

FARM AND DAIRY.

This column is devoted to agricultural subjects, and the editors will be grateful to farmers if they will use it for the intelligent discussion of matters pertaining to their important calling.

Sharing the Profits.

Mr. J. H. Birkett of Kingston, has introduced the profit sharing system in a planing mill that he operates in that city. The result of the experiment will be of great interest to those who study labor questions, and who, asks the Ottawa Citizen is there now-a-days that does not give some attention to these? Mr. Birkett has eleven employees, and his plan is to deduct from the gross receipts the expenses of running the business and six per cent. on the capital invested, and then the remainder equally between himself and the men. The basis of the division is supplied by the fact that the total amount of wages paid during the year is about equal to the capital. In apportioning that part of the profits which goes to the men among them each man is given a share corresponding to the amount of wages that he earns during the year.

The principle thus put in operation presents one of the methods by which the relations between capital and labor may be ameliorated and the position of the working men improved. It is not by any means a new idea. It has been tried with excellent success in England, France, Germany and the United States. It is in fact one form of co-operation, for the workmen as they receive a share of the profits are treated as if their wages were a portion of the capital invested. It might be supposed that this plan of conducting a business would be injurious to the capitalists and that he is making a sacrifice for which he receives no return by surrendering any fraction of his profits to labor. But this is not the result of experience. The new interest taken by employees in the success of their master's undertaking has been found to lead to increased efficiency. They recognize that in serving the establishment they are serving themselves, and an impulse given to them to exercise industry, energy, economy and care which is found to lend increased vitality to the common enterprise.

Where labor disputes are becoming so common and where the hostilities produced by them are so bitter one cannot but welcome the hope held out by experiments of this kind of a new constitution of industry in which the conflicting interests will be united, harmonious feeling reestablished and the industrial welfare of the community placed upon an irrefragable basis.—*St. John's (P. Q.) News.*

Fashion in Farming.

The fact has frequently been noticed that farming communities change production speedily with little apparent reason. The ordinary fluctuations in particular crops seem enough at times to set a whole neighborhood into new efforts for profit by special cropping. It has been a matter of common remark that extremes in the price of hogs or sheep are likely to follow in quick succession from the readiness with which farmers turn from one or to other. A famous sheep raiser is said to have given as the secret of his success the maxim, "Buy when your neighbors sell, and sell when your neighbors buy." The explanation is that farmers are likely to move in crowds under a common feeling that profit lies in the direction sought by others. Often their seems to be no better reason than that our neighbors are doing it.

The Cow Milked While You Wait.

London Telegraph: To take a cow from door to door and milk her in presence of each customer is the very newest departure in the London milk business. It is one that is not lacking in boldness and originality, and it deserves more success than it is likely, we fear, to meet with. The practice is common enough in Egypt, where housekeepers appreciate the advantage of being able to judge for themselves whether the animal from which they draw their supply looks healthy or the reverse. But then the average Egyptian is not the slave of the British urban superstition which demands that milk should look thick and yellow in order to be genuine. It is all in vain to assure most people in English towns that pure milk is not of a rich, yellow hue, and that as a matter of fact it ought to be white. They know better than the cow and the milkman combined, and as they demand yellowness they are supplied with it to their hearts' content. All that has to be done, and is done, is to mix various coloring matters with the fluid, and these pigments usually are innocuous, though not always so. This popular delusion as to the appearance of real country milk will probably be fatal to the enterprise of the tradesman who is now taking a "personally conducted" cow on a milk-round to the houses of his patrons. It will be impossible to induce the cow to produce milk of the required color and consistency, even if it is fed all day long on buttercups, saffron, and yellow chalk; and customers will denounce it as a bovine fraud, or, at all events, as being in a feeble and unhealthy condition. As far as the experiment has gone at present it is said to be one to which the cows themselves take kindly.

They do not, as we should naturally expect object to having the milking process prolonged through several streets; nor will they give a drip the less, even though crowds of idle persons assemble to see the fun. If the system "catches on" there is no doubt that the Londoner will have cause to be thankful, because he will have a certainty of being supplied with an absolutely pure product. There would only be a few minutes between the cow and the breakfast table, though the first person served would very likely get most cream, and though the sight of herds of kine being led through the streets in the early morning would be strange and unusual, yet in time we should all get to acknowledge the desirability of the reform if it were not for the "color blindness" to which we have referred.

RETURNING HOME.

To Get the Traffic Steamship Lines Cut Steerage Rates.

