

NEW BRUNSWICK'S GREATEST SHOE HOUSE

Boys and Girls School Shoes

For School Opening on Monday

Boys' Laced Boots
\$1.00, 1.25, 1.50, 1.75, 2.00, 2.50.

Girls Laced and Button Boots
90c., \$1.00, 1.25, 1.35, 1.50, 1.75 and 2.00.

Our School Shoes have an enviable reputation for shape, style and wearing Qualities

WATERBURY & RISING, LIMITED
King Street Union Street Mill Street

Kodaks

And Photographic Supplies For Amateurs

S. H. Hawker
Prescription Pharmacy
Cor. Mill Street and Paradise Road

EYES TESTED
PRESCRIPTIONS FILLED.

ALLAN GUNDRY - 79 King Street

EVERY BIT OF BERT OLIVE OIL IS HEALTHFUL

When you take Bert Olive Oil to build up your system, there is absolutely no waste material for every bit of it goes toward making your system healthy. Every bit of

BERT OLIVE OIL
is a pure food tonic. A pure bland oil made from olives of the right degree of ripeness. Sold in 25 and 50 cent bottles, 90 cent tin.

PORTER'S DRUG STORE
Prescription Druggist - Cor. St. Patrick and Union Sts.

DON'T FAIL

To Take Your Vacation and Visit

New Brunswick's Big Fair

Fredericton Exhibition

Sept. 16 to Sept. 23

THE BIG SHOW OF 1911

\$15,000 in Premiums - \$15,000

Competition Open to Canada and State of Maine.

NEW BUILDINGS - ENLARGED GROUNDS!
Education and Amusement Combined.

The Greatest Special Attractions Ever Put On at a Provincial Fair

3 Days -- RACING -- 3 Days

Special fares on all railways and steamers.

Write the Secretary for Prize List, Programme of Attractions and further information.

JOHN A. CAMPBELL - W. S. HOOPER,
President Secretary

BRIGGS' BLACKBERRY SYRUP

FOR THE CURE OF

Dysentery, Diarrhoea, Cholera Infantum and Kindred Complaints

Manufactured Solely By

CANADIAN DRUG CO. LIMITED
Wholesale Druggists, St. John, N. B.
Original Bears Register No. 1295

PRINCIPAL IN GREAT CRIME MAY BE FREED

Story of Remarkable Murder Case Recounted in Connection With Movement for Release From Prison After 29 Years

Brussels, Aug. 23.—Strong pressure is being exercised, with great probabilities of success, on M. Carton de Wiart, Minister of Justice, to obtain the pardon and liberation of the convict Leon Peltzer, the one survivor of the two brothers sentenced in 1882 for the murder of the Antwerp barrister Guillaume Bernays—"the most wonderful criminal case of the nineteenth century," as it was rightly styled at the time.

The present generation could obtain some rough idea of that extraordinary drama by perusal of the remarkable novel "Andre Corneille" by the French author, Paul Bourget, drawn from it twenty-five years ago. The case would have attracted universal attention if only on account of the high social position of nearly all the parties concerned.

The Peltzer brothers were of a Belgian-German stock, closely connected by family ties with members of the Prussian House of Lords and with former ministers of the King of Hanover. Armand, the elder of the two brothers, was himself an engineer and lecturer of excellent capacities and a much-courted society man. Guillaume Bernays, a barrister of high standing who was regarded as an authority on maritime law, and also an historian, was the son-in-law of M. Arthur Pecker, one of the merchant princes of Antwerp, enjoying further more, great political power as leader of the Antwerp liberal party.

