SHIP NEWS.

PORT OF ST. JOHN.

Arrived.

Feb. 18.—Str St John City, Harrison, from London via Halifax, S Schofield and Co, gen cargo.

Sch Rebecca W Huddell (Am), 210, Tower, from Boston, D J Purdy, bal.

Feb 19—Str Alsides, 2,181, Halliday, from Glasgow, Schofield & Co, gen cargo.

Str Lake Winnipeg, Evans, from Liverpool via Halifax, Schofield & Co, mails and passengers.

Coastwise—Str Westport, 48, Payson, from Westport; schs Abana, 97, Floyd, from Quaco; Victory, 43, Smith, from do.

Feb 21—Coastwise—Schs Louisa, 15, Hargrave, from Lepreaux; Hattie McKay, 73, Durant, from Parrsboro; Virgin Queen, 15, Morse, from Grand Manan; Iona, 28, Morris, from Advocate Harbor; barge No 2, 433, Salter, from Parrsboro; sch Zina M, 70, Newcomb, from do.

Cleared.

Feb. 18.—Sch Romeo, Campbell, for Boston.

Sch Avalon, Wagner, for City Island f o.

Coastwise—Schs Willie D, Ogilvie, for Parrsboro; Thelma, Milner, for Annapolis.

Feb 19—Sch Hattie C, Buck, for Boston.

Sch Abbie and Eva Hooper, Foster, for New York.

Coastwise—Str Westport, Payson, for Westport; schs Harry Morris, McLean, for Quaco; Lone Star, Griffin, for Grand Harbor.

Feb 21—Str Cheronea, Marsters for London.

Str Teelin Head, Phillips, for Belfast.

Coastwise—Barge No 1, Warnock, for Parrsboro.

CANADIAN PORTS.

Arrived.

At Yarmouth, Feb. 15, brigt Boston Marine, Porter, from Barbados.

At Yarmouth, Feb 19, ss Boston, from Boston; sch Barcelona, from do; ss Latour, from Barrington.

HALIFAX, Feb 20—Ard, str Halifax, Pye, from Boston.

HALIFAX, Feb 21—Ard, str Numidian, MacNichol, from Liverpool via Moville.

Cleared.

At Yarmouth, Feb 19, sch Hattie P, for Barbados.

Sailed.

BRITISH PORTS.

Arrived.

At Liverpool, Feb 15, ship Andelana, Gilles, from Antwerp via Queenstown (at Birkenhead for repairs).

At Bermuda, Feb 5, sch Sainte Marie, Morehouse, from Fernandina.

At Melbourne, Feb 17, bark Cambrian Queen, Lewis, from Hamburg.

At Barbados, Jan 30, ship Mary L Burrill, Rice, from Rio Janeiro (and sailed 31st for Port Eads); Feb 1, schs I V Dexter, Dexter, from Liverpool, NS, (and sailed 3d for Trinidad); Josie, Duffy, from Weymouth, NS; 2d, sch Bartholdi, Grafton, from Wilmington, NC; brig Edward D, Belleveau, from Weymouth, NS; 3d, ship Caldera, McQuarrie, from Rio Janeiro (and sailed 7th for Boston); 5th, brig Venturer, Kemp, from Maceio; sch Delight, McDonald, from Demerara.

MOVILLE, Feb 20—Ard, str Lake Superior, from St John, NB, and Halifax for Liverpool (and proceeded).

Sld, str Lake Huron (from Liverpool, for Halifax and St John, NB.

LONDON, Feb 19—Ard, strs Iona, from Portland; St Ronans, from Boston; Scotia, from Halifax.

PENARTH ROADS, Feb 21—Ard, bark Antoinette, from Halifax.

LIVERPOOL, Feb 21—Ard, str Lake Superior, from St John, NB, via Halifax.

SYDNEY, NSW, Feb 6—Ard, previously, ship Ancaios, Fulton, from Melbourne.

QUEENSTOWN, Feb 18—Ard, ship Andreta, Nickerson, from Portland, Ore.

DEMERARA, Jan 24—Ard, bark Frederica, Ryder, from New York; 31st, sch Evolution, Fitzpatrick, from Jacksonville (to sail for Barbados about Feb 12).

Sailed.

From Queenstown, Feb 16, ship Brenhilda, Baxter, from Portland, O, for Havre.

