May 3	" 30	'68	" 28	Dec. 10
'33	Apl. 14	" 1	'69	" 23	" 3
'34	" 12	Nov. 29	1870	" 13	" 23
'35	May 5	" 22	'71	" 18	Nov. 28
'36	Apl. 26	Dec. 11	'72	" 25	Dec. 5
'37	" 16	Nov. 27	'73	" 29	Nov. 21
'38	" 29	" 25	'74	" 20	Dec. 1
'39	" 24	Dec. 19	'75	May 4	Nov. 28
1840	" 18	" 2	'76	Apl. 24	Dec. 9
'41	May 2	" 22	'77	" 16	" 11
'42	Apl. 25	" 6	'78	" 22	" 19
'43	" 26	Nov. 29	'79	" 27	" 1
'44	" 18	" 28	1880	" 25	Nov. 23
'45	" 30	Dec. 3	'81	" 24	" 28
'46	" 1	" 7	'82	May 5	Dec. 2
'47	May 6	Nov. 30	'83	Apl. 21	" 4
'48	Apl. 23	Dec. 7	'84	" 18	" 11
'49	" 11	" 11	'85	" 25	" 1
1850	" 19	" 10	'86	" 2	" 4
'51	" 23	" 6	'87	May 4	" 1
'52	May 1	" 15	'88	Apl. 28	Nov. 20
'53	Apl. 29	" 3	'89	" 16	Dec. 3
'54	May 2	" 8	1890	" 24	" 1
'55	" 1	" 14	'91	" 16	" 1
'56	Apl. 23	" 3	'92	" 19	" 2
'57	" 16	" 4	'93	" 22	" 1
'58	" 17	" 1	'94	" 19	" 2
'59	" 16	" 4	'95	" 23	" 1
1860	" 21	" 5	'96	" 18	" 5
'61	" 16	" 12	'97	" 24	Nov 30
'62	" 22	" 2	'98	" 12	Dec. 9
'63	" 25	Nov. 25	'99	" 24	" 4
'64	" 26	" 30	1900	" 16	Nov. 28
'65	" 8	Dec. 6	'01	" 14	

Lt.-Col. Call, who has, for many years, kept a diary of local events, referring thereto, the other day, for data regarding the earliest reported closing of the river, Nov. 20 1888, showed that while the first closing was on the night of 20th, and crowds were on the ice at Newcastle and Chatham and there was skating between the two places on 23rd, there was a heavy rainfall and the ice ran down from Indiantown and piled on Barnaby Island on 29th. On 3rd December all the ice was out from opposite Lamont's mill downwards, while it held on about as far up as Morrison's and, from that point upwards, there was open water as far as Canadian Marsh. On 6th the ice was out opposite Newcastle, compelling the smelt-fishermen to remove their nets to the ice off Nelson, which still held on. Ferry traffic was resumed by row-boats at Chatham on 3rd Dec. and continued until 9th, when the thermometer went down to 4° below zero and the river closed for the winter.

An Improved Service.

It has been decided to reinstate the Maritime express to Halifax, leaving Montreal every Saturday evening. Every Sunday evening, an express will also leave Halifax for Montreal. The change is rendered necessary by the fact that the Allan Line steamers will sail from Halifax on Monday, instead of on Sunday.

Wood Goods in England.

In their Liverpool Wood Circular of 1st inst., Messrs Farnworth and Jardine say:—

"The arrivals from British North America during the past month have been 27,695 tons register, against 42,062 tons register during the corresponding month last year, and the aggregate tonnage to this date from all places during the years 1899, 1900, and 1901 has been 464,546, 502,906, and 405,840 tons respectively.

"The business of the past month has again been quiet, but of a steady character. The arrivals generally have been moderate, the deliveries fair, and stocks all round are not too large. Values of some of the leading articles show improvement, and in spruce deals a sharp advance has been established.

"The arrival of New Brunswick and Nova Scotia spruce and pine deals during the past month show a decline as compared with the corresponding period last year, viz., 9,270 standards, against 11,558 standards; the deliveries have been fair, and as the import for the balance of the season promises to be light, our market is firm, and a strong advance in price has taken place; stocks are moderate. Pine deals have arrived more freely, and have been in fair request at steady prices."

