

THE FREEDRICKTON

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\$1.00 PER YEAR.

Board of Works Jan 1 1892

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REBUILT AND PAINTED IN THE MOST ATTRACTIVE STYLE. AN ELEGANT GENTLEMEN'S PARLOR, OFFICE, and BEAUTIFULLY DECORATED DINING ROOM on Ground Floor. PERFECT VENTILATION. SEVERAL THROUGH ROOMS, LARGE and AIRY BATHS, COMMODIOUS BATH ROOMS and CLOSETS on each floor, and is capable of accommodating ONE HUNDRED GUESTS. It is rapidly growing in popular favor, and is to-day one of the LEADING, as well as the MOST COMFORTABLE HOTELS IN THE DOMINION. The Table is always supplied with every delicacy available. The Cooking is highly commended, and the Staff of Attendants are ever ready to oblige. There are two of the largest and most conveniently situated SAMPLE ROOMS in Canada, having street entrances and also connecting with Hotel Office. GROOMERS and CARRIAGES of every style are to be had at the LIVERY STABLES of the Proprietor, immediately adjacent to the Hotel. The "QUEEN" is centrally located, directly opposite to the steamboat and Gibson Ferry Landings, and within a few minutes' walk of the Parliament Buildings, County Registrar's Office and Cathedral. A FIRST-CLASS BARBER SHOP IN CONNECTION.

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FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, Glandular Swellings, and all other Diseases, it has no equal; and for Contracted and Stiff Joints it acts like a charm.

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MORGAN BLOOD.

For a Century it has flowed Pure, and is a Perfect Type.

It is now approximately a hundred years since Justin Morgan, the progenitor of the widely known strain of Morgan horses, first began his career, writing "Vision in the American Horse Breed." During this time the relative superiority of this strain, though all along great, has considerably varied. The period of greatest fame for the Morgans was for about twenty years before the Hambletonian gelding Dexter swept all before him. That famous trotter was a few unimportant races in 1864, but during the next three years clearly established his superiority and was sold in 1867 at the then highest price any trotter had ever brought. This prematurely closed his trotting career, though in a way it opened the way to his fame. His wonderful performances, in addition to the success of George Wilkes and a few others, gave to their sire, Hambletonian, his first general popularity, which so steadily increased, that with the still more wonderful success of his leading son the stud, placed the Hambletonian as a trotting family so far in advance of every other, that for a time the Morgans were almost forgotten as trotters, and, as speed at that time seemed to be everything, there were several years when, with a few local exceptions, the Morgans were scarcely thought of as campaigners.

The Morgan type, however, was so uniform, that it long ago became well and widely known, while its style and superior road qualities, gave everywhere an unimpeachable popularity. When we look back over its history the fact of retaining so long and so generally its peculiar characteristics seems really wonderful. It was real merit which originally placed this strain in the front, and it certainly has been no accident that it has not run out.

As regards extreme speed at either trotting or pacing, associated with superior campaigning qualities, the Hambletonian richly deserved first place, which has for the past twenty-five years or more, so generally been accorded them. Very few, if any, sires, really greater than Hambletonian have yet been known, and certainly he had no contemporary that was near his equal. Few horses have possessed a stronger individuality, and particularly as regards conformation, that of Hambletonian was perhaps fully as marked, though of a plainer and less popular type, than that of Justin Morgan, still, while only half the period of time has since elapsed in the case of Hambletonian, the same amount of information are not anywhere near as noticeable today among his descendants as are those of the original Morgan.

There are, however, reasons for this beyond the relative progeny of the two horses. As regards the breeding of Justin Morgan, the blood lines are known beyond a doubt, the two important strains which are combined, the Belfounder and Messenger, were of radically different types, and it is a well-known principle of breeding, that, whatever may be the individual qualities where radically different elements appear in the inheritance, there is not the same uniformity in the offspring as where similar qualities have been identified by combining.