From Ardrossan, Feb 19, str Glen Head, Kennedy, and Dunmore Head, Burns, for St John.

From Barbados, Feb 2, brig Rosebud, Benyon, for Trinidad; sch Gypsum Empress, Roberts, for Savana-la-Mar; 7th, brig Venturer, Kemp, for St Domingo.

LIVERPOOL, Feb 19—Sld, str Lake Huron, for Halifax and St John, NB.

BELFAST, Feb 18—Sld, str Dunmore Head, for St John.

TYROON, Feb 19—Sld, str Glen Head, for St John.

GALWAY, Feb 18—Sld, bark Eva Lynch, Hatfield, for Barbados.

CARDIFF, Feb 19—Sld, bark Tuskar, Pennant, for Rio Janeiro.

FOREIGN PORTS.

Arrived.

At Curacoa, Feb 5, brig G B Lockhart, Sheridan, from New York (and remained 8th).

At St. Vincent, C V, Jan 31, sch Florence R Hewson, Patterson, from New York.

At Mobile, Feb 16, bark G S Penry, Grant, from Belfast.

At Perth Amboy, Feb 17, sch Adelene, McLennan, from New York.

BOSTON, Feb 20—Ard, str Boston, from Yarmouth, NS; schs Andrew Burnham, from Allerton, PEI; Mary P, from do; Cymbeline, from Crapaud, PEI.

Sld, str Prince Edward, for Yarmouth, NS.

NEW YORK, Feb 20—Ard, str MacKay-Bennett, from Halifax.

BOOTHBAY, Me, Feb 20—Ard, sch Clenulla, from Grand Manan.

VINEYARD HAVEN, Feb 19—Ard, sch Athlete, from New York for St John.

SALEM, Mass, Feb 19—Ard, sch Rattler, from Grand Manan for New York; Clayola, from St John for do; Sarah A Seton, from St John to Salem for orders.

PORTLAND, Me, Feb 20—Ard, strs Scotsman, Maddox, from Liverpool.

CITY ISLAND, NY, Feb 20—Ard, schs Cathie C Berry, from St John; Abner Taylor, from Calais; Annie F Kimball, from Red Beach, Me; James A Stetson, from Lubec, Me.

At Rio Janeiro, Feb 21, bark Artisan, Purdy, from Cardiff.

At New York, Feb 20, sch Cathie C Berry, Hall, from St John.

RED BEACH, Me, Feb 20—Ard, sch Orizimbo, from Boston.

MACHIAS, Me, Feb 21—Ard, sch Wm Keene, from Portland.

OPORTO, Feb 16—Ard, sch Crescent, from Halifax.

ROSARIO, Jan 2—Ard, barks John Gill, McKenzie, from Buenos Ayres; 10th, Alberta, Roberts, from Pascagoula; 14th, Ensenada, Toye, from Buenos Ayres.

NEW LONDON, Feb 19—Ard, sch Emily C Dennison, Comeau, from New York.

HAVRE, Feb 19—Ard, ship Brenhilda, Baxter, from Portland, O, via Queenstown.

NEW YORK, Feb 19—Ard, sch Atrato, Watt, from Demerara, reports Feb 12, lat 33.15, lon 74.30, spoke brig Moss Glen, from Ponce, PR, for Halifax, NS.

PALMA, Feb 14—Ard, bark Angelo Castellano, Cacace, from Chatham, NB.

RIO JANEIRO, Jan 26—Ard, bark Stadacona, Cogswell, from Newport News.

VILLA CONSTITUTION, Jan 7—Ard, bark W W McLatchlan, Wells, from Newport, E, via Buenos Ayres.

PENSACOLA, Feb 19—Ard, sch Blomidon, Lockhart, from Havana.

Cleared.

At New York, Feb 16, schs Adelene, McLennan, for Perth Amboy; Therese, Matheson, for Turk's Island via Wilmington.

At New York, Feb 18, schs Laconia, Card, for Bahia; Turben, for Bermuda.

BOSTON, Feb 21—Cld, str Boston, for Yarmouth.

Anchored below, str Prince Edward, for Yarmouth.

BUENOS AYRES, Jan 17—Cld, bark Ontario, Lawrence, for Boston (and sailed from the Roads).

