

GOOD FOR DRAINAGE USE.

Pick Plover, Easily Made, Described and Praised by Wisconsin Farmer.

I have used this plover for digging trenches for laying tile on my Wisconsin farm for many years and am surprised that so useful and efficient an implement is not in more general use. It is a Wisconsin correspondent of the Orange Judd Farmer. Any good blacksmith, with an assistant, can make this plover in less than two days. An old smith and his son made mine in one day. The total cost was only \$8, including a heavy four foot chain for use in hitching to the plow when it is deep down in the ditch.

I first used it in 1894. I had heard that out in Minnesota men were charging 25 cents per rod to construct drainage ditches with the steam ditching machine. I was able to build these simple homemade contrivances. On one piece of work, by using this plover and two horses, four men made a ditch 1,050 feet long, from two and one-half to three and one-half feet deep and one foot wide, in one day, from 8 o'clock in the morning to 6 o'clock in the afternoon. This was in clay soil, which at the time happened to be very dry and was shoveled easily. If the ground had been wet, of course, so much could not have been accomplished.

In building ditches for tile I first plow it as deeply as possible, usually going over it twice with an ordinary plow. All the dirt that is not thrown out by the plow is then shoveled out. Next I go up and down the ditch with the pick plover. Ours is made to cut twelve inches wide, and by having it so strongly constructed that there is not much spring in it a uniform width and straight sides can be maintained in the ditch. After the ground is loosened we shovel out the loose dirt and then go over it again with the pick plover. We use an even eight feet long, so that the horses work far enough away from the ditch that there



PICK PLOVER IN DRAIN DITCHING.
(From Orange Judd Farmer.)

is no danger of their falling in. As additional depth is secured the ditch is lengthened, and the plow can be used in digging ditches three to four feet or more deep. Where we have to cross an elevation in the field which requires greater depth we go over that part two or three times with the plow, bringing the bottom of the ditch down to the required level. Broadly speaking, the depth to which this can be used is limited only by the length of the chain to which the eraser is fastened.

There is an old Flemish proverb which reads as follows: No grass, no cattle; no cattle, no manure; no manure, no crops.

Dairy Doings.

An ounce of the fluid extract of black haw in a pint of warm water will be found very valuable for a cow threatening abortion. A half dose can be repeated in two or three hours as often as necessary.

To the man of little money and many children the Shorthorn is a bonanza, supplying milk and butter and a good salable calf at weaning time. The Jersey, Ayrshire and Holstein are great milk and butter cows, but their calves are not to be considered when seeking cattle for the feed lot.

Calves are often troubled by ringworms. It is due to a vegetable parasite. The best treatment is sulphur ointment, made of powdered sulphur, lard, oil or grease. Wash the part affected with soap and water and then apply the sulphur ointment.

Cows require from one to eight ounces of salt per day. The more concentrates they receive the more salt they require. It should be where they can have access to it every day. According to an experiment made at the Wisconsin station, about two ounces per cow per day is the average amount required.

The Kansas Agricultural college makes cream as follows: First grade cream, 30 or more per cent of butter fat; second grade, 25 per cent and less than 30; third grade, having less than 25 per cent butter fat. Creameries like to get high testing cream, say 30 and above. They make more butter from this, as the overrun is greater.

Alfalfa hay is a most excellent feed for dairy cows. The animals always relish clean, bright alfalfa hay, and its milk producing value is high. The dairyman that has plenty of alfalfa is especially fortunate.

Never allow the cows to be excited by hard driving, abuse, loud talking or unnecessary disturbance. Do not expose them to cold currents.

If you have six cows and no separator sell one of the cows and buy a separator. You will save work and make money by the deal.

Kindness to cows is one of the essential elements in profitable dairying. No matter how well cows are fed and sheltered, they will not be good milkers if they are handled roughly.

USES OF THE BARLEY CROP.

Nearly Equal to Corn in Feeding Value—Directions For Preparation.

Barley is nearly equal to corn in value for feeding purposes, but should not make up more than half of the grain ration for horses and cattle. For the best results in feeding to horses and cattle it should be crushed or coarsely ground, as this aids digestion and also reduces the danger of injury to the mouths of the animals from the beards. For hog feed, simply soaking the whole grain overnight will suffice. The finest kind of bacon is produced from feeding ground barley mixed with skim milk. Barley is also an excellent feed for sheep. It can be fed whole or crushed.

Barley properly cut and cured will furnish a very nutritious hay that is readily eaten by all kinds of stock. When intended for hay it should be mown more thickly than when intended for grain. In growing winter barley for hay the mistake most commonly made is in letting the crop become too ripe in the belief that better results will be secured if the grain is allowed to fill. This is done at the expense of the stem and leaves, as much of the



BEARDED BARLEY—HOODED BARLEY.
(From bulletin, United States department of agriculture.)

material from which the grain is produced is stored there. The barley is bearded, and if left too long before cutting the beards become hard and will injure the mouths of the animals. When the crop is cut in the flowering stage the beards are soft and will be found to be less injurious than if allowed to ripen further. The crop can be cut with a mower and handled like other hay.

