

HORSE RAISING.

Weight With Quality the Call on the Market.

Some Reasons Why New Brunswick Farmers Can Make More Money by Breeding Large Horses.

Robert Ness, the well known horse raiser of Howick, Quebec, who acted most acceptably as one of the judges at the recent horse show in St. John, gives some opinions on matters pertaining to the horse business that are worthy of some attention by our farmers.

"It will pay farmers," said Mr. Ness, "to get into a better class of horses, either for draft or carriage purposes. These classes are the two for which there is an active demand and the draught class is the one, it seems to me, most profitable to the farmer under ordinary conditions."

The reason is— 1.—There are not so many mules among heavy draughts as among carriage horses, so that a blemish such as a scar from a wire fence cut or other accident will not depreciate the value of the draught horse in the same proportion.

2.—That the draught cost when he is two and a half year old can be put at light farm work and from then till he is sold practically earn his keep, while the carriage horse cannot be put at farm work until he is at least four years old and then often with a serious risk of spoiling his style and action.

3.—While the draught horse can be trained to sell at the highest prices on the farm and at farm work, the carriage horse must have a special course of training that can only be given by a man who thoroughly understands this work. The farmer who raises carriage horses had better see them unbroken than attempt the expense of fitting them.

4.—The farmer today needs heavier horses than he has been using to do his farm work profitably. The two-furrow plow, the wide harrow, the binder and other implements require power. In fact one man with a good three-horse team will do as much work with modern implements, and do it better than can be done with two men and four light horses. When it is desired to place these horses in the market, they will sell at good prices.

It is rather difficult for the farmer who keeps only a few mares to meet the conditions of training, etc., and as I have already said these young horses cannot be speedily bred and sold without spoiling their style. While I handle Hackneys, French Coaches, and Percherons and Clydesdales and other breeds, I consider the Clydesdale the safest breed to work. Canadian experience has been that a Clydesdale stallion of 2,000 lbs. or less, with good feet and legs, compact conformation and quality of bone, skin and hair, has got the most useful and best selling colts from the ordinary mare of the country.

Some people looking for weight only say, "How much does he weigh?" but this is not the most important point. A horse must have constitution, quality of feet and bone, and a general conformation for strength, else he will never earn money for his owner no matter what his weight.

A big slack horse can be so fitted to make a slow horse, but he can never be good property as a draught horse. The best horses on the market today are from 1,500 to 2,000 lbs. compact in body and low down, and get these horses it is not necessary to use stallions over a ton in weight. The snug sire of 1,500 to 2,000 lbs. is all right. Baron's Pride, probably the greatest living Clydesdale stallion in Scotland, does not now and never has weighed 2,000 lbs.

While the size and quality of some of the draught horses in St. John, and especially those brought to the show, is as good as can be found almost anywhere, the general run of truck horses I see on the streets would be much better if they were at least 200 lbs. heavier. They would do more work, do it easier and cost less for feed, provided type and quality are good.

I have no hesitation, he said, in strongly urging the farmers of New Brunswick to use good Clydesdale stallions if they wish to raise colts of 1,400 lbs. or upwards that will meet a ready sale at good prices.

St. John, N. B. W. W. HUBBARD.

RAILWAY SUBSIDIES

Brought Down in Parliament Early Tuesday Morning.

The following railway subsidies were brought down: Halifax and South Western Railway, 83 miles, \$124,800.

Shediac and Coast Railway, from Shediac to Cape Tormentines, 38 miles, \$121,400.

Mahon and Gulf Railway, from Mahon to Glenora and on to Orangedale, 74 miles, \$108,900.

Nova Scotia Eastern Railway, from New Glasgow to Country Harbor and to Mulgrave, 116 miles, \$171,300.

For a line from Debert Station on I. C. R. to Debert, 41-1/2 miles, \$14,400.

For a line from the Joggins Railway near Joggins to a bridge to Minville, 6 miles, \$13,200.

Middleton and Victoria Beach Railway, from Victoria Beach to Middleton, 43 miles, \$121,300.

Halifax and South Western Railway from the following line (a) from Halifax to Mahone Bay on Central Railway, 42 miles, \$118,400.