In port, Jan 17, barks St Paul, Parker, and St Peter, Skalling, for Rosario and New York or Boston; brig Aldine, Heaney, for Rosario and Rio Janeiro or Bahia.

Sailed.

From Malaga, Jan. 29, bark Barbadian, Balmer, for Trapani.

From Brunswick, Ga, Feb 16, sch W R Huntley, Howard, for Barbados.

From New York, Feb 17, ship E J Spicer, for Newport News; sch Alert, for Macoris.

NEW MULTIFLORA ROSES.

With seed of these new Roses, plants may be had in bloom in 60 days from time of sowing. Plant at any time. They grow quickly and flowers appear in large clusters and in such quantity that a plant looks like a bouquet. Perfectly hardy in the garden, where they bloom all summer. In pots they bloom both summer and winter. From a packet of seed one will get Roses of various colors—white, pink, crimson, etc.—no two alike, and mostly perfectly double and very sweet. Greatest of novelties. Seed 20c. per pkt., 8 pkts. for 50c.—or for 40c. we will send

1 pkt. New Multiflora Roses. All colors.
1 " Chinese Lantern Plant. Magnificent.
1 " Cupid Dwarf Sweet Pea. A real gem.
1 " Verbena, Giant White Scented.
1 " Tree Strawberry. Largest, finest berry.
1 bulb Double-flowered Tuberous Begonia
1 " Fancy Gloxinia. Extra fine.
3 " Giant Flowered Gladiolus Childsi.
3 " Spotted Calla Lily, 1 Montbretia.
6 " Fancy Gladiolus. All different colors.
10 " Flowering Oxalis. Mixed colors. Also,

Our Great 100-page Color Plate Catalogue and THE MAYFLOWER Monthly Magazine for a year, illustrated—colored plate each month—devoted to Flowers and Gardening. Worth $1.50 but for trial

All the above for 40c. postpaid.

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of Flower and Vegetable Seeds, Bulbs, Plants, and Rare New Fruits, is the finest ever issued; profusely illustrated. 13 Magnificent Large Colored Plates, 100 pages. Mailed for 10 cts., or FREE to any who expect to send us an order after getting it.

JOHN LEWIS CHILDS, Floral Park, N. Y.

From Paranagua, Feb 10, bark Baldwin, Wetmore, for Barbados.

From Hart Island Roads, Feb 17, bark Louvina, Hatfield, from New York for Bahia; schs Gypsum Queen, Morris, from New York for St Pierre; Calabria, Grant, from New York for Demerara.

From Salem, Feb 18, sch A P Emerson.

MONTEVIDEO, Jan 26—Sld, bark Birnam Wood, Smith, for Pensacola.

PORT READING, Feb 18—Sld, sch Gypsum King, for Porto Rico.

SHIP ISLAND, Feb 10—Sld, ship Z Ring, Grafton, for Rio Janeiro.

PERTH AMBOY, Feb 19—Sld, sch Adelene, McLennan, for St John, NB.

MACEIO, Feb 5—Sld, brig Plover, Fanning, for New York.

MEMORANDA.

In port at Melbourne, Jan 17, ship Ancaios, Fulton, for Manila via Newcastle.

In port at Gonaives, Feb 1, sch Mark Gray, Sawyer, for Stamford, Ct.

KINSALE, Feb 20—Passed, str Barcelona, from Halifax for Liverpool.

HOLYHEAD, Feb 18—Passed, ship Fred E Scammell, Mahoney, from Liverpool for Ship Island.

NEWCASTLE, E, Feb 14—In port, bark Samaritan, Dexter, to load for San Francisco.

VINEYARD HAVEN, Feb 21—In port, schs Athlete, from New York for St John; Nellie I White, from Elizabethport for Digby, NS.

SHANGHAI, Feb 15—In port, ship Marathon, Crossley, from New York.

RIO GRANDE DO SUL, Dec 30—In port, bark Glenafton, Mundy, from New York; brig L G Crosby, Perry, unc.

TARIFA, Feb 14—Pased, bark Leon Pancaldo, Marini, from Trapani for Halifax.

NOTICE TO MARINERS.

SANDY HOOK, N. J., Feb. 16.—The electric lights in Gedney Channel are working badly tonight, burning only for a few minutes at a time.

