

**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.

**The Production of Wheat.**

We have referred to the great overproduction of wheat in recent years as the immediate cause of the tremendous fall in prices; but it remains to be explained how the glut has been produced. That it is due to the bounty of nature rather than to the enterprise of man is clear from the fact that it is mainly attributable to production in the United States, where the wheat area has decreased during the last ten years, while the population has been augmented by about 12½ millions. In 1884 there were nearly 39½ million acres under wheat in that country, while the average area during the three years ending with 1893 was under 37½ million acres and this year it is estimated by the Department of Agriculture at only 33 million acres. But the yield was phenomenal in 1891, extraordinary in 1892, and well up to average in 1893 and 1894. It is certain that the crops of 1891 and the two following years were greatly underestimated by the Department of Agriculture. What has been learned of the distribution of these crops appears to show conclusively that they average at least 15,000,000 quarters more than the average annual production of the three preceding years. This season's crop, again, according to all commercial estimates, is quite up to an average in quantity, and much greater than the figures of the Department of Agriculture intimate.

To this superabundance in America there is to be added a new one in the Argentine Republic, whence over two million quarters of wheat were exported in 1892, and over four and a half million in 1893, while this year's total is expected to reach seven million quarters. Previous to 1890 that country had only in one year exported as much as a million quarters, and the rapid increase of her surplus, coming on top of the extra exports from the United States, good crops in Europe since 1891, and great crops in India since 1892, has materially helped to bring prices down. In Argentina we have the only instance of a country in which the growth of wheat has greatly extended in recent years. Argentine statistics are little better than rough guesses; but so far as they are to be relied on they show that the wheat area, which was only 490,000 acres in 1880, had expanded to 6,000,000 acres in 1893. In spite of the low prices ruling since the crop of the latter year came into the market, a great increase in wheat growing is reported for the present year.

The explanation of this surprising advance in wheat production given by Argentine authorities and the British representative at Buenos Ayres, is that it is due partly to the high gold premium, which has prevailed for several years, and partly to the settlement of the country by a large number of Italian immigrants, who are content to labor from sunrise to sunset, and even by moonlight, for a bare living. They spend hardly anything, it is said, upon imported merchandise, which the gold premium makes dear, while they sell their wheat at gold prices and pay nearly all their expenses in the depreciated paper currency, which is said to go almost as far as ever in payments which they have to make.

If this is to be taken as the main explanation of Argentine farmers being in a position to extend their wheat industry when prices are unremunerative to growers in nearly all other countries, their enterprise is built on a very insecure foundation. English farmers, at any rate, cannot grow wheat at 20s. a quarter. A thrifty Scotch farmer in Essex a few years ago astonished the readers of an agricultural paper by giving figures to show that he could grow wheat at a profit to sell at 30s. a quarter; but he disposed of the straw as well as the grain, and he still holds to 30s. as his minimum. It is incredible that the world can long be supplied with wheat at present prices, and unless a series of "lean years" occurs to cause a recovery in value, it will, in all probability, be brought about by a considerable reduction of the wheat area.—*London Economist.*

**The Pumpkin's Hours for Growing.**

A. P. Anderson, a graduate student in the department of botany at the State University, has just completed some novel and very interesting investigations as to the growth of plants. In this series of experiments Mr. Anderson has been studying the growth of the pumpkin and its vine, making use of his new electrical device for measuring plant growth.

This work has been in progress for fully a week, and the interesting fact is revealed that the pumpkin itself does most of its growth after 7 o'clock in the evening and diminishes its activity as the sun rises and begins to act upon the leaves. From 9 o'clock in the morning until 3 o'clock in the afternoon the weight of the fruit diminishes, owing to the evaporation of water from the leaves of the plant. The general results show that when the fruit grows most the vine grows least, and vice versa.

The course of these experiments has been watched with great interest by the botanical department, as they cover a part of the science as yet very little known.—*Ex.*

**Farmer White's Racing Cow.**

PONTIAC, Mich., Oct. 10.—C. E. White, a farmer in Waterford township, Oakland county, has a cow whose specialty is jumping fences and running down the highway. This bovine has annoyed the whole neighborhood exceedingly, and not until this week has he had a chance to put her ability to use. He remarked a few days ago to his neighbor that he had a cow that could trot his horse, and the result was that a match was made for \$100 a side between the bovine and the equine. The race took place yesterday. The bovine had a clear lead up to the half, but there horseflesh told, and the horse won by 100 yards. The country folks who saw the race were astonished at the burst of speed the bovine made.

