

IMPORTANT ANNOUNCEMENTS IN OPTIMISTIC SPEECHES

Big Fair Declared Open by Lieut.-Governor Tweedie After Address of Welcome by Mayor Frink

Minister of Public Works Delights Audience With Statement That Canadian Northern is Anxious to Come to St. John—Both Dr. Pugsley and Sir Robert Perks Speak Hopefully of Proposed Dry Dock Here, and Predict Great Development—Premier Hazen and Surveyor-General Grimmer Talk on Resources of New Brunswick.

Monday, Sept. 5. The Dominion Exhibition is open. What is by far the greatest single attraction ever offered to the people of the maritime provinces was formally opened by Lieut. Gov. Tweedie on Saturday afternoon, in presence of distinguished visitors and of a large assemblage of citizens. All were surprised and delighted with the extent and variety of the features, and the admirable manner in which they have been grouped in the buildings and grounds. In the evening, when the place was illuminated, and the double row of electric lights flashed out along the "great white way" that leads from the I. C. R. depot to the gates, the effect was magical. Such illuminations had never been seen in this city.

For ten days all roads will lead to St. John. Never before has there been a "great opportunity" to see so much within the confines of the exhibition grounds. All that nature and art combined can do within the allotted space has been done. All former exhibitions in the maritime provinces are eclipsed.

When the crowds swarm through the turnstiles into the exhibition area, and distribute themselves through the grounds and the various departments of the fair, and the atmosphere that is peculiar to such events envelops them, the ensemble will not lend itself to description, but must be seen to be appreciated.

The features of this exhibition are so varied as to appeal to every taste and temperament. The new buildings afford very much more space. The new grandstand and the improved track in front of it will delight the people. The new cattle barn is not surpassed on the continent. The free outdoor attractions will be of a thrilling character. The agricultural, dairy and live stock display will crowd the allotted space. The machinery in motion will be a most welcome addition to the attractions. The provincial government and "made in St. John" exhibits, the educational exhibits, the art gallery, the women's department, the musical and other leading features have never been equalled here in extent and excellence. The commercial houses have never gone to such pains to make their exhibits attractive. There are more booths and special structures in the main building than ever before; while the re-arrangement of the main entrance conveys at once to the visitor an impression that this fair is not as other fairs. This first impression is confirmed as one after another of the departments is visited, throughout the whole exhibition, including the large number of amusement features that are inseparable from the modern exhibition.

Opening Ceremonies.

At 3 o'clock the guests of the Exhibition Association assembled in the large amusement hall, in the transportation building, where the opening ceremonies were held. In addition to the invited guests there were many people who had contributed to the revenue of the fair, and the hall was comfortably filled when the President, Sir Robert Perks, opened the gathering to order.

Among those occupying seats on the platform were: His Worship the Mayor, Hon. William Pugsley, minister of public works; Lieutenant Governor Tweedie, Sir Robert Perks, Hon. W. C. H. Grimmer, surveyor-general; R. B. Emerson, James Manchester, F. A. Dykeman, R. O'Brien, Alderman and Mrs. E. C. Elkin, Mrs. J. H. Frink and Miss Frink, H. W. Woods, M. P. P., Rev. David Lang, Hon. Robert Perks, W. B. Dixon, M. P. P., R. R. Patchell, Hon. O. T. Daniel, of Bridgetown (N. S.), R. S. Barker, Senator and Mrs. Ellis, Mrs. T. H. Bullock, Fred M. Sproul, M. P. P., W. F. Burditt, G. W. Volkman, of Ottawa, and others. The speakers were President Skinner, the mayor, Premier Hazen, Hon. Dr. Pugsley, Hon. Mr. Grimmer, Sir Robert Perks and the lieutenant governor.

President Skinner.