BOSTON, Feb. 16.—Yesterday a fifth order fixed red light on Egg Rock, off Nahant, was moved from temporary tower and established in new tower recently erected, 44 feet NW. from temporary tower, 11 feet SW. from site of old tower. Focal plane of light will be 90 feet above mean high water and 33 feet above base of tower. The structure consists of a square pyramidal red brick house with white wooden dwelling attached.

SANDY HOOK, Feb 17—The electric lights in Gedney Channel are burning tonight.

NOTICE TO SUBSCRIBERS.

Births, Marriages and Deaths occurring in the families of subscribers will be published FREE in THE SUN. In all cases, however, the name of the sender must accompany the notice.

BIRTHS.

PHELAN.—At Fredericton, Feb. 16th, to the wife of J. P. Phelan, a son.

MARRIAGES.

FEINBROOK-HOFFMAN.—On the 15th of February, at 48 Adelaide street, city, by the Rev. George Steel, Joseph Feinbrook of Chatham to Miss Annie, daughter of Joseph Hoffman of the north end.

McADAM-GREARSON—At the residence of the bride's mother, Feb. 14th, by Rev. A. H. Lavers, Miss Phoebe McAdam of St. George, N. B., and Frederick A. Grearson of the firm of Grearson Brothers, Barrie, Vermont, U. S. A.

ROSS-McLONG—At Sussex, on Feb. 18th, by the Rev. James Gray, Thomas Ross of Norton to Matilda McLong of Sussex.

DEATHS.

HARDING—On Saturday, Feb. 19, James Lewis, aged 4 months and 8 days, youngest son of Catherine and Theodore Harding.

KENNEDY—At Halifax, on Feb. 19th, Isabella Ann Kennedy, aged 57 years, daughter of Captain Roderick Kennedy and Fanny McGivern.

LEONARD—On Sunday, Feb. 20th, Charles H. Leonard, in the fortieth year of his age, leaving a sorrowful wife and two children.

MAWHINNEY—In Charlestown, Mass., on Feb. 16, Leo Victor, beloved child of James H. and Mary E. Mawhinney, aged 1 year and 13 days.

MITCHELL—In Cambridgeport, Mass., on Feb. 15, of cancer, Lucinda, wife of John S. Mitchell, leaving five children to mourn their loss.

MUNRO—At Apple River, N. S., Feb. 21, Donald Munro, aged 80 years.

PETCH—On Monday, Feb. 21, after a lingering illness, Hattie Elizabeth, eldest daughter of the late Capt. Charles C. Petch, and granddaughter of the late Lieut. William Petch, R. N.

PRATT.—At Joggins Mines, on Feb. 15th, Mary, wife of James Pratt, leaving a husband and four children to mourn their sad loss.

SWEENY—In this city, on Feb. 17th, after a lingering illness, Thomas Sweeny, leaving a wife, six children and a brother to mourn their sad loss.

TIERNEY—At 97 Pearl street, Charlestown, Mass., Feb. 16, Annie Josephine, wife of Thomas F. Tierney and daughter of Richard and Catherine Doyle.

WARING—At Milford, St. John County, February 19th, John J. Waring, aged 59 years.

As an example of fast freight transport, it may be noted that a car of freight came in via the C. P. R. the other day, for export, in three days and nine hours from Toronto, and another in three days and twelve hours and thirty-five minutes. This shows what the C. P. R. can do in the line of rapid freight transit under favorable conditions.

rangements for her funeral will be announced later.

SUNDAY SCHOOL.

THE INTERNATIONAL LESSON.

LESSON IX.—FEBRUARY 27.

GOLDEN TEXT.—Come unto Me, all ye that labor and are heavy laden, and I will give you rest.—Matt. 11 : 28.

Read the whole chapter and Luke 19 : 41-48. Commit verses 28-30.

HISTORICAL SETTING.—Time—Latter part of the summer of A. D. 28. Place—Galilee, probably in the vicinity of the cities on the shore of the lake. John the Baptist in prison at Macherus since March, A. D. 28.

Warning and Invitation.—Matthew 11: 20-30.

20. Then began He to upbraid the cities wherein most of His mighty works were done, because they repented not.

21. Woe unto thee, Chorazin! Woe unto thee, Bethsaida! for if the mighty works which were done in you had been done in Tyre and Sidon they would have repented long ago in sackcloth and ashes.

