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### DIVIDING THE BURDEN.

Well-Known Wheelman Gives His Opinion as to Who Should Pay for Good Roads.

"The great reason why we have so few good roads in the United States is that we have left it to the farmers alone to build them. This is wrong. It is absolutely impossible for the farmers alone to provide a system of good roads. The cost is altogether too great, and unless substantial help is furnished them, upon some reasonable basis, progress in road building will continue to be slow and unsatisfactory," says Otto Dorner, chairman of the L. A. W. highway improvement committee.

"The help which the farmers require in building roads should come from the cities. The cities are the great centers of wealth; they are the great markets in which business is done—the great distributing points for manufactures and for agricultural products. Agricultural America has built them up and maintains them. The union between the cities and farming districts is close, upon a hundred different channels of trade. Each depends upon the other. What is more proper, therefore, than that the city should unite with the country in constructing and maintaining suitable and efficient means of communication and transportation?"

"There need be no doubt that the taxpayers of most American cities are willing and ready to contribute to the cost of building country roads. Their necessity is as thoroughly realized in the cities as it is by the farmers who become stalled on a muddy road with a load of grain hauled half way to market. City people know the country better than they have ever known it before, and their business relations with country people are growing more and more intimate. They are quick to see the convenience and saving which would result from the construction of good roads, and know that they themselves would be, in large measure, the gainers.

"But how can a tax be levied upon city property for expenditure in country districts for road building purposes? A city tax is out of the question, as much as it would be to levy a town tax upon farm property for building sewers in a distant city. True, a county tax might be levied, a large share of which would be paid by the cities situated in the county, and which might be used for the building of roads in any locality within the county. But this is not sufficient, especially in the case of large cities like Chicago, New York, Cincinnati, St. Louis, Minneapolis and Baltimore. Their interests extend far beyond the counties in which they are situated; indeed, the cities themselves constitute the greater part, or nearly all, of the taxpaying property included in these counties. They may properly contribute to the cost of building roads in all the territory from which they draw their trade.

"The best method yet devised for levying taxes upon city property for the purpose of building country roads is by the medium of a state tax. This is levied upon city and country property alike, upon all classes of people, so that every locality, every taxpayer, contributes proportionately, according to the amount of property owned, the wealthy property-owners contributing the largest amounts.

"Massachusetts, New Jersey, New York and Connecticut are probably the states which have made the greatest progress in country road building. They have all levied state highway taxes, and have built roads by a system of state aid. While the rate of taxation has been low, the amount collected has been considerable. In New York \$50,000 were collected by a state tax of one and one-tenth cents upon every thousand dollars assessed valuation, and four-fifths of the whole amount was collected in the cities, where most of the property in the state is situated.

"The state aid system does not interfere in any way with present methods of road building, but simply provides a means by which an enterprising country community, desiring to possess first-class highways, may obtain financial assistance for the purpose from the cities. The state does not pay for building such roads, but simply contributes to their expense, just as it contributes to the cost of maintaining public schools, which are conducted by the local school officials, but which, to receive such state assistance, must be up to a certain standard."

### Feed and Pork Flavor.

There is a vast difference in the quality of pork. Some is sweet, tender and juicy. Some is directly the reverse. Feed is largely responsible for this difference, says the Epitomist. In experiments, conducted for the purpose of determining the influence of food on the quality of pork, it has been found that milk, corn, barley, oats and peas produce the most solid and best-flavored meat. Potatoes produce a soft pork. By-products of the flour mill make an inferior pork. Oil meals produce pork that is oily and of poor flavor. The meat made from feeding beans is without flavor, and hard and indigestible. Acorns do not make good work.

### APPEARANCES COUNT.

The Man Who Packs His Fruit Attractively Is the Man Who Makes Fair Profits.

When there is anything like a full crop of fruits it often occurs that the markets become overstocked and the price drops so low as to give little or no profit to the owner. At the same time large quantities of fruit are being sold every day. In a majority of cases it is the better appearing fruit—that which is put up in neat, convenient packages and that presents an inviting appearance—that sells first and best. The inferior is what is left, if any.