The pedigree of Justin Morgan which has been substantiated and generally accepted, is that he was by a horse known as True Briton, or Beautiful Bay, which was claimed to have been by a thoroughbred sire, and also from a thoroughbred dam, one or both of which were imported. Mr. DeLany, a well known breeder of New York, whose name is associated with the breeding of True Briton, is well known to have owned and imported none but superior individuals of the very best breeding. It is not impossible, however, that the dam of Justin Morgan was an English bred Norfolk trotter, which, though nearly thoroughbred, had more of that action and conformation which for so many years has been associated with everyone's idea of the Morgans.

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Among the famous sons, grandsons and more remote descendants of Justin Morgan which have been prominent there was no other American strain has ever run so uniformly. With the Hambletonian it is very different. Among the prominent sons of Hambletonian, George Wilkes, Harold and Dictator were very small, while Materidote was the largest and stoutest of all the prominent trotting lines which ever lived, and while speed and campaigning qualities were general, there was very little uniformity in gait or other characteristics, except what could be accounted for by the dams. Many of those from daughters of American Star were said to be "Star gaited," while those from Clay mares were quite distinctly gaited, showing more of the stride and action of the Clays.

In the next generation the variation is equally great. Among the sons of George Wilkes, Red Wilkes, which leads the line in so eminent a large and stoutly built that he was unkindly and not believe it possible that he could be a descendant trotting sire. On the other hand, Lump, which as a sire has already attained a prominence far above the average, is the very smallest of all, and neither is the same type as Oswald or Alcantara, which are among his most prominent sons. This, however, may be accounted for to a considerable extent by the fact that there was no uniformity in the breeding or characteristics of the mares which were sent to Hambletonian, and not much more in those which were bred to George Wilkes.

With the Morgans it is quite different. The prevailing type of horses in Vermont and New Hampshire, which is where

this popular strain gets its foothold, was not generally very unlike that of Justin Morgan. In addition to this, during all the years which have intervened, the breeders of those sections have been very exclusive, intensely prejudiced in favor of their own, and have shown an equally marked hostility to everything which was in any sense rival. As a result the Morgan blood has been more closely and more exclusively inbred than that of any other strain.

It was very similar with Mr. Dorsey's attempts in a remote corner of Kentucky. He did use a great deal of thoroughbred and Arabian blood, but it is probable that his horses which closely approximated the Morgan type, while along with this he inbred the Morgans as closely as was being done in Vermont, consequently he established in the Goldusts a very uniform type, with numerous desirable qualities, which were far superior to what was possessed by any other branch of the Morgan. Vermont Morgan was the horse from which Mr. Dorsey started the Goldust branch of the Morgan family. He was by Bernard Morgan, a son of Gifford Morgan, by Woodbury, son of Justin Morgan. Mr. Dorsey has always claimed that Vermont Morgan's dam was a sister to Vermont Black Hawk, which is very probable that she was from the same dam, as while there was no full sister, it is known that there were two or more mares from the dam of Black Hawk, which were by Flint Morgan, a son of Sherman Morgan, so these two mares were actually three-quarter sisters to the famous Vermont Black Hawk, and though rather doubtful, it is not impossible Vermont Morgan, the sire of the original Goldust, may have been from one of these mares.

In some respects it is well that the Morgan strain has been kept so exclusive and has been so closely inbred, retaining in that way to so great a degree the family characteristics, still, had there been a greater blending of superior Hambletonian blood, it would certainly have been more profitable for the breeders in those sections during the past 25 years, while a higher rate of speed, greater money winners and better campaigners would certainly have been produced. So little has been the demand in those sections and so great the prejudice against other strains that until recently few Hambletonian stallions have been taken to Vermont or New Hampshire, and it was much the same with Maine and the adjacent portions of Canada, New York and Massachusetts.

There have, however, been a few of the "very best" of the sons of Hambletonian in Vermont, individually, by breeding, speed, gait and ability to transmit his own superior qualities with uniformity, there were few, if any, of the sons of Hambletonian superior to Victor von Bismarck, which, notwithstanding that he was several seasons in Vermont, received the most meagre and undesirable patronage, and though that was quite a number of years ago, practically nothing has resulted from it. It has been much the same with a few of the best sons of Hambletonian which have stood in the Green Mountain state, and it is at least doubtful if either Electioneer or George Wilkes had been taken to that state early in his career, that any more would have resulted from it than has come from the services of Victor von Bismarck, Blackstone, Dean Sage, and the few other sons of Hambletonian which were fast, well bred and otherwise superior. During the past few years this has considerably changed, and a large proportion of the most prominent and most popular sires in each of the sections today trace in the direct male to Hambletonian.