22. But (a) I say unto you, It shall be more tolerable for Tyre and Sidon at the day of judgment than for you.

23. And thou, Capernaum, (b) which art exalted unto heaven, (c) shall be brought down to hell; for if the mighty works which have been done in thee had been done in Sodom, it would have remained unto this day.

24. (d) But I say unto you, That it shall be more tolerable for the land of Sodom in the day of judgment, than for thee.

25. At (e) that time Jesus answered and said, I thank Thee, O Father, Lord of heaven and earth, because Thou hast hid these things from the wise and (f) prudent, and hast revealed them unto babes.

26. Even so, Father: for so (g) it seemed good in Thy sight.

27. All things are delivered unto Me of My Father, and no man knoweth the Son, but the Father; neither knoweth any man the Father, save the Son, and He to whomsoever the Son (h) will reveal Him.

28. Come unto Me, all ye that labor and are heavy laden, and I will give you rest.

29. Take My yoke upon you and learn of Me; for I am meek and lowly in heart; and ye shall find rest unto your souls.

30. For My yoke is easy, and My burden is light.

REVISION CHANGES.

Ver. 22. (a) Howbeit I say.
Ver. 23 (b) Shalt thou be exalted unto heaven? (c) Thou shalt go down unto Hades.
Ver. 24. (d) Howbeit.
Ver. 25. (e) At that season. (f) Understanding.
Ver. 26. (g) It was well-pleasing.
Ver 27. (h) Willeth to reveal Him.

Introduction.—Hitherto Christ had only preached the kingdom, but most refused to believe. He now begins to reveal Himself as a judge, and shows the terrible danger of refusing salvation through him. He mingles warnings and invitations in His longing to save.

20. Upbraid—To chide, to reproach with wrong doing.

21 Woe unto thee—Not a wishing of woe, but a statement of a fact. Chorazin—Capernaum (See "Bible Dictionary.") Tyre and Sidon—Two celebrated cities on the coast of the Mediterranean sea, heathen cities, and very wicked. Sackcloth—A coarse cloth of camel's or goat's hair, used for bags. It was worn as a symbol of sorrow, in a dress like a sack, with two holes for the arms. Ashes—They used to strew ashes on the head as a sign of mourning.

23. Exalted unto heaven—In privileges; more of Christ's miracles were done here than in any other place. Down to hell—Will be punished because they despised their privileges. Sodom—Once the chief city of Palestine, just south of the Dead sea. It was destroyed by fire and brimstone. (See Gen., chaps 18, 19.)

25. Hast hid—Because they would not receive them. These things—This mystery of God's dealings, the Gospel truths. Wise—Worldly wise, wise in their own eyes. Babes—Childlike persons, willing to learn. The meaning is that religious truth is received, not through the intellect, but through a teachable heart.

28. Come unto Me—To Himself, to His love, to His care, to His life, to His character. Heavy laden—With sins, cares, sorrows. I will give you rest—The rest of forgiveness, of fatherly love and care, of the assurance that seeming evil shall work out good.

29. Take My yoke—A sign of service with Christ. A good yoke is to make work easy.

30. Christ's yoke is easy, because the service is one of love, it is free, natural, joyous and with Him. My burden—Refers to the duties He lays upon us, and they are light, because He gives abundant strength to do them; they are done in love; the reward is abundant. It is like the burden of wings to a bird, or of ballast to a yacht. Satan's burdens are very heavy.

GUIDING QUESTIONS.

Subject: Two Methods of Bringing Men to Christ.

Introductory.—When and where was this lesson spoken? What new method of urging men into the kingdom was now begun?

I. First Method—by warnings (vs. 20-27).—Meaning of "upbraid"? What was Christ's object in doing mighty works? (v. 20; John 11 : 15.) How had men treated Christ's message? Was Christ's "Woe unto thee" a wish, a threat, or the statement of a fact?

Why will woe come upon all who reject Christ? (Heb. 2 : 3.) Does Jesus utter these warnings from anger or from love? Show how it is love that utters them.

What did Jesus say to Capernaum? What is meant by "exalted unto heaven"? What has become of it now? What can you tell about Sodom?

In what respects are you exalted unto heaven? Why will it be worse for you than for those who have not had your advantages?

For what did Jesus thank His Father for understanding religious truth? (v. 25.) Does real wisdom keep To whom is it revealed? Can all have this childlike spirit?

