WEST INDIES.

A Plan for Grappling With the Trade Depression

Consequent Upon the Deplorable Condition of the Sugar Industry in the British Islands.

An Association Formed on a Large Scale for the Co-operative Sale of Minor Products of the Soil and the Co-operative Purchase of Agricultural Supplies.

OTTAWA, Dec. 16.-The deplorable condition of the sugar industry in the British West Indies, due largely to the system of bounties which has prevailed in France for many years, has led to great stagnation in trade in the sister colonies. One course has been suggested to the home government whereby they could help the West Indies, namely, the imposition of a discriminatory duty in favor of the West Indian product, equal to the amount of the bounty granted by the French government, but the imperial authorities decline to make the jump. Meanwhile the West Indians are besinning to display some energy with a view to adding their own people. It is now proposed to turn attention to the minor products of the West Indies

and try to make a profit out of them.

With the friendly co-operation of Lord Stanmore, the Earl of Stamford, Earl Grey, Sir Rawson Rawson, Rt. Hon. Horace Plunkett, M. P., and other well known public men in England it has been decided to establish West Indian Co-Operative union for the purpose of organizing the cooperative sale of West Indian produc the co-operative purch agricultural supplied. This will be affected, in the first instance, by means of a plan well known and tested in the United States, and conspicuously illustrated by the success of the Californian Fruit union. But a portion of the profits accruing from this co-operative plan of marketing the West Indian Co-Operative union proposes to return to West Indian producers in the form of shares in various local cooperative societies, co-operative credit banks, and other self help organizations. These subsidiary associations, while locally independent and selfgoverning, will be federated and consolidated in the West Indian Co-Operative union. It is hoped that thus the union may be exabled to play in the West Indies a similar role to that which the Irish Agricultural Organization society is playing with such jects of the Irish Organization society are stated in its rules to be "to im prove the condition of the agricultural population of Ireland by teaching the principles and methods of cooperation as applicable to farming and the allied industries; to promote industrial organization for any purposes which may appear beneficial and generally to counsel and advise those engaged in agricultural pur-suits." A similar statement would broadly define the aims of the West

In order to carry out the above policy in the West Indies the services have been secured of Dr. Llewellyn Reece of Barbadcs. Dr. Reece has been long known in the West Indies for his persistent advocacy of the in troduction of co-operative methods and of intensive agriculture on small holdings devoted to the culture of other products in addition to sugar In 1897 Dr. Reece went to England to endeavor to call the attention of politicians, economists, business men and financiers to the natural solution of the West Indian problem that might be expected to follow a well organized attempt to introduce local self-help institutions, provided such step were initially stimulated and supported by the mother country. The formation of the West Indian Co-Operative union is the outcome of this visit. Dr. Reco had already, in 1896, established Minor Industries Profit Sharing association in Barbadoes. (In the West Indies, cultures such as cocoa, coffee fruits, vegetables, etc., other sugar, are called minor industries). It has, therefore, been arranged that this association in Barbades will constitute the first branch of the West Indian Co-Operative It will be the headquarters of the urion in the West Indies, and as the natural commercial centre for Grenada, St. Vincent, St Lucia and Dominica, it will act as the branch union for these islands.

A further reason for commencing the work of the union in the above group of islands is that the British govern-ment has selected St. Vincent for the initial experiments in directly assisting small cultivators; and also the governments of St. Lucia, Grenada, and St. Vincent, have adopted ordinances for the promotion of minor in-dustries. Branches of the West Indian Co-operative Union will follow, as occasion permits, at Trinidad (for Tobago and Demerara), at Antigua (for St. Kitts, Montserrat, Nevis, etc.), and at Jamaica. The peculiar and special nature of the social and geographical condition of the West Indies makes it necessary that the organization of co-operative and self-help societies be somewhat complex in order to be thorough-going and effective. The numerical preponderance of the colored population, the political preponderance of the "creoles," the great number of the islands, their geographical isolation, the poverty of external and internal commun are the difficulties to be met and overcome in any schemes of economic and

social reconstruction. The project of the West Indian Cooperation Union involves the creation of the following subsidiary local or-

1. Areal co-operative societies small, self-help, mutual aid societies, each limited in its operations to a strictly defined agricultural area (hence the name area), containing from 400 to 2,000 inhabitants. In con-

nection with each Areal Society there will be: (a) a co-operative credit bank on Raiffelsen principles; (b) a depot for agricultural products and

2. Regional associations—Each comprising, federating and consolidating such a group of Areal Societies as can best work together for common purposes over a given region, especially in regard to a common shipping port. As a rule, but not always, one Regional Association will suffice for each

In connection with each Regional Association there will also be: (a) a co-operative credit bank on Luzzati principles; (b) a depot for agricultural produce and supplies.

