

could be desired. The board cost the men only \$4 per week—very cheap, being so far away from the head of supplies.

Another train which had just arrived was the construction train, and comes through every day, bringing four miles of tracking material, everything that is necessary to lay that amount of track, ties, nails, bolts, nuts, fish-plates, and washers. Every third or fourth day an extra mile is sent up to allow for the laying of sidings, which is done in every ten or twelve miles. The distance which the raw material for making this railroad has to be brought, is something great. All the rails are brought from the Old Country. The fish-plates, bolts, nuts, etc., from Ontario, and even the ties have to be brought from about 70 miles east of Winnipeg, so you can see the road is being laid in a country where there is no available material, which greatly increases the cost of making. It might not be out of place to say a little about the wonderful syndicate, of which we hear so many hard things said, and try and thus judge if it is as bad as it is presented. The syndicate was formed to build a railroad from Ottawa to the Pacific Coast, and to take the parts of the road already built off the government's hands. The government had been trying for ten long years to build their road but had signally failed, when the syndicate stepped in and offered to take the burden off their hands. The terms on which the syndicate are working, are that they were to get the parts of the road already built, and those which were under contract when they were completed, \$25,000,000 in cash, and \$25,000,000 acres of land, the syndicate to complete the road from Ottawa to the Pacific Coast within ten years, and to operate it for another ten years under forfeiture of their charter. The terms have been considered very liberal, but when we think of the ignorance displayed about the country, we may think that we are getting off very easily. The syndicate got control in May 1881, and before fall had their road in running order between Winnipeg and Brandon, a distance of 145 miles. Some persons are of the opinion that this track is laid right on the prairie, without any grading at all, and if ever there should be a repetition of the floods of 1881, that their road would be flooded and impassible. Now this is an erroneous idea. The grading is between three and four feet high, higher than even the water will rise. The track near Emerson was graded lower, but the syndicate have profited from their experience there, and have done the remainder differently. The grading is done for about eighty miles ahead of the track, and they hope to be in sight of the Rockies this fall. The track is being laid at the rate of four or five miles per day. The rails are loaded on a hand car, and the car runs to the end of the track, and four rails are taken off and laid in position, then the car is run off on these, and more rails taken and put in position, and so on, until the car is unloaded, when it is taken back for another load, then follows men throwing down fish-plates, bolts, nuts and spikes. Following these are men spiking and others joining the rails, yet in all these men no one is in the others' road, each has his place and keeps in it. In all, grading and track laying, the syndicate employs over 7000 men and 2000 horses and mules. The superintendent, Mr. Egan, is right on hand, and everything is done under his personal supervision. The grading is done so well that trains pass over the track at the rate of 25

miles per hour, to-day, that was laid but yesterday before any ballasting had been done, and one in the train would not know but that it was an old-laid track, as it is so smooth. The company have undertaken a good job, and are doing it well. They are pushing the road through fast, and opening up the country to settlers, the people that are wanted there. The land through which most of the road passes supplies nothing for them to utilize in the building of it, being solely a farming country, and in that respect has no equal. The land around here is similar to that near Broadway, black loam, and must soon be a vast wheat field. Young farmers with some capital should invest out here, and they themselves go and break up the land, and in a very few years they will be rich and large land owners. The country is just waiting for men to come and work it, and fortunes await them for their trouble. The Pembina branch joining Winnipeg with the East, was completed in 1879, when the first wheat from the North-West came east by rail.

We saw at this place the noted *Picpout*, who refused to come to terms with the government, and now with his band are going west to locate themselves. And here we had a novel occurrence, an Indian christening. A squaw with a papoose was in the small band, with *Picpout*, and Mayor Walsh suggested that it should be named after some one in the party, and first, having gained the Squaw's consent, he performed the ceremony of christening the papoose, *Olimie Pense*, after the Secretary and President of the Association. A silver collection was then taken up for the mother, and very soon after the conductor called all aboard, and we started on our journey east, each feeling wonderfully pleased with the railroad, the country, and all he had passed through.

(To be continued.)

HORSFORD'S ACID PHOSPHATE IN LIVER AND KIDNEY TROUBLES.

Dr. O. G. Cilley, Boston, says: "I have used it very extensively, and with the most remarkable success in dyspepsia and in all cases where there is derangement of the liver and kidneys."

SOUTHERN COUNTIES FAIR.

The weather during the holding of this fair militated much against the attendance, and the consequent success of the show. The exhibits of fruit, roots, &c., were very good, considering the backwardness of the season. In horses there were some fine specimens shown. The Percheron of which there were two thoroughbreds and a halfbred were very creditable. The cattle were fully up to the mark. Mr. Cameron, of Port Stanley, showing some very fine young thoroughbreds. Sheep and hogs were good, especially the former. The different machinery firms as usual, were on hand, making a good display. In the carriage department the St. Julien Gear Co. attracted considerable attention. The novelty of this gear consists of its lightness, durability, strength and ease of motion. The steel bars under the wooden bars being the main feature. An exceedingly creditable display of seeds, flowers, bulbs, &c., belonging to Mr. Geo. McBroom, of London. He carried off first prize and Diploma, and well deserved it. Dr. Nugent, Strathroy, had a good collection of various grades of honey from his celebrated apiary. The clearness and pureness of some samples being remarkable—almost colorless. Mrs. Andrew Miller, of Yarmouth, took the four first prizes on butter, which speaks well for the lady, and the section where she resides.