The most marked departure from the Morgan type of his prominent descendants was Daniel Lambert, more of the type of Goldsmith Maid than of Justin Morgan, which perhaps is not greatly to be wondered at as like Goldsmith Maid, he was from a daughter of Abdallah, Daniel Lambert has proven as a trotting sire and progenitor very far superior to any other called Morgan, but as his patronage has been very largely mare of the prevailing Morgan type, which is also true of the patronage of his best sons, the Lamberts generally are not so unlike the typical Morgans as was Daniel Lambert.

For quite a number of years past the writer has strongly recommended breeding the Morgan mare to the best Hambletonian sire, but with the Morgan horses so widely and so prominently known not only in all parts of America, but in every portion of the civilized world, with little exception, the price for trotting stock, but with little speed to recommend them, has so noticeably dropped, while the demand for superior roadsters is as great or greater than ever before, and prices quite as high it is an open question whether, at least for the present, it will not pay quite as well for the breeders generally in those sections to patronize more largely the Morgan type and characteristics, but at the same time with as much increased size as possible.

NORTHWEST HARVESTING.
WINNIPEG, Aug. 28.—Harvesting in the Northwest is far advanced and the end of the present week will see almost the entire wheat crop down. Taken as a whole 82 to 90 per cent of the wheat is already cut and fairly well hardened in the berry. Under the circumstances it would require an exceptionally heavy frost preceded by rain to do much harm. Mr. Thompson, manager of the Ogilvie Milling Co. who has taken a provincial tour of inspection, says that Manitoba and the territories will harvest this year 19 to 20 million bushels of wheat and the per centage of No. 1 and 2 hard wheat will largely exceed any other year. There has been no damage by frost so far and with reasonable dry weather for another week it is not possible for much, if any, damage to occur beyond 10 to 12 per cent. at the very outside. "Yes," said Mr. Thompson in conclusion, "it looks like the best crop in quality all over the Northwest."

WALKED ACROSS THE CONTINENT.
Edward Holmes, the English journalist completed his walk across the continent on Saturday evening last, arriving in Vancouver at three p. m., beating his time mark by nineteen days. He has been 117 days on the road, 27 of which he did not walk. Holmes is the first man to cross the continent by the Canadian route on foot. He was the first to cross Central America through the bush. He also floated across both islands of Japan and traveled through a great part of Siam. His 3,000 mile tramp has decreased his weight five pounds and he feels better in health than when he started from Montreal on May 2.

MARRIED HIS OWN WIFE.

She Did Not Know That She Was Rewedding Her Own Husband.

"Did you ever hear of a man marrying his own wife?" asked a St. Louis man of a Globe-Democrat reporter. "I don't mean a divorced couple getting remarried, but a couple really going through the marriage ceremony a second time, with one of the two entirely ignorant of the fact. I met a case of that kind last year and an thinking of telling the idea to a novelist to build a plot on. It was in some Ohio town, and the bride had been deserted by her husband twenty years before. She had long ago come to the conclusion that he was dead, and had been looked upon as an eligible widow, who was fair and forty, if not fat, when a stranger came to town, got himself introduced to her, and finally persuaded her to try the matrimonial experiment a second time. They were married after a short courtship, and a few weeks after the honeymoon, the husband gave away his story, and told his wife that she had married him twice without knowing it. His explanation was that on leaving her twenty years before, he had gone on a protracted spree and had finally got himself sent to the penitentiary of a distant state for a long term. After being liberated he was ashamed to look up his old friends, and took it for granted that his wife had forgotten all about him by that time. He accordingly went abroad and it was only on his return after a long period that he heard accidentally that his wife was still living at the old home. Rather than run the risk of being spurned for his heartlessness, and relying on the entire chance in his personal appearance, he conceived the daring plot of winning and remarrying his own wife. I don't know what the lady said when she was undeceived, but that is one of the details of the novel. I sell my story to the 'Daily Herald'."