In his opening remarks President Skinner welcomed the visitors and citizens of St. John to the fair grounds. He spoke of the improvements to the buildings and grounds, which were plainly noticeable, and which had been made at great expense. The hope of the executive, and in fact their firm belief, was that this exhibition would be the greatest ever held east of Toronto, and it was to this end they had put forth their efforts. Exhibits from parts of the country had been received, and the facilities for handling them were the very best. He drew particular attention to the exhibits of the board of trade, the provincial government and the local manufacturers. Referring to the display of local manufactures, Mr. Skinner said that this was a splendid feature for advertising purposes. St. John was prospering and in the last ten years had increased 300 per cent ahead of any other city in Canada. On behalf of the executive of the fair, the president then extended a warm welcome to all and said he hoped to see the people attend well and often as everything could not be seen in one visit. He then introduced Mayor Frink.

Mayor Frink.

His worship, the mayor, on rising said he did not intend to make a speech or an address of any length, but as chief magistrate of the city he wished to extend to the visitors a hearty welcome. St. John was noted for its hospitality and he knew it was unnecessary to appeal to the citizens in that regard. They would do all in their power to make the stay in St. John a pleasant one.

He referred to the magnitude of the present exhibition and the large amount of work it had entailed and said he had no doubt it would be a success. There were exhibits from all parts of the country and the show was complete in every detail. Exhibitions were the means of drawing the different provinces of the dominion closer together and the spirit of development was abroad throughout Canada. It could be seen in the increase in marine facilities at this port and in many ways and was being supplemented by the dominion government through its representative on the platform. He had served the city as no previous representative had ever done. (Applause.)

If the country was prosperous today, he continued, it would be much more so in the years hereafter. He closed by again extending a cordial welcome to all and wished the fair every success.

Premier Hazen.

Premier Hazen, after expressing the pleasure it gave him to attend the opening of the exhibition, said he was glad

ter believed this was what held him over. The English visitor was at the head of a company which proposed to construct dry docks at Quebec and St. John.

"I am endeavoring to convince him," said the minister, "that St. John is the best place on earth for a dry dock, and he has told me that he believes that there is in his opinion, no place in Canada so well suited for the purpose. He will do his best to bring here at an early date a dry dock and shipbuilding plant. I do not desire to say how soon this great work will be carried out, but that it will be completed, and I expect, in operation. The dry dock will be situated. There are two sites very favorable and suitable, and large enough to meet the requirements, one on the western side of the harbor, and the other on the eastern shore of Courtenay Bay. The latter is an ideal site for a dry dock. It has been found that in this place, instead of rock, there is a deposit of silt from 30 to 35 feet in depth, which will be of material assistance in the great enterprises being planned, those already referred to and in addition the building of terminals for the Grand Trunk Pacific. Before the winter sets in, a portion of the line of the G. T. P. will be completed, and I expect, in operation. They have acquired land at the head of Courtenay Bay for terminal facilities, by which the city of St. John will benefit immensely.

The negotiations are proceeding satisfactorily, and the undertaking will be commenced at your port. I cannot say where the dry dock will be situated. There are two sites very favorable and suitable, and large enough to meet the requirements, one on the western side of the harbor, and the other on the eastern shore of Courtenay Bay. The latter is an ideal site for a dry dock. It has been found that in this place, instead of rock, there is a deposit of silt from 30 to 35 feet in depth, which will be of material assistance in the great enterprises being planned, those already referred to and in addition the building of terminals for the Grand Trunk Pacific. Before the winter sets in, a portion of the line of the G. T. P. will be completed, and I expect, in operation. They have acquired land at the head of Courtenay Bay for terminal facilities, by which the city of St. John will benefit immensely.

An Important Announcement.