3. Branches of the West Indian Co perative Union-Commercial centres for such a group of Regional Associations as can best co-operate for general purposes, each of which will be a Minor Industries Profit Sharing Association already registered in Barbados. in connection with each branch union there will be: (a) a co-operative credit bank on Luzzati principles: (b) depot for agricultural produce and

Areal Societies, Regional Associations and branch unions will all be locally self-governing, and each separate and distinct from others of the same kind, out the Areal Societies will be members and shareholders of the local Regional Association, and the latter members and shareholders of the local branch of the West Indian Coperative Union. The union will have no direct dealings except with the Regional Associations, and only through its branches. All inter-areal business will be managed by the local Regional Associations, and all inter-regional business by the local branch of union. Business between the branches and business outside the West Indies. will be managed by the West Indian Co-operative Union directly. The mion will sell for the regional branches the produce they export. This it will do by duly appointed agents, whom it will select from among the number of competing merchants in any line of West Indian business such as nost capable, and who will bind themselves by contract and under bonds to faithfully perform their engagements and to pay the union, for its services in securing to them the business of West Indian associations, a portion of the usual commission they receive for transacting such business.

ARRIVAL OF S. S. PRINCE ED-WARD

The D. A. R. steamer Prince Edward, Capt. Kinney, arrived here from Yarmouth Friday afternoon to take the place of the Prince Rupert while she is undergoing her annual overhauling. The Prince Edward is in every respect the finest passenger steamer that ever entered St. John harbor. The Rupert is admitted by all to be a magnificent boat, but the Edward in her appointments is far superior to her, everything being on a larger and more elegant scale. The D. A. R. are deserving of great praise for substituting this fine steamer fo the Rupert. The management did it for fear that the substitution of a smaller and inferior boat would have ect of diverting t

business they have worked up.

Mr. Gifkins, the manager of the D. A. R., and A. MacGregor, the marine uperintendent, are in the city looking after the settlement of all matters consequent upon the change.

PATENT REPORTS.

Below will be found a list of patents recently granted to inventors by the Canadian government, through the agency of Messrs. Martin & Marcolicitors of patents and experts New York Life building, Montreal This report is prepared specially for

61,789 -George 18 Chishelm, Sault Ste. Marie, Michigan, children's car-

61,914 and 61,915-E. Parent, Terrebonne, P. Q.—Shoes. 61,933—David Daishey, White Point, N. S., lobster trap.

MONEY IN SMELTS.

The Miramichi Advance says that the 100 tons of smelts taken between Chatham and Loggieville on Monday and Monday night were sold for thre cents per pound, thus realizing \$6,000 The catch so far it values at \$10,000 A strong tide, however, did consider able damage to nets. An outfit costs about \$75. The depth of water is 15 to 40 feet. At Richibucto on Saturday, Dec. 19th, two nets took nearly a ton, which sold at three cents per pound A carload was shipped from Richibucto on Monday, and one on Tues-

A Johnston, Queens Co., correspondent writes: Miss Bertha Crealock of Jenkinsville, who has been quite ill, is able to be out again. Mrs. Irwin Thompson is recovering from a very illness, under the treatment of Dr. E. M. Brundage.

\$1000.00

We don't guarantee \$1000.00 to every user of our great Cough specific

Dr. HARVEY'S SOUTHERN

we do guarantee But immediate relief. Cures promptly. Is equally good for children

and adults. Honest 25c. bottles.

HARVEY MEDICINE CO. 424 ST. PAUL STREET, MONTREAL.

IN MID-OCEAN

The Crew of St. John Schooner Deer Hill Were Rescued.

After Much Difficulty, by the British Steamer Pawnee.

The Steamship Stood by the Schooner for Four Days Before Getting Off the Crew.