REMARKABLE KIDNAPPING.

A Case That Has Attracted Some Attention in London.

A peculiar case of kidnaping in a suburb of London, England, has attracted much attention for a few days. A young woman of sixteen years married, and a nurse girl in charge of a year-old infant, belonging to a wealthy family. After addressing the child, she sent the girl on an errand, and when she returned, the baby and young woman were gone. It was proved that the nurse girl had taken the child out of her hair, and went to bed with it. When the husband, a boy of sixteen, returned, he found his wife in bed with the infant, which she declared was their joint property. The boy was rather surprised to find himself a father, and believed his wife. He explained to the magistrate afterward, that he didn't believe the nurse girl, but he had been called eight times. The young wife's sister called the next day and was told the whole story. She knew more about babies but could get no explanation, and finally took the baby to the police station. The whole police force of the metropolis had been searching for the baby, which was returned unharmed to the distracted parents. The nurse girl was not arrested, but the judge that she didn't know where she got the baby, but supposed it here. Medical experts questioned her and reported her to be suffering from a peculiar form of epilepsy, with lapses of memory, and that she was not responsible. The judge discharged her on condition that she should be taken to a hospital.

A REMARKABLE MEMORY.

BERWELL, S. C.—This county possesses a negro boy, 12 years of age, who is looked on as the owner of the most remarkable memory of which the world has any record. He committed the entire book of Genesis to memory the other day in the space of three hours, repeating every chapter after reading it over once, and forgetting only some half dozen words from the first verse to the last.

Some weeks ago a local politician delivered a speech of nearly two hours at a county meeting, and on returning home the boy was able to tell the discourse over word for word, and to repeat the measures of fruit and sugar, and oil for about three quarters of an hour.

His mother says that he has possessed this faculty since a baby, and that at the extraordinary age of a year he could repeat any conversation that took place in his presence, irrespective of its length and purport. He does not know how to read or write, but has frequently given exhibitions of being able to correctly copy any sheet of writing he has read over once, giving every punctuation mark and flourish, and imitating the handwriting with startling accuracy, and this for several pages of ordinary letter paper.

In the presence of reliable witnesses he a few days ago, gave word for word the text and discourse of a sermon he heard read at a meeting in Richmond, the preacher being present and amazed at the correctness of the boy's memory and the readiness with which he repeated every gesture he made throughout the delivery of the sermon, even pausing to cough at certain points when, on the original occasion, he had throat affection of the clergyman had forced him to do so.

I LLED OUT HIS NAILS.

J. N. Bolles, a farmer of Pulaski, Tenn., drew \$100 from the bank a few days ago and hid it under the edge of a carpet. At midnight two masked men gained entrance into his house, covered Bolles and his wife with pistols, and demanded their money. Bolles refused to tell where it was. The robbers bound and gagged Bolles and his wife, and with a pair of pliers began to pull his toe nails out. After suffering the most horrible agony Bolles dislocated the hiding place. The robbers secured the money and escaped.

Only at intervals.—A Boston housekeeper "doing" Paris lately was greatly captivated by the little white capped, white aproned baker boys scurrying from door to door with their trays of sugared dainties. "Of course, my lad," said the lady when he arrived at her own, "you sometimes take one for yourself, do you not? I take a candy masam? Oh, no, that would be wrong," returned the little lad surprised; "I only lick them now and then as I come along."

TWENTY PEOPLE KILLED.

Frightful Collision on the Long Island Railroad.

LONG ISLAND CITY, L. I., Aug. 27.—A frightful accident occurred last night at Bushwick Junction on the Long Island railroad. A Rockaway train ran into the rear end of a Manhattan Beach train about 11:35 o'clock, telescoping several of the cars. Sixteen dead have been taken from the wreck, and their bodies are now lying in Havermeier's tin shop at Laurel Hill, which has been converted into a temporary morgue. It is now estimated that the number of injured will reach in the neighborhood of thirty-five or forty people, many of whom it is believed will die. The accident, it is said, was due to the negligence of the tower man at Laurel Hill, who let the Rockaway train in on the section before the Manhattan Beach train had pulled out.

