

LITTLE-KNOW SIBERIA.

An Interesting Excursion From a Recent Work by Baron de Batz.

Usually when speaking of Siberia visions of snow-covered plains, ice-clad mountains and vast expanses of dreary waste arise in the mind's eye. However true these visions may be of Siberia in general, there are vast fertile plains within the empire of the North, and a recently published book of Baron de Batz gives some information about them that may interest.

There is no doubt the climate of Siberia is more rigorous than that of any other country in the same latitude. The northern shore is washed by the Arctic Ocean, whence the polar winds sweep unimpeded over the country, while the great central Asiatic range shuts out the warm southerly and southeasterly breezes. Hence, the regions of Siberia enjoy a more inclement and less equable climate than places of corresponding latitude in Europe or America, except the northern plains in the interior of Canada, which however, profit in summer by certain warm-air currents from Mexico and the Antilles.

Siberia may be divided from north to south into three great zones. First, the polar zone, or the zone of the "Toondea," stretching from the polar seas to the polar circle, with outlines somewhat irregular. Vegetation in this region is reduced to grasses, mosses and lichens. The soil is perpetually frost bound.

Second, the forest zone, extending from the polar circle to the fiftieth or the fifty-fifth degree of latitude, characterized by thick forests intersected by swamps.

Third, the cultivable zone, stretching south to the Chinese frontier. In this zone the summers are warm and genial. Wheat, rye and oats can be grown, and stock raising may be carried on. Almost all of the efforts of our colonists have been concentrated here.

This comprises at present the four governments of Tobolsk, Tomsk, Yenisei and Irkutsk, leaving out of consideration their most northerly districts and the mountainous portions of the government of Tomsk, Yenisei and Irkutsk lying near the Chinese frontier. It also includes the regions watered by the Amur and the Ussuri, sparsely populated at present, but rapidly being settled by immigration under the reduced rates on the Great Siberian Railroad, now completed to Stretinsk, east of Lake Baikal.

This zone contains approximately 54,000,000 acres, with only 5,380,000 acres under cultivation. The system of cultivation is still primitive. The land is first cleared, the trees are felled, stumps are removed, or on the steppes the soil is merely plowed. The ground is next sown with wheat for two or three years consecutively. It is then allowed to lie fallow, and subsequently is again sown with wheat. This rotation is continued until the ground shows signs of exhaustion. The land is then left completely uncultivated, and other fields are tilled.

Ordinary soil, before being left to lie fallow for a long period, can be plowed and sown for three or four years in succession; the best black earth can be cultivated from twenty-five to thirty years. South of the Tobolsk province there are fields which are known to have been cultivated uninterruptedly for one hundred years.

The gradual impoverishment of the soil, however, has compelled the farmers to make use of manure, and on the northern borders of the cultivable zone of the Tobolsk provinces the following rotation of crops has been adopted; 1, rye; 2, oats, barley or corn; 3 fallow.

The abundance of the crop varies according to the system of cultivation adopted, and it is to be noted that the stories told by early travelers of the prodigiously fertile soil of Siberia relate only to exceptional years. At the present time, the annual harvest of cereal crops in Siberia yields 160,000,000 pods, or 2,880,000 tons. The harvest consists approximately of: Corn and oats, 60 per cent; rye, 20 per cent; other cereals, 20 per cent.

THE DUST OF OCEAN.

A "dusty" ocean highway sounds almost incredible. Yet those who are familiar with sailing ships know that no matter how carefully the decks may be washed down in the morning, and how little work of any kind may be done during the day, nevertheless, if the decks are not swept at night-fall, an enormous quantity of dust will quickly collect. Of course, on the modern "liner" the burning of hundreds of tons of coal every twenty-four hours, and the myriads of foot falls daily, would account for a considerable accumulation of dust, but on a "wind-jammer," manned with a dozen hands or less, no such dust-producing agencies are at work. And yet the records of sailing ships show that they collect more sea dust than does a steamer, which is probably accounted for by the fact that, while the dust-laden smoke blows clear of the steamer, the large area of canvas spread by the sails acts as a dust collector.

On the Farm.

SHEEP HUSBANDRY.

Give the lambs a very little wisp of fine clover hay to bite at. They may soon be educated in the way they should go by very little training. We may take it as a rule that the lamb will pay for the food of its dam, and leave the fleece for its own value.