The motive of the crime of only one of the returning exiles to America, the version accepted by the jury, it was the infatuation of Peltzer for an fascinating wife of Bernays. The latter had given grave offence to his wife, who lived practically apart from him, under the same roof, but who, notwithstanding her deep sympathy for Armand Peltzer, was too pure a woman to require another man's love as long as she had a lawful husband, hence Armand's idea of doing away with Guillaume Bernays. The trial also revealed brotherly affection and gratitude carried to the lengths of crime. Leon Peltzer having come all the way from America to commit the murder, his brother, who had, until then, been a bankrupt, although misguided, devotion to his elder brother, who had, until then, been a bankrupt, his fortune to save him from bankruptcy.

CHILDREN'S FLANNELLETTES DRESSING GOWNS

pale blue, pink and fawn grounds with kittens and dogs' heads, also borders of kittens and puppies, prices \$1.50, \$1.85.

Also in plain pink, blue and fawn with white polka dots, ages 2 to 14, prices \$1.50 to \$1.65.

LADIES' COLORED APRONS
in different styles, 45c. to 95c.

OUR SPECIAL 98c. SKIRT
Hamburg and lace trimmed, 25c. to \$4.00.

NIGHT DRESSES
high and low necks, a full line, prices from 75c. to \$10.00.

COBRET COVES
Hamburg and lace trimmed, 25c. to \$4.00.

DRAWERS
Our special 30c., hemstitched trunks, splendid value. Also a large assortment from 25c. to \$4.65.

SKIRTS
Long and short, 80c. to \$16.00.

WHITEWEAR DEPT.

VIEW THE FURNISHED ROOM SECTION—FURNITURE DEPT.—MARKET SQUARE

Cluny, Madeira, Baby Irish and Battenburg Lace Work

The Very Latest Effects and Particularly Interesting To Visitors

CLUNY LACE WORK
We are showing a nice selection of this popular and serviceable lace in a variety of sizes and at right prices.

Tray Cloths, 18 by 27 inches, each \$2.50 to \$3.50.
Runners, 18 by 45 inches, each \$3.75 to \$5.00.

REAL HAND WORKED MADEIRA
D'Oyleys, 6 by 6 inches, each 20c. to 35c.
D'Oyleys, 9 by 9 inches, each 35c. to 45c.
D'Oyleys, 12 by 12 inches, each 50c. to 85c.
Centres, 20 by 20 inches, each \$1.20 to \$3.00.
Centres, 24 by 24 inches, each \$2.50 to \$4.50.
Centres, 28 by 28 inches, each \$2.50 to \$3.40.
Covers, round, 36 by 36 inches, each \$5.60 to \$7.40.
Covers, square, 36 by 36 inches, each \$5.00 to \$7.40.

BATTENBURG WORK
D'Oyleys, 6 by 6 inches, each 25c. to 30c.
D'Oyleys, 9 by 9 inches, each 50c. to 75c.
D'Oyleys, 12 by 12 inches, each 75c. to \$1.10.
Centres, 18 by 18 inches, each \$1.50 to \$2.50.
Covers, 30 by 30 inches, each \$2.95 to \$3.50.
Bureau Covers, 18 by 54 inches, each \$3.00 to \$3.50.
Bureau Covers, 18 by 36 inches, each \$2.50 to \$3.00.
Do all and examine this dainty work.

BABY IRISH WORK
D'Oyleys, 6 by 6 inches, each 25c. to 35c.
D'Oyleys, 9 by 9 inches, each 25c. to 45c.

FRONT STORE—MAIN ENTRANCE

Ladies New Cape Gloves For Early Fall

We are showing a nice selection of Cape Gloves suitable for early Fall and travelling.

Nappa Gloves, two horn domes, pique sewn with self or black stitching on back, sizes 5 1-2 to 7 1-4, tan and oak shades, pair 90c.

Dent's Cape Gloves, pique or prix sewn, arrow or spear points, one or two dome fasteners; tans, black, white or greys, per pair \$1.00 to \$1.50.

Chamois Gloves, white or natural shades, one or two dome fasteners, per pair 85c. to \$1.10.

Special French Kid Gloves, light tans only, per pair 95c.

