# AGRICULTURAL.

### Canada at the World's Fair.

Prof. Saunders, Dominion Commissioner to the World's Fair, Chicago, says that cash prizes will be given for animals and poultry only. The supervisors would require every exhibitor to furnish sufficient help to feed and keep clean his animals. But one animal would be allowed in each class and age. They will allow the Canadians to exhibit from 100 to 150 cattle, from 75 to 100 horses, 150 sheep and 100 hogs. Prof. Saunders had found the directors of the exhibition most courteous and obliging and apparently most anxious to accommodate Canadians. They were willing to give all the space that could be reasonably expected. Speaking with reference to what assistance the Dominion Government would render exhibitors, Prof. Saunders said he understood that the Government would pay for the transportation of all products from the point of shipment and return It was expected that the provincial Governments would assist the exhibtors to collect the exhibts and bring them to the shipping points.

### horthorn Registrations.

At the seventh annual meeting of the Dominion Shorthorn Breeders Association the sixth Annual report that was presented stated that during the year 1891 they had been paid for 3,162 registrations, 2,889 certificates and 378 changes of ownership. Of these had been rejected 27 registrations, 16 certificates and 2 changes of ownership, returning the fee, leaving 3,135 registrations, 2, 873 certificates and 376 transfers, against in 1890. 3,166 registrations, 2,889 certificates and 348 transfers, and against in 1889. 2,729 registrations, 2,522 certificates and 367 transfers, showing hardly any change in numbers which is reassuring, as the shorthorn industry has not appeared satisfactory lately. The report further stated that Volume VIII. of the herd books had been completed, and contained all the pedigrees up to the end of 1891. To meet the large expense of reprinting so many old pedigrees, as mentioned last year, the Agriculture and Arts Association had been again solicited and had consented to contribute another $1,000 for 1892. The eight volumes which are now complete have recorded the pedigrees of 36,573 animals. The report shows that the association was formed in 1882 with a membership of 164, while there are 397 paid-up members on the roll to-day. The fees from registration increased from $2,668 in 1889; $3,047 in 1890 to $3,152 in 1891. The committee called attention to the new rule requiring all calves born after January 1, 1889. to be recorded before they are 18 months old. A double fee will be charged after that date. The financial statement showed that the receipts for the past year had been $8,491, and the disbursements $8,331, leaving a credit balance of $160. The assets were shown to amount to $5,194, while the liabilities sum up but $500.

### Our View of the Mortgage.

How do farm mortgages come into existence? The majority of them, at least in a new country, represent the ambition and the determination of men without means to become independent. They are the stepping stones that lead from the level of the day laborer to the level of the land owner; from the position of employe to that of proprietor. An industrious man comes into the North-West with a few hundred dollars to rely upon. He wants a farm of his own. If he waits until he has earned and saved enough money to buy it, he will have to remain a laborer and sacrifice the sweet delights of home and family for many years. He sees that the soil, properly cultivated, will give a splendid return upon its cost price, far in excess of any prevailing rate of interest. He takes courage, buys a bit of land, pays what he can, assumes a mortgage for the balance and goes into business himself. It is a happy change for him. It stimulates every energy. It encourages habits of industry and frugality. It makes him a better man and a better citizen. And if fortune is not unkind to him, he pays off his indebtedness and becomes a man of means years earlier than he could have achieved equal competance in any other way. Sickness or mishap or crop failure may retard his success; and his debts may hang, in these circumstances, like lead about him. But it is a burden voluntarily assumed, voluntarily borne for the sake of the great good that will come in the end; and while he is entitled to the sympathy which we feel with any co-laborer striving against adverse circumstances, he does not ask and is not entitled to the sympathy which follows a victim of injustice. And either in this way or for the making of necessary or desirable improvement, have originated three-fourths of the farm mortgages in the West to-day. —[St. Paul Pioneer Press.