NEW YORK, Dec. 18.-The British steamer Pawnee arrived today from Mediterranean ports, bringing ten shipwrecked people, who were taken from the disabled schooner Deer Hill

Captain Aikenhead reported that on Dec. 8 he sighted a three masted topsail schooner in evident distress and needing assistance. The name "Deer Hill, of St. John, N. B.," could be seen on the stara. A heavy northwest gale was blowing and a dangerous sea was running. The schooner was seem ingly unmanazeable and the rudder disabled or carried away. The Pawnee stayed by and finally succeeded in getting a tow line aboard. The lines parted, however, and a boat was launched in charge of the chief officer and sent to communicate with the Deer Hill. The boat had nearly succeeded in boarding the wreck when an enormous sea struck and stove in, and after great dufficulty the boat's crew succeeded in getting on board the sch., where they were obliged to remain all night. On the following morning the weather had slightly moderated and a tov line was sent on board and the Pawnee towed the Deer Hill towards Bermuda. After towing about six hours the line again parted. Finding that the wind and sea was increasing when the line parted, it was found impossible to get out another. The captain of the Deer Hill signalled that he wished to abandon the wreck and requested the Pawnee to stand The gale continued throughout the ninth, tenth and eleventh, the

Pawnee seeping her position near the wreck, but found it impossible to use the boats to remove the unfortunate people of the Deer Hill, owing to the dangerous character of the seas. Finally at 7 p. m. of the 12th the rescue was affected and the Deer Hill was abandoned in lat. 35.42, lon. 52.49 W. The rescuel people were Captain C. Burns, Louisa Burns, his daughter; Hazel Merritt, the owner's daughter, and seven of the crew of the Deer Hill. When Cantain Burns was seen at quarantine he said that the Deer Hill

was a three masted topsail schooner, owned by C. H. Merritt and others of St. John, N. B. The Deer Hill sailed from St. John, N. B., on Nov. 23 for Santos, with a

cargo of lumber. About a week after sailing, the second day of December, the schooner fell in with a bad spell of weather, the wind commencing to blow hard from rifle force with a high and da sea, during which the vessel labored heavily and the seas vashed continuously over the decks, swept away the deck load, smashed the boats and flooded the deckhouse. This weather continued for six days with unabating fury until the schooner broke her rudder and became unmanageable. During this six days blow the wind was from the S. S. W. and W., and the seas were enormous. Captain Burns decided to abandon the vessel on the first opportunity. On Dec. 8 the steamer Pawnee appeared, and in answer to signals stood by and finally, after four days, transferred the unfor tunate shipwrecked people to safety and brought them to this port.

The Deer Hill was built at Moss Glen, N. B., in 1891, and registered 341

TRADE WITH BRITAIN.

W. S. Fisher Talks of His Observations in the West-New Brunswick Has a Fine Opportunity for Development.

W. S. Fisher has returned from a visit to the American and upper province markets, and as a result of his observations and enquiries in the west is more than ever impressed with a sense of the profit that may be derived by the people of New Brunswick from the development of our winter steamship connections with the mar-

To the Sun, Mr. Fisher spoke parti-

cularly of the bacon industry. While in Toronto he visited the establishment of William Davis Co. and saw them killing hogs at the rate of 3,000 per day, which is at the rate of five hogs per minute for a day of ten hours. This company have increased their facilities fifty per cent since he was there a year ago. In one shipment for the English market, just be-fore the close of St. Lawrence navigation, they sent away forty-two carloads of bacon. He was told that Canada's exports of bacon this year would approach \$8,000,000 in value, compared with about \$4,500,000 the previous year. At the same time, Britain's total imports last year were about \$38,000,000, which shows how small a proportion Canada still provides. Mr. Fisher feets more strongly convinced than ever that this province should share in the development of this branch of trade, which has grown and is still growing so rapidly in On-

He was informed by a prominent C. P. R. official that Canada's trade has grown very largely with the old country in wheat, oats, barley, cheese, butter, bacon, apples, flour, cattle, canned goods, poultry and some other lines. The butter trade has developed only within the last few years. The egg trade has shown a very satisfactory growth, and the people who thought the loss of the American market a very serious matter are finding an excellent field on the other side of the

Poultry was especially referred to Mr. Fisher was told of a Hungarian teader, from Buda-Pesth, who last year shipped 76,000 hares from Hungary to the London market.

year, as an experiment, he came to Canada, and has decided to settle in Montreal, and export poultry, game and eggs to the British market. He sent forward 23 cardoads of poultry via St. John recently. Mr. Fisher is convinced that New Brunswick poultry raisers could develop a good busi-

ness in this export trade. Then there has been a growth in the export of some lines of manufactures. such as pulp, furniture (finished and unfir ished), agricultural implements, bicycles, pianos, organs, cotton goods for the orient, and other lines.

