

Michigan Farmer, is contained the wheat crop of 75 bushels, leaving in the Trans-Atlantic their cargoes to

en light advances

otations; cargoes quoted about 6d. the West was firm, dull and inactive.

oats steady, and

eat, 41s to 6d;

peas 41s to 6d;

faney 8s.10; spring

ring \$1.06 to \$1.07;

to 75c; rye 60c.

to \$1.36 for No.

and old winter red

barley \$1.10 to

oats 45c to 52c;

on to prime.

\$1.73; Treadwell

ring \$1.60 to \$1.75;

oats 90c

to \$1.20; hay

\$8.50; potatoes 45c

eggs 21c to 23c per

do; lard 15c to

lb.; beef 84.50 to

100 lb.

and Cattle in

Sept. 7th, S. R.

oney-moon, a 6-year

old, 4 years old for

\$100, two years,

\$150, and Simon

\$175. The general

ulls.

Whitehall, Eng-

land, bought

\$110, 51 lbs.

Oxford and Skid-

more bought by Sir

Cur-

made \$500; Lady

Oxford 31st, less

some other

up to \$200; each on

ada, bought Oxford

last the follow-

Loney, Watering-

Phillips, Weston Park,

Gray, Duke of

ke of Onida; 3rd,

Queen of Weston,

on 5th, sire Cherry

and Duke 6th; 7th,

hear Cotswold ram,

by Mr. Garne, and

has purchased of

imported Lin-

These, added to

give him what is

country.

have, it is said, sold

the imported Short-

FARMER'S ADVOCATE.

"PERSEVERE AND SUCCEED."

VOL. X.

LONDON, ONT., DECEMBER, 1875.

NO. 12

The Farmer's Advocate!

PUBLISHED MONTHLY BY WILLIAM WELD.

OFFICE: 96 DUNDAS STREET WEST, LONDON, ONT.

TO SUBSCRIBERS:

TERMS.—\$1 per annum, postage paid; \$1.25 when in arrears. We cannot change the address of a subscriber unless he gives us his former as well as his present address. Subscribers should always send their subscriptions by registered letter, and give their name and post office address in full.

With this number our subscribers will find an envelope and a reminder of "how they stand." A large number of letters containing subscriptions have been received, but either from name of post office not being given, or name of subscriber being omitted, many now appear in arrears who should not. In all cases where a subscriber's account appears incorrect, they will oblige by sending date of remittance, from what post office mailed, whether registered or not, and through what post office they received their ADVOCATE, and then the necessary corrections will be made.

TO ADVERTISERS:

Our rates for single insertion are 20c. per line—\$2.40 per inch, space of nonpareil (a line consists on an average of eight words).

Manufacturers' and Stock Breeders' cards inserted in "Special List" at \$1 per line per annum. Condensed farmers' advertisements of agricultural implements, seeds, stock or farms for sale, or farms to let, not to exceed four lines, 50c., prepaid.

Letters enclosing remittances, &c., only acknowledged when specially requested. Our correspondence is very heavy, and must be abridged as much as possible.

FREE! FREE! FREE!

To all NEW subscribers to THE FARMER'S ADVOCATE for 1876, the balance of the year 1875 from the time the subscription is received will be sent free, that is, the paper will be sent to January 1, 1877.

New subscribers will be considered those whose names have not appeared on our books during 1875.

We trust this liberal proposal will induce every present reader and friend of the paper to use his best efforts to extend the circulation and usefulness of their favorite paper.

To Our Readers.

As this number closes the tenth volume of your ADVOCATE, we return our thanks to you for the liberal support accorded to us. We are happy to inform you that the circulation has greatly increased during the past year. We have labored to place in your hands a journal that is unobjectionable to any party, and to make it a useful and welcome visitor to every home.

The various departments of the journal have been conducted with a view to interest all parties concerned in agricultural pursuits. The youngest child is interested, and this to the mature should be a great consideration, as by adding amusement to instruction much good is done. The wealth of our country has been increased by the information furnished in regard to seeds, stock and implements, and many of our readers must have profited materially by the information.

NEVER TOO OLD TO LEARN.

As your paper has every year increased in circulation, we have been enabled to improve it, and we believe our engagements and promises have been fulfilled to you all.

We feel every confidence in your approval and continued support. Greater exertions will be made to make each department more complete and to improve the journal in every respect; to make the volume for 1876 far superior to any previous year. We trust that each one of you will try to aid by adding one new name to our list. Unity is strength.

The Opening of the Northern Division of the Intercolonial Railroad.

The Telegraph, St. John's, N. B., in its issue of Nov. 10, gives a graphic and very interesting report of "The event of the day," the opening of that part of the Intercolonial Railroad which lies between Moncton and Campbellton, a distance of 185 miles. The Telegraph, justly appreciating the great importance of this memorable epoch in the history of the maritime provinces, with commendable enterprise publishes a very valuable supplement of sixteen closely printed columns, giving a brief history of the inception and progress of the undertaking, and a description of the road and the country through which it passes. The beauty and magnificence of the scenery along the line, and the agricultural, commercial and maritime resources to be developed are all presented to the reader. It is with no little pleasure we transcribe some brief extracts. We hope to refer to it again.