### Improve Your Horses.

To the Editor:

Sir,—Some two years ago I made an effort to induce our farmers to bring in some new blood, and I think I then shewed them the improvement the Hackney or Percheron horses would make, but a great many of them prefer availing themselves of some trifling prize at a fall show to deriving something substantial in a few years from the introduction of an improved breed of horses. As one of the principles of breeding is "like produces like," then breed from the best. We have very many fine mares in these counties suitable to breed the finest of carriage and coach horses, if they were only bred to the proper class of stallion. West of Toronto the farmers for the last few years have adopted the 16-hand-thoroughbred from which they get the half-bred, large enough for all farm work and at the same time suitable for carriage and saddle purposes. Not long since Grand, the well-known horse man of Toronto, held a sale of Canadian horses in the New York market at auction, realizing from $500 to $1,150. What is to prevent the farmers here from following suit? Every man knows who has ever raised a colt that it costs as much to pasture and feed a dunghill as a colt with high breeding. We don't want rats at three years old, we want horses that will bring as they reach four years from $150 to $300. How can you get them? By introducing the Hackney, the short-legged, compact thoroughbred, or the French coach horse. Many will say, "This is all talk—how are they to be got?" American breeders or importers from the Government studs in France will furnish a Percheron or French coach stallion, bay, brown or black, weigh 1,350 to 1,450 lbs. 16 and 16½ hands high the model coach horse in large cities, with fine flat legs and perfection of carriage payable in 1, 2, or 3 years. Their method is this: Upon ascertaining that 25 or 30 farmers are really desirous of improving their horses, they will send in their agent with a French coast or Percheron stallion, as may be desired, of the color, carriage, age, height and weight you may require, for approval. For instance, the cost of an imported horse here would be from $1,500 to $2,000—say $2,000 and get the best. Twenty-five men take stock to the amount of $100 each, running over a period of 3 years, which would be $33.33 per year, with the privilege of two mares each year. His mare would therefore cost him about $16.60 each year, and at the expiration of the 3 years the stockholders would own the horse. My reason for stating 25 subscribers instead of 20 is to provide an additional $500 towards the care of the horse.

In this way our farmers can have the finest imported blood and pay less for the use of the horse than they pay now for the majority of scrubs that travel the road. Of course horses from 2 to 3 years old would cost less, say $1,200, but they would be too young. Many will say "$1,500 or $2,000 is too much for a horse, the owner desires to make a fortune out of us." At the same time these men, if they had one or more fine half-bred coach horses in their stables, would have no delicacy in sticking on a few hundred extra if a buyer came along that wanted their horse.

I don't want our friends to overlook this fact—that two mares will cost them during 3 years only $33.33 each year, and once the stockholders' mares are served then the horse is open to the public for whatever number the directors decide upon.

Have your Clydesdales been a success? No, they have not, but are as difficult to manage as young turkeys; and in winter, if you were going to Moose Creek, you might better go on foot. The Percherons that came in have given good satisfaction and we want more of them. Now, are there not in Stormont 25 horsemen who will each subscribe $100, payable one-third each year for three years, to secure such a French coach stallion as I describe, of pure blood and lineage? Remember that the French coach stallion has a combination of power, elegance, action and size found in no other carriage breed in the world, as the combined blood of the Barb, Arab and thoroughbred are mingled in this truly magnificent race of high stepping horses. The French Government established the breeding of these horses in the year 1660. and they have gone on each year until now they have reached, I may say, perfection under the guidance of the Director-General of the French Government.

Yours, &c.,
John Bergin.

Cornwall, Feb. 6, 1892.

### Stock Foods In Winter.

An extensive breeder writes:

Generally the foods fed to the animals in winter are deficient in muscle-forming matter, and in this respect we depart from the rules of nature. Foods rich in albuminoids form muscle, and give to the animals a strength of system which will enable them to fatten well at the proper time. Growing and work animals should have a large ration of this muscle-forming food, the amount being generally fixed by growers at about 1.50, and milking animals, to produce good milk, should have a ration in which the albuminoids are present in the proportion of about 1.34.