"The market of the United Kingdem," said Mr. Fisher, "offers magnificent opportunities for development of trade, and our people ought to be educated up to it more and more. The more attention I have given to question of our resources and that great market, the more I am impressed with the necessity of a vigorous immigration policy by both federal and provincial governments.'

LETTERS FROM THE PEOPLE.

A Public Wrong.

To the Editor of the Sun:

Sir-Permit me space to call the aftention of the proper party to a state of things that should no longer be tolerated in this age of travel. A few days ago, our esteemed neighbor, Dr. Camp, was called to Jemseg, and while in attendance on his dying father, took suddenly thi, and for days his recovery was doubtful. We went yesterday to see the doctor, and after a drive of about thirteen miles we reached the Jemseg crossing and the und the winter bridge spanning the river where the scow ferries during the months of navigation, with little difficulty, but it is far from good. We drove on this bridge and crossed to the further end, to find that the bridge did not reach the shore by a considerable distance. The broken ice indicated that other teams before me had made the venture. The horse is very warm and the day is bitter cold. Shall we show the white eather and turn back? The call of duty is strong enough to say to a willing horse go feather and turn back? The call of duty is strong enough to say to a willing horse go on, and in an instant the plungs is made, and by wading through broken ice the shore is reached. But should a stranger be travelling in the opposite direction and see the ir dge in place, would naturally conclude that the way of travel was all right, and drive toward the bridge, only to find that it is impossible for any horse, without the help of men, to get upon the bridge. The only thing then that could be done is to turn short to the right (the wharf prevents turning to the left) and drive back toward the shore. Should the sleigh in turning upset and the occupants be thrown toward the channel of the river, a sad accident might have to be recorded.

channel of the river, a sad accident might have to be recorded.

As it was necessary to return home that evening, I went to the home of the road supervisor and asked that something be done to facilitate travel. He said another traveller had just been to see him about the same matter and that he would go to the mill, which is only a few yards distant from the end of the bridge, where there is generally a plenty of lumber, "and have some men fix the bridge."

On reaching Mr. Dykenan's we learned that one of the teams that crossed the bridge that morring was the one that conveyed Mrs. Camp from Sheffield to see her sick husband. The gentleman who drove her told me his "horse nearly went under getting ashore," I suppose he meant that his horse in jumping from the bridge acarly fell, as the water is not deep enough for a horse to swim.

The difficulty seems to be, the water at this late season of the year is high, and this makes the bridge too short to reach from bank to bank. But the cost of a few dollars