In its Liverpool notes, the London Timber Trades Journal of 2nd inst. says:—

"The spruce market continues in its steady trend upwards, and during the week further and marked advances have been made. This will be manifest when we state that a steamer cargo of deals from Cape Tormentine has been sold this week to one of the largest and soundest firms in the trade at a price in the neighborhood of £7 10s. c.i.f. To-day we have reasons for believing it would command more money. This advance is due to two causes—first, the drainage upon the stocks arising from better business in the country, but chiefly to the limited supply in sight between now and the re-opening of the navigation. We reiterate: what we said as illustrative of the Penobscot district applies equally to the St. John, N. B., and other New Brunswick shipping districts, and this being so, we see no reason why we should be at the end of the advance. Whilst upon New Brunswick topics, we may just say that the whole of the stock of St. John, N. B., birch logs is practically in the hands of Thomas Rimmer & Son. This firm have now landing ex "Teresa" with about 55,000 cubic feet, and the "Loango," with about 25,000 cubic feet. This leaves the stock in St. John, N. B., at a very low ebb. Birch planks are a commodity which is generally in a tickle condition. Prices which have been down for a long time are now again recovering, owing to the improvement in the South Wales tin plate trade."

Bank of Montreal.

The statement of the Bank of Montreal for the half year ending 31st of October, just issued, is considered very satisfactory. The balance to credit of profit and loss is $764,703, as compared with $427,180 last year. The profits, after deducting charges of management and making provision for bad debts, are $711,828, as compared with $682,903 for corresponding period of the previous year. Provision is made for a dividend of 5 per cent. on December 2, amounting to $600 000, leaving a balance carried forward of $876,531, while for the corresponding six months of last year it was $510,084.

ANY CHILD WILL TAKE McLean's Vegetable Worm Syrup. It is always the same safe, pleasant and effective remedy; but be sure you get McLean's Vegetable Worm Syrup.

The Royal Tourists.

The correspondent of the London Standard, telegraphing to his paper from St. John's Newfoundland, where the royal tour was virtually concluded, said:—"The Duke and Duchess have now completed their imperial pilgrimage. For two hundred and fifteen days they have wandered over the empire which it will be their destiny to rule. Since leaving Portsmouth on March 16 they have travelled fifty thousand miles by sea and land, or more than the distance twice around the globe. Not once have they set foot on alien soil. Only on two occasions have they touched at ports not British—at St. Vincent, which is Portuguese, and at Port Said, which, nominally at least, is not part of the empire. They have spent forty-six days in Australia, five in Tasmania, sixteen in New Zealand, thirty-five in Canada and two in Newfoundland. They have received five hundred and forty addresses from men and women of many races, creeds and languages—Chinese, Maltese, Singalese, Malays, Japanese, Kaffirs, Zulus, natives of the East Indies, American Indians, and people of British, French and German origin. The Duke has made one hundred speeches in reply, and in every one of them he has displayed not merely tact and knowledge, but the statesmanship and the command of simple and concise language that are among the qualifications of a ruler."

"Prince of Wales."

A New York despatch of last Saturday says:—Commenting upon the announcement that King Edward has conferred the title of Prince of Wales and Chester upon the Duke of Cornwall and York, the Tribune's London correspondent says, "King Edward appears to have the happy knack of doing the right thing at the right moment, and his action in conferring the title on the Duke meets with a chorus of approval. The Duke richly deserved the honor. It is a reward for the skillful manner in which he accomplished his difficult mission to the British Dominions beyond the seas. When the Duke and Duchess returned from their seven months tour, it was stated in these despatches that many days would not elapse before the heir apparent would be created Prince of Wales, and the only reason why announcement was not officially published a week ago, was because the King wished it to be made known on his birthday."

In the churches of England on Sunday last—generally throughout Great Britain and in the principal cities in the Canadian dioceses—the prayer for the heir-apparent and his consort was for the Prince and Princess of Wales, instead of for George, Duke of Cornwall and York, etc. In the St. John and Fredericton Anglican churches the new formula was observed.