Examining the various hays, grains and straws in the light of analysis, we find that their nutritive value is deficient generally in this very particular. We find them varying in the following proportion: Millet, 1.54; rye meal, 1.70; barley, 1.79; timothy hay, 1.81, and corn, 1.86. All of these foods are deficient in albuminoids, and do not come up to the standard required, either for milch cows or for growing or working animals. The muscle-forming element is lacking, and consequently the animals cannot take on their best growth under such a system of feeding. Wheat, oat and rye straw are still more deficient in the muscle-forming ingredients than any of the above.

But these hays, grains and straw furnish other nutritive values, which are at the basis of all growth, and they cannot be discarded simply because they are deficient in one ingredient. The ideal winter food is to make these grains and hays the basis of the feeding, and then add some other food which abounds in albuminoids to make up the deficiency in this one respect. We find this other food in wheat bran, which has an albuminoid ratio of 1.39, almost the proportion needed for milch cows. Mixed with the hays and grains and straws, it supplies them with all the muscle-forming element required. Calves and colts are easily kept fat and apparently in good condition when fed on corn meal and hay, but to grow rapidly and put on muscle, they must be fed in addition wheat bran, oilcake or oats.

Wheat bran, everything considered, answers the purpose better than any of the more highly-concentrated foods, and for young animals it is beyond all question the best. It is easily digested and supplies the growing animals with all the muscle necessary. Pigs, calves and sheep profit from this food, and it is said that the manure from animals fed with wheat bran is so superior to any other that it more than pays for the original extra cost of the food. There are several grades of wheat bran, called respectively "common bran," "shipstuff," "middlings," "sharps" and "mill feed." Most of these grades can be had as cheap as any other good food that animals require, The wheat bran can be fed to young animals before they can masticate grain, and it will supply their system with the carbonhydrates and albuminoids in such qualities that they will grow rapidly.

### As Described by an Observer.

Attorney (cross-examining for the other side)—"You say the moon was shining brightly at the time?"

Witness—"It was."

"You are perfectly familiar with the appearance of the moon, are you?"

"Yes, sir."

"Can tell a moon as far as you can see it, can you?"

"I think I can."

"Ever see the man in the moon?"

"I've seen what they call the man in the moon."

"Often?"

"Many a time."

"What does he look like?"

"Well, to tell you the truth, he looks like a little two-for-a-cent one-horse lawyer."

# "TRAINS FOR JERUSALEM,"

## "This Way for the Holy Land and Way Stations.

## PILGRIMAGES THAT WILL BE EASY IN YEARS TO COME.

**A French Company Has Built the Jaffa and Jerusalem Railroad, and a Heretofore Disagreeable Journey Has Been Made Easy—Profit Expected from the Venture—Scenes of Sacred History Invaded by Iron Horses.**

Blase Canadian and American tourists can have a novelty next summer in the line of foreign peregrination. They can travel merrily from Jaffa to Jerusalem in a parlor car! Perhaps their sense or reverence would be more soothed by the old-time shoon and scallop and staff and covering the route by the active locomotion of their legs. But those who are nineteenth centuryists in their views will settle into their comfortable seat in a Pullman and hear the Arab conductor howl out "J'rus'lum! All out for J'rus'lum!" without being a bit disturbed in their mind. He will do it in Arabic, but there is no doubt about his swallowing half his words just the same.

This is the cheerful prospect held out by a French company which has just issued a prospectus of the "Jaffa and Jerusaleum Railway Company." The road was begun in April, 1890, and they have pushed it on rapidly. The distance is a fraction over fifty-four miles. The rails, "sleepers," three locomotives and forty-eight freight cars are already delivered at Jaffa.

OLD-TIME TRAVEL.

Thomas Cook, the cosmopolitan cicerone, has managed hitherto fully nine-tents of travel in the Hold Land. The method of transportation from Jaffa to Jerusalem, as arranged by Cook, is an ox-wagon or landaus. You pay your money and take your choice. The difference in the tariff between the two is $15 or $20.

