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BOYS! GIRLS! FREE!

We are giving away free hundreds of elegant Watches, Rings, Cameras, Musical Instruments, Rifles, Fountain Pens, Suits of Clothes and a hundred other valuable presents for selling our large packages of Fragrant Sweet Tea Seeds. (These are the Sweet Tea Seeds known as the Favorites celebrated for their quick growing, beautiful coloring and fine flowering qualities, the best seeds to sell.) Each customer who buys a package from you receives a Prize Ticket which entitles them to a fine piece of Silverware. Everybody will be eager to buy. You can quickly earn any of our handsome presents.

We give you an elegant up-to-date All Steel Air Rifle for selling 15 packages; a handsome Bladed Pen-Knife for selling 10 packages; a choice Silver or Gold-plated Bracelet, 7 packages; elegant Silver Nickel Watch and Chain for Boys, 15 packages; Ladies' Handsome Watch, 24 packages; Fine Concert Accordion, 24 packages; Ladies' Choice Toilet Case, with comb, Gold Comb, Brush and Bowed Glass, 25 packages; Souvenir Writing Set, with aluminum Pen, Pencil and Paper Cutter, 6 packages; Boys' Fine Suit of Clothes, 35 packages; Splendid Camera, 25 packages; Fine Alarm Clock, 20 packages; Lace Curtains 35 yds long 20 packages. We trust you. Send no money in advance.

We want every honest boy and girl to send us their name and address and we will send Seed Packages postage paid, when sold return us the money and we will forward Premiums without delay. Our Premiums are all first-class and will give you every satisfaction. Our agents write us delighted letters thanking us for their presents. Address please: **THE BARGAINER CO.**

Dept., 83, Toronto, Ont.

Hiring or Syndicating of Clydesdale Stallions in Scotland.

Arch MacNeillage, Editor of Scottish Farmer, and Secy Clydesdale Horse Society of Great Britain and Ireland.

The system of hiring Clydesdale stallions has prevailed in Scotland for many years. At first the plan was to hold a show of stallions in different centers up and down the country. The horses were passed on by a committee appointed by the farmers in each neighborhood and the horse approved of was retained for service in the district by the payment of a lump sum to his owner, with a guarantee of additional fees at service and when a mare was found to be safe in foal. Gradually it was found that there was a great deal of unnecessary expense involved in holding so many little country shows, and it was agreed to hold one general hiring fair and show at Glasgow. The Glasgow Agricultural Society undertook all the expense of organization and advertising in return for which it was allowed the first choice. This plan proved admirable and was highly popular and instrumental in spreading many first class sires throughout the country.

The system above outlined still obtains to a considerable extent, but in 1882 it began to be modified. The eagerness of Societies to secure the best for their own districts and not to depend on taking what might be left after Glasgow had been served, led an Aberdeenshire Society to hire Lord Erskine (1744) in the autumn of 1882 for service in their locality during 1883. This method of hiring privately extend year by year, until it has reached the height in April 1902, of the horse Labori (10791), for the season of 1903. Many horses are now hired at the Highland and Agricultural Society's Show which is held in July, many are hired privately during the following winter, but the Glasgow Society still hires on the old system of holding a spring show, and a few societies follow its example. We have therefore in Scotland these systems of hiring:—

(1) The Glasgow system already described, where the hiring of a horse is part of the ordinary work of an Agricultural Society organized for the general advancement of agriculture. The terms payable in such cases now may be about \$400.00 premium, with service fees on contract of \$10 at service of mare and \$10 or \$15 additional when the mare proves in foal. Mares sold or dispensed with before it can be determined whether they are in foal or not are charged for as if they were in foal.

(2) The Scottish Central System. This is the case of a Society of Breeders resident at considerable distances from one another, clubbing together for the purpose of hiring a first class horse. The horse is transported from place to place under this arrangement by rail, the railroad companies in Scotland giving special reduced transit rates for entire horses during the breeding season. The terms on which a horse may be engaged under these conditions vary greatly, but may be \$500 premium, with a guarantee of 80 mares at \$10 apiece payable at service, and \$15 for a foal.

