

METEOROLOGICAL.

Reported for the Dominion Gov't by
G. A. Blair, Esq.
SEPTEMBER.

DATE.	Time.	Height of Bar.	Thermometer.	Thermometer.	Thermometer.
Sun.	12	7.46 a.m.	30.18	45.0	
		3.46 p.m.	30.03	44.0	
		11.45 p.m.	30.03	44.0	79.6
Mon.	12	7.46 a.m.	29.99	42.0	
		3.46 p.m.	29.81	40.0	
		11.45 p.m.	29.86	39.0	74.5
Tues.	12	7.46 a.m.	29.88	40.0	
		3.46 p.m.	29.81	39.0	
		11.45 p.m.	29.86	39.0	74.5
Wed.	12	7.46 a.m.	30.10	45.0	
		3.46 p.m.	30.09	45.0	
		11.45 p.m.	30.09	45.0	79.6
Thurs.	12	7.46 a.m.	29.74	40.0	
		3.46 p.m.	29.72	39.0	
		11.45 p.m.	29.74	39.0	74.5
Fri.	12	7.46 a.m.	29.77	40.0	
		3.46 p.m.	29.77	40.0	
		11.45 p.m.	29.77	40.0	74.5
Sat.	12	7.46 a.m.	29.84	43.0	
		3.46 p.m.	29.82	42.0	
		11.45 p.m.	29.82	42.0	79.6

The minus sign thus— at the left hand, denotes below zero, its absence denotes above zero.
The column for Maximum Thermometer shows the highest temperature for every day.
The column for Minimum Thermometer shows the lowest temperature for every day.

Farm, Garden & Household.

Brain Farming.

Some people imagine that farming requires but little outlay of brain power to make it successful. But, as some one has truthfully said, "Brains make the best fertilizer a farmer can use." Take two men, one with half the physical strength of the other, the weaker man of the two will accomplish more than the other if he exerts the latter in brain power. We have known large, stout, healthy men, who were hard workers, and yet always on a "stern chase" with their work; they are always poor, from the simple fact that their bodies were better than their brains. Such a man, if he is doing a simple work, as picking up stones on a side hill, will get his stone boat on the upper side of a large boulder, and then by stress of mind and muscle, roll it on to the drag, while the weaker, but wiser man, will place the stone on the lower side of the boulder, and in a twinkling have it loaded, and save his own strength for some more important occasion.

And so it goes to the end of the chapter with the man who does not "think," and this law applies to indoor as well as outdoor work. If men and women would take time to plan their work they would secure much better results than to hurry and scurry about without thought or system. We honestly believe if every farmer would have a study and a library, like any professional man, with a few good agricultural papers, and spend an hour or two each day in reading and planning his work, he would secure better results than to spend twice that amount of time in active labor on his farm. This is the hour and the time for labor-saving inventions in every direction, and no farmer can entirely ignore this increased knowledge, and compete with the man who keeps his eyes and ears open.—*New England Farmer.*

Preserving Horses.

The first point to be observed is to keep the leather soft and pliable. This can be done only by keeping it well charged with oil and grease. Water is a destroyer of each one of these. But mud and saline moisture from the animal are even more destructive. Muck in drying absorbs grease and opens the pores of the leather, making it a ready prey to the water, while the salty character of the perspiration from the animal injures the leather, stitching and mauling. It therefore follows that to preserve a harness, the straps should be washed and oiled at intervals as required. To do this effectively, the straps should be laid unbuckled and detached, then washed with warm soft water and brown soap, and hung by a slow fire or in the sun until nearly dry, then coat with a mixture of neatfoot oil and tallow, and allowed to remain in a warm room for several hours, then finish to the leather. In hanging harness care should be taken to allow all the straps to hang their full length. Light is essential to the care of leather, and when the harness closet is dark the door should be left open at least half the time during the day. All closets should be well ventilated, and when possible be well lighted. To clean plated mountings, use a chamois with a little tripoli or rotten stone, but they should be scoured as little as possible.—*Harness Journal.*