The unfortunate pilgrim to the Holy Land who journeyed in this way began his discomforts in effecting a landing at Jaffa. The sea is very shallow on the coast of Palestine, and at Jaffa everything, passengers included, has to be taken off the ship in small boats, which put out to it for this purpose.

Jaffa, until quite recently, was a nasty little town of 12,000 inhabitants and with no Delmonico in the place. Now it is a nasty little town of 30,000, which shows that selling oranges and olives has a good effect on the census.

The Cook pilgrim put something into his jaded stomach and mounted the tumbril for Jerusalem in a penitential spirit. Palestine is nothing if not hilly, and the jaunt to the Sacred City is a bit of a jolt. Occasionally the road is rutty, and the wheels dig down into the landscope as if they were agriculturalists in a new land.

However, if the thing didn't break down they arrived at Jerusalem with their anatomy in a condition which allowed them to open their Badeckers and start in "to do" the sacred spot with praiseworthy heroism.

The Holy Land is one of those places which most people do not visit at all and few visit twice. So the pilgrims who have made their way thither before this year of grace 1892 will wish they had put it off till next summer when the maiden locomotive will whistle and shriek and snort through the orange groves of Jaffa, while the smoke it belches forth will trail across the fertile vally of the Wady-Surar, along which the iron horse will caper for most of his course.

The natives will rub their eyes and look at the wonder almost as Herod might have done in the years when the Christian era was in its baby days if he had seen such a phenomonon. The apostles would have had to wait for trains in that case, and various possibilities in the way of luggage and cabmen suggest themselves with rather a rude shock to the sentiments of the pietist.

THE FRENCH COMPANY.

The French company which has sprung this railway on the Holy Land is not dealing with subjects of Herod the Tetrarch, nor forcing Apostles to study time-tables and eat at railroad lunch counters. With all their trials they have escaped this at least, those holy men.

The capital of the company is 4,000,000 francs, that is, $800,000, which is in 8,000 shares of $100 each. There is also an issue of 18,000 5 per cent. obligations, payable to bearer, of 500 francs ($1,800,000 in bonds of $100 each).

The company has obtained an absolute concession for seventy-one years of the line from Jaffa to Jerusalem, with the option of extensions to Nablous in the direction of Damascus, and to Gaza in the direction of Port Said. This was granted to it by a firman dated Oct. 28, 1888.

The task of constructing and equipping the line has been undertaken by the Societite des Pravaux Publics et Constructions at a contract price strictly limited to the amount of share capital and the proceeds of the present issue. The cost of administration and interest upon the obligations during construction are included in this contract price.

The iron-work for the road has been made in France by the Eiffel Works and shipped to Palestine.

The station at Jaffa is connected with the Port by a temporary line of 1,640 yards, which ends near the jetty, where there is a moveable crane, thus permitting the direct unloading of ships.

A careful estimate has been made of the probable traffic which will be managed by the line. This estimate is formed on data and statistics collected on the spot, and it is supported by the Consular reports of the Foreign Office and by the official records of the trade of the port of Jaffa. The company calculates on a gross annual return for its first few years of $236,000. On this basis, and according to a contract for the working of the line made with the Societe de Trayaux Publics et Constructions, with a scale of expenses decreasing from 50 to 30 per cent. of the amount of the returns, a mimmum net annual revenue is looked for of $120,000. The payment of interest and the redemption of the 18,000 bonds will take only $93,400 a year.

This is not a very stupendous outlook for traffic to American eyes, which are used to seeing larger returns from the rails. But it is not bad for a little railroad only fifty-four miles long between Jerusalem and Jaffa. Jerusalem is now a city of 50,000 inhabitants, and will probably grow a little from becoming the terminus of a railway line.

The London office, which is handling the obligations of the railroad, says they are being readily taken up here. The capital of the road is assured in any case, and so there is little to prevent its completion at the time specified. Travellers to Palestine next summer may therefore count on a greater degree of comfort than has ever fallen to the lot of travellers in that sacred region before. The American traveller from Arkansas can lean back in his luxurious seat in the smoker, look at the oranges as they gleam among the groves of Jaffa and wonder if they will pan out any better than the Flordia crop while he smokes his cigar.