DON'T GO HOME, if you have not got at least one bottle of Kendrick's Liniment in the house. Don't go home without it. There is nothing better (if equal) to Kendrick's as a household remedy.

The Turks and the French.

The French government having become tired of Turkey's usual procrastination in the acknowledgment of its liability for depredations of its subjects upon French subjects and the property of French missionaries, as well as the payment of its debts determined, the other day upon the drastic expedient of sending a fleet to take possession of certain Turkish Customs ports and remaining in charge thereof until its claims were satisfied. The Sultan at once saw the point and became complaisant, going so far as to almost lick the hand that was about to smite him, if necessary. A New York despatch on the subject says:—

"The Sultan's yielding to the French demands bring out the full gravity of the possibilities of the effect of the French seizure of Mitylene upon the crumbling edifice of Turkish despotism, says the Constantinople correspondent of the World.

The whole of European Turkey is seething with disorder. In Armenia the annual butcheries have been in full swing for the past three months and in the remainder of the empire there is the perennial violence, corruption, waste and lavishness. From the army down to the magistracy every part of the machine of government is in a hopeless condition. In the opening of the diplomatic body at Constantinople any attempt at patching things up will be merely futile efforts. The news of the French intervention was suppressed at Constantinople for three days, but the Sultan's cabinet being in constant session showed that a serious crisis had arisen.

"The Sultan has been in a condition of spiteful fury, and his ministers who live in perpetual terror of their lives, at his hands, were helpless and afraid to do or suggest anything."

Sir Wilfrid and the Yankees.

Sir Wilfrid Laurier's announcement last night in a speech at Montreal that the Canadian government would send no more delegations to Washington to seek reciprocity is significant. It has been a plank in both party platforms with our northern neighbors that such reciprocity should be obtained if possible, and delegations to Washington have been the recognized means of doing so. But the announcement apparently means more than the discontinuance of delegations, and points to the relinquishment of Canadian hopes that the joint high commission will meet again. Until his speech last night, Sir Wilfrid Laurier was always hopeful of another meeting of the commission. His utterance has additional significance owing to the arrival of Lord Pauncefote from London with the new canal treaty. Evidently Sir Wilfrid is not among those who insist that quid pro quo shall be given by the government of this country as compensation for abrogation of the Clayton-Bulwer treaty. His speech last night was a hint to that effect. He knows that a concession in Alaska is out of the question, and now he intimates that reciprocity will not be sought by Canada. All the same his apparent disavowal of any Canadian interference is regard to the canal treaty is well calculated eventually to secure better terms in future negotiations with this country.—New York Commercial Advertiser.

A Buffalo despatch says:—"Next Thursday the board of trade of a large number of the leading cities of the United States will have representatives in Washington, delegated to call upon the president and solicit his interest in the matter of closer trade relations between the United States and Canada. The intention is to have him incorporate in his message to Congress a strong recommendation for such measures as will make possible a fair trade policy towards Canada."

News and Notes.

The appointment of Mr. Justice Gregory as Judge of the Divorce Court of New Brunswick is gazetted.

W. M. McKay, of St. John, is reported to have purchased from C. W. Robinson, of Moncton, several lots of timber land at Diligent river, N. S., paying $20,000 therefor.

Hon. A. G. Blair's efforts to have horses purchased in Canada for the War Office shipped from St. John, N. B. instead of Portland, have proved successful. Word has come from the War Office that orders will be given henceforward to ship the horses from St. John.

A terrible gun accident occurred near Athens on Saturday on board the British battleship 'Royal Sovereign.' An artillerymen forgot to close the breech before the gun was fired. One officer and six artillerymen were killed outright, the bodies being terribly mutilated, and the captain and thirteen sailors were seriously injured.

A seven storey building, corner Broad and Franklin streets, Boston, occupied by the Murphy Varnish Company, the manager of which is W. H. Ennis, formerly of St. John, was practically swept clean by a fire early Friday morning with a probable loss to the owners of the structure and the occupants of fully $100,000.