TRAINING A HORSE TO STEP BETWEEN THE SHAFTS.—I never saw a carriage up to a horse when he is about to be hitched before it. No matter how awkward and blundering he may be, he can always be taught to step over one thill to the desired place between the shafts. Before a horse has been trained to step over one shaft the forward end of the two shafts are placed on a small bench, eight or ten inches high, then the animal is led along the side of the carriage and taught carefully to step over one shaft with the fore foot, and then to place his rear feet between the shafts. If he is awkward at first exercise patience with his stupidity, and lead him forward again and bring him around until you can induce him to understand what is desired of him. A tractable,

animal (if his driver knows half as much as the horse) can easily be taught to step between the shafts and never touch them with his feet.—*N. Y. Herald.*

For the Little Folks.

A Hunt.

BY LAURA GARLAND CARE.

Supplied with pop-guns, arrows, nets, and cages, large and small, Johnny and Ben went out one day Beyond the garden wall. To hunt for any curious thing That walk, or fly, or crawl; For they were looking up, you see, Wonders for a menagerie.

"O, Ben!" cried Johnny, "just look here! A jungle—long and wide! Where lots of wild beasts, birds and snakes Can live and safely hide! Bananas, bread fruit, oranges, Are growing here beside!"

(The jungle was a clump of weeds; The fruit—a lot of hard brown seeds.)

"Hist, Ben! A tiger, as I live! A royal Bengalite! Where are those? Move soft! I fear There'll be a dreadful fight. He's caught at last! We have him now, In iron cage all tight."

(The tiger was a monster toad, In an old tea-pot safely stowed.)

"Help! help!" cried Bennie, "John, come quick, A wild-cat on a tree, All ready for a fearful spring! He's looking right at me! John ran, and soon the deadly beast Was safe as safe could be. (A catapillar, large and fat, Caged in Jane's dollie's new felt hat!)"

I've found," said John, "a long-legged thing; It might be a giraffe. Only it has too many legs, And neck too short by half."

"Ah, yes, a new variety!" Said Bennie with a laugh. (A day-long, tall and slim; A collar box soon sheltered him.)

"I've started out an antelope! Hi, John! Just stop him there! He's won a race. You see, this kind Is extra nice and fair. The girls will 'O! O! O! Ah' and say, 'This lovely! Splendid! Rare!'"

(A grasshopper, all sober gray, In a tin spice-cup spent the day.)

"A snake! A snake! O Ben a snake! He's writhing in and out Among the ivy leaves. A boa, too, New kind, one of the numerous ones Or he will have you in his folds; You know they're awful stout!"

(A pill box held the angle-worm, And left him room enough to squirm.)

I wish that I could tell of all The treasures they had all in line. Out there they fixed them all in line. Out in that old play ground; And how they printed hand-bills off And sent them all around. I think that you might all look in, By paying each a bright new pin.

Deferred Matter.
(Crowded out last week.)

The Pacific Railway.
HOW THE GENTS PROPOSED TO BUILD IT.
(From the Mail.)
Mr Mackenzie's first policy was to build the line as a Government work. If there was any profit in it, he said, he would make that profit for the people. When he took hold of it, the cost was officially estimated at \$100,000,000. And on that understanding he proceeded. If anything can be said to be clear in regard to his proceedings, that is at least clear, that it was unfortunate that the plans of 1871 failed, it was unfortunate beyond measure that Mr Mackenzie's plans failed. He has recently told us, and Mr Blake has endorsed his utterances—that he would have built the road irrespective of the land, and would in effect have wrung the \$100,000,000 from the taxes of the people. But "mad" indeed as the proposition was, its maddest increases as we consider the subsequent proceeding. It has been distinctly declared that the taxes of the people should be increased for the purpose of building the railway. His very first act has been to add \$3,000,000 to taxation, in view of the Pacific Railway expenditure, and part of the proceeds of the first loan were stated to be for that purpose. As if this was not enough to shake public confidence in him, in 1875 he entered into the arrangement known as the Carnarvon loan. These terms bound him to provide, among other things, for the building of the Esquimaux and Nanaimo railway (62 miles) at a cost of say \$20,000,000 per mile—a low estimate—or about \$1,250,000 for the providing of a wagon road at cost of about \$300,000; and for the completion of the whole road from Lake Superior to the Pacific by 1890. Sir Richard Cartwright had hinted that if time was an element in the bargain, the road would probably cost \$100,000,000 or \$160,000,000. But Mr Mackenzie was apparently "up to" anything; and paralleled the Carnarvon terms as his own happy suggestions given to Mr Edgar at an earlier time for presentation to the Government of British Columbia. But the Carnarvon terms were "barked" in the Senate, through the influence of a gentleman who has since almost unthinkingly his act and deed—Hon. Edward Blake.

