

GOING TO THE FAIR. L. Stanton in Atlanta Constitution, the ox team, Johnny-ain't no him spare; put'er bonnet on—we're goin' to the fair; tip yer mammy—comb the young'un's hair; hitch the ox team; we're goin' to the fair.

HOW IS THE PICKLING TIME. Cucumber Pickles. One gallon of pickles wash the cucumbers and spring them with one cupful of salt. Cover with boiling water; let until the next day pour off the water and add two successive days, then the cucumbers dry, add older vinegar on hot. Add a piece of alum as in a pot and two tablespoonfuls of sugar. When adding more cucumbers to the vinegar and seal, adding more if each time. Scalding the vinegar during it hot upon the pickles several times then hard and crisp.

Celery Pickle. Quarts of chopped white cabbage, two quarts of vinegar, half an ounce of turmeric, half an ounce of salt, quarter of an ounce of white mustard, four or five ounces of sugar, half an ounce of ginger root, cranberry, and a little in a porcelain kettle four or five quarts of water. Boil for one hour or until the cabbage and celery are tender. Place in jars and to sure it is well covered with vinegar. Cork up and allow them to stand in a cool place for a week or ten days, then drain them and expose them to the air until they are quite dry. Place them in jars and cover with vinegar. Allow them to stand in the following way: In using one of vinegar add to it an ounce each of nutmeg, allspice, and cloves. If you prefer, add a little of the nutmeg, allspice, and cloves. Let them stand a month or six before using.

LIVERPOOL LUMBER MARKET. Stocks of New Brunswick and Nova spruce and pine deals in Liverpool near-by ports excepted. Market on Oct. 1st, were 20,220 cords, compared with 12,220 in 1901, and 27,049 two years before. Heavy receipts, stocks showed action for the month and values were up. Of birch planks the market was too heavy. Deals sold at 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60.

GONE AT LAST. Old Oulton house on Douglas is now a thing of the past. For time workmen have been engaged riving down the place and are now filling the brick walls which formed the house. As yet no money nor treasure of any sort has been found, although the laborers have frequently reported pots of gold and other little trinkets.

Cotton Root Compound. Ladies Favorite. Is the only safe, reliable, and effective remedy for all cases of rheumatism, neuralgia, sciatica, lumbago, and all other forms of nerve pain. It is a powerful and reliable remedy for all cases of rheumatism, neuralgia, sciatica, lumbago, and all other forms of nerve pain. It is a powerful and reliable remedy for all cases of rheumatism, neuralgia, sciatica, lumbago, and all other forms of nerve pain.

\$40.00 BICYCLE. Brand new, Lady's or Gentleman's. A fine bicycle, with very good tires, and a very good saddle. It is a powerful and reliable bicycle, and is a very good investment. It is a powerful and reliable bicycle, and is a very good investment. It is a powerful and reliable bicycle, and is a very good investment.

CUNARD LINE. The Oldest of All the Transatlantic Companies.

Its Founder, Samuel Cunard, Was a Native of Halifax, N. S. — Never Lost a Life—Interesting History of the Cunarders Growth and Progress.

(London Daily Telegraph.) The Cunard Steamship Company is the oldest of all Transatlantic lines, and, with one exception, that of the Peninsular and Oriental Company, which can claim a seniority of three years, its history goes further back than that of any other ocean-going concern in the world. Samuel Cunard, its founder, was a Nova Scotian, and was born in 1787, probably at Halifax. It was about the year 1820 that his mind first began to dwell on the possibility of establishing a steam mail line between England and America.

The money for the venture was chiefly found by George Burns and David MacIver of Liverpool, and the company was formed, with a capital of £270,000, under the title of the British and North American Royal Mail Steam Packet Co., which soon was replaced by the one with which the public is now so familiar. In view of the colossal scale which now transcended the Atlantic at a speed only exceeded on the sea by torpedo craft, it is interesting to note the dimensions of these earliest Cunarders. They were as follows:

Table with columns: Name, Tons, Length. Includes Britannia, Acadia, Caledonia, and other ships.

A RIVALRY CONCERN. This was the Collins line, which began with four vessels, all of about 2,800 tons, and a considerably higher speed than the Cunarders. The Collins boat was built in 1832, the Scotia, which was the first to date from New York to Liverpool in 9 days, 17 hours, 12 minutes. The Cunard line ordered, in 1850, two ships, the Asia and Africa, of 2,125 tons each, to compete with their rivals. But the career of the latter did not last long. In 1854 they lost the Arctic by collision with a French steamer, and in 1856 the Scotia was wrecked on the coast of Newfoundland.