The new band steel barbed fencing attracted no small amount of attention. It is destined to be among the first materials for fencing in this country. We think the company have a good thing, and hope at some future day to make further mention of it. M. Beatty & Sons, Wolland, exhibited two sizes of their Amber Sugar Cane mills and evaporator, and two patent Paragon school desks. The former are taking well with raisers of the cane, being an excellent machine. The latter are meeting with extensive sales, they being without doubt the best combined desk and seat in the market. In the attractions outside of the exhibits themselves, the Caledonian games and the bicycle parade were the most prominent features, especially the latter. Forty-eight bicycles of first-class make, and all well manned, made a grand and unusual display. If the rain had not poured down night and day till the last day, large crowds would no doubt have visited the grounds. As it was there was a fair attendance. But it was the Grangers' day (Wednesday), and their attendance enabled the Directors to meet their engagements, at least so the President said in his speech on the platform, and we believe he was correct in his statements, for there was a good attendance of the Order, although the rain fell incessantly, which, together with the cold, made the day very uncomfortable. The speeches from the platform were of necessity, short, but still space will not permit us to give them this week. They will appear in a future issue. The G.W.R.R. Co.—or excuse us—the Grand Trunk, added in no small degree to the comfort of the goers and comers from the city, in running regular trains between the city and the grounds. The Directors deserve great credit for the means taken to ensure as much comfort as possible to exhibitors and visitors; it was no small task with the weather so much against them. We would here make a suggestion. Would it not be practical and in keeping with better class of agricultural shows, such as the Southern Counties Fair, to prohibit from the grounds, the "Catch Penny," "Hurly-Gurdy," "Punch and Judy," and such kindred schemes for taking money from the young men frequently at these fairs. They certainly are no benefit, but they are a great annoyance.

THE SUPERINTENDENT IN LOVE.

Supt. E. J. O'Neil, of the Dominion Police Force, Ottawa, Canada, thus spoke to a representative of one of Ottawa's leading journals: "I am actually in love with that wonderful medicine St. Jacobs Oil. I keep it at home and likewise here in my office; and though my duty should call me hence in an hour to journey a thousand miles, St. Jacobs Oil would surely be my companion. It is the most wonderful medicine in the world, without any exception, I believe. My entire family have been cured by it. We have used it for twenty different ailments, and found it worth half a score of doctors. My men here on the Dominion Police Force, use it right along and very justly think that there is nothing like it. I believe it is the long sought *Elixir Vitæ* and possesses the power of making the old, young again. I know it often enlivens me, and although I am past fifty years of age, I am, thanks to that wonderful agent, a lively man yet."

"I came off with flying colors," as the painter said when he fell from the ladder with the palette o'er his thumb.

AGRICULTURAL AND ARTS ASSOCIATION.

Annual Meeting.

Among other business of this Meeting, reported in another column, we forgot to report the decision of the Judges on the Essays, for which prizes were offered by the Association. They were awarded as follows:

On Horticulture, David Nichol, Cataragui; second prize, John McClure, Brampton. On manures, first, John Smith, Raco; second, M. McQuaig, Edmondville.

Also, the prizes in the Farm Competition, as follows:

FARM COMPETITIONS.

Mr. I. J. Ison here announced that he had obtained a complete list of prize-winners in the farm competition, as follows:

Gold medal, James Dickson, Tucker-smith, South Huron; first silver medal, George Hyde, North East Hope, North Perth; second silver medal, Andrew Watcher, Brant, South Bruce; bronze medal, Wm. Esplin, Cerran, North Bruce; bronze medal, Robert Lime, Derby, North Grey; bronze medal, John Varcoe, Colborne, North Huron; bronze medal, Alexander McClure, Hilbert, South Perth; bronze medal, Wm. Elgie, Nichol, Centre Wellington; bronze medal, John Ford, Artemesia, East Grey; bronze medal, Walter Sorby, Puslinch, South Wellington.

The meeting adjourned.

AGRICULTURAL AND ARTS ASSOCIATION.

The Thirty-Seventh Annual Exhibition at the City of Kingston.

The thirty-seventh annual exhibition of the Agricultural and Arts Association of Ontario opened in Kingston, on Monday the 18th, continuing through the week. Great anticipations were had by the people in Kingston in this exhibition, and they were quite sanguine of a successful show, but they as well as the directors of the Association were doomed to some disappointment, the weather throughout the week being wet and disagreeable. On Tuesday the day of the formal opening, the weather was bad, and this added to the disappointment of not having the Hon. Mr. Pope, Minister of Agriculture present as was expected, made all feel dissatisfied with the day. Wednesday opened in the morning cloudy and dull, but cleared up about noon, the afternoon being pleasant and the turnout very good. Receipts at the gate about \$2,500. Thursday was cloudy again in the morning, and about noon the rain commenced pouring down in torrents, continuing all the afternoon, many visitors remaining in the city, not getting on the exhibition grounds at all. The receipts however, were about \$300 better than on Wednesday.

This was the day set apart for Grange excursions, and judging from the number present despite the storm, it is safe to say that there would have been a large turnout had the day been pleasant. Friday was another wet, cold and disagreeable day, but few visitors on the grounds, and about noon exhibitors began to pack up and move away.

Somehow, Kingston seems very unfortunate, as bad weather generally attends exhibitions there. So common is this that when bad weather is experienced anywhere else, it is called "Kingston weather." The taking of the exhibition to Kingston this year, will be a heavy financial loss to the association, but the effort shall not be