HOW IT HAPPENED.
The Manhattan Beach train was blocked at Bushwick Junction at about 11:30 o'clock, when the Rockaway Beach train, coming at a high rate of speed, ran into the tail end of the Manhattan Beach train plowing clean through the last two cars. Everybody in those cars was either killed or injured. The third car was thrown completely off the track. One man says that he saw eight bodies taken from the wreck, and that one corpse lay top side of the engine on the Rockaway train. It was a rear-end collision, and occurred just the other side of Penny Bridge. How it happened that the Manhattan Beach train was held there has not been ascertained.

The locomotive of the Rockaway train, which was going at full speed when her engineer first sighted the standing train split the last two cars of the standing train right through and hurled them right and left in a wreck. There was nearly 150 persons in the last two cars, it is stated.

THE CRASH WAS FRIGHTFUL.

Otto Dengeles was a passenger on the Rockaway train, with his wife and family of fourteen. The train was running at a high rate of speed all the way in. He says that he saw the people in the Long Island City Chemical works when there was a frightful crash, and the passengers were thrown head over heels out of their seats. The men made for the doors. The women were crushed behind them. Dengeles saw twelve of the men come over their lives to two unfortunate policemen. Those policemen jumped into the doorways and one cried: "Keep still; keep still, boys, if you are going to get it you'll get it anyway." The officers had a great fight to keep the mob quiet.

RODENTS LEAVEN ABOUT EVERYWHERE.

The train ran about two blocks after the collision. Dengeles says that the last two cars of the Manhattan train were smashed into kindling wood and that bodies were lying around everywhere. Some of the passengers of the Rockaway train helped to carry the wounded into the chemical works. Dengeles saw twelve persons taken there, some dead and some hurt. He saw the headless body of a young woman. The killed and injured, he says, were all on the Manhattan train. He does not think any of the Rockaway passengers were seriously injured, but all were shaken up and bruised.

THE DEAD LIE SWELLS.

Twenty persons at least were killed in the rear-end collision at Bushwick Junction, and it is thought that this number will be increased, as many of the injured are reported to be in a critical condition.

HOUSEHOLD RECEIPTS.

GRAPE PRESERVES.
Squeeze the pulp from each grape with your fingers, put the pulp in the preserving kettle, and boil until soft. Press all the pulp through a colander, leaving the seeds behind, add the pulp to the skins and measure. Allow three parts of sugar to one part of fruit, and put all together in the preserving kettle and boil until clear and thick, from half to three quarters of an hour.

PLUM PRESERVES.

This is a nice way of preserving any kind of plums. Allow three-quarters of a pound of sugar to a pound of fruit. Put the plums into a jar, with the sugar sprinkled amongst them; cover the jar closely, and set it into a pot of cold water. Bring the water gradually to the boiling point, then simmer for about three quarters of an hour, or until the plums are tender, without being broken. Let them stand until cold, drain the juice from them, return the juice to the fire and boil for fifteen minutes. Strain through cheese cloth upon the fruit, and store in small pots or pint glass jars.

PRESERVED GREENGRASSES.

Scald the fruit, and remove the skins; weigh, and allow three quarters of a pound of sugar to a pound of fruit. Make a syrup by adding as little water as possible to the sugar, put in the plums, a few at a time, that they may not be broken, cooking until transparent. On three successive mornings, drain off the syrup, boil it gently for ten minutes, and pour again over the fruit.

PICKLED PLUMS.

Prick each plum three or four times with a large needle. To every four pounds of fruit allow two pounds of sugar, and place in the preserving-kettle in alternate layers. Bring slowly to the boiling point, then add a large cupful of vinegar to four pounds of fruit, one dozen blades of mace, two sticks of cinnamon four inches long, and one dozen whole cloves. Boil all together three or four minutes, then take out the plums with a perforated spoon and lay on platters to cool. As the juice flows from them, return it to the kettle, and when no more exudes, pack the plums carefully in jars. Keep in a cool dark place.