GLOVE DEPARTMENT

MANCHESTER ROBERTSON ALLISON, LTD.

Ribbed Cashmere Hose For Boys And Girls School Wear

Ribbed Cashmere Hose, spliced knee, heel and toe, pair 25c.

Ribbed Cashmere Hose, according to size, per pair 25c. to 45c.

Ribbed Cashmere Hose, according to size, per pair 30c. to 50c.

Ribbed Cashmere Hose, according to size, per pair 45c. to 65c.

Fine Ribbed Cashmere Hose, heavy double knee, spliced heel and toe, according to size, per pair 30c. to 45c.

Fine Ribbed Cashmere Hose, spliced knee, heel and toe, pair 35c. to 55c.

Fine Ribbed Cashmere Hose, grey heel and toe, pair 45c. to 70c.

HOSIERY DEPT.—ANNEX

Get New Hair Ribbons in Time For School Opening

All Silk Taffeta Ribbon, black, white and colors, 3 1-2 to 6 inches wide, per yard 10c., 12c., 16c., 20c.

Plaid Ribbons, per yard 20c. to 40c.

Fancy Ribbons, per yard 15c. to 75c.

Velvet Ribbons, Wash Ribbons, Belting.

RIBBON DEPT.—ANNEX

The Fall Quarterly Style Book is on Sale in the Pattern Department.

OPENING OF THE EUROPEAN AND NORTH AMERICAN R. R.

Great Event in Bangor and on the Border Forty Years Ago This Fall; President Grant and Lord Lisgar, Governor General of Canada, Were Present as Well as Other Distinguished Guests

The formal opening of the European & North American railway, which took place on Wednesday and Thursday, Oct. 18 and 19, 1871, was a great event, and the Bangor Commercial. The celebration was made an international affair, the President of the United States, the Governor-General of Canada, and other high officials of both governments, together with representatives of the state and the provinces, were in attendance as guests of both governments. Military and fire companies, and other organizations took part. And a grand excursion was made on the new line as far as the boundary on the second day, concluded the exercises.

A copy of the card of invitation issued for the affair is here presented:

EUROPEAN & NORTH AMERICAN RAILWAY CO.

Sir—You are cordially invited to attend the formal opening of the European and North American Railway, on the 18th and 19th of October next.

On Wednesday, the 18th, President Grant and other distinguished guests will be the guests of the City of Bangor, and during the day, there will be exercises suitable for the occasion.

On Thursday, the 19th, an Excursion Train will leave Bangor for Saint John, at 8 o'clock a. m.

An answer is respectfully solicited.

(Signed) G. K. JEWETT, President.

The Eastern, the Boston and Maine, and the Maine Central Rail Roads, will pass the holder of this Card, both ways, on presentation.

President Grant and Lord Lisgar, the Governor-General of Canada, arrived in Bangor by special train on Tuesday evening, and were formally welcomed by a salute to each of 21 guns. Under escort of ten military companies and five bands they were conducted to the Bangor House, through streets lined with decorations, draped with American and British flags, and beneath arches. At one point along the line the school children were massed, and showered the party with flowers as the procession passed.

The military and fire companies overtly acquitted themselves honorably for all through the reports that the occasion there is no suggestion of any jarring note. Though in referring to the speech by the President of the United States it is said that "it read better than it sounded," the great leader and wonderful general being very far from an impressive figure as a speech-maker. The reporters mention his surprisingly bashful appearance when delivering an address.

Of the visiting Governor-General on the

other hand it was observed that "his sensible, candid speech made a most favorable impression." The banquet was noticeable for the absence of liquor. Neither at Bangor nor at Vancouver on the next day was wine served. In commenting up on this, President Jewett of the E. & N. A., said, "We expect temperance habits of our employees of the E. & N. A., and it would not be consistent for us to set a bad example by furnishing liquor to our guests." An added success was given to the banquet by the unexpected appearance of the Hutchinson family, then so deservedly famous, who sang a rather impromptu ode set to the tunes of "God Save the Queen and Yankee Doodle."