Down to 1860 all the vessels of the Cunard line had been of wood, the government flatly refusing to allow the mail to be carried in iron ships. But in the year mentioned the restriction was withdrawn, and the Persia, an iron paddle steamer of 3,766 tons, was built. Her length was 330 ft. and her speed 8.90. The Scotia, which for some time had the record of eight days twenty-two hours from New York to Liverpool, was the last of the big paddle boats, constructed for the Cunard. She was built in 1862, and was of 3,871 tons, and 367 ft. length. In after years she was converted into a twin-screw vessel, and did good service as a cable steamer.

The China, launched in 1862, was the earliest Cunard screw steamer. In 1867 came the Russia, of 2,960 tons and 3,000 h. p., which averaged fourteen knots, and reduced the record from New York to Queenstown to just over eight days. Subsequent crack Cunarders were the Batavia, 2,553 tons; Calabria, Alberta, and Abyssinia, each of 3,200 tons; Scotia and Bothnia, 4,535 tons; and Gallia, 4,808 tons. Steel now began to replace iron as the material for shipbuilding, and in 1881 the Servia, of 5,500 tons, and 5,307 h. p., was launched on the Clyde. In January, 1882, she broke the record with a passage from New York to Liverpool in 7 days 8 hours 15 minutes, but this a few months later, was lowered in sensational style by the Gulon liner Alaska, which ran from New York to Queenstown in 6 days 22 hours. In 1888 the Cunard Etruria did the westward passage in 6 days 1 hour 47 minutes.

Of course, the Cunard line has had its misfortunes in the shape of accidents to its vessels, but, compared with other companies, its record in this respect is very favorable, and it is a remarkable fact that of all the great shipping firms of the world it is the only one that to this day can boast that it has never lost a life.

NOT A SINGLE PASSENGER. Ever lost his life through a mishap to a Cunarder. Probably the worst loss the Cunard has sustained in its long and honorable career was that of the Oregon, a fine new steamer, which, on March 14, 1898, was sunk by collision with an unknown schooner near Long Island, in America. So perfect, however, was the system of water-tight compartments, which enabled the Oregon to float for some time after the accident, that every one of the hundreds of persons on board was safely transferred to the boats and not a life

BOERS IN ST. JOHN. Transvaal Delegates Here on Their Colonial Trip of Inspection.

Surprised and Delighted with Canada, but Feel They Have a Grand Country of Their Own—Conditions in South Africa Satisfactory—Permanent Peace. The Boer representatives who have been appointed by the imperial government to inspect and study methods of agriculture and stock raising throughout the British colonies came to St. John Tuesday saw much of interest in the city and neighborhood as their time permitted and will leave this morning for the peace terms, of course we had to accept them, but I think they were as favorable as we expected under the circumstances. The great mass of the Boers will be happily under the new conditions. Of course there are always a few who are not satisfied, but if the British government continue to act in the way they have commenced I do not anticipate any further trouble.

There are good prospects for any man who goes to Canada with a knowledge of farming and a willingness to work. You can't pick up wealth there in the streets any more than you can here. But we have a great country with a great future, and the men who will work may share in it. The delegates will be accompanied on the trip up river today by Mr. Peter and Mr. Mitchell. A. Frederickson they will be greeted by Mayor Crockett and members of the government and driven about town. Tomorrow they will be taken where they can get the best farming in the vicinity and will be driven to Marysville, where they will be taken through the saw mills and cotton and shoe factories. By the heroic efforts of the citizens with buckets and the application of blankets, carpets, etc., the fire was prevented from crossing to the south side of the street, where the buildings are smaller as a rule.

The burnt district extends from Lawson's drug store, near the Weldon House, to Dr. Murray's office, and includes not only the buildings fronting on the street, but many out buildings, barns and warehouses in the rear. When the critical nature of the fire became serious, a telegram was sent to Mayor Crockett for assistance, which was sent with all haste, arriving on the scene shortly after 8 o'clock with steam engine, hose, etc., and about 20 men. The prompt action of the Mayor and the assistance of the citizens of the town were greatly appreciated by the people of Shediac, who realize that but for their loss would have been still more serious.

General Botha in an address thanked the people for their reception. He said he spoke in the name of his people and thanked France for its heroic encouragement and for the aid she had given the Boer wounded. He congratulated Colonel De Villiers, Marcell, a Frenchman, who was killed while fighting with the Boers in 1900. He said the losses of the Boers amounted to \$500,000. The Boers, he said, do not ask for political, but for economic independence, and for the general's assistance to the concentration camps and farm burning were received with hoos from the audience.

