

## BOARD OF TRADE.

Mr. Girkins, General Passenger  
Agent of the D. A. R.

Promises a Magnificent Bay Service  
and Better Connection Than  
Ever With Halifax.

Gratifying Testimony to St. John's Worth as  
Canada's Great Winter Port. A Permanent  
Court of International Arbitration  
General Business.

The regular monthly meeting of the  
board of trade was held on Tuesday,  
4th inst. President Fisher was in the  
chair and there were present: W. H.  
Thorne, Ald. Geo. H. Waring, T. H.  
Hall, R. C. John Dunn, D. J. McLaughlin,  
W. M. Jarvis, W. P. Hatheway, H. A.  
Harvey, Robert Cruikshank, Mayor  
Robertson, Thomas McAvity, W. C.  
Pittfield and I. W. Northrup.

A number of communications were  
read, of which the following statement  
will give a fair idea:

Hon. W. B. Ives, the minister of  
trade and commerce, informed the  
board through Mr. Hasen, M. P., that  
the estimates showed that all the  
steamship subsidies in which it was  
interested had been proposed to par-  
liament to be voted this year.

Mr. Creed, the secretary of the Hal-  
ifax board of trade, wrote inquiring  
relative to port charges at St. John.

A letter from the Austro-Hungarian  
consulate at Montreal sent notices  
with regard to the forthcoming nation-  
al Hungarian millennium exhibition  
and celebration to be held at Budapest  
this year.

Senator Dever sent the board fifty  
copies of Hansard containing his  
speech in the senate setting forth the  
board's advantages as a winter port.

Letters were submitted from the  
members for St. John and Senator  
Dever relative to matters which the  
board had asked them to urge upon  
the government.

Prof. Robertson of Ottawa wrote  
stating the willingness of himself and  
Mr. Gilbert to address a meeting in  
the board of trade rooms on Thursday  
next, as already announced in the Sun.

Mr. Chesley, M. P., sent down from  
Ottawa a letter from Hon. J. A. Oul-  
met, minister of public works, stating  
that he had received a memorial asking  
that certain work be done to the  
channel leading to St. John harbor.

Mr. Oulmet said the chief engineer  
would look into the matter at once.

The Middleton and Kentville, N. S.,  
boards of trade asked the board to  
take steps in the direction of securing  
a daily mail service between St. John  
and Digby by the bay steamer, stating  
that the usefulness and strength of  
both must obviously be very greatly  
increased. Communications addressed  
to the board by associations already  
formed, or by parties desirous of  
forming one, will have its early and  
fullest attention.

It was adopted.

John J. Barry was elected a mem-  
ber of the board.

A brief and interesting history of the  
stand St. John was taking as the win-  
ter port of Canada. Western people  
were expressing their satisfaction  
with the use of the port. He met a  
gentleman from the west who came  
down here to engage space at our  
new exhibition. This gentleman said  
St. John was recognized as the best  
port for cattle from Canada. Another  
pleasing thing was that St. John was  
securing new business houses right  
along. In this connection he referred  
to the bicycle branch establishment,  
the Canadian Drug company and the  
Frost and Wood warehouse. The  
people said that St. John was the pro-  
per centre for the maritime provinces.

Robt. Cruikshank made some re-  
marks about the making up of state-  
ments showing the exports via St. John.

It was stated that copies of the  
Sun and Telegraph showing the dis-  
patch of the goods came out in the  
Lake Ontario were forwarded  
were sent to the members of parlia-  
ment by the secretary.

Mr. Hatheway said J. A. Cantlie, ex-  
president of the Maritime Board of  
Trade, had written him congratulating  
St. John on her success as a winter  
port. Mr. Cantlie referred to the loss  
of trade sustained by Quebec through  
labor troubles, and said he hoped St.  
John would not meet with a similar  
fate.

The board then adjourned.

## THE MERINO SHEEP.

ENGRAVING OF THE MOST REMARK-  
ABLE SHEEP IN AMERICA.

"Wonderful" as a Mutton Maker—Weigh-  
ing 250 Pounds Before He Was Three  
Years Old, and Sheared 40 Pounds of  
Wool at the Same Age.

The accompanying engraving por-  
trays Wonderful, No. 700, which is to-  
day the most remarkable sheep in  
America. If the sheep were present,  
the reader would look him over care-  
fully and continually ask himself, "Is  
not this the best sheep I ever saw?"

Thousands saw Wonderful at the  
World's Fair, and went away satisfied  
that America, like France, had a sense  
of Merino sheep in every sense.