Young lambs may be taught to eat a meal when three or four weeks old. First get them to lick a little from the hand and they will be at one's heels after two or three tates of some meal.

The feeding and breeding of sheep is a fine art. It takes a lifetime to acquire it, and the skillful shepherd, who is supposed to know it all, really knows himself that he is but still a beginner in the art.

Some care is to be exercised in the feeding of alfalfa. This plant is exceedingly rich in nitrogen, which, while it is needed for sheep to supply the demands of the fleece, yet it is not to be fed to excess.

There is no necessity for plowing up a pasture to renew and improve it. The best pastures in the world have never been plowed, but are as nature first covered them with grass. This applies mostly to sheep-pastures, which grow thicker and better under judicious treatment the longer they are in use.

For farm flocks it will be a good thing to improve the pasture by giving the surface a thorough harrowing to tear up the tough sod. This may be done so thoroughly as to seem to tear up all the grass. But it will soon reappear after a shower of rain, and if a liberal sowing of fresh seed is given the grass will take on new life.

The best mixture of grass for a sheep pasture is 10 pounds each of red top, blue grass, white clover, meadow fescue and perennial clover, commonly called pea-vine clover. Where the land is inclined to be damp sow alsike clover quite freely; six or eight pounds of seed to the acre with all the others will not be too much. For a sheep pasture thick seeding is necessary, thus getting close growth and short fine grass.

Some experiments made at the Ontario College showed that ground peas made one tenth more gain in feeding lambs for 104 days than ground corn and peas together, and one-fifth more than ground corn alone. In addition to this gain there was another in the manure from the peas, for the peas contain about twice as much nitrogen as the corn does. Of course, in all feeding the value of the manure is to be considered, and if there is no profit besides this it is sufficient to make it worth while to choose the feed which gives the best manure.

A sheep will swallow any liquid easily if it is given with care and in this way. Put the medicine in a small pitcher with a lip, set the sheep on its rump as for sheering, then hold the head raised, just a little, so the fluid will run the right way, and pour a little into the mouth. Then wait until it is swallowed and give a little more. Pour the liquid into the side of the mouth. To give dry medicine mix it with a little butter, or molasses or thick gruel and put it into the back of the mouth while the sheep is held as above directed. Turpentine or any other strong flavored liquid is best mixed with sweet milk and well shaken together, and given in small quantities. Solid stuff should be finely powdered and mixed with honey and butter, and the mixture rubbed on the back teeth. The head is held up a little so the medicine will not run out of the mouth.

EXTRA EARLY VEGETABLES.

Sometimes the spring months are wet, and the process of seed planting is much delayed. In order to avoid this one may make up lettuce and onion beds in fall, just the same as they would in the spring, and when the weather becomes so cool that all danger of the seeds sprouting is past, sow lettuce, put out onions, then mulch with leaves, straw or manure from the barnyard. If leaves or straw are used, they may be held in place by covering lightly with boards. In the spring remove mulching, stick radish seeds along the edge of beds, and you will have vegetables as soon as your neighbors have greens.

KILLING BUSHES.

To mow in August and burn in September used to be the rule for killing bushes. The time required for those that are cut to get dry enough to burn gives the sprouts a chance to start, and they are again killed down by the burning, which destroys the vitality of most of them, and if some make growth after that time the young wood is so tender that it is likely to winter kill. If they survive this they would browse down the few sprouts that would show the next season. The sowing of a little white clover and grass seed on those

places would make good pasture where the bushes are a nuisance.

COOPS FOR CHICKS.

It has been found that housing the chicks in unventilated nursery-coops hot nights has an injurious effect upon the plumage. The nursery-coops should be so constructed that there will be a free circulation of air through them at night. This is not so important during the early spring months, when the nights are cool, but it is something which should not be neglected during the hot months of summer. The slatted sides of the coop may admit some water, in a dashing rainstorm, but the chicks will be in no danger of drowning, and the interior can be quickly dried out when the storm is past by turning the coop over to the sun.

Expert poultrymen have tested the effect of housing the chicks in close coops during the hot nights of summer. There is a perceptible difference in chicks of the same breeding thus treated and those assigned to coops admitting ventilation. The effect was enough to make it plain that those to whom plumage is a matter of moment must give due consideration to the pattern of the coop in which the birds find a home during the growing period.

MALARIAL FEVER.

AFTER EFFECTS LEAVE THE VICTIM WEAK AND DEPRESSED.