The steerage travel from New York has grown to an enormous extent within the last few weeks and has materially affected the policy pursued by the Dominion, the Beaver and the Allan Lines in regard to their steerage arrangements. The former rates of these three lines, \$24, was reduced to \$20, and recently to \$15, where it now rests. The reasons for this unprecedented cut were stated by Mr. H. E. Murray and Mr. George Hannah, of the Beaver and Allan Lines. It seems that there has been for some time an attempt on the part of the Continental Lines sailing from New York—the North German Lloyd, the Hamburg-American Packet Company, the Red Star and the Netherlands lines—to form a combination with the British lines and raise the steerage rates. The British lines, which comprise the American, the Cunard and the Anchor lines, decided not to advance the rates, as the British steerage trade done by the Continental lines was of small importance. The Continental companies, among which the North German Lloyd took the lead, determined to retaliate by cutting their British steerage rates. The English companies returned the compliment by making a cut on their own Continental traffic, thereby underbidding the other companies for the Continental trade. The cutting became fast and furious. The North German Lloyd and her confederates dropped the British rates from \$25 to \$10. The Cunard Line was forced to do likewise and was followed by the Anchor Line. The American had at first evinced a disposition to side with the promoters of the trust, but finally joined with the Cunard and the Anchor. There the matter had rested for some weeks, neither side retreating from their position, while the tide of emigration and immigration swells with every passage. The Germania last week left New York with 500 in the steerage against an average of 125. On Monday the Teutonic sailed with 700 steerage passengers, her average being 175. Mr. Hannah stated that the steerage accommodations of the New York Liners were being taxed to their utmost capacity—some steamers holding as many as 1000 in their steerage; the people were packed closely together, the berths almost touching each other—in fact the people were packed like sardines, or, almost, as Mr. Hannah expressed it, "like dead men." The greatly decreased rates from New York would naturally induce intending emigrants to take advantage of the \$10 rate and journey to the American metropolis. Hence the \$15 rate. At present the Dominion and Beaver Lines report only a small increase. The Allan Line, however, has had more traffic. The Parisian sailed with 139 in the steerage. The average this year up to the date of her sailing had been but 70, somewhat below that of last year—89. On the whole, it would appear that the outward bound steerage traffic is of much larger proportions, comparatively, in the United States than in Canada. While the increase here has been somewhat pronounced, in New York it has been almost impossible to procure berths. As the railroad fare to New York from Toronto is some two dollars less than that to Montreal, Mr. Hannah remarked that the traffic from Toronto would have been diverted to the New York lines but for the difficulty, and, in fact, the improbability of being able to obtain a steerage berth when once the passengers had arrived there. Therefore, the Ontario traffic continues to flow as usual through Montreal. The great impetus in American emigration is generally considered to be due to the Chicago strike and the news of the \$10 rate having spread through the large cities on the lakes—Detroit, Cleveland, Toledo, and Buffalo—and those in the interior has been the means of turning many a foreign workman's face homeward to the land of his birth. One interesting fact noted has been that many miners from Montana and Idaho have left America, attracted by the rich gold fields of South Africa. As regards the present outlook in New York, Mr. Hannah added that from appearances the continental lines were becoming tired of the "wild cat" struggle and would in a short time return to their former rates. The British companies would follow suit and the Montreal lines would also return to their usual rate of \$24. In any case, however, added Mr. Hannah, the Canadian lines were in no hurry and the \$15 rate will in all probability hold good for another month.

COMING!

The COOK & WHITBY English : Circus,

MUSEUM AND MENAGERIE, ALLIED WITH AMERICA'S RACING ASSOCIATION, AND

JUPITER, THE RIDING LION!



50 Cages

Rare and Valuable Animals!

A Herd of Elephants!

A Drove of Camels!

100 ACTS!

20 AERIAL ARTISTS!

50 Acrobats!

30 Hurricane Riders!

5 Military Bands!

A Regiment of Clowns!

Enough Trained Animals

ALONE

TO EQUIP A BIG MENAGERIE.

THE FINEST HORSES Of Any Show on Earth.

In our Three Rings, 2 Elevated Stages, and Half Mile Hippodrome Track

YOU will see everything you ever saw before at a Circus, but more that has never been presented to the American public by any Show but this.

Unequaled! Unsurpassed!

AN EXHIBITION OF SUBLIMITY AND GRANDEUR NEVER TO BE FORGOTTEN.

DON'T MISS

THE PARADE!

10.30 a. m.