Spring-hooded barley should be sown as early as possible in the spring after the danger of severe frosts is over. The plant has a large, juicy stem and very broad, green leaves. As the heads are not bearded, this variety is preferable to the Tennessee Winter for silage and haymaking purposes. If sown early it will grow rapidly and yield a large quantity of excellent green feed, relished by all kinds of stock. If cut when the grain is in the milk stage it will yield a large crop of nutritious hay that will give better results in feeding than will most native hays. Bulletin of United States Department of Agriculture.

Pruning in Winter.

Now is the best time to take out dead branches from old orchard trees, says the American Cultivator. Some of the leaves are still on, and it is easy to pick out dead limbs. Pruning now will save much extra work in the spring, when time is precious. Moreover, many insects and diseases will be destroyed. To make sure of it burn the limbs. Dead limbs provide excellent camping grounds for insects and diseases. Always cut close to the trunk; do not leave a stub.

To meet the requirements of a good farmer it is necessary to spend some of the winter weather in studying the problems of the farm.

Orchard and Garden.

Those who argue that fruit is unobtainable and that the orchard is seldom profitable do not give an estimate of the work given their trees. It may be that their orchards do not get much attention, which, of course, explains why they are unprofitable.

Permanent labels for trees and shrubs may be made from zinc cut into strips. If the name is written on the zinc with an ordinary lead pencil it will prove indelible and will not be affected by the elements.

It is a good idea to plan now for an evergreen windbreak to protect your orchard, but do not set the trees now; wait until spring.

Store the ladders under cover, but give them a good coat of paint first.

Good garden implements are essential for successful gardening. Much of the benefit and pleasure derived from work in the garden is missed by having poor tools. Spend part of the winter leisure in getting the tools in shape.

Prepare the soil for your bedding plants which are to be planted next spring. You cannot take too much pains in preparing the soil.

If you have decided to diversify your crops carry out the idea by planting several kinds of fruits. The garden, too, should show a nice variety. You may specialize if you wish, but be sure to have something else besides your specialty.

Get busy with the saw and pruning shears and clean out every dead and cankered branch.

Humor and Philosophy

By DUNCAN H. SMITH

PERT PARAGRAPHS.

WINTER is cold and sometimes uncomfortable, but there is balm in the thought that the lawn doesn't have to be mowed in that sort of weather.

Ever notice how happy the average man acts when he is playing host at his wife's swell party?

There are people who are mysterious in that they never can figure out what use they serve in an awfully utilitarian world.

It certainly is the business of an aviator to get up in the world.

Many a woman who hasn't the nerve to shoot a spider will walk right into the office of the busiest man in town and fritter away half an hour of his time getting \$15 for a home for friendless cats.

If we could see our own finish as clearly as we see the other fellow's we would quit before we begin.

There are too many of us who can't see the difference between even handed justice and our own desires.

Funny how much more closely related we feel to that member of the family who has made good than we do to the one who is always needing a lift.

We should be mighty thankful to our friends for the things they don't tell on us.

The first thing his wife asks when he gets home from calling on a friend is, "What did you have to eat?"

Took the Prize.



"I bet my pa is the strongest."
"I bet mine is."
"How strong is your pa?"
"He can lift a stove. How strong is yours?"
"Too strong to work. My ma said so."

So Easy.
We live but such a little while! Then on the journey why not smile. Considering it is quite as cheap To smile as 'tis to weep!

Wise Youth.
"What are you going to do when you start out for yourself, Jack?"
"What am I going to do?"
"Yes. What will you busy yourself about?"
"Well, thus far it has taken all my time to keep out of trouble, and I don't see any prospects of a change."

Accommodating.
"That rich old blunk came to me this morning and wanted me to do something for him."
"Something good?"
"Well, I did something good."
"What was it?"
"Him."

Pa Explains.
"Pa!"
"Yes."
"What is meant by paralysis of the will?"
"That is another name for matrimony."

The Way They All Do.
"He accomplished wonders!"
"Who?"
"Brown."
"How?"
"Just by wondering."

A Winner.
"I have here a new sort of camera."
"What is new about it?"
"It will make any woman handsome."

The First of Course.
"What's the news?"
"Baby has cut a tooth."

As You Feel About It.
Though winter freezes up the land And after the drifting snow, A picture chill, but fair and grand, Wherever you may go, Within your heart you may have spring If you will only smile and sing, Though cheerless is the day.