II. Second Method—by Promises (vs. 28-30.)—Whom did Jesus invite to come to Him? Who are meant by those who labor? By the heavy laden? What do they need? What is this rest? (Rom. 8 : 1; Eph. 1 : 6, 7.) How does Christ give it? What must we do in order to receive it?

What three things are we to do after we have received the rest referred to in v. 28? (vs. 29, 30.) What does Christ mean by His yoke? Why is His service easier than the service of sin?

What are we to learn of Him? How may being a Christian be called "going to school to Christ"? What is meant by "His burden"? What makes it light? What is the difference between the rest we find in serving Christ and learning of Him, and the rest He gives?

AT LOCH LOMOND.

Farmers's Institute Meeting Under Auspices of Simonds and Loch Lomond Agricultural Society.

John McLeod, M. P. P. on Shipbuilding and Lumbering Interests—Addresses by Messrs. Peters and McCrea.

The Farmers' Institute meeting held in the Agricultural hall at Loch Lomond on Monday, under the auspices of the Simonds and Loch Lomond Agricultural Society, was a most interesting affair. Much good must necessarily result from it. The addresses of the several speakers were full of hints to the farmers present as to how they might prosecute their chosen calling more advantageously to themselves. The gathering was a large one, and included not only the farmers themselves, but their wives, sons and daughters.

John McLeod, M. P. P., occupied the chair, and there were present: T. A. Peters, deputy commissioner of agriculture; Lt. Col. McCrae of Guelph, Ont.; J. E. Starr of Cornwallis, N. S.; J. F. Tilley of Woodstock, W. H. Quinn, W. E. Raymond, James Collins, Henry Gallagher, J. D. Hazen, C. H. Jackson, W. Campbell, James Kelly, James Hunter, J. H. Walker, Dr. J. H. Frink, F. Johnston, J. H. Case, C. Damery, E. S. Carter, E. T. Kennedy, J. Noble, A. H. Hamm, E. P. Raymond and others from the city. There was a representative gathering of the people of Simonds, and with them John Hennessey and George E. Mosher of St. Martins.

Chairman McLeod was very brief in his introductory remarks. The ship building industry, he pointed out, was a thing of the past. Lumbering was a waning industry as far as St. John county was concerned. Our people must therefore turn their attention to the soil, the products of which must be relied upon in the future. To make money our farmers had to get out of the soil all it was capable of producing. These meetings were intended to educate the farmers in this direction.

Thos. A. Peters was the first speaker. After apologizing for the absence of Hon. Mr. Labillois, the commissioner, Mr. Peters explained the intention of these meetings, some 42 of which have already been held. He dwelt upon the satisfactory results which had followed the development of the dairy work in this province. Last year $107,507 worth of cheese had been manufactured in New Brunswick. While the butter making industry had not been developed to the same extent, it was growing all the time. Here he gave some facts about the co-operative creamery at Sussex. These creameries enabled farmers to get more butter from their milk, the difference in the majority of cases being sufficient to pay the cost of manufacturing the butter. Mr. Peters gave some wholesome advice relative to the care of dairy cows. They should be given every attention; they should be groomed every day. He recommended as a cheap food for cattle during the winter months corn, English horse beans and sunflowers mixed together. These things were easily raised, and could be well kept in a silo.