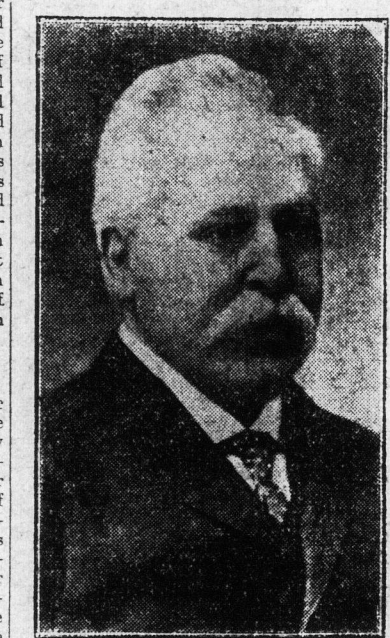
"There is another line in Canada which now extends from the centre of the dominion to the Rockies, which may, eventually, have an Atlantic terminus at this port. I speak of the Canadian Northern Railway, owned by MacKenzie & Mann, who are looking to the port of St. John as a place to have their eastern terminus. I talked with these gentlemen only a few days ago. They want to get to St. John. They have talked of acquiring the Intercolonial Railroad, but the people of New Brunswick will always urge that this line shall be kept distinctly "the people's railway." But just the same, they want to get here, and we want to get them. I believe that if Mr. Hazen and I get our heads together the road will come. The board of trade and the city council should take up the matter earnestly, and I believe, should they do so, the most satisfactory results would follow.

Greatly Disappointed in West Side Delay.

"In connection with the advancement of this port, I have been greatly disappointed on one matter, namely, the transfer of the west side lots to the C. P. R. For upwards of a year, the transfer has been under consideration. What has caused the delay? What prevents the transfer being completed? The lots and docks would be established at length and another meeting would have to be called. The company would have to go ahead with the work and two sites were considered suitable, one at the old mill pond in Carleton, and the other on the eastern side of Courtenay Bay. The latter site was favored by Sir Robert because it offered more room for the establishment of a shipbuilding plant alongside. Considerable dredging would be necessary at this location, and Sir Robert would have to consult his company before making a definite announcement, but the minister thought that matters would be satisfactorily arranged so that work would be commenced on the project within a short time.

The Canadian Navy.

Referring to the building of the Canadian navy, Dr. Pugsley said that it would continue, as ships must be built, not only for the navy, but for the future. "Canada is pushing forward," continued the speaker, "with the idea that it is to be a nation, not a separate nation or independent state nor with any idea of partitioning the world with the motherland, but remaining a part of the greatest empire in the world. That is Canada's destiny. Sir

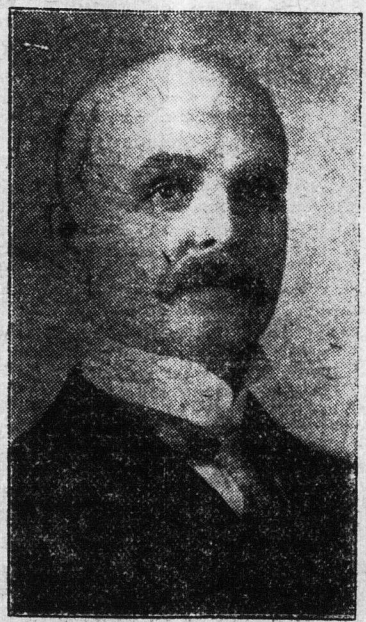


Manager H. J. P. Good.

Robert Perks said that it would not pay a company to establish a yard for the building of the navy. More business would have to follow. Well, we won't stop with the construction of the proposed eleven warships, we must have more, because the Canadian navy is to increase as the requirements demand."