On no account fail to witness the thrilling performance of

JUPITER, The Equestrian Lion!

It has cost \$20,000 and Five Years Labor to produce this feature, the greatest spectacle ever offered the public by amusement managers. A startling and unique performance that staggers belief and silences criticism. Seen on the Midway Plaisance at the great World's Fair this spectacle astonished and delighted thousands. He is the Greatest Trained Animal Alive and is performed at each exhibition of this

Foremost Show of the World!

WILL EXHIBIT AT

WOODSTOCK

THURSDAY,

AUG. 16.

WATCH

CHAINS are what we are pushing to the front this month. We have a Great Variety in this line of goods. They are:

Gold, Silver, 20 year Filled, 5 yr Gold Plate, Silver Plate, Solid Nickel, with Stone Setting. Silk, Gold Mounted Hair Guards, and Steel Chains.

Prices from 10 Cents to 35 Dollars.

We are still conducting the

Marriage License

BUREAU

At the old stand, and offering every inducement for business.

W. B. Jewett,

37 MAIN STREET,

Woodstock.

C. B. CHURCHILL.

Tinware, Stove Pipe, Hot Air Furnaces, Etc.

21 KING STREET,

WOODSTOCK, N. B.

DANIEL LEE,

Landeau, - Livery - and Boarding - Stables.

Coaches in attendance at Steamboats and Trains.

DOUBLE and SINGLE TURNOUTS.

ACCOMMODATION BARGE,

for Picnics and other outings.

LANDEAU.

E. M. BOYER, J. P.,

Collecting Justice,

CONVEYANCING, - LIFE - AND - ACCIDENT ASSURANCE

MONEY LOANED,

Real Estate Agent, Auctioneer and Issuer of Marriage Licences.

Queen Street, Woodstock, N. B.

Lee's Restaurant.

Meals Served

At all hours, including

Oysters, Baked Beans, Ham and Eggs,

And, in fact, everything that goes to make up a First-Class Bill of Fare.

I beg to call attention of the public to the fact that I have fitted up a Fine Dining Room in connection with the restaurant and we will be better prepared than ever to accommodate our many friends in the county. Imported and Domestic Cigars, and a fine assortment of Confectionery constantly on hand; also Fruits of all kinds. Thanking my many friends for their patronage during the last year, and soliciting a continuance of the same during the ensuing year, I remain, yours truly,

John M. Williamson.

We manufacture a Full Line

- HOUSE -

FURNITURE,

All of which is to be seen at our warehouses.

JACOB VANWART,

(SOUTH SIDE OF BRIDGE)

Woodstock, N. B.

Subscribe for THE DISPATCH. \$1 a year.

W. A. THOMPSON,

MEAT AND FISH STORE.

North Shore Salmon.

6 CONNELL STREET.

FEWER BROS.,

PLUMBERS,

Steam, Gas and Water Fitters.

Orders Promptly and Carefully Filled. Prices moderate. Work warranted.

EMERALD ST., OPP. WILBUR HOUSE,

WOODSTOCK, N. B.

The Churches.

CHURCH OF ENGLAND SERVICES.—Rev. Canon Neales, Rector.

Christ Church (Parish Church).—Service at 3 p. m. on first, fourth and fifth Sunday and at 11 a. m. on the second and third Sundays in the month. The Holy Communion on second Sunday. Litany every alternate Wednesday 7.30 p. m.

St. Luke's.—Service every Sunday 11 a. m. and 7.00 p. m. The Holy Communion at 11 a. m. every first Sunday, and at 8 a. m. every third and fifth Sunday in the month, and on Holy Days at 10 a. m. Friday service 7.30 p. m. Sunday School 2.30 p. m.

St. Peter's (Jacksonville).—Service at 11 a. m. on the first, fourth and fifth Sundays, and at 3 p. m. on the second and third Sundays in each month. The Holy Communion at 11 a. m. the fourth Sunday in each month. Service at Upper Woodstock every first and third Thursday at 7.30, at Northampton every fourth Thursday.

St. GERTRUDE'S (R. C.) CHURCH.—Rev. Fr. Chapman, pastor.—Masses on Sunday at 9 and 11 a. m. On Holy Days at 8 and 10 a. m. Sunday School 2.15 and Vespers 7.00 p. m.; Week-days Mass, 7.30 a. m.

St. PAUL'S PRESBYTERIAN.—Sunday Services: Preaching 11 a. m. and 7 p. m. Sunday School and Pastor's Bible Class 2.30 p. m. Prayer meeting Wednesday evening at 7.30 o'clock.

