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THE GREAT NORTH SHORE ROUTE!

The Best, Surest, Safest, Quickest Route by which to reach purchasers in the North Shore Counties of New Brunswick, is via

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Good Work at the Dominion Experimental Farms.

Among the most useful institutions established by the present Government are the Experimental farms. These have been based on wide statesmanlike principles, designed to meet the agricultural needs of the whole Dominion. Farming more than any other pursuit must stand the brunt of competition with men engaged in the same calling in all parts of the world. With cheap carriage by land and water, agricultural products can be brought from the most distant parts and placed on the markets in the great commercial centres at comparatively small cost. Thus the farmer of this country is obliged to compete with the cheap labor of India, Russia, and other countries, and hence it is of the utmost importance to successful farming that those who devote themselves to agricultural pursuits here should be kept well informed, and their efforts influenced or directed into the most profitable channels, which will usually be found among those departments of farm work which require the exercise of skill.

Recognizing the importance of making this great industry as generally remunerative as possible, means and methods for giving the farmer such practical information as he needs to guide him in his work have of late years been devised by the Governments of nearly all the more enlightened and progressive countries. It may be stated without fear of successful contradiction that further advancement in agriculture depends almost wholly on experimental research, either on the part of the expert or on the less accurate observations and tests of the practical farmer. Hence, special institutions, well equipped and officered, for carrying on experimental work in agriculture, have been established in many countries; but in no instance has the work carried on appealed so directly to the needs of the farmers or gained their confidence so completely as in the case of the experimental farms of the Dominion of Canada.

The Act under which the farms were established was passed in 1886, and the work was begun in 1887. Provision was made for the establishment of five experimental farms—a central farm to be located near Ottawa, and four branch farms to be established in the several provinces or territories which they were designed to benefit. With as little delay as possible sites were chosen for the Central farm at Ottawa and for the branch farms at Napan, N. S., Brandon, Man., Indian Head, N. W. T., and Agassiz, B. C., and the work has been pushed along with much vigor. The Act required that the experimental work to be carried on at these farms should cover a large field. It was to include the testing of the adaptability and comparative merits of all the varieties of cereals now obtainable, and of other field crops, and the distribution among farmers of samples of such sorts as may be found to be of special value. Also of roots, grasses and forage plants, fruits, vegetables, and economic and ornamental trees, shrubs and plants. It also included the testing of the vitality and purity of agricultural seeds, investigating the diseases to which cultivated plants and trees are liable; also the ravages of destructive insects, and finding out the most useful preventives and remedies in each case; the determining by chemical analysis the composition and quality of the various substances used for the sustenance of animals, their relative value, and the best time of cutting and best manner of curing such crops, with the view of obtaining the largest proportion of nutritive material; the conducting of experiments with different fertilizers, so as to ascertain their relative value when applied to crops of

various sorts; the testing of the usefulness of the different breeds of stock, and their adaptability to the varying climatic and other conditions which prevail in different parts of the Dominion. These investigations were also to include enquiries into the scientific and economic questions involved in the production of butter and cheese and the dissemination of practical information on dairying, for the guidance of those engaged in this pursuit; the conducting of experiments in the planting of trees for shelter and timber; and the carrying on of such other researches bearing on agriculture as may be thought desirable. In short, to find out by actual experiment and test the best and most economical methods of procedure in all cases, and to publish and distribute the information so gained.

In selecting the sites for the experimental farms, due regard was had to the great variation in climate in different parts of the Dominion, and they have been so placed as to render help to the more thickly settled districts, and at the same time to cover the most varied condition which influence agriculture in Canada. At all these farms experiments were promptly undertaken in agriculture, horticulture, and arboriculture—and already a vast amount of practical information has been gained on problems of great importance to the farming community. All the requirements of the Art under which these farms were established have been met, and extensive and useful experimental work carried on along all the lines indicated, the work of the several farms being so arranged as to cover the early investigation of those questions which are of the most immediate importance to the farmers residing in the several provinces.

At each farm an extensive series of experiments have been planned and carried out, with the object of determining which are the most productive and valuable varieties of grain, grasses, fodder crops, roots, fruits, vegetables, and forest trees. Tests have been carried on to determine the best methods of preparing the soil for crops, the best time for sowing seed, and the most profitable methods to adopt in order to maintain the fertility of the land.

ALIVE TO THEIR DANGER.

Minneapolis People Making Enquiries with regard to a Canadian Discovery.