The grower who is careless in picking and sorting his fruit, who pays but little attention to the kind or appearance of the package in which it is sent to market, is the worst sufferer. It is this class of fruit that is passed by when there is an oversupply. When there is a scarcity and the demand exceeds the supply almost any kind of fruit will sell at some price. But with plenty of good fruit the poor grade won't sell at a low price, if it is sold at all.

In all cases it pays when picking the fruit to sort carefully, grade according to quality, and with small fruits especially it pays in addition to send to market in attractive packages. The difference in the cost is small, especially as compared with the better opportunities of selling, and the higher price it is possible to realize, and this is more important in a year when there is a good supply of fruit than at any other time, although a difference in favor of the better fruit is made at all times. But usually it is only when there is a scarcity that poor fruit is marketable. The grower who carefully sorts his fruit and takes pains in sending to market in a way that will be attractive to the customer not only realizes good prices, but does good missionary work in encouraging the consumption of fruit.—Farmers' Voice.

### COLD STORAGE EGGS.

They Are Good Enough for Ordinary Purposes, But Not Up to Fresh-Laid Ones.

Cold storage of eggs opens opportunities for sales that would not otherwise be afforded. Objections may be made to them by some, but they are nevertheless a necessity at the present time, as they relieve the market of the surplus during certain seasons when the supply of eggs and poultry is unlimited. The eggs are kept at a temperature just above the freezing point, the object being not to allow them to become frozen, and at the same time to keep them in a condition which prevents any changes. The main objection to the system is that the eggs are sold as "fresh laid," which is an imposition on the purchaser, and there seems no way to overcome the difficulty. There should be a law compelling those who subject eggs and poultry to the cold storage process to label or mark them in such a manner as to make the fact known, the same as is done with bogus butter. If anyone wishes to purchase cold storage materials the right to do so should not be denied them, but to sell cold storage eggs as "fresh laid" is a fraud and imposition. When poultry is kept by the cold storage process decomposition begins as soon as the low temperature is removed, and the meat becomes flabby. Any person who has compared such poultry with that which is fresh can easily detect the difference, but the great army of buyers are ignorant of the fact that to a certain extent cold storage destroys the quality, and they willingly buy an article that has been preserved by cold storage, believing it to be strictly fresh, although they would not do so if they were informed of the facts by proper labels or marks.—Farm and Fireside.

### THE ROAD MOVEMENT.

Early in the Century Highway Improvement Was Agitated Quite Generally.

The good roads movement in this country is not of recent origin, as many who are following and agitating it may think. In the earlier part of the century an agitation for good roads was kept up for nearly 50 years, and had among its leaders such men as Henry Clay and John Calhoun. This movement resulted in the government taking a sufficient interest in it to provide for a national turnpike through the leading eastern cities to those in the west. About the time the movement was well under way, the railroads, as a means of transportation, became so prominent as to cause the road work to stop.

### Vigilance Is Necessary.

Any crumbs from the table are valuable for young chicks. Change of diet is requisite. Do not let the chicks get chilled, as they are of no earthly use after that. I hear people say: "Oh, I can't bother that way. It is too much trouble." Well, I go into poultry houses where lice get onto me in a moment. I say those people have no business to have chickens. Our chicks will show it, and it pays. Eternal vigilance is the price of chicks—good ones, and I would want no others.—Mrs. Curry, in Pacific Poultryman.

### Canadian Order of Foresters.

Among the many fraternal societies in the Dominion of Canada the Canadian Order of Foresters stands at the top as regards finances, having the largest surplus per \$1,000 of risk of any society doing business in this country. The membership now numbers 34,000, and the surplus in the insurance fund at the end of September last was \$802,000, and it is increasing at the rate of \$11,000 per month. The business of the Society is confined to the Dominion, hence the death rate is very low, being only 4.56 per 1,000, of membership in the year 1898, and the average death rate since the organization of the society in 1879 has been only 4.94. The society is adding largely to its membership, new Courts being established in all parts of the Dominion, and the old courts are being strengthened. The insurance premiums are very low, being as follows, payable monthly in advance:

Age of	On \$500	On \$1,000	On \$1,500	On \$2,000
18 to 25	35c	60c	90c	\$1.20
25 to 30	40c	65c	98c	1.30
30 to 35	45c	70c	\$1.05	1.40
35 to 40	50c	85c	1.28	1.70
40 to 45	55c	\$1.00	1.50	2.00

The Sick Benefit Department, though an optional feature, is very popular among the membership, upwards of 17,000 being enrolled in that department. The benefits are very liberal, considering the low rates charged, which are as follows, payable monthly in advance:

Between 18 and 25 years	25 cents
" 25 and 30 years	30 cents
" 30 and 35 years	35 cents
" 35 and 40 years	40 cents
" 40 and 45 years	45 cents

For further particulars enquire of any of the Officers or Members of the Order, or address

R. ELLIOT, THOS. WHITE, H. C. R., High Sec'y, Ingersoll, Brantford, or ERNST GARTUNG, Brantford.

### When to Harrow Land.

Land should be harrowed after plowing before the clods become hard and difficult to crush, and the surface made as fine as possible. Frequent harrowing of lands already planted will check the loss of water. Orchards, especially those containing bearing trees, will be greatly benefited by harrowing at brief intervals until midsummer. The disk harrow is best adapted to clayey soils. The disks should be set at such an angle that the entire surface will be tilled. If the land has been put in the proper condition early in the season a spike tooth or smoothing harrow will be all that is needed during the summer.—Farmers' Review.

### Small Celery Is Best.

There is a great difference in the quality of celery, and this makes the size a matter of comparatively little account. The giant varieties of celery are now superseded in favor of dwarf kinds that are crisp and nutty in flavor. Something, however, depends on the soil and method of growing. A moist soil makes the celery grow much fuller of its native juices than one which is dry. The soil can hardly be too rich, for the quicker the growth the better it is, whatever the variety. Celery that is any way stunted in growth becomes stringy, and if it is checked by drought it will have comparatively little of the characteristic celery flavor.

Railroad building has practically reached its limit in this country now, though there will be extensions of the system gradually, but the good roads movement which they stopped in the earlier days is now receiving fresh impetus from the lessons that good steel highways have taught the people, and because of the necessity of good highways as feeders to the immense railroad systems of the country.