The next proposition was that of 1877, to which we have called attention of late. Mr Mackenzie, who had been so pleased to make a Government work of the railway, withdrew from that position, and offered the route to contractors under a subsidy of \$10,000,000 for the first 100 miles, or \$10,000,000 for the next 100 miles, still keeping to the 3,000 mile estimate, a total of \$30,000,000 and 50,000,000 acres of land for the whole. But this estimate was a mere guess. His calculation of the cost of the road, his calculation of the value of the land, his calculation of the interest at 4 per cent, for twenty-five years on the sum over and above what he offered for which they might undertake the work. It is Sir Richard Cartwright's estimate of the work, on a time basis, was taken, that would have entailed a guarantee of \$10,000,000 per annum in payment of about \$5,000,000 per annum as interest to the gentlemen who had already gotten the \$30,000,000 and the 50,000,000 acres of land. The mere fact that the 50,000,000 acres of land could be

found by people who had always declared, and who declare still, that the land is neither so plenty nor so good as we think, may seem singular; but nothing seems singular to us now familiar as we are with the mental and political habits of these statesmen.

Sad Drowning Accident.

News was brought to the city yesterday of the death by drowning, on Monday, of Dr. Wilson, of Meagher's Grant. The doctor was on his way to Henry Crawford's whose children required medical assistance. To reach the place he had to cross the Musquodoboit River, about 11 miles from the mouth of the harbor, and 3 miles above the falls. He decided to swim across, and put his clothes in a boat to be towed across by Donald Crawford, brother of the man whose children he was going to see. While Mr Crawford was getting the boat ready, Dr. Wilson had jumped into the water, and was a good way across. Crawford heard a shout, and immediately pulled out to the doctor, but before he could reach the spot the doctor threw up his hands, sank, and was never seen afterwards. The body was found at 9 o'clock yesterday morning. The sad affair has cast a gloom over the whole community. Dr. Wilson was a native of England, had been in this country about fourteen years, and married a daughter of Mr. David Webber, Lakeville, near Jeddore, by whom he had five or six children. He settled at Meagher's Grant shortly after coming to this country.—*Halifax Chronicle.*

KILLED BY A BEAR.—On the evening of the 7th inst., near Yerdale, in the Township of Greenwood, twelve miles from Walkerton, two women and their children, who had gone into the woods to pick berries, were attacked by a bear. The women took up the younger children in their arms and got away, but a boy about five years of age, a farmer, named Charles Symon, was seized by the ferocious brute. Assistance arrived in about half-an-hour, and the brute made off. The child was found still alive, but dreadfully mangled, his entrails being torn out. The ribs were also broken from the back, and the flesh eaten off in large quantities. The poor little fellow died shortly after.

The money to be paid by the Montreal Syndicate for the New Brunswick Railway is to be deposited in the Bank of British North America on the 1st of October. The syndicate, \$1,500,000 in cash and \$500,000 in the bonds of the new company, Mr. Alexander Gibson and Messrs. Isaac and E. R. Crocker, according to the bonds. Mr. Gibson is to continue the management of the road for a year.—*Sun.*

Sir H. re-named Robinson, Governor of New Zealand, who has been appointed to succeed Sir Bartle Frere at the Cape, is one of the numerous sons of an Irish clergyman named Sir Hercules Langrishe. He has an Irishman's love of horses, and never missed an opportunity of any important race. Of constitutional disposition, he has always got along very well with Governor, and is deemed a safe man by the Colonial Office. He now goes to a different post.