MINNEAPOLIS, July 22.—There has been an unusual number of deaths from heart disease in this city during the last few months and in many cases the victims were unconscious of being sufferers from the dreaded complaint. Postmortems have shown in several instances that the trouble was directly traceable to a diseased condition of the kidneys, and people have become alive to the danger. A number of enquiries have been instituted with regard to the best methods of cure and the new Canadian specific remedy known as Dodd's Kidney Pills has come in for a great share of attention owing to the extraordinary number of cures which have been effected through this agency.

Uses for Old Rails.

"In speaking of the uses of old rails recently," says the Railway Review, "an official of the Pennsylvania railroad stated the life of a rail on the Pennsylvania lines west is about eleven years, and on the Pennsylvania railway only nine years. The difference is perhaps due to heavier traffic on the Pennsylvania railroad. The friction of constantly passing trains wear on the rail until it must be replaced by a new one. The company pays \$24 per ton (now \$22), and the rails used on our line average 85 pounds to the yard. The old rails that are taken out from time to time are gathered up every month and sold to junk and scrap dealers at \$12 per ton. It can readily be seen that the company pays only \$12 for the use of rails per ton. The price received from the scrap man is a good figure, when it is known that the rails, when sold, are of no use to the company. Rails that are not much worn are sold to factories along the road at \$18 per ton, where they are used for sidings, and answer the purpose quite as well as new rails. There are many uses to which the old rail is put. A great amount of barb-wire fencing is made of railroad iron, and very often the rails are used as foundations for large buildings. There are not many people who know that the Masonic Temple in Chicago rests on a foundation of steel rails, layer upon layer, six feet deep."

Now see that your blood is pure. Good health follows the use of Hood's Sarsaparilla which is one great blood purifier.

DISMASTED; YET NO WIND.

Strange Case of the Ship Sintram.

New York, July 25.—Capt. Woodside leaned back in one of the comfortable chairs in the office of M. F. Pickering & Co. and said that he had never met with such an experience before.

The experience he referred to was the dismasting of his ship, the Sintram, a Maine built clipper of many voyages and much renown among shipping folk. She came into port, 130 days out from Hong Kong, and with a very curious circumstance recorded in her log. The mishap there is recounted in staccato sentences. The chronicle sets forth with log book brevity that on June 23, when in a certain latitude, the Sintram was dismasted, no wind being felt at the time. Capt. Woodside supplied the missing details. He prefaced the account by saying that the rigging was of Swedish iron wire and good. The canvas had given a practical illustration of its strength, and needed no eulogy on that score.

The clipper, according to the narrator, had been put under every stitch of cloth that she had, but even that immense spread of canvas was unable to give more than a four-knot speed, owing to the lightness of the draught which poured from over the star board quarter. The sky was clear, with here and there a patch of cloud, and the sea was unruffled save for swirling catpaws.

The Captain came on deck shortly before noon prepared to take the noon observation. The ship was passing languidly through the seas, leaving just a suspicion of a wake in the faint tracery of foam astern. The wind, or what little there was of it, was dead astern, and with yards laid square, and forward sails becalmed and drooping, the big ship slowly moved over the quiet seas.

A sailor's first impulse when he comes on deck is to send a glance to windward. Capt. Woodside looked in that direction but saw nothing to excite suspicion, or even curiosity. While he was looking the sails overhead were suddenly swollen by a rush of wind, and in another moment there was a mass of foam under the bows which was piled almost as high as the hawse-pipes.

Orders to let go halyards and let sheets fly were shrieked out by the captain and the officer of the watch. The crash of rending timbers came like an echo. The order was countermanded a second later by the one, Look out for yourselves! Stand firm under, men!"

The watch on deck, which had sprung to their feet, needed no further admonition. Spars and masts were tumbling about their heads, and they had all they could do to dodge the falling debris.

The mizzen-top-masts went in the eyes of the rigging, or where the lower shrouds are made fast, and that spar, with its sails and yards, stretched itself along the deck. Almost simultaneously, the captain found it hard to divide the time, the maintopgallant and royal mast tumbled forward, with sails bellying out like balloons, and before the wreckage had reached the deck, another cannonlike report was heard from forward, and the maintopgallant mast pitched forward and landed on the forecastle deck.