The only discordant feature was one beyond the control of the committee. True to its traditions New England weather provided an unkind variety. There was a slight fall of snow on Wednesday, and another on Thursday evening, while a slight earthquake shock was felt in many places throughout the state about 5 o'clock on Thursday. This latter, however, was, as suggested by the "Times," doubt to do honor to the President.

On Thursday there was an excursion "in sixteen elegant new cars" for so the programme of the celebration announced, to Vancouver, with a dinner in a large hall set as nearly as could be upon the St. Croix river forms the boundary between the two states. Here plates were laid for 1,200. As the excursion train approached Vancouver a salute was fired from an old gun, "Independence," which had been rescued from its grave in the river near Bangor, where it had lain for nearly a hundred years.

The president's train on its return, reached Bangor at 10 o'clock, and left for Portland at 11 the same night. This trip of President Grant was notable in that this was the first time a President of the United States had been so far east. President Monroe had visited the "District" in 1817, but did not come east of the Kennebec. Moreover, the opening of the E. & N. A. was at a time opportune for a celebration for it followed close upon the signing of the Treaty of Washington, by which an amicable settlement had been effected of several matters that had been brooding since the close of the Civil War. The treaty was signed on May 8, 1871, and soon after confirmed by the Senate.

Not without interest to us at this day, in connection with this important celebration, are the railroad arrangements for transporting the crowd of visitors and participants, showing as they do the limited facilities of 40 years ago. In 1871 the Maine Central might be said to be just beginning to exist for it was in 1850 that the Portland & Kennebec railroad was leased to the then existing Main Central, the nucleus of the latter between Bangor and Waterville was narrowed to the present standard (4 ft. 8 1/2 in.) and trains were run through from Bangor to Portland and Boston. The train service was limited, and the equipment still more, and the handling of a large excursion was no very simple matter. There were then two

regular passenger trains between Bangor and Portland (the day train and the night train) and a mixed train between Bangor and Augusta. A hint of the meagerness of the equipment is given in a letter of the superintendent of the Maine Central to the superintendent of the P. E. & N. E. (the Eastern) in which he speaks of the call for extra cars for the day of the celebration (trains were then running through from Boston to Bangor), and tells him that, in order to have the cars match, he will put one extra car on the westbound train the day before, and ask the other to put one also on the eastbound that day.

The letter says: "I do hope we shall not be annoyed with new cars and hot boxes on either train. I am afraid of those new engines—(1) Pullman cars were then a very new thing. As indicated above, sleeping cars had been running between Boston and Bangor for only about a year; and that the employees were not familiar with them is seen from a fatal accident that occurred just after for one of them. A switchman was crushed while attempting to couple a Pullman car to a common freight car.

The military companies were taken to Bangor by a special train which left Portland at 4 a. m. The men were given breakfast at Augusta, and reached Bangor about 10.30 in the forenoon. There were ten companies from various parts of the state, and a brief stop was made at New Auburn, and after a brief stop was taken to Bangor by special train drawn by a "fancy engine" for so the superintendent informed the master mechanic he must provide for that occasion. What was this "fancy engine"? It was the "Augusta," which the older railroad men, and perhaps some of the travellers will remember, she was a wood burner, "inside connected," and weighed 24 tons. (I do not know what would be the exact dimensions of a locomotive that the management of the Maine Central would put on to an important train today; but as safe as nearly as could be, it would be nearer to 100 tons than 24—perhaps nearer 124). But the Augusta was a favorite at that time, and was very fast for those days. So far as recorded she did her work creditably on this occasion, and brought the President into Bangor safely, and as early as was expected.