Lt. Col. D. McCrae of Guelph spoke on Tuberculosis in Cattle. This disease is almost identical with consumption in man. It is not generally known that the diseases are identical and communicable. It is estimated that in Europe at least 20 per cent. of dairy cows have the disease, but it is very much more prevalent among dairy cows than amongst other cattle. In fact, in most parts of continental Europe there are diseased animals in almost every herd. Here in America we have no regular statistics, but it is well known that in the Eastern States the disease is quite common. In Massachusetts out of 39,000 animals tested about 25 per cent reacted. In one month 3,295 tested, 810 reacted, or 24 1-2 per cent. Prof. Law in New York tested a great many herds, and found from 5 per cent., the lowest, to 98 per cent., the highest. It is believed that a much lower percentage would be found affected in Ontario, and perhaps but a small number in these provinces. In Europe the disease has been very long known. Four hundred years ago in Italy laws were passed to prevent the spread of this disease among cattle, and it was then thought to be conveyable to man. It is not confined to cattle. Horses may take it, and it is with them usually fatal. Rare in sheep, it is more common in hogs. Fowl are very subject to it, and it is with them very fatal and very hard to eradicate from a poultry house. Wild animals are not known to have it, but it is very common when these animals are caught and kept in confinement. It is not confined in cattle to any breed, though carefully housed, highly bred animals have been found to be more subject to it than others. It is believed that a careless consumptive man, employed as an attendant to a lot of cattle, will give them the disease. Such instances are well known and well authenticated in Germany and Holland. Carless spitting of the sputem of consumptive patients amongst food or about the stables is very apt to spread the disease amongst the cattle. Damp, dark stables, and especially those that are badly ventilated, tend to spread the disease. The best disinfectant we know is direct sunlight. This will kill the germs in five hours. A much longer time of good light will also kill them. They will live for many months in a dark stable or a dark room. The disease in cattle is not so common in the lungs as it is in man. The glands, liver and bowels may be attacked in cattle. Only about 40 per cent. of cattle have it in the lungs. It is a disease that is usually of very slow growth. An animal may take the disease in winter while confined in a dark stable, and when turned out to grass or into a wood for a summer's feed it may fight it off. Between 30 and 40 per cent. of carcasses examined in the German sbattoirs are found to have taken the disease and been cured. The same applies to the disease in man. It is now believed to be hereditary. Calves born with it are very rare. There is only one recorded case in England, and on the continent less than one in ten thousand. It has been alleged that while not found in young calves, the germ may be there remaining dormant for a time. This is not the case; when put into calves artificially it developes so rapidly that in a very few days the calves will show the disease on a test. The only sure way of ascertaining what animals in a herd have the disease is by testing with tuberculi. This substance was first introduced by Koch of Berlin, Germany. It was first thought to be a cure for consumption and very many consumptive persons went over to Germany. None were cured. It was found to be a good thing to use in detecting the disease both in men and animals. In Victoria hospital, Montreal, the one hundredth part of a drop has been used with good effect in doctoring the disease. A very small quantity will give a reaction in a calve. Tuberculin is a product of the berm, Beef tea with peptine and glycerine is specially prepared and put in a test tube. Into this beef tea is put a cultric of the germs. There they grow when kept at blood heat. When they have used up all the food in the tube the substance left is what has come through the germs. This is filtered carefully to remove all the godies of the germs, is boiled and reduced to about one-tenth of its bulk and comes out a liquid like maple syrup. This is tuberculin. A very small dose will suffice to show a rise of two degrees or more in temperature in any animals affected with tuberculosis. There seeme to be very little danger from the use of meat of tuberculosis animals. Experiments made in a great many German universities have shown that the meat of tuberculosis animals is quite wholesome for human food. With milk it is different. There is a difference of opinion amongst scientists as to there being any danger if there be no disease in the udder. About three per cent. of tuberculous animals have the disease in the udder. When the udder is affected the milk is more or less virulent. To a healthy person there is no danger from using a glass or tow of this milk, but if it be used as a chief food for infants or invalids it is quite dangerous. The day is not far distant when the cows that give the milk supply of our cities will require by law to be tested so as to insure pure milk, free from germs. Any milk will be rendered wholesome if it be boiled for five minutes or less. It would be well to boil milk always for the food of children. It is quite wholesome and quite digestible and better for food in every way.

J. E. Starr of Cornwallis began by telling the farmers the kind of barns they should have. They should be so arranged that all the manure would be used. Barns should have cellars under them and they should be situated on side hills if possible. One side of the barn cellar should be given up to the storage of roots and it should be frost proof, or as nearly so as possible. The space under the barn floor should be filled up with dry earth, which should be allowed to rot. In the spring this should be mixed with the manure. With plenty of manure the crops would be larger. The farmers depended on it for success. Mr. Starr then took up fruit culture, devoting considerable time to a discussion of it. He explained how the land should be prepared for the reception of the young trees, how they should be set out, and what should be done to accelerate their growth.