The scarlet fever epidemic in Ottawa is at present causing the Health Department more concern than the smallpox situation, which seems to be daily improving, only one case having been reported this week. Medical Health Officer Law states that since the 1st of October 63 cases of scarlet fever have been reported, and on an average the list is being augmented by about two daily.

Lieut Col. Tucker, M. P., was recently in Ottawa to urge the establishment of a satisfactory steamship service between St. John and the West Indies. A deputation from the Board of Trade of St. John was co-operating with him in the matter. Col. Tucker has facts and figures to prove that such a steamship service would carry considerable freight from St. John, to Jamaica, particularly in dairy products, fruit, etc.

Professor Robertson, commissioner of agriculture, who has passed at Alberta an order from the War office for half a million bushels of oats for shipment to South Africa, says that oats will be accumulated at Calgary, then sent off in train loads to Montreal to be despatched to St. John for shipment to South Africa; 15,000 additional tons of hay will be sent out in the month of December, and the oats will be despatched to South Africa on the hay steamers. The entire shipment will be away by January 10th at the latest.

An Ottawa despatch of 8th says:—General O'Grady-Haly returned today from inspecting the 3 d Special Service Battalion, R. C. R. I., at Halifax; also the company of the R. C. R. I. at Fredericton, N. B. The former regiment is not quite up to strength, numbering between 700 and 800 men, but the general finds that it has greatly improved in appearance and drill. The corps is now such an excellent one that the General almost wishes its retention on the strength of the permanent militia were possible. General O'Grady-Haly is not aware that any companies of the regiment are going on duty to Bermuda. It is also news to him that 500 men of the Royal Artillery have been ordered to South Africa from Halifax. "I was not aware that there was anything like that number of Royal Artillery in Halifax," he said to-day.

A Little Fire and What it Disclosed.

There was an alarm of fire about nine o'clock on Monday evening, led by the Town Hall fire bell, followed by the electric light station whistle. There were different statements by persons on the streets as to its location, some saying it was at Mr. John J. Noonan's dwelling; others that it was at his former residence on Duke street, and others that it was at his store on Water street, next door to the Riverview Hotel. After most people had taken the round of the other two places, they found that the fire was in Mr. Noonan's store. Hose had been stretched from the Richie wharf, on the west side of which the Ronald steam fire engine was placed, and when the machine was started the hosemen who were anxiously waiting for water with which to put the fire out, as well as the spectators, were pleased.

The fire appears to have been started under or beside the stove used to heat the store, and the floor was apparently burning and smoke issuing from the front door in considerable volume.

The piston-strokes of the Ronald engine were heard in intermittant and irregular beats, now slow and again fast, like the exhaust of a railway engine when the driving wheels are slipping on the rails. Still, no water came through the hose, and everybody asked what was the matter? People who had followed the lead of the hose line back from the scene of fire said that the engine failed to lift water from the river through the suction hose. It was also learned that when the strainer end of the suction hose was first placed over the wharf it was carelessly allowed to rest on a wharf log instead of being submerged and, for a time, air would have been sucked had the pump been in working order.

The stupidity of not submerging the strainer being remedied, it was thought there would be no further trouble in sending water through the hose. No so, however, for although the pump was worked at fast, medium and slow speed, no water was lifted into it. It absolutely failed to work.

Meantime, the engineer, inspector and other town officials supposed to know something of such matters worked with lever and valve, pet-cock and wrench, until the second engine, having been sent for by aid. Hocken, chairman of the Fire Committee, arrived and was placed at the front of the wharf, and as soon as there was sufficient steam generated, it was started and threw water in very efficient style.

Then the Ronald was abandoned for all fire-extinguishing purposes.

It was just forty-nine minutes—practically ten minutes short of an hour—from the time the alarm was given until water reached the fire from a town steam fire engine.

Nobody blamed the Ronald engine.

Water having come, very short work was made of the fire. Indeed, it seemed that a few buckets of water ought to have put it out while the wait for water from the steam fire engines was being indulged in. Very little damage was done to the building by fire, but the stock was necessarily much destroyed by water, a large proportion of the goods being in light packages, which were sent flying whenever the stream from the nozzle struck them, while all the stock was more or less damaged.