A vendor of cheap jewellery was knocked down by an Irishman the other night, and at once brought an action against him. The defendant protested before the Court that the agent called him a liar. The latter swore positively that he used no offensive language. Upon being asked to give the agent's words, the Irishman said:—"He tried to sell me an old ring, and I told him it was brass. He then turned round to another man and said 'It's ally.'"

An old lady descended from an omnibus. "Ah!" she exclaimed, in a tone of approbation, "how much more polite young men are now-a-days than they used to be. Why I have always plenty of room in an omnibus, but when I was young I could never ride in one without being crowded or feeling some man's elbows digging into my side. Such things never happen now-a-days."

Captain Arch. Thompson, formerly chief officer of the *Great Eastern*, fell overboard and was drowned during the voyage of the *a. s. England*, which arrived at New York recently.

A fire in Saint Peter, a town of 1,000 inhabitants in Upper Garonne, France, has destroyed 33 houses and rendered over 100 people homeless. One person was killed.

The profits realized by the exportation of blueberries to the Southern States from Quebec, this season, is estimated at \$200,000.

The recent explosion in the Scotch coal mine, England, makes 76 widows and 284 orphans. A large portion of the victims were single men. The lost number 165.

The labor market at Winnipeg is reported uncommonly active at present. Masons get from \$2.50 to \$3 per day; brick-layers, \$3.50 to \$4; laborers, \$2.75 to \$3; carpenters, \$2.50 to \$2.75; brick-makers, \$2 to \$2.50 and plasterers, \$3.50 to \$4.

A GOOD ACCOUNT.
"To sum it up, six long years of bed-ridden sickness and suffering, costing \$20 per year, total \$1,200—all of which was stopped by three bottles of Hop Bitters, taken by my wife, who has done her own house-work for a year since, without the loss of a day, and I want everybody to know it for their benefit."

"JOHN WARRICK, Butler, N. Y."

ON THE VERGE OF THE GRAVE.
Such was the condition of Moses Walker, of Derry, N. B., with congestion of the lungs and chronic catarrh. Two bottles of the Constitutional Catarrh Remedy entirely restored him to health, and to use his own words, "built up my whole system." The Remedy is for sale by all Druggists.

THIS PAPER may be found on file at Geo. P. Verrill's, 100 Spring St., where advertising contracts will be made for it. N. Y. H. K. O.

CAUTION.
EACH PLUG OF THE
MYRTLE NAVY
IS MARKED

T. & B.
IN BRONZE LETTERS.
NONE OTHER GENUINE.

landed 17

SEEDS. SEEDS. SEEDS.

A FRESH SUPPLY OF
Garden and Flower Seeds,
just received at the
NEWCASTLE DRUG STORE.

VEGETABLES.
Bean Beet, Carrot, Cabbage, Cauliflower, Celery, Corn, Cress, Cucumber, Lettuce, Onion, Parsley, Parsnip, Peas, Pumpkin, Sals, Sauer, Summer, Savory, Sweet, Margaron.

Thyme, Radish, Squash, Spinach, Tomato, Turnip, &c.
Also a large variety of FLOWER SEEDS.
E. LEE STREET, Proprietor.

SHERIFF'S SALE.
To be sold at Public Auction, on THURSDAY, the 29th day of September, at 12 o'clock, in front of the Registry Office in Newcastle, between the hours of 12 noon and 5 o'clock, p.m., the following property, to-wit:
All the Right, Title and Interest of JOHN MORRISON, in and to all that piece or parcel of Six and a half acres, being part of the Township of Greenwood, and being part of Lot number Ten, bounded as follows: to-wit: Commencing at the corner of the road running Eastward along Daniel McDougall's line, thence along the line of the said road Northward 132 feet, thence along the line of the said road Westward 132 feet, thence along the line of the said road Southward 132 feet, thence along the line of the said road Eastward 132 feet, to the corner of the said road, and thence along the line of the said road Northward 132 feet, to the corner of the said road, and thence along the line of the said road Westward 132 feet, to the corner of the said road, and thence along the line of the said road Southward 132 feet, to the corner of the said road, and thence along the line of the said road Eastward 132 feet, to the corner of the said road, and thence along the line of the said road Northward 132 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