bank to bank. But the cost of a few dollars would remedy the inconvenience. If two or three pieces of timber, say about forty feet long, covered with plank, were attached to the end of the bridge and the other end extended into shallow water on the shore, the passage yould be made easy and safe. Or a low abutment would be perhaps better. The people of Jemseg told me that the bridge was placed in position over a week ago and left as it is. On starting for home about the middle of the afternoon, sure enough, two men with slabs were trying to build some kind of an extension from the enough, two men with slabs were trying to build some kind of an extension from the shore to the end of the bridge. But we could not wait for the placing of the last slab, as the road across the meadow was drifting over and could not easily be followed after dark. Just then the obliging ferry man, Mr. Colwell, came to our help and said he would try to take us over on his ferry. But the bridge is across the river where the ferry makes its crossings, and the scow is moored below the wharf. We leave the highway and follow the bank of the river until a place is found possible to board the scow. By unhitching the horses from the pungs and pushing our way down the bank, we succeeded with difficulty in getting safely aboard. The ice is along either shore, a heavy northwest wind blowing hard against us, and the scow was so deed up which made it nearly impossible to prevent the wind and current from hearing us down stream. aboard. The ice is along either snore, a heavy northwest wind blowing hard against us, and the scow was so iced up which made it nearly impossible to prevent the wind and current from bearing us down stream. After a hard struggle, during which time Mrs. C. and others, and also the horses that only a short time before had a bath in ice water, must stand on an open scow in a cold, biting wind, while the rhore is being reached. Chances now of getting warmed, there are none, for several miles of interval hay lands must be travelled before the nearest firesides of Lower Sheffield can be resched. In saying this, not one word is littended to reflect in the slightest on the ferry man, whom we mave slways found accommodating, nor do we censure the road capervisor, as we are not quite sure it is his duty to make such needful extension. But it is, or should be, some person's business to see to it that the crossing is made casy and safe. It ds surprisingly strange that the bridge was moved across the stream and left so long in a dangerous condition when the cost of a few dollars would have nade it convenient and safe. In the interests of the travelling public, we protest against a repetition of this public wrong. It may be said that the ice will soon make the crossing sood. True, but what about the crossing in the spring or following autumn, if the water is high? Let me ask, in conclusion, is the treasury of the province so depleted that a few dollars can't be spared to improve such crossings as Jemseg, when it is the only way open for travel to that section of Grand Lake after the close of navigation.

Yours very truly,

Yours very truly, A. C. BELL. Sheffield parsonage, Dec. 10, 1898. THE OLIVE MINE.

The St. John stockholders in the Olive Mine, Lake of the Woods district, have received checques for December dividend, with a notice of a like dividend for January. The monthly dividend is one per cent, and not ten per cent, as stated in the Globe. Shares of the par value of \$20,000 are held in this city. The total capital stock authorized is \$1,000,000 of which nowever, only \$600,000 has been issued. The stock is now quoted at 90, but there is not much of it in the market, as most of it is in the hands of the five original shareholders. Hon. George E. Foster is president of this com-

CHURCH OF ENGLAND INSTI-TUTE.

To all who sent donations to the Christmas tree boxes very hearty thanks. May our kind helpers enjoy to the full just such a glad Christmas as their generous assistance has en abled us to prepare for some little people in the country.

On behalf of the committee MARY R. WALKER.

Children Cry for CASTORIA.

The Newcastle Union Advocate issued a good Christmas number

BUYS BEAVER BOATS.

Rumored Accession to the Elder-Dempster Fleet.

Officials Will Not Talk - Opinion Prevails However, That All Except Gallia and Tongariro Have Been Purchased.

(Montreal Gazette.) LONDON, Dec. 14.—It is rumored in shipping circles here that Mesers. Elder, Dempster & Co., the large shipowners of Liverpool, have purchased the Beaver line lieet of steamers.

When the above news was received at the board of trade yesterday afternoon there was a mild sensation among shipping men. The Elder-Dempster are, besides having the largest vessels coming to the port of Montroel, have made rapid strides during the next few years.

the past few years.

The Beaver line service comprises the following boats: Lake Ontario, Lake Superior, Lake Huron, Gallia and the Tongariro. The last two named boats, however, are owned by Messrs. McIver Bros. They were placed to the St. Lawrence route during the past season, and were undoubtedly an acquisition to the fleet. If Messrs. Elder, Dempster & Co. have purchased the Lake boats it is not probable that the Gallia and Tongariro will be included.

be included.

Elder, Dempster & Cu. are the second largest shipowners in Great Britain, both as regards tomrage and number of vessels. At present they have 82 vessels in active service. The latest boat is the Monteagle, a mammoth screw vessel, which was launched yesterday from the ship building yards of Meesrs. Swan & Hunter (Ltd.), Walls-end-Time. or Mesers. Swan & Hunter (Ltd.), wasis-cou-on-Tyne. Among the largest of their boats which came to Montreal during the past summer, were the Monarch, Mammoth, Montersy, Montrose and Yoka. Mr. Ronald, the Canadian representative

of the company, who was seen last night by a Gazette representative, stated that while he had no official notification that Messrs. Elder, Dempster & Ce. had taken over the Beaver line boats, he would not be surprised if such was the case. prised if such was the case.