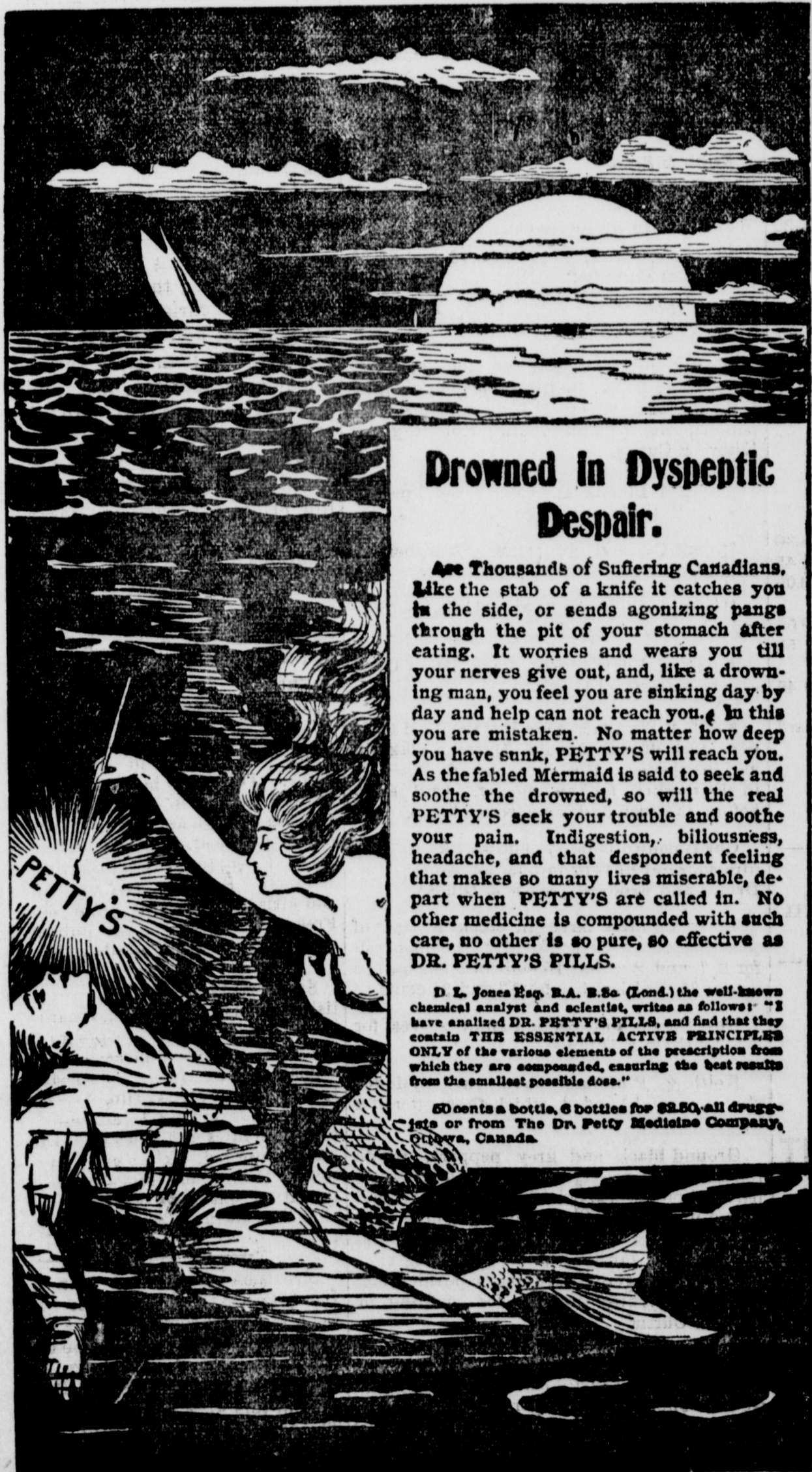
Instead of having one kind of good road to the detriment of the other, it is very probable that the work of the League of American Wheelmen, in conjunction with the Farmers' National congress and other agricultural organizations, will result in the work of road building being taken up where it was left off some years ago and completed as far as the necessities of the country demand. To do this will require millions of dollars and much patient effort, but the good roads agitators are confident they can convince the legislators and the people that improved highways are an economic necessity.

### A New Shade Tree Pest.

That beautiful and graceful shade tree, the white birch, which decorates so many parks and home lawns, has been attacked by a very destructive insect enemy in our state. For several years past some of the finest specimens of this tree in Buffalo's parks have died each year. It is now known that the cause was a small, slender beetle, whose grub makes tortuous tunnels just beneath the bark. To scientists the insect is known as Agrilus anxius, but we may well speak of it as the birch Agrilus. . . . I have, as yet, no better suggestion to offer than to cut down and burn immediately, especially before May in the spring, all trees found dying; I doubt if any protective wash for the trees will be found practicable and effective.—Prof. M. V. Slingerland, before the W. N. Y. Hort. Society.

The only safe remedy for the yellows is to cut out every affected tree and this must be done systematically and thoroughly.

Currants do better if mulched after the bushes come into bearing.



## Drowned in Dyspeptic Despair.

See Thousands of Suffering Canadians, like the stab of a knife it catches you in the side, or sends agonizing pangs through the pit of your stomach after eating. It worries and wears you till your nerves give out, and, like a drowning man, you feel you are sinking day by day and help can not reach you. In this you are mistaken. No matter how deep you have sunk, PETTY'S will reach you. As the fabled Mermaid is said to seek and soothe the drowned, so will the real PETTY'S seek your trouble and soothe your pain. Indigestion, biliousness, headache, and that despondent feeling that makes so many lives miserable, depart when PETTY'S are called in. No other medicine is compounded with such care, no other is so pure, so effective as DR. PETTY'S PILLS.

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