Miss Emma Huskinson, a Captain in the Salvation Army, Tells How She Regained Health Through the Use of Dr. Williams' Pink Pills.

From the Sun, Orangeville, Ont.

Among the oldest and most highly respected residents of Orangeville is Mrs. John Huskinson, whose daughter, Emma, has for a number of years been an acute sufferer from the after effects of malarial fever. A reporter of the Sun hearing of the wonderful effects which Dr. Williams' Pink Pills have had on Miss Huskinson, called at her home to enquire into the truth of the rumor. After stating the reason of his visit, he was kindly received by Mrs. Huskinson, who gave him the following facts of the cure: "Some years ago," said Mrs. Huskinson, "my daughter Emma, who is now captain of the Newmarket corps of the Salvation Army, was attacked by malarial fever. She was under a doctor's care for a long time and although she recovered sufficiently to go about, the after effects of the fever left her very weak and the doctor did not seem able to put any life into her. She had frequent headaches, was very pale, and the least exertion would greatly fatigue her. We thought a change might do her good and consequently she went on a visit to Toronto. While there she was advised to try Dr. Williams' Pink Pills and at once purchased a supply. Before she had finished the second box she noted a marked change for the better; her appetite improved, her color returned, the feeling of exhaustion had disappeared, and by the time she had taken half a dozen boxes she was enjoying the best of health, and all her old-time vigor had returned. Although her work in the Salvation Army is hard and exposes her to all kinds of weather, she has since been able to do it without the least inconvenience.

"Some time after my daughter's cure I was myself completely run down, and to add to my trouble was seized with a severe attack of rheumatism. Remembering the benefit my daughter had received from Dr. Williams' Pink Pills, I decided to use them, and before I had taken half a dozen boxes I felt fully recovered and have been in the best of health ever since. My advice to all ailing is to use Dr. Williams' Pink Pills for Pale People."

Dr. Williams' Pink Pills have restored more weak and ailing women and girls to robust health than any other medicine ever discovered, which in part accounts for their popularity throughout the world. These pills are sold by all dealers or may be had by mail at 50 cents a box, or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

SNEEZE-WOOD.

Among its many peculiarities South Africa includes the "sneeze-wood" tree, which takes its name from the fact that one cannot cut it with a saw without sneezing, as the fine dust has exactly the effect of snuff. Even in planing the wood it will some times cause sneezing. No insect, worm or barnacle will touch it. It is very bitter to the taste and its specific gravity is heavier than water. The color is light brown, the grain very close and hard. It is a nice-looking wood, and takes a good polish. For dock work, piers or jetties it is a useful timber, lasting a long while under water.

Hinks; is your wife ever out of temper? Winks; Never; she has an inexhaustible supply.

Japan tea drinkers!

SALADA CEYLON GREEN TEA is more healthful than Japan tea.

RAILROADS IN CHINA.

People who know the Chinese, as well as any outsider can—which is probably very superficially indeed—tell us that much of the anti-foreign sentiment in China is provoked by the doings of railroad-builders. Ancestor-worship is a part of the Chinese religion. When an engineer desecrates the sacred graves in order to lay out a route, he rouses the populace to fury.

The first railway constructed in China was eleven miles long and connected Shanghai with Wusung. An English company built it in 1876. The Chinese government tore it up in 1877.

Railroads seem to flourish best in northern China. Here they had their origin in the needs of the coal-mines at Kaiping, east of Peking, which have been operated since 1855. The English manager of the mines began with a little tramway to carry the coal eleven miles to the coast, thence to be conveyed by water to Tientsin. The trouble with this arrangement was that in winter, when business would have been most active, the river was frozen up.

Finally, by cautious management, the engineer put through a railway from the mines to Tientsin and Taku, and it was afterwards extended at the northeast of Kaiping, to reach new collieries. The Chinese themselves provided the capital.

In 1892 Li Hung Chang built an extension of this road. In 1895 the government carried it farther still. Now, as the Imperial Chinese Railway, it reaches from Peking to Kin-chow, including two branches, measures about four hundred miles. When the anti-foreign movement arose, another extension, running northeast from Kin-chow a hundred miles, was under construction; and it was agreed that from Kin-chow—which is at the head of the Gulf of Liaotung—the Russian line which is to run from Port Arthur to the Siberian railway, six hundred and fifty miles.