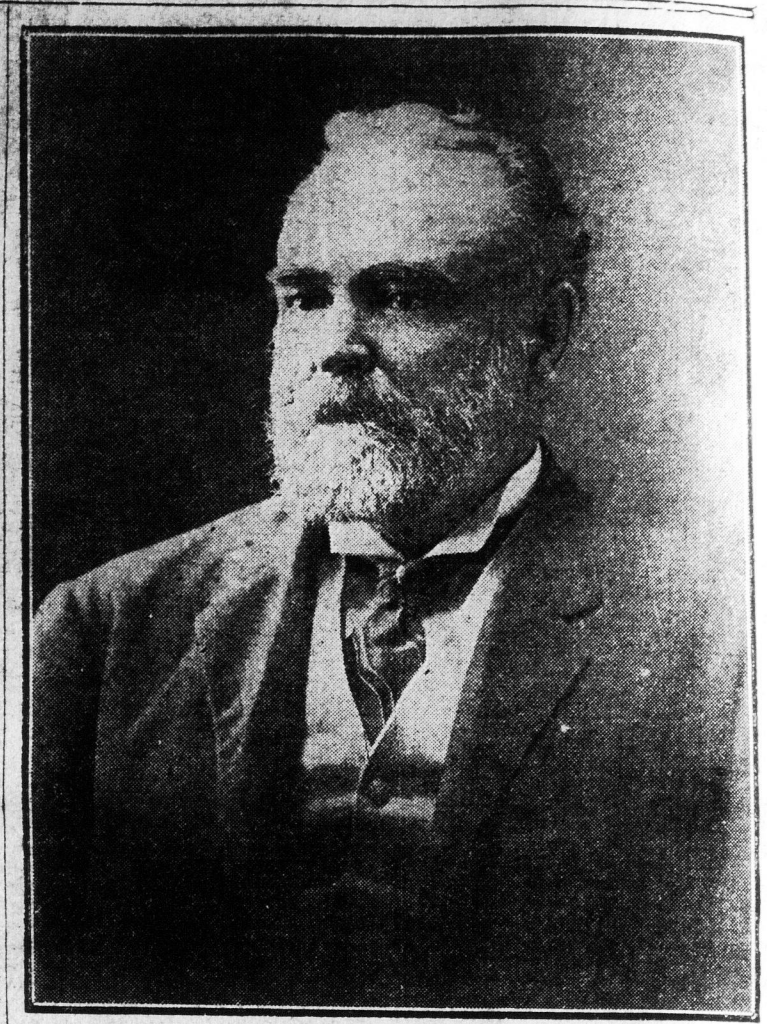
Surveyor-General Grimmer.

Hon. Mr. Grimmer, who was one of the speakers in place of Hon. D. V. Landry, commissioner for agriculture, referred to the changes which had been made in the buildings and grounds. These, he argued, spoke well for the management and for the success of the exhibition. These exhibitions, if properly looked after, were great educators of the people. They showed at a glance the extent of the resources of the province and of the dominion. He urged careful inspection of the exhibit brought together by the local government representing the big game of the province as well as the bird life and game fish. The collection of economic minerals would also repay consideration. New Brunswick had great wealth therein, but it had only been of late years that we had begun to realize the extent of these. The development of the iron deposits of Gloucester county was, he said, matter for congratulation, and it would not be long before active operations were commenced at the mines. Mr. Grimmer also referred to the forestry exhibit. This was a very important feature, and he trusted might lead people to more carefully consider ways and means of conserving this great natural resource. He referred to the ravages of forest fires and the injuries which could be caused to the provinces by careless hunters and fishermen. He was satisfied, however, that these fires were merely the result of carelessness. In conclusion he contended more attention should be paid in this province to the revenues arising out of hunting and fishing, as he was sure they were capable of being largely increased. The only regret which he had in connection with the exhibition, was that it was not two or three weeks later, as it



President A. O. Skinner.

was not in this country through a great desire for wealth, but because he wished to do things. This explained his visit to St. John. Perhaps it was owing to a telegram from the speaker, Dr. Pugsley stated, that Sir Robert was present at the opening of the exhibition. The minister was not two or three weeks later, as it



HON. WM. PUGSLEY

COURTENAY BAY SITE IS FAVORED BY SIR ROBERT

Carleton Pond Site, However, is Also Considered Suitable for Dry Dock—Conference With Hon. Mr. Pugsley Last Night—Mr. Hays Coming Soon—The Drill Hall.

Saturday, Sept. 3.

The dry dock proposition for St. John was advanced another stage at a meeting held last evening between Hon. William Pugsley, minister of public works, and Sir Robert Perks, one of the members of the company which was incorporated to build a dry dock here.