DAMSON PUFFING.

Make a suet crust with a cupful and a half of flour, a teaspoonful of baking powder, a pinch of salt, half a cupful of finely powdered beef-suet, and milk and water to bring to a soft dough that may be rolled. Cut off a portion of the dough and roll in a strip to line the edge of a bowl. Fill the bowl with plums, adding sugar to taste, roll the remainder of the dough into a round to fit the top of the bowl. Pinch the edges of the two crusts together, tie a flour cloth securely over the bowl, plunge into boiling water, and boil from two and a half to three hours. Serve at once with powdered sugar, pinning a napkin under the bowl.

OPEN SHED FOR COWS.

One That is Combined With a Corn and Grain Chamber.

In cold climates many farmers take the precaution to surround their barn-yards on three sides with buildings, which add wonderfully to the comfort of animals that spend at least a portion of each day out of doors, whether it be winter with its necessary stable feeding or summer with its scorching sun. But to secure the comfort of cows that are turned into the yard in summer, an open shed is highly desirable. It is also an important addition to a yard where cows are turned at night in summer, whether kept in the stable or the pasture during the day, for sudden storms and showers frequently arise in the night and thoroughly drench the stock that has no shelter to seek. For sheep, cows, weaning calves and other stock, such an open shed has pronounced advantages both in summer and winter. The writer saw one recently, which was combined with a corn and grain chamber, which is entered from the midway landing of the stairs leading from the first to the second floor of the stable to which the shed is attached. The grain is thus constantly at hand when needed for the use of the animals, and is easily and conveniently housed after being threshed from the straw or hauled from the stalk.

BUILDING A SILO.

For the benefit of those who contemplate building a silo this autumn, says the Farmer's Advocate, we give the following directions: An important point in a silo is size. This can be estimated pretty closely by allowing one cubic foot of settled silage for each animal every day. For ten animals one should have not less than 1,800 cubic feet of silage, and as the silage should be fully 20 to 24 feet deep, we may expect 18 feet in depth of silage after setting. A pit 10 feet square, or 9 x 12 feet and 20 to 24 feet deep, would be about right for ten animals. As the number of animals increases, increase the size of the silo, until you reach a pit about 10 x 20 or 15 or 16 feet square. Instead of building a single pit larger than this, unless one has a very large stock, it is better to build two or more pits.

A silo should have a good stone or brick foundation, going down into the ground two feet and coming above it one foot, and as much more as may be necessary to allow for filling in sufficiently to secure good drainage from the building. About ten inches below the surface of the ground put in a shelf of concrete or masonry, cut about a foot from the wall. This will prevent rats from getting into the silo by digging down along and under the wall. It is a good plan and not indispensible to anchor bolts in the foundation to come up through the silo and hold them in place. Use two thicknesses of two inch joists for sills, breaking (or lapping) joints on corners. For small silos use 2 x 8 pieces for studding, and set them 12 to 16 inches from centres and back from the inner face of the wall one or two inches, as you use single or double lining on the inside of the silo. Cut no mortice in the sill, but instead nail on inch strips to sill six inches from inner edge and notch stud to fit, and spike them down. At an appropriate and convenient place on the stand for doorway into the silo. Instead of the foregoing, having laid sills as specified six feet above them lay another double course of joists same as the sills, thoroughly spiked together, and lapping at corners, and six feet above this another course, and at the top another. Instead of these put 2 x 4 studs placed 16 inches from corner, omitting one as before for doorway. Cover the outside first with any cheap lumber, then with building paper (tar board) and cement, and finally with a good quality narrow flooring, using tar or paint in the joints, or with two thicknesses of cheaper lumber with building paper between them. Paint the inside with a mixture of coal tar and gasoline, three parts of the former to one of the latter, or as may be necessary to make the mixture flow from the brush. Use no heat, nor light any matches within "forty rods" of the gasoline or the mixture, or in the silo, until the gas has all passed away. Rip a piece of 4 x 4 or 6 x 6 cornerwise and nail in the corners. Use movable boards, cut to proper length, to fill in the doorway, two thicknesses with paper between. In other words and in short, make an airtight pit. Fill the bottom with clay 4 to 6 inches deep, or with wet lime concrete. It is recommended to have the silo very deep, say 20 feet or more, to fill in say 10 feet, and put a covering of boards (they need not be close together); then fill 10 feet more, put on another covering, and so on. This will keep from freezing outward, and drain the juice from the silage. A thin layer of whole corn laid but outside along the outer edges of the silo, would answer the same purpose as the boards, and might be put in every four or five feet.