At the southwest of the capital, most of the railroads are at the "projected" stage. There is a line from Peking to Pao-ting, eighty-eight miles long. Chinese capitalists have planned to extend this to Hankau on the Yangtze River. An American company has a concession to build a railroad from Hankau to Canton. Thus the distance between Peking and Canton, twelve hundred miles, may ultimately be bridged.

The statisticians agree that there are four thousand miles of telegraph in China, but none of them dares to say how many miles of railroad are in existence, nor does any one attempt to keep track of the concessions that have been granted in the last few years and that may or may not be utilized. Many Chinese statesmen have sided with the masses in objecting to these concessions.

With the statesmen religious prejudice is not so intense as with the common people. But they say that China's true policy is to build railroads slowly, with Chinese capital, thus avoiding the incubus of a foreign debt. And they look forward with dread to the economic problems that will arise when—in a densely populated land, where every morsel of food has to be fought for—railroads throw millions of coolies, carriers, and junkmen out of work.

THE FELINE CREW.

Every large ocean liner carrying passengers has on board from six to ten cats, these being apportioned to And even, beyond this, on most of the great lines, particular employes are instructed to feed daily, as a part of their duties, certain cats in their part of the ship. And there is promotion for pussy as well, for any cat that is particularly amiable and interesting is permitted to enjoy the run of the first or second or third class saloons, according to the popular vote. In this way certain of the first-class saloon pussies have become quite celebrated, especially on the long-voyage boats that go to India and Australia, and the stewards of the various classes are quite commonly eager to push their own favorite cat into first place. Of course, there are amazing favorites with the staff of the ship that are fine hunters and do not seek society.

When the ship is in port, a certain man has the duty of feeding the cats at regular hours and of entering rations in a book; but every cat on the ship that has been long on the sea seems to wait with eagerness for and to recognize at once the professional rat-catcher, who always goes to work in the hold of every passenger liner when it comes to dock, and who lives by riding ships of rats. The

"staff cats," as the stewards call them, never leave the rat man until he has finished his duties. Large sums have been offered for one saloon cat on a great liner and the staff have to guard it strictly from inquisitive admirers, in whose luggage it has several times been found.

NEWSPAPER BORROWING.

Here is the latest story of the man who is too stingy to take his home paper; A man who is too economical to subscribe for a paper sent his little boy to borrow the copy taken by his neighbor. In his haste the boy ran over a four-dollar stand of bees, and in 10 minutes looked like a warty squash. His cries reached his father, who ran to his assistance, and failing to notice a barbed wire fence, ran into that, breaking it down, cutting a handful of flesh from his anatomy and ruining a four-dollar pair of pants. The old cow took advantage of the gap in the fence and got into the cornfield and killed herself eating green corn. Hearing the racket, the wife ran, upset a four-gallon churn full of rich cream into a basket of chickens, drowning the whole flock. In the hurry she dropped a seven-dollar set of false teeth. The baby, left alone, crawled through the spilled milk and into the parlor, ruining a brand-new twenty-dollar carpet. During the excitement the oldest daughter ran away with the hired man, the dog broke up 11 setting hens and the calves got out and chewed the tails off four fine shirts.

Dodd's Kidney Pills

are the only medicine that will cure Diabetes. Like Bright's Disease this disease was incurable until Dodd's Kidney Pills cured it. Doctors themselves confess that without Dodd's Kidney Pills they are powerless against Diabetes. Dodd's Kidney Pills are the first medicine that ever cured Diabetes. Limitations—box, name and pill, are advertised to do so, but the medicine that does cure

Diabetes

is Dodd's Kidney Pills. Dodd's Kidney Pills are fifty cents a box at all druggists.

SWALLOWS AND RAILWAYS.

The fastest trains in the world cannot at all stand a comparison with the flight of swallows. A Frenchman, M. Compinge, has made some trials with swallows in order to find out whether it would be possible to use them as letter-carriers. The result was that on an average the swallows covered a distance of 160 miles in 64 minutes.

LET DEEDS RAIFY SENTIMENT.

Ladies of Canada: The world never saw such an exhibition of patriotic sentiment as the African war called forth. Canadians, Australians and the splendid youth of Natal fought side by side with the British tea planters of Ceylon and India. Australia drinks the teas of Ceylon and India, while Canada already drinks their Black Tea. Drinkers of Japan tea should try their green teas. Up to date tea merchants, the Salada Company, for instance, now sell them entirely on merit. "Middle-of-the-road men" are only waiting for supplies. While "sit-on-the-fence men" are waiting to see how the cat will jump. Ladies of Canada, we pray you aid the British planter.