Among the conductors who were in service then, and concerned in the train arrangements for this celebration were:—Charles French, who had charge of the President's train from Portland to Waterville (or rather to "Kendall's Mills," for that was the transfer point), and William Bodie, who brought it to Bangor; S. P. Eaton, John Jewett (but recently passed out of service), John A. Mace (father of a now veteran conductor), and F. O. Bed, (I cannot give the names of the engine-men, for this account is drawn from letters from the superintendent's office, and not from the Motive Power Department). The superintendent of the Maine Central at that time was E. Noyes of Waterville; but the arrangements for the celebration were under the direction of L. L. Lincoln, the assistant superintendent at Augusta.

H. A. LINCOLN.

FOX RANCH ON P. E. ISLAND WORTH MORE THAN \$300,000

Few people have any idea of the extent of the fox breeding business in this province. Although carried on for some twenty-five years practically nothing was known of it outside the charmed circle, until two or three years ago, except that the charmed circle was becoming fabulously and mysteriously rich. The secret was gradually leaked out and today there is more money invested in fox ranches than in any other industry in the province, with the probable—only probable—exception of farming.

Last Saturday, during the visit of representatives of the British Press Association to the province, in the excess of hospitality extended to them, the veil was partially lifted, the visitors were given a peep into one of the mysterious cities heretofore so sacredly guarded as was the sealed city of the Deia Looz in Belgium. The journalists accompanied by an equal number of citizens, were conducted by Frank F. Tuplin, his ranch at New Auburn, about six miles from Summerside, the ranch is located in a beautiful grove of spruce and hardwood and covers an area of about two and a half acres.

Within this enclosure, are the fox pens. How many there are, is not known. The pens are in each of two and a half acres.

What the visitors saw was stretch after stretch of wren wire fencing, about ten feet in height, extending into the woods as far as the eye could see, and dipping about in each enclosure, an innumerable number of graceful, lithe, active little animals, some hiding in holes burrowed in the earth, some peering with frightened eyes at the intruders or clambering up the wire walls. The amazing thing was that each of the restless, ever-moving bits of animated fur was worth anywhere between one thousand and ten thousand dollars.

Mr. Tuplin as a naturally reticent as to the details of the business, and although he gave his visitors every possible opportunity to see all that could be seen, their curiosity on many points was but partially gratified. This much he admitted: He began the business only four years ago with one pair of black foxes. In reply to a question, he admitted that there are 20 foxes in the ranch "at least a hundred foxes." Last April fifty-six young ones were born and he has sold the present season's crop at prices ranging from \$4,000 to \$6,000 per pair. He has no more to sell this year, and he has sold, in advance a very fair proportion of next year's crop.

To estimate the value of the present contents of the pens would be an impossible task. An indefinite guess might be made from the fact that in going the rounds of the ranch Mr. Tuplin pointed out a few choice males which he said he would not think of selling at \$10,000 each.

OBITUARY

Arthur Long

Moncton, Aug. 22.—(Special)—The death of Arthur Long, aged forty-four years, occurred in the city hospital tonight. Deceased had been ill since last Wednesday with paralysis of the brain. He was a son of James Long of Moncton.

Mr. Lately Married—"But, dearest, I thought we had planned to go to the opera this evening?"

Mr. Ditto—"Yes, love, but I have changed our mind!"

Daily Hints For the Cook

TOMATO CATSUP.

Wipe tomatoes, cut in pieces, put in preserving kettle, bring to the boiling point and let simmer until soft; then force through a hair sieve; there should be four quarts of the puree. To the puree add two cups of vinegar, one cup of sugar, 1 1/2 tablespoonfuls of salt, one tablespoonful of dry mustard, three fourths tablespoonful of white pepper, one half tablespoonful of cayenne and one tablespoonful each of whole cloves, allspice, mace and stick cinnamon, tied in a muslin bag. Bring to the boiling point and simmer until reduced one half. Pour into bottles and seal.

Give the farmers, the lumbermen and fishermen their turn. Whatever makes them prosperous helps the cities, towns and villages.

If they can't be stars, some people insist upon being clouds.