It (the Intercolonial Railway) will be a bond of union not only between the different parts, but a link in the chain that will bind all the provinces together as well as aid in uniting for commercial purposes the fair and vast Dominion of Canada with the great Republic of the United States; a link also in the great iron chain, which, perhaps, even in our day, will unite the two great oceans, and prepare new routes for commerce across this northern continent.

The Intercolonial Railway connecting with the G. T. Railway at Rivere du Loup, on the River St. Lawrence, and with Moncton at the head of the Petitcodiac in this province, forms the link between the great railway system of the upper provinces of the Dominion and those of New Brunswick, Nova Scotia, and the United States. This portion of the Intercolonial is about 374 miles long, crosses all the rivers which water the eastern part of New Brunswick, opens districts of which the value in an agricultural sense is yet fully to be known, and taps the various towns on the seaboard. But, gratifying as are the results already shown by the railways in operation in the maritime provinces, these are but parts of the great Intercolonial Railway which is now so near completion, and which, when completed, will form the great link which will unite Canadians one with another in common interests and sympathies, and bind in the bonds of amity the provinces of British North America. In this chain of fellowship New Brunswick forms the central link, while joined to it on the south and west are Nova Scotia and Prince Edward Island, and on the north and west the provinces of Quebec and Ontario and all the vast territory which lies beyond, and whose populated extent and greatness it remains for the future to determine.

The distances by the Intercolonial are: From Toronto to Miramichi, 930 miles; to St. John, 1,004 m.; to Halifax, 1,192 m. From Montreal to Miramichi, 597 m.; to St. John, 761 m.; to Halifax, 687 m.

Besides the 330 miles of the Intercolonial in New Brunswick, there are over 400 more actually constructed on the other lines, and in a short time New Brunswick, with a population of 285,000, will have 800 miles of completed railway.

The Intercolonial has connection with the Grand Trunk in Quebec, Consolidated E. & N. A. Rail-

way in New Brunswick, and the Windsor and Annapolis Railway in Nova Scotia. It will meet the New Brunswick Railway at Rivere du Loup, when the latter is completed, and the projected Miramichi Valley Railway between Fredericton and Newcastle.

The Manufacturers' and Mechanics' Exhibition, St. John, N. B.

The Manufacturers' and Mechanics' Exhibition of St. John was held on the 27th of Sept., in the rink of that town, which was tastefully fitted up for the occasion. The opening was conducted with becoming ceremony. His Excellency, Lieutenant Governor O'Grady Haly, Administrator of the Government of the Dominion, Lieutenant Governor Tilley, and Lieutenant Governor Archibald were present, with a host of the influential men of the province, and some ladies contributed by their presence to the splendor of the scene. Few even of the people of the sister provinces had any idea of the progress made by New Brunswick.

"The exhibition is in every respect the finest of manufactures ever witnessed in the province; and it reflects immense credit on the manufacturers who take part in it, and it does prove beyond all doubt that we have made immense strides in manufactures. The Rink is almost as full as it can be, allowing any room for visitors to pass through, and the car shed, in which a great number of machines are shown at full work, is almost as full, the whole space being over thirty thousand square feet."

Of this department, as indeed every department of the Exhibition, the citizens of St. John and the province were justly proud.

The variety of articles exhibited was considerable, hardware and edge tools of different descriptions occupying a large space. There was household furniture of every kind, mantel pieces of marble and marbled slate of exquisite design and finish. Furs formed a varied and beautiful collection. There were carriages and sleighs by numerous makers; jewelry; articles of dress, from shirts to silk dresses, overcoats, hats and bonnets, together with specimens of soaps and candles. On the opening more than 1,500 people visited the rink. Strangers were observed to flock into St. John from all parts. The exhibition proved to be a success. The great attraction for visitors was the machinery department. The News thus speaks of it:—

"The machine department of the exhibition, which is exhibited in the car shed, with abundant room to work, attracts a great number of spectators, who are all interested in observing the work of the different machines in operation. There were about twenty-two machines in the shed, out of forty that were to be sent, and embrace in number and size and power those that can be accommodated in the building, and which can be worked by the twenty-five horse power engine which keeps this machinery in motion. Comparatively little of this machinery is made for sale, but is brought by manufacturers and operated with a view of showing what such machines, made principally in their own establishments, are capable of. That the spectators are interested and instructed, their presence and the remarks made abundantly testify."

In thanking Mr. J. Cornwall, Secretary of the Board of Directors, for his courtesy in sending us full reports of the exhibition, we must express our regret that we were unable to avail ourselves of the kind invitation we received to be present. Nothing would have given us greater pleasure than to be witness and partaker of the success of the great exhibition.