What the increase will be in pilgrims can only be conjectured. Two or three years later it can be told what effect the railway line from Jaffa to Jerusalem has really had.

### Canada or America.

A Victoria B. C. paper refers to the somewhat humiliating fact that wherever the words "America" and "American" are used in a British newspaper, or other periodical, the United States or United States citizens are invariably meant. Never by any chance is the term "American" applied to a Canadian, and the word "America" never seems to suggest "Canada" to an Englishman. For instance, when Mr. William Roberts, who is no lover of the United States or its institutions, headed his article for the Fortnightly Review "The Administration of Justice in America," it did not occur to him that his strictures might be taken to apply to Canada as well as the United States, for Canada is quite as much a part of America as the United States is, and, leaving Alaska out, is quite as large if not larger. But Mr. Roberts does not include Canada in his criticism on the administration of justice in America. On the contrary, he takes very good care to let his readers know that when he says "America" he does not mean Canada. He, in fact, draws a striking comparison with respect to the administration of justice and the enforcement of law between the two countries. Mr. Roberts uses the word America in a very restricted sense, for, with him, it means California, the State in which he lived some years, and with which he was best acquainted. To those who take exception to his making California a sample State, he says: "I will also ask the reader to cross the border into British Columbia, a much wilder and more sparsely populated country than any of the American States on the Pacific Coast. I will then challenge him to point out any one of the Western States of the Union where life and property are as secure as they are there, where crimes of robbery and violence are as infrequent, where the law is administered as firmly, where punishment as surely follows conviction, and where, in consequence, lynch law is unknown. The Canadian Pacific and Northern Pacific Railways were built at the same time, both transcontinental lines, the one in British the other in American territory. Why was it that on the former, murder and shooting scrapes, as they are called, when men fire at each other with pistols, were unknown, while on the latter they were of daily occurrence? I am told, perhaps, because men carry revolvers in America and not in British Columbia; but, I ask them, why men carry revolvers in America and not in British Columbia, when it is equally against the law in both countries to do so?"

The picture, which Mr. Roberts draws of the way in which justice is administered and the law disregarded in California, is not a pleasant one, but, from the facts he adduces, it cannot be said with truth that it is not true to life. The corruption of the courts in California disgusts him utterly. He saw in that State justice—or rather injustice—bought without hardly a pretence of concealment. He says: "In England it was said at one time, and may be true to some extent now, that there was one law for the rich and another for the poor. In America this has been greatly simplified, there is only one law, a law for the rich and none for the poor." This is bad enough, but it is not worse than some Americans themselves say of the administration of justice in their own country. Instances are given in the article in which men guilty of grave crimes have been able to get off scot free. The reviewer tells of lynchings that were carried out in open day and without disguise, and of atrocities committed with impunity on defenceless persons. The article is not written in a dispassionate tone and the reader may be apt to suspect that the writer is prejudiced against the United States, but those who during the late attempt to bring the boodlers to justice in San Francisco read the newspapapers published in that city will see that he says nothing worse of the courts of law than has been said, over and over again, by United States citizens who believed that the public interest required an exposure of their rottenness.

The English soldiers in the Soudan were supplied with St. Jacobs Oil.

The Marshal de Bassompierre was employed by Henry the Fourth on several embassies. He once told the king that when he went as embassador to Spain, he rode into Madrid on the most beautiful mule he had ever seen, which had been sent by the Spanish monarch for his special use. "Ha, ha, what a comical sight!" laughed out the boisterous king; "an ass upon a mule!" "Yes, sire," said Bassompierre, coolly; "I represented your majesty."

"Girls, we are just twenty-one and are 'heart whole and fancy free,'" exclaims the editor of the Dublin (Ga.) Post. "Our father furnishes us with free board; our mother owns a gold mine and we 'stand in' tolerably well. The only thing that we possess that will do to brag on is a heart, and it is big enough to love a whole family, if necessary. Call early that you may avoid the rush."