From the Central Railway near Bridgewater toward Barrington Passage, 38 miles, \$95,000.

From New Germany on the Central

Railway to Caledonia Railway, 23 miles, \$50,000.

From Caledonia to Liverpool, 29 miles, \$52,600.

The Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Co., for eight miles between Point Tupper and Broad Cove and for a line from Cheticamp to a point on the line of railway built between Broad Cove and Point Tupper, 27 miles, \$144,000.

From Walsfeld on Dominion Atlantic Railway to government pier, 1 mile, \$3,200.

Mahon and Gulf Railway from Mines Road on I. C. R. to wharf at Caribou Cove, 4 1/2 miles, \$13,800.

Nova Scotia Eastern Railway, from Dartmouth to Melrose, 120 miles, \$384,000.

York and Carleton Railway, from its terminus westerly, five miles, \$16,000.

Soville Coal and Railway, from Adamsville on I. C. R. to Brown's Landing, seven miles, \$22,600.

Intercolonial Railway of New Brunswick, formerly the Beauséjour and Western, from the end of ten miles constructed near Campbellton to the St. John fifteen between Grand Falls and Edmundston, 47 miles, \$134,000.

For a line from Woodstock, N. B., to the international boundary, 28 miles, \$83,200.

St. John Valley Railway, from C. P. R. line near Welsford or Westfield, to Gagetown, 30 miles, \$96,000.

For a line from St. Peters to Louisbourg, 50 miles.

The above are for the maritime provinces.

The total amount of railway subsidies counting them at \$3,200 a mile, which is the minimum, will be over \$13,000,000. The mileage of railways to be subsidized is 4,071.

WOMAN ADMITTED TO THE BAR.

Miss Gabrielle Townsend Stewart of Ohio, Will Practise Law in New York.

NEW YORK, Oct. 7.—Miss Gabrielle Townsend Stewart's application for admission to the New York bar was approved yesterday by the appellate division of the supreme court, and she is being sworn in she will be permitted to practise in this city.

Miss Stewart has had three years' practice in Ohio. She is a pretty, energetic and attractive young woman, who says she intends to work up an independent practice. She has already had one criminal case which won her considerable celebrity, and she is desirous of working in open court rather than confine herself to strict office practice.

"I am a lawyer woman rather than a woman lawyer," she asserts.

HIRAM F. FINLEY DEER.

Well Known Wholesale Grocer Passes Away Friday Morning.

Hiram F. Finley, wholesale grocer, of Dock street, died at about six o'clock this morning at his residence, 171 Charlotte street. Deceased had been in delicate health for the past year or so, and had been confined to his home for about two weeks. The cause of death was rupture of the heart.

Dr. Holden and McIntosh were in attendance on Mr. Finley.

The deceased was a man between 45 and 50 years of age, and held the respect of the business community and those with whom he had personal relations. His death will remove from the city one of St. John's most active citizens.

The late Mr. Finley is survived by his wife and two children, a boy and girl. The daughter, Olive, is about ten years of age, the son, Frank, being in his twelfth year.

POSTMASTER IS MADE HAPPY

AFTER YEARS OF SICKNESS DODD'S KIDNEY PILLS CURED HIM.

Plain Statement of a New Brunswick Postmaster Whose Kidney Pains Have Gone Never to Return.

LOWER WINDSOR, Carleton Co., N. B., Oct. 9.—(Special.)—T. H. Belyea, postmaster here, well known and widely respected, is happy in the discovery of a permanent cure for the kidney pains that have troubled him for years.

"I have been bothered with kidney trouble for years," Postmaster Belyea says. "I have tried many medicines and plans without getting any lasting benefit till hearing Dodd's Kidney Pills so highly spoken of I determined to try them. They seem to have made a complete cure in my case as I feel as well as ever I was."

"I believe that Dodd's Kidney Pills troubles and will do all they are claimed to do."

Dodd's Kidney Pills cure the Kidneys and with healthy Kidneys no one can have Bright's Disease, Rheumatism, Dropsy or Pain in the Back. Thousands will tell you this out of their own experience.

CHAMBERLAIN IS

Riding the Whirlwind and Directing the Storm.