**Declining Railway Rates.**

According to the latest information furnished by the Interstate Commerce Commission, the number of employees in the railway service on June 30, 1893, was 873,602, from which it may safely be estimated that not less than 3,500,000 persons are directly supported from the proceeds of railway transportation. When the number of producers and others required to supply railway operatives and their families with the necessities of life is considered, it becomes apparent that a very large body of our citizens is dependent for prosperity almost wholly upon that of the railways. A brief examination of the present financial condition of the railway system is sufficient to show that the charges for railway transportation now in force do not produce excessive revenue, and that any changes toward lower charges, which are accompanied by measures of radical economy in operation, will render the business unprofitable and consequently be detrimental to the public interest. During the decade from the beginning of 1874 to the end of 1893, 74,348 miles of railway, operated by 311 independent corporations, and capitalized at \$3,853,371,000, passed from the control of stockholder into that of receivers appointed by the courts, on account of the failure of the rates obtained for transportation to provide sufficient revenue to meet the expenses of operation, taxes and interest. Of this total, 29,466 miles (40 per cent. of the mileage), capitalized at \$1,758,836,000 (46 per cent. of capital), was placed in charge of receivers during the year ending December 31, 1893. The entire railway mileage operated by receivers on that date was 40,289, and the par value of its stocks and bonds \$2,217,656,000 constituting 23 per cent. and 21 per cent. respectively of the total railway mileage and capital in the United States.

During 1893, twenty-five railways, operating 1,613 miles of road, and represented by \$75,924,000 of capital stocks and bonds, were sold under foreclosure, while the number thus sold during eighteen years from 1876 to 1893 inclusive was 551, their aggregate length 57,283 miles, and their capitalization \$4,209,126,000. The crop of foreclosures that must inevitably follow the enormous number of receiverships created during 1893 is not yet ready for harvest. When its data become available they will afford an appalling presentation of the financial condition of a large portion of our railway system. According to the latest data furnished by the Statistician of the Interstate Commerce Commission, during the year ending June 30, 1893, railway stocks having a par value of \$2,859,334,573, or 61.24 per cent. of the total stock capital, received no dividend; and no interest was paid on mortgage bonds amounting to \$482,276,939, or 10.93 per cent. of the total, nor upon \$204,864,269 of income bonds, being 82.56 per cent. of the total. The average rates of dividend and interest during 1893 are not yet known, but during 1892 they are as follows: Dividends on preferred stock, 2.73 per cent; on common stock, 2 per cent; average on all stock, 2.11 per cent; interest on funded debt, 4.75 per cent; interest on unfunded debt, 1.47 per cent; average rate of return to capital of all classes, 3.38 per cent.

The ratio of return to invested capital in the form of dividends on capital stock has declined with great rapidity during the last twenty years. In 1871, with 44,614 miles of railway, the dividends paid averaged \$1,265 per mile of line; in 1882, with 176,461 miles, dividends were only \$952 per mile; while in 1893, with 176,461 miles, dividends had declined to an average of \$572 per mile. Comparing the years 1883 and 1892, it is found that the mileage of the latter year was 55 per cent. greater than that of the former, the gross earnings 45 per cent. greater, and the net earnings 20 per cent. greater; but the aggregate sum paid in dividends had actually declined more than 20 per cent. The decline in the average amount of dividends per mile of line equaled 48 per cent. of 1883. The rates charged for railway transportation have shown a constant downward tendency so extensive as to afford considerable evidence in support of the contention that they are regulated by forces beyond the control of managers or owners. During the six years covered by the reports of the Bureau of Statistics of the Interstate Commerce Commission, the average rate per ton per mile charged for the transportation of freight declined from 1.001 cents to .878 cent, and that per passenger per mile from 2.349 cents to 2.108 cents. Inconsiderable as these reductions appear, when stated in this form, they amount to a saving to the public upon the traffic carried during the year ending June 30, 1893, of \$115,113,377 on freight, and \$34,292,134 on passenger traffic; or a total of \$149,405,511 in one year—an amount exceeding by 48 per cent. the aggregate of all dividends paid during that year. T. H. Newcomb, in the *Forum* for October.