At the present time, Messrs. Elder, Dempster & Co. have two beths in the harbor for their vessels. The vessels on the London service are moored opposite Schmer Park, while the Bristol boats are moored at the Island wharf. If the Elder-Dempster line takes over the boats of the Beaver line it is probable that the harbor commissioners will grant them the splendid wharf accommodation enjoyed by the Beaver line.

James Crathern, president of the board of trade, and one of the directors of the Beaver line, stated last night he was not fin a trade, and one of the directors of the Bea-ver line, stated last night he was not in a position to discuss the matter, as Mr. Camp-bell, the manager of the company, was at the present time in England.

Hugh McLennan, another director, in re-ply to the Gazette, stated that he did not care to have the news confirmed from this side of the water.

BOSTON, Dec. 17.-Information was eccived here today that the Elder-Dempster company of London, which operated lines from this point and also from Montreal to Avonmouth, has absorbed the Beaver line, running from Montreal and St. John, N. B., to Liv erpool.

ST. STEPHEN.

D. Chipman III-Narrow Escape of Mr. and Mrs. McPherson.

ST. STEPHEN, N. B., Dec. 18.—Captain J. D. Chipman, M. P. P., is again confined to his room by a severe attack of bronchitis. Mr. and Mrs. Pherson, aged people living at Robinson, Maine, were driving down ing at Robincon, Maine, were driving down Main street in Calais yesterday afternoon, when their team was crowded to one side by other teams engaged in a brush of speed. Their horse commonesd to back as an electric car was approaching. The motor man saw the danger and understook to avoid a collision by putting on all speed to get past. He was not successful, for the backing sled struck near the rear of the car and the occupants were thrown violently out. Mr. Pherson struck his head on the car and received an ugly cut. His wife escaped with a severe shaking up. Had the motorman not crowded on ail power they would probably have gone under the wheels and been killed.

THRIVING AVONDALE.

(Hartland Advertiser.) (Hartland Advertiser.)

If there is only one village in Carleton county that has improved during the last year it is Avondale. This booming little town lies between the third and fourth tiers of lots, about five miles west of the St. John river and Hartland, and 15 miles north of Woodstock. The little Presque Isle river runs through the settlement. Here in Avondale we find a well kept general store, S. G. Barter, proprietor; saw mill, owned by G. F. Burpee; grist mill, owned by Mrs. C. E. Clark, and run by Levi Sherwood; the best equipped woodworking factory in the country is run by J. E. Barter & Co.; blacksmith shop, etc. There is a money order department connected with the post-effice.

der department connected with the post cfice.

During the past year the following buildings have been put up: Woodworking factory with all new and improved machinery, end moving hot air dry house for lumber, ets.; a house by Joseph Lasky; dwelling and barn by Geo. Burpee; two story cheese factory and boiler room by S. G. Barter, also a shop; house by John A. Drake; house, barn and shed by B. F. Stoddard; house in course of construction by D. M. Kennedy; barns, two large and commodious ones, by Geo. DeWitt; two by Mr. Lasky; Baptist church completed and dedicated August 7th; the grist mill completely overhauled and made as good as new; a model granary by J. E. McCready; and a veranda to the credit of S. W. Sherwood, becides a general lot of repairing through the whole of Avondale. A. R. Palmer already has lumber on the ground for a new house in the spring, and Mr. Barter has taken down and moved a building of some size from a neighboring settlement, which it is rumored he intends for a butter tub factory to be run by Appleby & Rideout in the coming summer. The tannery once owned by J. W. Boyer of Victoria has been purchased, and together with the house and lot by S. G. Barter, has been

Weak Men



science—and Apparatus indersed by physicians will be sent ON TRIAL, WITHOUT ADVANCE PAYMENT. If not all we claim, return them at

MEN WHO ARE WEAK, BROKEN DOWN DISCOURAGED, men who suffer from the effects of disease, overwork, worry, from follies or exses, from unnatural drains, weakness or lack of ment of any portion of the body, failure of vital forces, unfitness for marriage—all such men should "come to the fountain head" for a and of marvellous power to vitalize, develop, restore and sustain. On request we will send description, with testimonials, in plain scaled envelope. (No C. O. D. imposition or other deception.) Address

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Joy and Smiles in place of sight on wash day.