(Ottawa Free Press, Editorial.) Mr. Chamberlain's speech at Glasgow last night was splendid demonstration of his power as a leader of men. No man who reads it can doubt that he is riding the whirlwind and directing the storm.

From the cable summary which is unusually comprehensive, one can realize that it was a great and statesmanlike effort, while his reception was a happy augury for the success of the campaign, and the final triumph of the policy.

The great imperial chieftain brought brought before the people as it has never been before the people as the inevitable consequences of persistence in the fiscal policy that has been pursued in the United Kingdom for more than half a century.

CASTORIA.

Beasts the Kind You've Always Bought.

Signature of Dr. Chamberlain.

DAVID WESTON TRAGEDY.

Expected That a Verdict Will Be Reached on Friday.

Mate Whelpley Says If the Crew Had Not Been in the Refreshment Room, the Fire Might Have Been Discovered Sooner Than It Was.

The inquiry into the death of Eita Morrell, Fred Downey and Stephen Hood-Rowan, which occurred in the David Weston disaster, was resumed at 10 o'clock Friday morning.

Chas. Fleming, one of the deck hands on the str. David Weston on the 15th of September last, said that there was a passage opened into the bow. The pumps were in good condition when he last used them. He did not notice how the water came in when the fire broke out with witness in the refreshment room with Fred Downey and Stephen Hood-Rowan, opened the door to come out but the smoke got them off. They then went out of the window onto the guard. Witness turned into the water and saw the board slide and swim ashore. Just before he jumped he saw Downey on the guard running aft. Downey said that he could not swim. Witness said to Downey, "It is no use of my staying here; I will go ashore." Witness saw Downey tearing off the slats to the life buoy and saw the water on the deck. As a matter of fact, witness went in a boat to rescue Downey, but they did not reach him by 69.

Witness said he was on the boat with Fireman Woods, that time coming within 10 feet of Downey. Downey jumped and came so near the small boat that his finger scratched it when he went down. Downey DID NOT COME TO THE SURFACE after going down. Witness did not know how the fire started. Did not know that it was customary for deck hands to go into the refreshment room after a stop.

Frank Woods, fireman on the str. David Weston, said that he had been on the str. since last August, and she had last fall. There were two firemen, the other being Geo. Allen. The boat made a stop at Cronk's. At that time witness was on the deck. He did not come out until he heard the engineer say the boat was on fire. Engineer ordered the hose to be taken to the deck. Witness took the hose from Thompson, a passenger, tried to take the hose from him, but witness told Thompson to get up on deck, that he could not get the hose. Witness looked to him to be in the top of the bay. When he first saw the fire it was in the woodwork of the saloon. He could not get the hose. Witness engine room door with the hose on account of the fire and smoke. He did not see any water because there was no time to turn on the water. He would take a minute to get the water on. Witness thought that the engine room fireman and himself left the deck about five or six o'clock. They were not more than five or six o'clock when witness left the boat. These women being all over the deck. Witness saw Fred Downey out of the paddle box onto the guard. Then the flames were rolling over the paddle box. He went out in a boat.

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about 10 minutes that morning in the hull. The place where he used the lamp was right under the place where the fire broke out. As soon as he got through with the lamp he blew it out and put it on the engine bed. Witness was not allowed down there. When the fire broke out he was standing on the deck. He saw the fire about three or four o'clock. It seemed to be on top of the boiler. The order being given, he immediately went below to start the donkey pump. He would have gone about 30 feet. Reached the boiler and started the Kingston pump and the throttle. The engineer then called to him to come out, which he did. Witness went out on the deck. The flames were shutting it out. He went out on the bow gangway, along the guard and jumped into the water. After reaching the shore, he went to the passengers. The steam pump was in good working order. The day before the accident he used the pump himself. Witness said he was on the deck. He did not see any water because there was no time to turn on the water. He would take a minute to get the water on. Witness thought that the engine room fireman and himself left the deck about five or six o'clock. They were not more than five or six o'clock when witness left the boat. These women being all over the deck. Witness saw Fred Downey out of the paddle box onto the guard. Then the flames were rolling over the paddle box. He went out in a boat.

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MONCTON'S MIRAGE.

MONCTON, N. B., Oct. 9.—A mirage was seen in the city on Monday morning at 10 o'clock.

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