Candidates for poet-laureate still abound. An Edinburgh bard lately wrote to the First Lord of the Treasury that he was fully competent to fill the post, and that he was willing to do the work at the old salary. Another aspirant, known as the Aberdeen Loonie, recently placed his services at the disposal of Lord Rosebery in a letter with this postscript: "If you should happen to have another man in your eye for the laureateship, I will be thankful for a government post, of any kind in the meantime, or a suit of your cast-off clothes for that matter." The letter was acknowledged by Lord Rosebery, who knew better than to wound a poet's sensitive feelings. The result in this case was a so lively celebration on the part of the applicant for the laureateship that he was brought into the police station. In answer to the charge, he said: "Excuse me, I had a letter from Lord Rosebery, and it went to my head."—*Boston Transcript.*

**Li Hung Chang.**

Li Hung Chang he belly sick,  
Alle same he get lick;  
Chinese make nutchee racket,  
Li Hung lose he yellow jacket,  
Li Hung he get licked again  
On the sea by monkey men;  
Alle same chilly weather,  
Li Hung lose he peacock feather.  
Next time Li Hung he get lick,  
Better watch out belly quick,  
There'll be a pretty how-dy too,  
And Chang will lose his pigtail too.  
—*Evening Sun.*

**False Statements.**

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Statements Made in Favor of Paine's Celery Compound Always Ring with Honesty.

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A Minister of the Gospel Can Endorse the Testimony.

False statements, like counterfeit coin, for a time will pass current and undetected. The false statements made in connection with a host of common medicines have duped and disappointed thousands of our suffering people in the past, and at the present time there are many who are being deceived from day to day. These worthless and deceptive medicines, with all their false assertions about curing disease, are now being posted on the black list in all well regulated communities, and are carefully avoided and abhorred by the wise and prudent. It is only the powerful lever of truth that can move intelligent communities and peoples. This mighty lever is Paine's Celery Compound, an agent that has never had an equal in the history of medicine for the curing of sick and diseased.

Every statement made in favor of Paine's Celery Compound, rings out with honesty and truth. The letters of testimony come from our own Canadian people, who doubtless may interview or write to for particulars. Paine's Celery Compound has thousands of records of victories over rheumatism, sciatica, neuralgia, dyspepsia, nervousness, headaches, sleeplessness, kidney and liver troubles, general weakness and lost vitality. The marvellous cure of Mr. James Leverington, of Virden, Man., by Paine's Celery Compound, after the failures of doctors and other agencies, should be sufficient proof for all fair-minded men and women who are honestly seeking for health, strength and new life.

Mr. Leverington writes as follows about his success with the world's best medicine:— "I think it my duty, without solicitation from any one, to write in the interest of other sufferers, and give you a testimonial in favor of your (to me) almost miraculous remedy, Paine's Celery Compound. For more than a year I was suffering from the agonizing pains of sciatica; and after trying all that medical skill could devise, and using many remedies, patent and otherwise, I concluded to try the Hot Springs of Banff, under the able superintendence of Dr. Brett. I took the treatment thoroughly and carefully for six weeks, and came home at the end of that time racked with pain and weighing 43 pounds less. At this juncture when hope had almost fled, I heard of Paine's Celery Compound. It seemed suited to my case, and I sent to my druggist, Mr. J. W. Higginbotham, of this place, and asked about it. He recommended it to me, and I took a bottle. I soon began to feel better and after taking a second bottle I was a cured man and threw away my crutches.

"I kept a bottle on hand in case of any return of the complaint. I am now 58 years old, and I feel as spry and healthy and free from pain as ever I did in my life. I was born in Norfolk, England, and came to Canada when only 3 years old. I was brought up in the township of Cornwall, Ontario, and came to Manitoba eight years ago. Have always been a farmer, and am as able to do hard work now as ever I was. "With a heart full of gratitude for the benefits derived from the use of your remedy and as I wish to influence others who may suffer, I gladly and freely indite this letter. "Rev. Mr. Talbot, Methodist Minister, of Elkhorn, can confirm my statements, and will do so if written to." Mr. Higginbotham, the successful and extremely popular druggist of Virden, vouches for Mr. Leverington's statements, as follows:— "I have known Mr. Leverington for two years or more, and can confirm what he said in regard to his cure by Paine's Celery Compound. Ever since his cure he has been sounding its praises, and he is a perfect enthusiast on the subject of Paine's Celery Compound. I believe him to be thoroughly reliable."

**October.**

October turned my maple's leaves to gold;  
The most are gone now; here and there one lingers;  
Soon these will slip from out the twig's weak hold,  
Like coins between a dying miser's fingers.  
—*T. B. Aldrich.*

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