Surprise, a pure hard soap with quick lather, peculiar qualities for cleansing, makes easy work of wash

Follow the directions on the wrap per for finest results. SURPRISE is the name. 5 CENTS A CAKE.

**************** put in shape, and S. A. Berry & Co. have rented the two upper flats to occupy as a

FARMERS INSTITUTE

furniture factory.

MEETINGS. UNDER THE MANAGEMENT OF

The New Brunswick Department of Agriculture

The Farmers' and Dairymen's Association of N. B.

Meetings will be held at dates and places indicated below:

STAFF NO. I.

Jan. 10.—Campbellton, Restigouche Co., Evening session " 11.-Millerton, Northumberland Co. Evening session. " 12.-Napan, Northumberland Co.,

Evening session " 13.-Bass River, Kent Co., Evening session. 14.-Harcourt, Kent Co.,

Evening session. " 16.-West Branch, Kent Co., Evening session.

17.-Upper Sackville, West. Co., Evening ression. 18.-Baie Verte, Westmorland Co., Evening session. 19.-Melrose, Westmorland Co.,

Evening session. 20.—Bayfield, Westmorland Co., Evening session

23.-Coverdale, Albert Co., Evening session. 24.—Salem, Albert Co.,

" 25.-Riverside, Albert Co.,

Evening session. " 25 .- Salisbury, Westmorland Co.,

Evening session. " 27.-Corn Hill, Kings Co.,

" 28.—Petitcodiac, Westmorland Co., Evening session

30.—Carsonville, Kings Co. Evening session " 31.-Collina, Kings Co.,

Feb. 1.—English Settlement, Queens Co Evening session. 2.-Waterford, Kings Co.,

3.-Jeffries' Corner, Kings Co.,

Evening session 4.—Bloomfield, Kings Co., Evening session

6.-Welsford, Queens Co., Evening se

7.-Fredericton Junction, Sun. Co Evening session. 8.-Harvey, York Co.,

Evening session. 9.-Moore's Mills, Charlotte Co.,

> 10 .- Canterbury Station, York Co., Evening session

STAFF NO. II. Jan. 31.—Andover, Victoria Co., Evening session, Feb. 1.-Kincardine, Victoria Co.,

Afternoon and evening session 2.-Arthurette, Victoria Co., Evening session. " 3.-New Denmark, Victoria Co., Evening session

4.-Florenceville West, Car. Co.,

Evening session 6.-Glassville, Carleton Co., Evening session. " 7.-Jacksonville, Carleton Co., Evening session.

" 8 .- Richmond Corner, Car. Co., Evening session " 9.-Millville. York Co., Evening session. " 10 .- Keswick Ridge, York Co.,

Tvening session

11.-Douglas, York Co., Evening session. " 13.-Upper Gagetown, Queens Co., Evening session. " 14. -Sheffield (Temperance Hall), Sunbury Co., Evening session.

Evening session. The list of speakers has not yet been completed. It will be advertised later.

15.-Lincoln, Sumbury Co.,

C. H. LABILLOIS, Con: of Agriculture.

W. W. HUBBARD, Cor.-Secretary F & D. Assn.

ST. JOHN MAN ABROAD.

In a letter to his brother, W. Tyng Peters, station agent at Rothesay; W. Peters, who is district freight agent for the C. P. R. at Nelson, B. C., writes under date of Oct. 25th: "Just watch this country for the next few years. Our new line through the Crow's Nest Pass is a splendid one, a maximum one per sent grade. expect it will be taken over by the operating department in a few weeks, and then my district will be extended about 100 miles east, including the coal mines. Then we are building 100 miles west through a terrific country. One tunnel is half a mile long through solid rock. Orders have been placed for 125 carloads of dynamite and dasting powder for this piece of road alone. Our latest steamer was launched on Saturday. I had the honor of as-sisting in the "christening." This makes ten boats in our service here, with three more on the ways."

TEM

THE RIS

The 23rd a quarter markable e Crusade of call issued World's U served by throughou sketch give organizatio

The Won Union owe spiration of late Dr. D borough, O During his privations home, cau of his fat whose fait day took u to the salo tained his the counter the inspire that puttet bour's lips, prayed for keeper. He man gave the husban man.

The lectu if the wome ganize and their villag salcon. The sugg

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