The winds may sing a lullaby That bears an arctic wail, With snowdrifts piling mountain high, The plaything of the gale, And lo! the eavesman span While windows raise a din, But that need not affect old man, The way you feel within.

Jack Frost abroad his pranks may play With all his skill and art, But you may keep him well at bay By warming up your heart, For tingling toes won't matter much, Nor can the chill abide, If you can only smile and touch The hidden springs inside.

Then make a season of your own And have it always May, If winter occupies the throne No tribute to it pay, It's easy when you know the trick And such a little thing The very kind you want to pick And revel in the spring.

(Continued from first page.)

Falls to St. John through the valley and to pay 40 cents out of every dollar earned, no matter what the cost may be, and, in addition to that to provide a subsidy of \$6,400 per mile and to provide the rolling stock. You know our Conservative friends for the last three or four months were wailing through the country that the Federal Government would not provide the rolling stock. When they asked that the legislature be passed at Ottawa they said the rolling stock must be provided by the company before the local legislature would guarantee the bonds. We only took them at their word and when our legislation was passed we provided that when the road was built and provided we would take it over. On Thursday of last week the Government at Ottawa agreed to take over the road regardless of rolling stock, they would furnish that, keep it in repair and lease it for 99 years. Our Conservative friends for some reason or other don't want to agree to do this. They want to build an electric road not from Grand Falls to St. John, but from a point somewhere in the parish of Andover, and that means the south-west corner of that parish—from Presque Isle in the State of Maine, down to the corner of Andover parish and then through the county of Carleton to Fredericton. They don't say where they are going from there, but I happen to know they want to go to Westfield or Welsford on the C. P. R. They want to begin at Presque Isle on the C. P. R. and end at Westfield or Welsford on the C. P. R., and they want to saddle on this province an amount of money, \$25,000 a mile or in the vicinity of between four and five millions of dollars, and they have in that arrangement not one word which provides for the freight rates to be charged. They have no provision for one cent coming back to pay for the interest on the bonds. All in the world they have in the way of security for the four or five millions is a mortgage on the road. If the road won't pay its way, what on earth is the use of the mortgage? We have an illustration of this in two railways in the county of Albert, two branch lines, in one of which the rails as you know were taken up and sold, and in the other case the company has refused to operate 20 miles of the road. I do not say this will happen, but it may happen. They have no guarantee that the road when built will be operated, you can read that statement through from end to end and you cannot find any agreement that anyone must operate the road, let alone pay the interest on the bonds. Under the proposition which Mr. Hazen asks the Federal Government to accept you have a provision for 40 cents out of every dollar earned going to the province of New Brunswick, the interest has to be paid and the balance goes to the company.

You may say what guarantee have you that they can pay the interest on the bonds. I have no guarantee, but I have an argument for presentation. Last year the I. C. R. over the whole of its 1500 miles earned between \$7,000 and \$8,000 a mile. If you call that only \$6,000 a mile, and take 40%, that means \$2,400 per mile and 4% on \$25,000 is \$1,000. You have the interest paid and \$1,400 per mile goes back to the company. With a road of 207 miles in length you have \$300,000 all the interest paid and no financial liability on the part of the province. I want you to look at this as business men, I don't care what your political views may be, but I want you to go home and think this matter over. It is an important matter for this small province, because there is no province outside of Prince Edward Island that has less funds to spare than the province of New Brunswick. I do not mean that the people are poor individually, but that the revenue for provincial purposes is very limited. You get about \$800,000 from the Federal government and we are not likely to get any more for ten or fifteen years any way. There is about \$300,000 from the Crown lands, and it is not possible except at the sacrifice of our capital to cut the lumber any closer than it is cut today or in twenty years there will be no lumber on your Crown lands. There is something received in corporation fees and from other sources, which is practically stationary. It is a fearful thing to take four or five million dollars without any provision being made for the payment of the interest on it. While if you accept the I. C. R. proposition you have the interest absolutely guaranteed, suppose there is only \$3,000 per mile, 40 per cent, that is \$1,200, and you still have \$1,000 to pay your interest and \$200 to go to the company. They say it is going to take a lot of money to build this road, I admit that. No person has ever stated it will not. They say it will cost \$43,000 per mile. Granted it does, although I do not believe it will, they would have \$25,000 per mile, the bond guarantee, and \$6,400 subsidy, that is \$31,400. Then I may tell you that is

(Concluded on last page.)

<p>C. P. R.</p> <p>St. John to Montreal</p> <p>WEEK DAYS AND SUNDAYS</p> <p>W. B. Howard, D.P.A., C.P.R., St. John.</p>	<p>THE SHORT ROUTE FROM HALIFAX AND ALL POINTS IN THE MARITIME PROVINCES TO MONTREAL & WEST</p>
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