Hon. Mr. Pugsley arrived in the city last evening on the Ocean Limited, and the conference with Sir Robert was held during the evening in the Royal hotel.

At the conclusion of the conference the minister said that the matter had been discussed at length and another meeting would be held today. The company was prepared to go ahead with the work and two sites were considered suitable, one at the old mill pond in Carleton, and the other on the eastern side of Courtenay Bay. The latter site was favored by Sir Robert because it offered more room for the establishment of a shipbuilding plant alongside. Considerable dredging would be necessary at this location, and Sir Robert would have to consult his company before making a definite announcement, but the minister thought that matters would be satisfactorily arranged so that work would be commenced on the project within a short time.

The St. John Drill Hall.

Asked regarding the Ottawa despatch, published elsewhere in this issue, in which it is stated that the specifications for the drill hall for St. John were being drawn up and that tender would be called for within a few weeks, he said that was practically correct. The ground for the drill hall was expropriated some time ago, and the project would assume definite form at the opening ceremonies of the dominion exhibition this afternoon, and will return to Ottawa on Monday.

The minister will be one of the speakers at the opening ceremonies of the dominion exhibition this afternoon, and will return to Ottawa on Monday.

There is plenty of money in Europe for wise investment in Canada, but the men who are directing their attention to the work in this dominion, while they are putting out their money at a low rate of interest, expect some return. The government of Canada should co-operate with these financiers to see that there is a return on their investment. I hope it will not be very long before some definite statements will be made regarding not only a dry dock but also with the establishment of a shipbuilding industry here. (Applause.)

He could not come here, he said, without contrasting the public questions which were interesting them here with those in the old country. In the old country they were grappling with the national debt, the death duties, the income tax to pay for Dreadnoughts and many others.

"We are here in St. John at one of the greatest years for the commerce of the world. The surveyor-general has referred to the natural resources of this rapidly growing country. We have been busy developing new natural resources and developing them with the finances of the world. Who would have thought for instance that the newspapers of today would be printed from the woods of your forests?"

Sir Robert thanked Dr. Pugsley for his kind references and said the English constructor and the finances of Great Britain were being turned in to help in the development of the dominion.

"Here you are developing towns and cities and spanning rivers and when disaster comes you promptly set about repairing the errors. You are constructing new railroads and making good roadways, deepening channels and waterways."

Sir Robert then spoke of his connection with the Georgian Bay canal, which project aimed to divert the trade from the ports of the United States to those of Canada. He urged that all should work in unison to carry out this great work.

The capitalist and the constructor were needed and another important person, the customer, if these big works were to be carried on. No sensible man would start a shop or mill or other enterprise unless he were assured of a remunerative trade. The British capitalist had some money but he was cautious in his investments.

The Dry Dock Matter.

Touching on the dry dock matter, he said: "I shall convey the minister's remarks regarding the dry dock to the company of which I am a member and I believe it will not be very long before you enterprising persons carrying out the forecasts of the minister of public works."

ties and he is now in possession of detailed information concerning the local conditions.

Mr. Hays Visits.

In reply to a question as to when President Hays, of the Grand Trunk Pacific, would come to St. John to look over the Courtenay Bay property purchased by the railway for terminal facilities, Dr. Pugsley said that Mr. Hays had been called to Prince Rupert (B. C.), and had to postpone his visit here. He expected to be back in Montreal about the 20th, and that tender would be called for these steamers to come here and that contract would not expire until 1912. There was, therefore, no foundation for such reports.

Regarding rumors that the mail steamer of the C. P. R. and Allan line might not come to St. John this winter, the minister said the mail subsidy contract provided for these steamers to come here and that contract would not expire until 1912. There was, therefore, no foundation for such reports.