(3) A third system may be designated the club system. A number of farmers in a district join together, say within a radius of 12 miles. They are enthusiasts in horse breeding, and may own rather high class mares. They desire to improve the quality of their stock and to this end secure the services of a particular horse. They each put down their names for so many mares, and when the requisite number is made up, say 80 mares, a few of their number are appointed to select a horse. In such cases an unusually good horse is aimed at, and he may be engaged under a definite guarantee of the 80 mares, at a fixed rate of not less than perhaps \$50.00 a mare without regard to there being a foal or not. In such cases the horse owner is under obligation not to go beyond the 80 mare guar-

antee, and the horse for the time belongs practically to the owners of the mares, who however have no responsibility for the horse, the groom in every case being employed and paid by the owner of the horse. It is customary, though not universal, in connection with horse hiring in Scotland for the farmers in the circuit travelled, to keep the horse and his groom gratis. There is a general understanding that the farmer who keeps them overnight or over the week ends, should have one mare served without fee.

(4) The purchase system has also been practised. A company of members of a society is formed with a capital and limited liability. The object is the purchase of an approved stallion for service in the neighborhood, with a view to the advancement of the breed. The capital is subscribed and the horse bought. His price may be anywhere from \$1,500 up to \$4,500, the latter being the figure at which "McCamon, (3818)" was bought by the Aberdeenshire Company in 1884. The members of the Company have the first call on the services of the horse, and are indeed under obligation to use him or pay forfeit. This method of introducing a good horse into a neighborhood has met with varying success. In the case of "McCamon," the results could hardly be improved on; in others an opposite result has been obtained. The success of this purchase system is entirely dependent on the merits of the horse. If he gets stock, if he gets a sufficient number of colts, if he gets them good enough, and if he lives, the company owning him will be all right. But if he is a failure in either of the three respects first named, or dies, the company comes to grief, and men are disheartened. Other things being equal, and circumstances favorable, hiring is a much better system than purchasing.

EGYPTIAN CIGARETTES.

Misconception in regard to the Tobacco from Which They are Made.

That the American public loves to be humbugged is shown by the extraordinary popularity of what is known as "Egyptian" cigarettes. Of the five hundred varieties of these articles now in the market it is almost safe to affirm that nine-tenths have had as little relation to Egypt as the men who use them under the impression that they came from Alexandria or Cairo.

In the first place there is no such thing as Egyptian tobacco. The culture of the leaf is forbidden by the law in that country. The reason of the prohibition involves a curious chapter in trade history. The best cigarette tobacco of the East is Turkish, and it is used in Russia, Turkey, Egypt, and nearly all the Mediterranean countries. Long ago it was found that Turkish tobacco in going from Constantinople to Alexandria underwent a sweating which improved its flavor. If carried a shorter distance, say to Beirut, or a longer one, to Algiers, there was no improvement. This gave a prestige to the Egyptian cigarette made of Turkish tobacco, which brought wealth to the manufacturer and a heavy revenue to the State. In order to increase this revenue, the Government at one time took measures to grow the leaf in the Delta, but the result proved an unpleasant surprise. Though grown from Turkish seed the weed proved inferior, and the cigarettes made from it fell flat on the market. The disfavor extended to the legitimate traffic. Manufacturers complained and the Government found a deficit in its returns. To make amends a law was passed forbidding tobacco culture, and ever since the Egyptian cigarette has been made of a fine grade of the Turkish leaf and French cigarette paper. The country exports a large number of cigarettes and a very small quantity of tobacco, not enough in fact to make as many so-called "Egyptians" as are smoked in twenty-four hours in the United States and Great Britain. The tobacco of the domestic Egyptians is Turkish

of all sorts of grades, and also Syrian, Greek, Rumanian, and Russian. All of these bear a family resemblance which is increased by the sweating received in the hold of the steamer which brings them from the Levant to New York. In color these varieties range from the pale yellow of the Rumanian to the brown of the Odessa leaf. The yellow leaf is preferred by the Americans; the brown by Austrians, Italians, Russians, and Russian Jews.