The tumult aloft and the resounding blows dealt the deck by the wreckage brought every one of the watch below to his feet. The two watch officers who were below hastily scrambled up the companionway, to find their egress blocked by the heavy spars which had fallen on the deckhouse. When they finally found an opening and made their way on deck, the sky was clear, and save for a heave, like the wash left by some titanic steamship, the sea was as smooth as when they had last seen it. But the ship was a perfect wreck aloft, and her decks were piled high with splintered yards and masts. Braces had been carried away by the falling spars and the few remaining yards swung first one way and then the other and seemed on the verge of tumbling to the deck themselves.

All hands were set to work repairing the damage. The day was Sunday, and the Captain said it was lucky that it was else a number of men might have been lost. He explained that at other days the crew was kept at work in the rigging, which, like a lady's watch, is always in need of repair. There were several spare spars on board, and these were fashioned into shape by the crew and rigged in place of the broken masts.

Recurring to his first statement, the Captain said he had never seen or heard of anything like it before. There was he asserts, no wind that was noticeable on deck, nor was there any warning of the outlay. It came out of an almost clear sky and left no impress on the sea. Sum-

med up, the Captain does not know by what name to call it. It was not, he said, one of the dreadful white squalls which frequently attack mariners in much the same way, though their coming can be seen, and they most always leave a mangled and tossing sea behind, which this one did not do.

DEADLY CANCER CURED BY B. B. B.

HERE IS THE PROOF.

Messrs. T. Milburn & Co.:

SIRS,—About four years ago I was taken sick with stomach trouble. I consulted several leading local physicians, all of whom pronounced my disease incurable cancer of the stomach, and told me I had not long to live. Two physicians attending me gave me up to die. Through reading your advertisement, and by advice of friends, I tried your Burdock Blood Bitters and am happy to say that after using one bottle I was able to leave my bed which I had been confined to for a long time. I am thankful now to state that B. B. B. cured my disease which baffled the doctors, and I am firmly convinced that B. B. B. saved my life.

Gratefully yours,
ELIZABETH GILHULA,
South Buxton, Ont.

N. B.—Mrs. Gilhula is the wife of the Post Master at South Buxton, and will gladly answer inquiries.

Religion Stamped on Him.

A man upon whom religion had left its mark ineffaceably was observed at Ellis Island recently. He was one of a number of French immigrants brought before the Commissioner for examination.

He was a tall, handsome young man, a skilled iron worker. Attention was drawn to his personal appearance by the fact that he wore his thick hair brushed down over his forehead to his very eyebrows.

When he was asked by the commissioner the reason of this extraordinary coiffure, the French youth looked embarrassed for a moment, and then replied that he wore his hair in this manner to hide a mark upon his brow.

"What is the mark?" was asked. He tossed his hair back and exhibited a skillfully executed piece of tattooing, which, on examination, proved to be a text from the Bible, done in minute, but perfect letters. It was in French and read:

"Dieu est mon Berger, je n'aurais besoin de rien." ("The Lord is my Shepherd, I shall not want.")

He stated that the tattooing was done at the request of a cranky aunt when he was a twelve-year-old boy.

This passes the enterprise of those who decorate natural scenery with texts as conspicuously as do patent medicine vendors with advertisements of their wares. This form of enterprise is highly developed in France.

Here and there along certain railway lines one finds gigantic texts, printed with white stones on the green hillsides.—New York World.

Summer Comes

With the flowers and sunshine. Birds pour out their melody and the chirp of the grasshopper will soon tempt the fisherman to stretch forth his hands and grasp the shadow of his flight. The playful mosquito will do her nicest to soothe the weary pleasure seekers into the realms of slumber, and the stinging, acing, corns will remove every semblance of comfort, make sad the song of the birds, and evoke cloudiness in the soul, that even the brightest sunshine can not dispel. Corns are thorns in the flesh, but Putnam's Painless Corn Extractor removes them in twenty-four hours. Putnam's Painless Corn Extractor is the best.

Most Powerful Vessel Afloat.

The British cruiser Terrible, recently launched on the Clyde, is the most powerful vessel in the world. The length of the great war vessel is over all 538 feet; breadth, 71 feet; depth to upper deck, 43 feet 4 inches. The displacement is 14,250 tons, being an enormous increase on the Blenheim or the Blake, the largest vessel of this type in the British navy. The Terrible has no belt of side armor, as in previous men-of-war, the machinery and magazines being protected by a steel arched deck of great strength. The top of this arch is 31 feet above the water line, while the edges are 7 feet below the sides of the vessel. The engines are triple expansion, and indicate 25,000 horsepower, and will develop a speed of 22 knots. The vessel is a new departure in war ship construction, being built on the lines of the large Atlantic liners.

Children Cry for Pitcher's Castoria.



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