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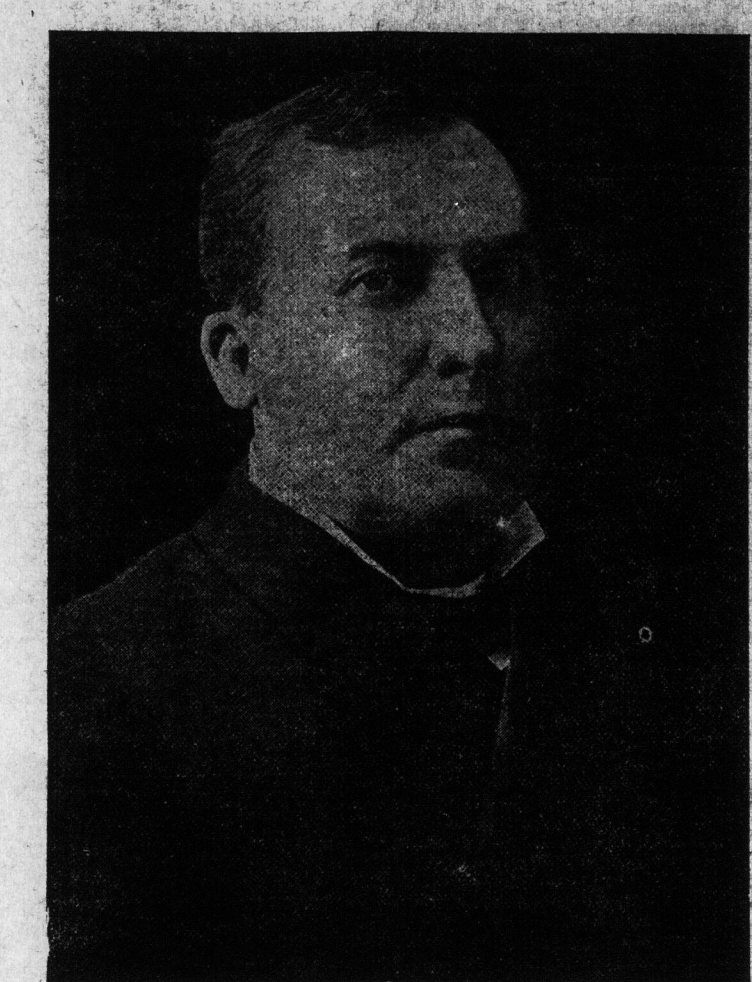
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LIEUT.-GOVERNOR TWEEDIE

FOUND NO ICE ON TRIP THROUGH HUDSON BAY

Graphic Account by Wireless of Earl Grey's Journey Through Northern Wilds on Land and Water by Professor W. R. Brock, Who Accompanied the Party.

Ottawa, Sept. 3.—Professor W. R. Brock, who is with the governor-general's expedition to the far north, has sent from Fame Point, Labrador, by wireless telegraph to the secretary of state the following account of the journey:

"On Aug. 3 his excellency and party left Winnipeg for Norway House and Hudson Bay. The object of the expedition is best epitomized in the words of his excellency: 'To explore the theory of the frozen north and to add another chapter to the history of northern travel.'"

"Almost every part of Canada having been visited, his excellency wished to see in its primeval condition the short route from the northwest to the sea, the route followed by the early explorers in Canada, the route along which for two centuries the trade of half the continent had been conducted but which yet remains in its primeval condition, soon, however, to be opened up by modern transportation."

"This year is the centenary of Hudson's discovery of Canada's great Mediterranean, and it is fitting that it should be visited by the governor-general. The party as far as Norway House was accompanied by her excellency the countess and Lady Evelyn Grey. Norway House is now the headquarters for the trade of the great territory north and east of Lake Winnipeg and Hudson Bay.

Twelve Canoes.

"On Monday, Aug. 8, preparations for the journey were completed by Major Moodie, who had charge of the arrangements. The party embarked in twelve canoes with twenty-four Indians, three mounted policemen formed the escort, cook and two servants completed the brigade. Ten miles were made that afternoon. Next morning the camp was roused at 4 o'clock, and by 5.30 breakfast was over. The canoes were loaded and the journey resumed. At 9.30 a stop was made for a voyageur's dejeuner. About 1.30 a stop was made for lunch and at 6 they camped for the night. This schedule was maintained throughout the trip."