If Egyptian cigarettes were made from Turkish tobaccos exclusively there would be but little cause of complaint. Most dealers "blend" the leaf, that is, they mix it with yellow Virginian and North Carolina. Some have the honesty to admit, and print on their goods "A genuine Turkish blend," Blended Turkish and Virginia," etc., but most of them defy the goddess of truth and emblazon the packages "Superior Quality Genuine Egyptian." The credulous American uses the stuff and, closing his eyes, sees the Sphinx and the Pyramids.

On an English Tramcar.

The tramcar conductor was not in a good humor. Someone had passed a bad sixpence upon him, and that accounted for his starting the car before the three women and a child were fairly aboard.

One of the women was savage at being dumped without warning into a seat; the conductor saw that as he started to collect their fare, but he was savage, too.

"Madam," he said, as she tendered her fare, "this child that is with you will have to be paid for as well."

"I haven't the slightest idea of paying its fare," snapped the woman.

"Then I shall put it off," answered the conductor, reaching for the bell rope.

"You don't dare," flashed the woman. Ting! The conductor brought the car to a stop, picked up the child and deposited it upon the street and rang to go ahead.

"Madam" he said grimly, "you will find your child back there on the corner."

"My child?" snapped the woman "It isn't mine!"

"Whose is it, then?" gasped the conductor.

"I haven't the slightest idea," she answered coolly.

Then the child's mother, who had been engaged in an exciting discussion with her friend over the merits of a new gown, awoke to the fact that her child was missing, and then the fireworks that played around the unfortunate conductor's head reminded him of a Crystal Palace display.—Pick-Me-Up.

Transportation Charge Off-Sets Tariff Advantage.

When the joint deputation waited on the Dominion Parliament some weeks ago to ask for the appointment of a Railway Commission it was stated that the freight rate on some foreign goods imported into Canada was sufficient to offset the advantage given by the tariff. Much the same condition of affairs appears to prevail in the United States. In some cases goods from Europe can be landed in Chicago, after paying duty at point of entry, at least cost than similar goods can be shipped from New York to Chicago.

The duty on cement imported into the United States is eight cents per 100 pounds, and the freight weight on cement from Antwerp or Hamburg to Chicago, via Newport News, is 14c. This, with the duty, makes the total cost 22c. or just 2c. more than the cost of hauling American cement from New York to Chicago.

The United States duty on salt is also 8c.

CARRIAGE AND SIGN PAINTING.

I have taken the paint shop in the Marcy building on Connell street where I will do all kinds of carriage and sign painting in the best manner and promptly.

F. L. MOOERS,

Marcy Building,
Connell street, Woodstock.
March 1st, 3 mos.

To Those

wishing to secure a Commercial or Shorthand and Typewriting Training,
The Fredericton Business College
offers advantages unsurpassed by any other institution in Canada. Attendance larger than ever.
Write for free catalogue.

W. J. OSBORNE, Principal,
Fredericton, N. B.

per 100 pounds. Foreign salt sent from Europe to Chicago, via Newport News, is carried from Newport News to Chicago at 10c per 100 pounds. This, added to the duty, makes a total of 18c, or 2c less than the freight rate alone on American salt from New York to Chicago.

On iron, again, the rate from New York to Chicago for the American product is \$4.50 a ton, while the rate on the imported product is \$3.60, thus making a difference of 90c in favor of the imported article, or 50c more than the duty of 40c a ton amounts to.

Should Have Weight.

The Montreal Witness, in commenting on the action of the deputation which represented the Farmers' Association at Ottawa, says: "Following closely after the deputation of the Canadian Manufacturers' Association in time, but not in spirit, a delegation of the Canadian Farmers' Association waited upon the Government and protested against any advance being made in the tariff. The deputation told the Government plainly that the tariff cannot be advanced without adding to the cost of the agricultural population in maintaining itself and to the cost of the operations connected with farming. In opposing any increase in the tariff the delegates believed that they were voicing the opinion of the overwhelming majority of the farmers of Canada, and the views thus vigorously expressed will doubtless have full weight with the Government. Governments are always in the distressing position of the man with the donkey in Aesop's fable, who tried to please everybody, so it is time that so large a section of the community as the farmers should make themselves articulate. The real views of the present Government are those of the farmers, and we shall expect them to have the courage of their convictions. The delegation also strongly and unanimously opposed the granting of any subsidies to railways."