# Catarrh

Is a constitutional and not a local disease, and therefore it cannot be cured by local applications. It requires a constitutional remedy like Hood's Sarsaparilla, which, working through the blood, effects a permanent cure of catarrh by eradicating the impurity which causes and promotes the disease. Thousands of people testify to the success of Hood's Sarsaparilla as a remedy for catarrh when other preparations had failed. Hood's Sarsaparilla also builds up the whole system, and makes you feel renewed in health.

# Hood's Sarsaparilla

Sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & CO., Apothecaries, Lowell, Mass

**100 Doses One Dollar**


### HUMAN PREY IN ITS TALONS.

**A Monster Bald Eagle Picks up a Child and starts on its Skyward Journey.**

A despatch from Raton, N. M., says:—A party of tourists witnessed a strange sight near this place a few days ago. Late in the afternoon while going by a little house near the road they heard the frantic screams of a woman. Several of the men ran to the house and found her standing in a side door screaming, "My child! my child!" and pointing to the barn, on the top of which sat a big bald eagle with a child about one year old in its talons.

Before any of the party could shoot the bird the noise had frightened him, and, picking up the child, he flapped his enormous wings and started away. The weight of the child, however, was almost too much, and it seemed impossible for him to rise more than fifty feet above the ground. A Mr. Roberts in the party had a rifle, but feared to shoot, knowing that if the bird was killed the boy would fall to the ground and be dashed to pieces.

The half crazed mother and the party of tourists, wild with excitement, ran along, keeping as near the eagle as possible. At last the mother implored Mr. Roberts to shoot the bird. Thinking the boy's death was almost a certainty in any event Mr. Roberts took careful aim and fired. The eagle gave a scream and began beating the air viciously with one wing, while the other hung useless by his side. The bullet had evidently broken the left wing.

It was almost a minute before the strength of the bird gave out and it began to fall, still holding the boy in its talons. It came down slowly, circling about, lower and lower each time, and at last reached the ground. The mother rushed at her child, but the eagle began to fight, beak and wing and it was not until it had been killed with the butt of the rifle that the child was released.

The talons of the eagle had gotten well tied up in its clothes and this had saved the boy's life. He was black and blue in many places from being beaten by the eagle's wing, but was not otherwise hurt. The mother's joy was something indescribable. She told the tourists that the eagle had been about the house for a long time and had almost become a pet. It had seemed to be much attached to a dog owned by her husband and spent much of its time near the dog's kennel.

A few weeks before the dog had shown symptoms of madness and had been shot. Since then the eagle had seemed very vicious. Two days before it had taken the child it had gone away and had not been seen until the mother, attracted by the cries of her child, ran to the door and saw it perched upon the barn with the baby in its claws.


# "German Syrup"

Here is something from Mr. Frank A. Hale, proprietor of the De Witt House, Lewiston, and the Tontine Hotel, Brunswick, Me. Hotel men meet the world as it comes and goes, and are not slow in sizing people and things up for what they are worth. He says that he has lost a father and several brothers and sisters from Pulmonary Consumption, and is himself frequently troubled with colds, and he often coughs enough to make him sick at his stomach. Whenever he has taken a cold of this kind he uses Boschee's German Syrup, and it cures him every time. Here is a man who knows the full danger of lung troubles, and would therefore be most particular as to the medicine he used. What is his opinion? Listen! "I use nothing but Boschee's German Syrup, and have advised, I presume, more than a hundred different persons to take it. They agree with me that it is the best cough syrup in the market."

**Hereditary Consumption**



WITHOUT AN EQUAL.

ST. JACOBS OIL

TRADE MARK

CURES RHEUMATISM, NEURALGIA, LUMBAGO, SCIATICA,

THE GREAT REMEDY FOR PAIN

Sprains, Bruises, Burns, Swellings.

THE CHARLES A. VOGELER COMPANY, Baltimore, Md.

Canadian Depot: TORONTO, ONT.