"The canoe route leaves the Nelson River and ascends the Etchemin, a small swampy stream, which was followed to its head at Painted Stone Portage. Here the Etchemin was left by a short portage."

"On these portages one could not help picturing the old voyageurs who had first carried their canoes and supplies past them, the pioneer traders with wares for barter, early explorers such as Sir John Franklin, struggling with unwieldy craft; Lord Selkirk's Red River settlers with meagre effects; British soldiers on the way to protect the colony from possible American aggression; Hudson Bay Company brigades laden with rich furs; missionaries penetrating the wilderness to spread the gospel; governors of the Hudson Bay Company traveling in state."

"From the last of the portages to the sea there is 165 miles of river unobstructed by rapids but with a swift current."

"York Factory was reached about 8 p. m. August 19 in a heavy rain with the canoes in the same order as at Oxford House. From the Explains in front of the post the Indians fired salvoes and two nine-pounders with slow matches blazed away as fast as they could be reloaded."

Trip Without Mishap.

"The trip to Hudson Bay was made without mishap and from start to finish was a delightful pleasure excursion. The fly season was over, the weather was good and it was hot enough to make swimming a delight. Everyone was surprised and charmed by the scenery. The nights were made glorious by northern lights. The wonderful lakes and water courses made one realize as never before the value of this region to Canada as a limitless holiday ground for millions of people."

"For some distance from Lake Winnipeg the country is a large area of good land, lies to the north and becomes more plentiful as Oxford Lake appears. Along Kne Lake, and from there to the bay, the soil is deep, consisting of clay and loam."

"Extensive schists and diabases that may be mineral bearing and that are certainly worth prospecting, occur on the upper Etchemin, Oxford Lake and Kne Lake, appearing to extend to Pipestone and to Cross Lake factory. In all probability the iron ore formation of Lake Superior will be found in it and other minerals may be present."

"York factory is built on a low and swampy peninsula at the confluence of the Hayes and Nelson rivers. It was an important post at one time, being the supply point for the whole of western Kne Lake, but the large building at present only partially occupied is an evidence of its fallen greatness."

Everyone Paddled.

"After the swampy Etchemin the rocks, hills and island dotted lakes and woods

shores of the Hayes river were welcome. Every one paddled and assisted in portaging and aided by a favorable breeze which enabled the canoes to sail, excellent time was made. On August 12 the beautiful Oxford Lake was traversed and the party arrived at Oxford House which is situated on a clay peninsula about 30 feet high near the end of the lake.

"We approached with the flotilla of canoes abreast, his excellency's canoe in the van in the centre of the line. Indians grouped about the Hudson Bay post fired round after round from shotguns as the flotilla of canoes approached."

"Subsequently, in replying to an address of welcome, Earl Grey expressed satisfaction at the prosperity of the Indian community and urged them to better their present enviable position by further developing native arts and utilizing the resources of the fine soil of the district. The party then proceeded, camping by the beautiful Trout falls."

"A strong wind aided the run through the picturesque Kne and Swampy lakes. The run for a distance below Swampy Lake was most exhilarating, being through a succession of small rapids, some of which the party ran through without portaging."

"On August 20 the flotilla reached Nelson harbor, and the Canadian hydrographic schooner, which is engaged in surveying both the rivers, was sighted. These rivers bring down a large amount of sediment and fill up the estuaries with shifting bars. The steamer Earl Grey, which was to meet us here, could not be seen as she lay anchored in the roadstead twenty miles off the land."

"Before leaving York Factory, his excellency received a deputation of Indians and gave them some much needed advice regarding the ventilation of their dwellings."

Delightful Weather.

The run to Churchill was most enjoyable, no wraps being required when sitting on deck. At 11 o'clock in the evening we were on deck without hats or coats watching the northern lights. Summer sailing on the Mediterranean of Canada we found as pleasant as it could have been on the Mediterranean of the old world."