To the Weary Dyspeptic.
We Ask this Question:

Why don't you remove
that weight at the pit of
the Stomach?

Why don't you regulate that variable appetite, and condition the digestive organs so that it will not be necessary to starve the stomach to avoid distress after eating.

The first step is to regulate the bowels.

For this purpose
Burdock Blood Bitters
has no Equal.

It acts promptly and effectually and permanently cures all derangements of digestion. It cures Dyspepsia and the primary causes leading to it.

MONEY TO LOAN

On Real Estate.

APPLY TO D. McLEOD VINCE.

Barrister-at-Law, Woodstock, N. B.

Latest Designs

WALL PAPER

The patterns this season are particularly pleasing.

CALL AND SEE THEM.

W. H. Everett, Woodstock.

No. 6 Main Street.
Near Bridge.



Does it not seem more effective to breathe in a remedy, to cure disease of the breathing organs, than to take the remedy into the stomach?

Vapo-Cresolene

Established 1879.

Cures While You Sleep

It cures because the air rendered strongly antiseptic is carried over the diseased surface with every breath, giving prolonged and constant treatment. It is invaluable to mothers with small children.

Is a boon to asthmatics.

—FOR—

Whooping Cough, Bronchitis, Croup, Coughs, Catarrh, Colds, Grippe and Hay Fever.

The Vaporizer and Lamp, which should last a lifetime, together with a box of Cresolene, \$1.50. Extra supplies of Cresolene 25 cents and 50 cents. Write for descriptive booklet containing highest testimony as to its value.

VAPOR-CRESELENE IS SOLD BY DRUGGISTS EVERYWHERE.

Vapo-Cresolene Co.
126 Fulton Street New York 1651 Notre Dame Street Montreal

Rare Perfumes, Perfect Pipes,

CHOICE SOAPS,
BRUSHES of all kinds

CHAS. A. McKEEN,
DRUGGIST,

Main Street, Woodstock.

THE BEST PLUMBING

At most reasonable prices is what I am offering the public.

Estimates cheerfully furnished on any kind of work in my line.

A full line of materials of all kinds. Aqueduct Pipe at specially low rates. All work guaranteed first class.

I. C. CHURCHILL,

Connell Street, Woodstock

Canadian Pacific Railway

In effect Oct. 12th, 1902.

DEPARTURES—Atlantic Standard Time.

(QUEEN STREET STATION).

6.45 A. MIXED—Week days—for McAdam Jct. M. St. Stephen, St. Andrew, Fredericton, Saint John, Bangor, Portland and Boston. Pullman Parlor car McAdam Jct. to Boston. Palace Sleeper McAdam Jct. to Halifax.

8.50 A. MIXED—Week days—for Aroostook M. Jct. and intermediate points.

11.35 A. EXPRESS—Week days—for Presque M. Isle, Edmundston, and all points North.

1.35 P. MIXED—Week days—for Perth Jct. M. and intermediate points.

1.45 P. MIXED—Monday, Wednesday, and Friday—for Fredericton, etc., via Gibson Branch.

4.45 P. MIXED—Tuesday, Thursday and Saturday—for Fredericton, etc., via Gibson Branch.

5.38 P. EXPRESS—Week days—for Houlton, M. Saint Stephen, Saint Andrews, Fred. 5.38 P. M.—EXPRESS—Week days, from Presque Isle, Carleton, Edmundston, etc.

7.46 P. M.—MIXED—Week days, from Aroostook Jct.

11.10 P. M.—MIXED—Week days, from Houlton, Fredericton, St. John and East; St. Stephen, St. Andrews, Bangor, Portland, Boston, etc.

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