General De Wet and De La Rey followed General Botha in making speeches. At the conclusion of the addresses a collection was taken up, which resulted in a sum of \$1,000. The general's address was presented with medals. WROTE JOHN BROWN'S BODY. (Frederick Capital). G. C. Carlyle of Coal Branch, Kent County, N. B., claims to be the author of the song "John Brown's Body Lies Mouldering in the Grave," which was very popular in the States during the war between the North and the South. He states that he is not the author of the chorus which accompanied this chorus, and does not object to his name being used in connection with the chorus. "Glorious hallelujah, as his soul goes marching on."

RECENT CHARTERS. Scammell Bros. of New York report the following charters: Srs. Zanabhar, Gulf to the Continent and east coast U. K. timber, 3d, 9d, November-December; Srs. Zanabhar, Montreal to New York, 1st, 2d, 3d, October; Srs. Zanabhar, Pensacola to Buenos Ayres, lumber, 10,000 C. P. Dixon, Carabelle 60 New York, 1st, 2d, 3d, John C. Gregory, Jacksonville to an eastern port, lumber, owners' account—out from New York with general cargo, current rates; Foster Rice, New York to Zachmouth, corn, 21-2c, per bushel and discharged; Thistle, New York to St. John, N. B., sand, p. t.; Ayre, same; Adelaide, same, wire, p. t.; Greta, New York to Montreal, sand, 11-15; R. W. Huddell, South Amboy to Boston, coal, p. t.; Nimrod, same, 70c and 80c, quick despatch; John Stroup, same, 11-15 to Atlantic; Pardon G. Thompkins, South Amboy to Providence, 11-15; Benefit, South Atlantic port to Jamaica, six trips, lumber, 35-50; Meiba, Jamaica to Boston, logwood, 34; Claydon, Fort Hastings to Providence, coal, 22-24.

IN IRELAND. (Gossip.) Although the best scenery of Ireland lies in a dense upon her rocks, it is to be found upon her seaboard, the country through which the Great Southern and Western railways is by no means devoid of beauty and interest. In the immediate neighborhood of the capital, a rich pastoral country, backed by the graceful hills of the Dublin mountains. Further on, the hills of Wicklow, leaving them behind, you reach Kildare—a fine round tower, only distinguished by a fine round tower, which stands amidst the ruins of a great abbey. From here, you reach the Curragh of Kildare—where careful lookers will see a curious and interesting Derby winners—this is the great training ground of Irish race horses. You can watch them as they start away from the rush and rattle of the passing express to the Curragh, and you can see the new military city of Kildare rising like a new city on the site of the old camp. You see the red brick houses upon a low hill in the distance.

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SHEDIAC FIRE. A Severe Loss in Buildings and Stock. The Oft Repeated Story of No Adequate Water Supply—Business Portion of the Town in Ashes—Moncton Sent Over Valuable Assistance—The Losses and the Insurance.

SHEDIAC, Oct. 15.—The town was this morning the scene of one of the greatest fires in its history, and Shediac has experienced some pretty large conflagrations. It started at 5.30 a. m. in a barn in the rear of Mrs. Melançon's grocery. Melançon's big building was soon in flames, and his storehouse containing several thousand barrels of potatoes, etc. Thence the fire spread east and west.

SHEDIAC, Oct. 15.—The business portion of Shediac presents the appearance of a desolation tonight, and hundreds of people are viewing by moon light the ruins of what was yesterday the scene of business life and activity. The north side of Main street for a distance of about two hundred yards, including the best and all the leading business establishments in the town, were wiped out, the walls of only two brick buildings in the place being left standing. By the heroic efforts of the citizens with buckets and the application of blankets, carpets, etc., the fire was prevented from crossing to the south side of the street, where the buildings are smaller as a rule.

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Prescott has a wonderfully fine herd of cattle, in which we were greatly interested. This cattle question is one of the important problems to be considered by us South African farmers now. Personally, I think your area would be perfectly suited to our conditions and when we begin to buy I shall favor the purchase of stock from Canada. This is the government's scheme also, but cattle speculators will probably buy largely from the Argentine Republic, where the price is more favorable.

There are good prospects for any man who goes to Canada with a knowledge of farming and a willingness to work. You can't pick up wealth there in the streets any more than you can here. But we have a great country with a great future, and the men who will work may share in it. The delegates will be accompanied on the trip up river today by Mr. Peter and Mr. Mitchell. A. Frederickson they will be greeted by Mayor Crockett and members of the government and driven about town. Tomorrow they will be taken where they can get the best farming in the vicinity and will be driven to Marysville, where they will be taken through the saw mills and cotton and shoe factories. By the heroic efforts of the citizens with buckets and the application of blankets, carpets, etc., the fire was prevented from crossing to the south side of the street, where the buildings are smaller as a rule.

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