The condition of the Ronald engine—its absolute failure to work—is a subject that ought to be thoroughly inquired into. The town cannot afford to maintain a fire organization at the present cost, only to discover when a fire occurs that through neglect or incompetence—or both—only a kind Providence saves us from a general conflagration when some of our fires occur. Fortunately, the gale which prevailed on Sunday and Monday squarely on the front of the Noonan store and which would have soon caused a furious fire, had abated and calm prevailed, so Chatham had another escape, but no thanks to those responsible for the condition in which our fire appliances are kept.

We have a splendid lot of fire fighters as hosemen. They have all the activity, pluck, endurance and intelligence necessary. They are superior to the firemen of most towns of Chatham's size as fire-fighters, but they are handicapped by the uncertainess of the steam fire engines in far too many instances. It is quite probable that the shameful episode of Monday night will be allowed to pass as others nearly as bad have done heretofore, and no lesson will be taught to those responsible for the condition of the town's newest engine.

Property owners will realise that we have moved in the matter of a water-system none too soon, and will hope that it will be put into operation as speedily as possible, so that the ample fire-hydrant service with its gravitation pressure for the lower parts of the town, and the necessary pressure from the pumping station for the higher levels, may supercede the present uncertain and disappointing management of our steam fire engines. Of course, much will depend, even with our costly water system upon the competency of those who will have charge of its practical working. There is no disguising the fact that the outlook in that respect is not satisfactory to practical citizens who place efficiency above all other considerations.

It appears that we have an engineer and a superintendent on pay now, each of whom is supposed to be, in some sense, responsible for the condition of the town fire extinguishing plant.

Nobody claims that the plant is not ample.

We understand that the superintendent says it is no part of his duty to see that the engineer in charge of the fire plant does his duty,

Citizens think that it is the duty of somebody to see that the engines are in working order at all times.

The Ronald engine appears to have stood for months in the engine house without any more attention than if it had been in a scrap-heap.

Its pump-piston was dried and rusted so that it almost rattled in its looseness as it was worked up and down on Monday night.

The rubber-faced valve which should have lifted to enable the pump-piston to draw water through the suction-hose was glued to its seat by heat, and the air, leaking around the piston, prevented its upward motion from creating the necessary vacuum to lift the glued-down valve.

It is said that the engineer requested permission, within a month, to have the Ronald engine taken out and tested, but the Fire Committee thought it wasn't worth while to incur the cost of doing so.

Neglect to prime the pump with water before starting it at the fire was, no doubt, the immediate cause of its failure to work.

The Ronald was tested on the public wharf on Tuesday morning and worked without a hitch.

Will the parties in charge again let the engine stand and rust, dry and glue up in the event of another fire not occurring for several months to wake them up?

If they were to examine the apparatus in their charge as regularly as they draw their pay, there would be no occasion for the ADVANCE to direct attention to the results of their indifference in the performance of their duties.

MCLEAN'S VEGETABLE WORM SYRUP is an old and thoroughly tested remedy. It is safe, pleasant and effectual.

Notes from the Pan-American Model Dairy.

The contest is now practically over although the cows will not leave until Nov. 1st. The work of the next nine days will not change the relative standing of the different breeds, and we can now, with certainty, predict the winners in all except the class in which the gain in weight is to be added. The cows were weighed on five consecutive days at the beginning of the test and they are to be weighed five times at the end. All, or nearly all, the cows will show gains in weight and the larger breeds will show some hundreds of pounds more flesh than when the test commenced which speaks well for the care bestowed upon them. None of the herdsmen have escaped having one or more sick cows, but it is gratifying to those in charge that none of the cows have died during their six months' confinement. During the hot weather they had to be very closely watched, and less experienced herdsmen would undoubtedly have had losses by injudicious feeding.