J. F. Tilley of Woodstock spoke on the care of milk. Milk was a perishable product and it required the greatest care to get the best results from it. It was easily contaminated by germs, which were productive of bad flavors. The speaker told the farmers that they must keep their stables clean. They should whitewash them inside. Before a cow was milked its sides and udder should be brushed, so that the dust which was liable to fall into the pail would be removed. These specks of dust very often contained germs, which it was dangerous to have go into the milk. The milk should be strained and areated as soon as possible. Aereators cost but little, say 75 cents or a dollar, and they were almost indispensable. The milk should next be cooled to a temperature of from 40 to 45 degrees. He urged very strongly the employment of cream separators, which, besides getting all the cream possible of extraction, assisted materially in removing all impurities from the milk. The other systems of getting the cream from the milk were condemned as not nearly as satisfactory as when a separator was used. When being put into the churn the milk should be strained through a hair-cloth strainer. When churned the cream should be at a temperature of about 60 degrees and the churning process should not last over 50 minutes. In some cases 30 minutes should suffice. The importance of washing butter and giving it the color desired by the consumers were fully gone into.

J. D. Hazen having been called upon for an address, expressed great pleasure at being present. He had listened with much profit to the addresses. He explained the absence of many farmers by stating that they were working in the woods at present, and were probably too much fatigued to attend. Mr. Hazen hoped to see the visitors at Loch Lomond during the coming summer. They would find it a beautiful district, which produced root crops which would compare favorably with those grown anywhere. He wound up by moving a vote of thanks to the speakers for their presence and highly interesting addresses.

The motion was seconded by Henry Gallagher and passed.

Col. McCrae then made a few remarks as to the best means to adopt to keep the boys and girls on the farm. His advice was good and the many amusing stories he incorporated in the address kept the audience in laughter. He made some statements as to the possibilities of New Brunswick as a wheat producing country. He felt satisfied from all he could learn that the province had a bright future before it.

Mr. Hazen explained that Mayor Robertson and Sheriff Sturdee had intended to be present, but other engagements kept them away. A letter was read from the mayor explaining the cause of his absence.

A fine dinner was served during the evening at the Ben Lomond house. Mr. Barker, the enterprising proprietor, did all that it was possible for him to do to make it an enjoyable occasion for the guests, and everybody seemed highly delighted with the menu and the service.

WINTER PORT ITEMS.

(From Saturday's Daily Sun.)

The Furness steamer St. John City, from London via Halifax, arrived here about 7 o'clock last evening and docked at the Furness line berth. After discharging her inward cargo she will go over to Sand point to take in a lot of grain and general cargo.

The Allan-Thomson steamer Cheronea has taken in some 70,000 bushels of grain. She will probably have something like 100,000 bushels more. In addition to the grain which she will take away she will carry 100 tons of pulp, 530 cases of whiskey, 30 carloads of flour, 750 bags of oatmeal, 300 chests of tea, 375 bbls. of wax, 3,500 bags of grape sugar and a lot of general goods. It is expected she will sail Tuesday.

(From Monday's Daily Sun.)

The Donaldson liner Alcides, Capt. Halliday, from Glasgow, arrived here Saturday morning. Capt. Davies, the former commander of the ship, will remain at home for a time. The Alcides has got rid of almost all her inward cargo.

The St. John City took on board 20,000 bushels of oats on Saturday night, and as the remaining 40,000 bushels that were engaged for her had not arrived, the steamer left for Halifax yesterday morning. J. H. Hugill, the Halifax agent of the Furness line, who was in the city on Saturday, went as a passenger by the steamer to Halifax.

The Cheronea of the Allan-Thomson line had about 170,000 bushels of grain in her Saturday. She will probably receive 30,000 bushels more. It is expected she will sail Tuesday. The remainder of her cargo has already been given in the Sun.

The Glen Head and the Dunmore Head of the Head line left Ardrossan Saturday morning for this port. The former boat will load for Belfast and the Dunmore Head for Dublin.

The royal mail steamer Lake Winnipeg, Capt. Evans, from Liverpool via Halifax, arrived here Saturday afternoon and docked at her berth about 6 o'clock in the evening. The passengers went forward at once, and the work of discharging her cargo was continued yesterday.

The mail steamer Lake Superior, from this port for Liverpool, arrived at Moville yesterday, and the Lake Huron of the same line, from Liverpool for this port, reached Moville. The Huron has some 180 passengers and a good cargo on board.

The next mail steamer will be the Lake Huron, the Ontario being unable to sail from Liverpool on time owing to the collision previously reported.

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Union Blend Tea.

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