"At Churchill Harbor the next morning we were on deck at 6 o'clock in pajamas for coffee. The Hudson Bay steamer Pelican was in the harbor but sailed almost immediately for York and Moose factories. The harbor, the Hudson Bay post, the Royal Northwest Mounted Police barracks, old Fort Prince of Wales, the Indian and Eskimo camps on a site opposite the town and the railway yards were inspected. Churchill we left at 7 p. m., and the ship was headed for Hudson straits. The run was without incident, the weather fine and wraps were superfluous. No ice was seen, not even enough to cool a glass of champagne. The ship then coasted along the north shore of Ungava, running into Prefontaine harbor and Sagok Bay."

"Along Charles Island numerous walrus were met."

"On the 26th, we ran down the shore of Baffin Land, sighting Grenfell glacier. A number of icebergs drifting in from the straits were seen during the day forming a beautiful picture in the bright sunlight."

"At Port Burwell, on the east point of Ungava Bay, a stop of two days was made for watering the vessel, which enabled the party to visit the Moberly Mission."

"On August 29 Port Burwell was left, and steaming around Button Islands, we reached the Atlantic. The extended trip through Hudson Bay Straits was a pleasant as a summer sail upon the Atlantic. Certainly, if we had not known, we would never have guessed that we were on what has been popularly regarded as a polar sea. We constantly spoke of it as the Mediterranean. For 178 years the Hudson Bay Company ships have come in without missing a year save once. For 300 years it has been frequented by ships of all descriptions from the pinnace of 20 tons to frigates of 75 guns and finally to the Earl Grey of 2,500 tons."

"Scarcely a ship has experienced serious trouble, although the majority have been sailing vessels without auxiliary power to keep them moving through the ice, and although there are no artificial aids to navigation, not even detailed or accurate charts being available, routes are established, currents and magnetism carefully worked out, and when sailing masters become thoroughly familiar with this route to the east the safety of navigation will be increased and the season of navigation may be lengthened over the present three and a half to four months, from mid July to November, which is generally considered by those who have experienced these waters to form the period during which the route is navigable."

WANTED—Farm of hay yearly, way or steamboat, dispose of such pleasure to Freeman Cor Queens Co.

WANTED—A first Sept. 5, for the Reference required, by letter to Mrs. Rothsey.

PORTRAIT AGENTS men we start in and give credit. M Limited, Toronto.

WANTED—A cook Apply with reference to Robertson, Rothsey, John, N.B.

WANTED—For the a competent cook Rothsey School for month.

WANTED—Girl for no washing. Ap No. 1 Mount Pleasant.

SMART WOMAN—dairy and house-wages wanted, to M Vale, Rothsey.

AGENTS

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FOR SALE—Schools C. A. Henshaw, D County, N. S.

FARM FOR SALE—ten acres of ric in the heart of New Kings county; fifty supply of hardwoods; large barn, 33x40, w nice dwelling, seven ings. Making in arm and only three Property must be sold mortgage claim. A Apply to Alfred Burk St. John, N. B.

Our New ready for dis Send Nam dress for a

THE ST. JOHN'S COLLEGE

CAMPBELL

RE

Campbellton, Sept. list of supplies and day:

Margate Methodist case. LeBlanc's Bakery bread. Sanford Hicks, Sag

Charlottetown, 1 Canaan (N.B.), 1 Citizens of St. Geo Thos. Kent, 2 boxes Mrs. P. G. Hall, Ha

Ladies of Darnley's iary (P.R.I.), 1 bale Port Hope Baptist case clothing. C. T. Jones, St. Jo case clothing. Chas. Stewart, W

Miss Julia Brown, Rosinade (Mass.), 1 Shubenacadie (N.S.), Citizens of Gaspe, 1 hour, \$25.30. City of Vancouver, Citizens of Vancouver, City Treasurer, \$500. City of Vancouver, L. Chaput, L. Lamb, St. Geo