It is plainly to be seen, by the number of questions that are asked about the "total solids" prize that the majority of people have a very indistinct idea of the real meaning of the term and I will briefly repeat what I have written before:—

Milk is composed of water, casein, fat, albumen, sugar and ash. All these ingredients are necessary to make it a complete food and all the ingredients are valuable when the whole milk is consumed. In making butter we practically take nothing out of the milk but the fat and in making cheese, the casein and fat are the principal ingredients taken. The other ingredients are all, practically, lost in the buttermilk, skim-milk or whey, as far as human consumption is concerned. In a milk trade where the milk is all for human consumption the ingredients are all valuable and are called the solids in the milk, and in many cities the law calls for milk containing a certain amount of solids. These solids are determined in the Model Dairy by those in charge of the testing department and they are credited to the cows at 9 cts. per lb. The heavy milkers are the most profitable, as a rule, on the "total solids" basis, and the Holsteins are away ahead for this prize and it is very probable that they will also win the prize for "Total Solids" plus the gain in live weight valued at 3 cts. per lb.

One of the Jersey cows (Mossy of Hursley) took a chill yesterday, followed by a high fever which is going to be a drawback to that breed in the final week. They have been doing well for several weeks, and for the week ending Oct. 22nd, they got away from the Holsteins with a lead of 53 cents, and they were rapidly lessening their distance between them and the Guerneseys. Had Mossy kept to her work the probabilities were that the amount between the Guerneseys and Jerseys at the end would have been less than was lost by Rexima (Jersey) during the first two weeks of the test.

The contest has been a most interesting one, and the skill of the herdsmen has been put to the test in manipulating the rations to get the most profit and some of the herdsmen say that the lessons learned have been invaluable to them in the future handling of dairy cows.

There was a falling off in milk last week, with all the breeds, but not a corresponding increase in fat, in fact some of the breeds tested less than the previous week.

Following is the standard of the herds for the week ending Oct. 22nd:

	Milk.	Butter.	Value.	Cost of Feed.	Profit
Shorthorns,	936.2	44.90	$11.22	6.19	5.03
Ayrshires,	1011.0	48.76	12.19	5.70	6.48
Jersey,	830.6	51.17	12.79	5.55	7.24
Polled Jersey,	884.9	35.50	8.87	4.06	4.81
Red Polled,	816.7	41.98	10 50	5.05	5.45
Brown Swiss,	854.3	41.57	10.39	5.37	5.02
Guernsey,	736.5	45.54	11 39	4 98	6.31
Holstein,	1297.3	53.38	13 34	6.63	6.71
French Canadian,	703.2	37.09	9.42	3.97	5.45
Dutch Belted,	813.2	34.63	8.66	5.27	3.39

FRENCH CANADIAN COWS.

Since this test commenced on May 1st there have been a great many inquiries about the French Canadian cows, their work having aroused considerable interest in all parts of the country.

"The French settlers who first came to Canada were natives of Brittany and Normandy, France. The first cattle in Quebec, in 1620 or thereabouts, were brought, no doubt, from these two districts. No importations of other breeds worth mentioning are reported in the history of the province until about 1800 Between 1776 and 1850 a few herds of English cattle, mostly Ayrshires and Shorthorn, were brought into the province but they were brought by wealthy Englishmen living near Montreal and Quebec, where they are still to be found. They found but little favor with the French inhabitants in the poorer region and in the remote parts along the Laurentian and the lower parts of the St. Lawrence, both north and south, as they were loath to cross their hardy little cows with the larger breeds fearing with good reason that they could not grow sufficient feed to keep the larger animals alive, to say nothing of profit, during the seven months of the winter. Thus they have been kept distinct for over 250 years and in-and-in breeding has been reported to fix in a sure manner, the characteristics of the breed. Thus they have much the appearance of the Brittany cattle of to-day. It may be noted here that the French Canadian, the Jersey, Guernsey, Kerry and Brittany cattle are all supposed to come from the same origin, and the Brittany is usually allowed to be the older stock, the different breeds being modified by climate, care and perhaps individual characteristics of animals bred from, until they vary from the 500 pound Kerry to the Guernsey almost as large as the Shorthorn. The three qualities claimed for the French Canadians are hardiness, easy keeping qualities and richness of milk. As they are small, the cows averaging about 700 pounds each, they do not require large amounts of food. In form they are something like the Jersey, in color principally dark brown or black, with brown stripes on the back and around the muzzle, or brown with black points, brindle, or even yellow."

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