ADVENTIST, MAPLE ST.—Elder J. Denton, pastor. Sunday services: Prayer meeting at 10.00 a. m.; Sunday School, at 11 a. m.; Preaching, at 3 and 7 p. m.; prayer meetings on Wednesday and Friday evenings at 7.30 o'clock. All seats are free; strangers welcome.

BAPTIST, ALBERT ST.—Rev. A. F. Baker, pastor. Sabbath services: prayer meeting, 10.30 and preaching at 11 a. m.; Sabbath school and pastor's Bible class at 2.30 and preaching at 7 p. m. Prayer meeting Wednesday, 8 p. m. Monthly conference on Friday preceding first Sabbath of each month. Seats free, strangers made welcome. Young Peoples Union Association meets every Monday evening.

REFORMED BAPTIST, MAIN ST.—Rev. A. H. Trafton, pastor. Services as follows: Prayer meeting every Sabbath at 10 a. m.; Sabbath school 2.30 p. m. Preaching every Sabbath at 7 p. m. Prayer meeting Wednesday and Friday evenings of each week.

METHODIST.—Rev. Thos. Marshall, pastor.—Sabbath services: preaching at 11 a. m. and 7 p. m. Sabbath school 2.30 p. m.; class meeting immediately after Sunday morning service; class meeting for ladies Wednesday evening at 7.15, and Friday afternoon at 3 o'clock; prayer meeting, Wednesday evening at 8; Seats free.

F. C. BAPTIST.—Rev. C. T. Phillips, pastor.—Sabbath service: prayer meeting at 10 a. m.; preaching at 11 a. m. and 7 p. m.; conference meeting last Wednesday evening in every month; communion, first Sabbath in every month; Sabbath school 3 p. m.; prayer meeting Wednesday evening at 7.30 p. m.; Bible readings Friday evening; missionary meeting first Wednesday in every month. Seats free.

Fraternalities.

F. & A. M., Woodstock Lodge, No. 11.—Regular meetings held in Masonic Hall the first Thursday in each month. Visiting brethren are made welcome.

A. O. U., Woodstock Division, No. 1.—Meets in their rooms in McDonough's Brick Block, on the first and third Wednesdays in each month, commencing at 8 o'clock p. m.

Black Knights of Ireland, King Preceptory.—Meets in the L. O. L., No. 38, Hall on the first and third Friday evenings of each month.

Woodstock Hose Company, No. 1.—Meets: first Monday of each month at 7.30 p. m.

Wellington Hose Company, No. 2.—Meets the 2nd Monday in each month.

Regular weekly meeting of the W. C. T. U., on Tuesday at 3 o'clock, p. m., in their hall. First Thursday of every month being the Union Prayer Meeting. All women cordially invited to attend.

Regular meeting of the "Y" in W. C. T. U. Hall every Thursday evening at 8 o'clock.

The Band of Hope meets in W. C. T. U. Hall every Thursday at 4 p. m.

B. of L. E., Missing Link Division, 341.—Meets first and third Saturdays of each month in K. of P. Hall, King street.

Royal Arch Masons.—Woodstock Chapter G. R. of N. B.—Regular convocations held in Masonic Hall, the third Thursday in each month at 8 o'clock, p. m. Visiting companions always welcome.

Uniform Rank, K. of P.—Meets in the K. of P. Hall, first and third Tuesdays in each month.

K. of P., Ivanhoe Lodge, No. 7.—Meets in Castle Hall, King Street, every Monday evening at 8 o'clock.

L. O. F., Court Regina, No. 652.—Meets at K. of P. Hall, King street.

L. O. G. T., Woodstock Lodge, No. 131.—Meets every Monday evening at 7.30 o'clock, in the W. C. T. U. Hall.

S. of T., Campbell Division, No. 299.—Meets in W. C. T. U. Hall every Tuesday evening at 8 o'clock.

Emerald Council, No. 64, R. T. of T.—Meets every Thursday evening in the R. T. of T. Hall.

I. O. O. F., Carleton Lodge, No. 41.—Meets every Thursday evening at 8 o'clock, in Odd Fellows Hall, Main street.

I. O. O. F., Mednetic Encampment, No. 8.—Meets on second Monday of every month at 8 p. m. in Odd Fellows Hall.

L. O. A., Woodstock Lodge, No. 28.—Meets first Tuesday of each month at 8 p. m.