GROWING CORN AFTER CORN.

As usually practiced, successive corn growing is very wasteful. It leaves the land naked through the winter, to be blown by winds and washed away by floods. The grain, too, is usually sold in the places where corn is the main money crop, and as for the stalks, they are left in the field to be plowed under in the spring when dried and likely to do more harm than good. But there are other and better ways of growing corn, and under certain circumstances it may be profitably grown for two or three years on the same land. These are where the farmer has good stock to eat the corn, and where both grain and fodder are made the most of. If corn is to succeed corn the following year, it should be sown with rye in the fall, and the rye top-dressed in winter or spring with all the manure the corn and stalks will make. This makes the land light and rich on the surface, but after a year or two, the subsoil will become too compact, and a two years growth of clover will best renovate that.

THE CLOVER CROP.

No matter how carefully clover is cured some of its leaves will be broken off and fall upon the soil. These leaves are highly fertilizing, and in hot weather they rot with dew and rains very rapidly. As rains carry their soluble fertility into the soil, it comes in contact with the excrecences on the clover roots, which enable the plant to get nitrogen from the atmosphere. Thus the cutting of two or more clover crops in a season makes the land richer in available fertility than it was in the spring. It is this fact that when growing clover, tie a flour cloth securely over the bowl, plunge into boiling water, and boil from two and a half to three hours. Serve at once with powdered sugar, pinning a napkin under the bowl.

P. DUFFIE,

Has just received a Car Load of Furniture of all kinds, which will be sold low.

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Accounts Collected and Loans Negotiated.

H. B. RAINSFORD,

Barrister, Attorney-at-Law, NOTARY PUBLIC.

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ARRANGEMENT OF TRAINS In Effect June 25th 1893.

LEAVE FREEDRICKTON.

EASTERN STANDARD TIME. 6.00 A. M.—Express for St. John and intermediate points: Vancouver, Bangor, Portland, Boston, St. Stephen, St. Andrews, Hamilton, Woodstock, and points north.

6.30 A. M.—Mail for Woodstock and points north, via Gibson branch.

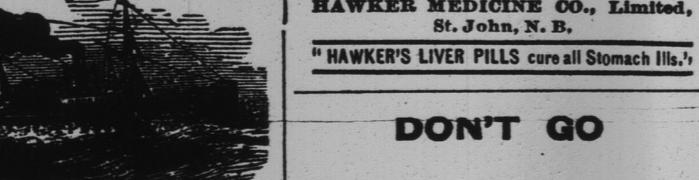
3.35 P. M.—Express for Fredericton Junction, St. John, &c.

RETURNING TO FREEDRICKTON FROM St. John, 6.25, 6.30 a.m., 4.40 p.m. Fredericton Junction, 8.10 a.m., 11.35, 6.30 p.m. McAdam Junction, 10.10, a.m. Vancouver, 5.45 a.m., St. Andrews, 7.30 a.m., St. John, &c.

Arriving in Fredericton at 9.10 a. m., 12.45, 4-15, 7.30 p. m.

D. MCNICOLL, C. E. McPHERSON, Gen. Pass. Agent, Montreal. Asst. Gen'l. Pass. Agent, ST. JOHN, N. B.

STEAMSHIPS.



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Cable passage, 64d and upwards; Second Cabin, 25d; Steerage, 25d. Round trip tickets at reduced rates.

Storage Tickets issued to and from the principal ports in Great Britain and the Continent at cheap rates.

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