Colonist.

She—"Oh, my tooth aches dreadfully! I don't see why we can't be born without teeth." He—"I think, my dear, that if you will look up some authority on that point, you will find that most of us are."

"A Man's Man for a That."

Even if he has corns on both feet. But he is a stronger, happier, and wiser man if he uses Putnam's Painless Corn Extractor and get rid of the unsightly corns painlessly and at once.

FORTY MILES FOR A PENNY.

The Russian Government, says Dagblad, Stockholm, has decided upon the introduction of specially cheap fares upon the Trans-Siberian Railway, in order to encourage emigration to the country. A ticket from Russia to Tobolsk only cost 45. 6d., and from Tobolsk to any station whatever in Siberia the fare is only nine shillings. Thus the tripper can cover about 6000 miles for a matter of thirteen shillings.

When everyone has tried Blue Ribbon Ceylon Tea there will be no need to advertise it. Once tried, always used.

LUDELLA APPLIES. Poultry, Butter, Eggs and other Produce. The Dawson Commission Co., Limited, Toronto.

TIME MEASURED. The early Egyptians divided the day and night each into 12 hours, a custom adopted by the Jews or Greeks, probably from the Babylonians. The day is said to have first been divided into hours from B.C. 253, when a sun dial was erected in the temple of Quirinus, at Rome. Previous to the invention of water clocks, B.C. 158, the time was called at Rome by public criers. In early England one expedient for measuring time was by wax candles, three inches burning an hour. The first perfect mechanical clock was not made until about A. D. 1250. Day began at sunrise amongst most of the Northern nations, and sunset among the Athenians and Jews, at midnight among the Romans, as with us.

FOR OVER FIFTY YEARS. MRS. WINSLOW'S SOOTHING SYRUP has been used by mothers for their children's teething. It soothes the child, softens the gums, relieves pain, cures wind colic, and is the best remedy for diarrhoea, or a hoarse, cold, and all disorders throughout the world. Be sure you get the "Mrs. Winslow's Soothing Syrup."

A confidence man is a man who is unworthy of your confidence.

E. H. Snow. This signature is on every box of the genuine Laxative Bromo-Quinine Tablets the remedy that cures a cold in one day.

THE LEARNED SOCIETIES. Through their members have testified to the great efficacy of Putnam's Painless Corn Extractor. It proves no line of demarcation, securing alike the good will of the highest and the most humble, and with strict impartiality, removing with equal celerity the corns of each. Try Putnam's Corn Extractor.

HORSES IN QUANT JAPAN. They are always doing things in an odd way in Japan, so we are not surprised to learn that the Japanese put hats and shoes of straw on the few horses they have. Even the clumsy old dray horses stumble along in shoes of straw. This odd footwear is tied around the ankles with straw rope, and the shoes are made of ordinary rice straw so braided that each foot is protected by a sole about half an inch thick. The soles cost about 1 cent each pair, and each cart is supplied with a stock of new shoes, which are put on whenever the old ones wear out. One pair of shoes will last for about eight miles of travel, and so it has become the custom to measure distances by shoes, one Japanese saying to another such and such a place is so many sets of shoes away. This sort of direction is understood.

I Will Cure You. If you are suffering from Rheumatism, Lumbago, or any general ELECTRIC SHOCK and low cure. My beautiful illustrated 80-page book is sent on application, and it tells all about my new ELECTRIC SHOCK and low cure. Send for it to-day. Dr. M. E. McLaughlin, 120 YONGE ST., TORONTO, ONT.

MUSIC, CHEAP. Buying the Butland Music at 50c on the \$, is what enables me to sell Music at lower prices than any other store in Canada. Our Special Bargain is decidedly lower than any offered. Lot No. 3 contains 20 pieces of 10c Music for 50c. This means we give you music for 50c, worth \$2.

MONTREAL HOTEL DIRECTORY. The "Balmoral," Free Bus. Avenue House. "I tell you what, there's a dark outlook for that young man." "Why?" "He has a night job in a signal tower." Some men enjoy chronic laziness more than some others enjoy a well-earned rest. W. P. C. 1049.

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