It is no exaggeration to say that  
sheep is a thoroughbred from the Hum-  
phrey importation of 1862, a full cousin  
the world-wide famous Atwood  
Merino sheep of Vermont, which is a  
rival. It is believed that Wonderful  
will remain the champion of a mutton  
and wool sheep as "Sweepstakes" has  
long been known as the champion of  
the name Dickinson was probably  
and generously given by Mr. James  
McDowell, who for sixty-four years  
has been a resident of St. John, and  
has been a member of the board of  
trade and commerce since 1870.

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Trained and confidential shepherd, and  
later on as the proprietor of a wisely  
selected flock, at Mr. Dickinson's kindly  
suggestion, he has been a member of  
this fine strain of Merino sheep has

been bred carefully, never going out-  
side of the flock for a ram for 12 years,  
and being always under the direction  
of a McDowell. This is indeed a proud  
record, and Mr. H. G. McDowell is in  
every way a worthy successor to a  
wise and patriotic shepherd.

It is no empty claim that the Dickin-  
son Merino is a mutton sheep. Wonder-  
ful at his best, before he was three  
years old, weighed 250 pounds, and  
sheared 40 pounds of wool at the same  
age. Wonderful was a single fleece at  
Chicago at the World's Fair in 1893.

Eyes of this breed were twelve years  
old, weighed 35 pounds and rams 300  
pounds, often much more, as in the  
case of Wonderful. The reader will  
notice the width of carcass indicated  
by the distance between both fore and  
hind legs; also the short legs and  
sprung ribs, the square quarters, and  
the vigorous style indicated all over. It  
is not unduly to tell us experienced  
sheep raisers that these sheep can live  
out of doors like other Merino sheep,  
that they are prolific and have flock  
qualities of the very best order. There  
is a little feed in the severest cold weather,  
and what that farmer did not do  
farmer in South Dakota but can do  
as well as well with from 100 to 150  
sheep—Farm, Stock and Home.

To Ventilate a Warm Cellar.

The majority of cellars, perhaps,  
need provisions for keeping out the  
cold, but there are many that are much  
warmer for the proper keeping of fruit  
through the winter, and where such is  
the case ventilation must be had. The  
discharge of an excellent way to  
secure this. The usual deep window  
casing has a sash on the inside, hinged

at the top so that it can be opened or  
closed at will. Over the outside of the  
casing coarse canvas is stretched, and  
this keeps out snow and any animals  
that might otherwise enter, but permits  
some circulation of air. With this arrange-  
ment the temperature of a naturally warm  
cellar can be very easily controlled during  
the winter, and fruit kept fresh and free  
from shriveling.

Keeping Sheep Two Warm.

Many farmers would fatten a few  
sheep in the winter if they did not  
have an idea that a basement barn  
was essential to success in this busi-  
ness. The only advantage in a base-  
ment for sheep is that their fodder  
can be stored above and thrown down  
to them through a chute. As for the  
extreme warmth of the basement it is  
well enough for other stock, but sheep  
do not need it. A shed which will  
exclude rain and snow is better for  
them than to be cooped up in a base-  
ment and lying on the pile of bedding  
which they are working into a manure  
pile. The barn basement is necessary  
for those who grow early lambs, but  
for other than breeding ewes it is no  
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A New Business.

Prof. W. E. Britton, the modest but  
capable horticulturist of the Connecti-  
cut Experiment Station, has sent a few  
young men of each township to obtain  
spraying outfits and make a business  
of spraying their neighbors' crops with  
sufficient frequency and thoroughness  
to insure against blights, rots and in-  
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Hale favored such co-operative spray-  
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If an apple orchard yielded 50 per  
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ment would be reduced in proportion.  
He believed that this would be a great  
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the increased pay.

My Lady Sleeps.

The young Dutch maiden, Maria  
Cretakans, who now lies asleep at  
Stevensworth, has been the record in  
the annals of somnolence. On Dec. 5  
she had been asleep for 220 days. The  
doctors, who visit her in great num-  
bers, are agreed that there is no de-  
ception in the case. Her parents are  
of excellent repute, and it has never  
occurred to them to make any finan-  
cial profit out of the abnormal state  
of their daughter. As to the cause  
of the prolonged sleep the doctors dif-  
fer—Graphia.

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## GROOMING COWS.

The Daily Use of a Soft Brush Will  
Greatly Benefit the Dairy Herd.

Taking one dairy herd with another  
throughout the country, it is this ex-  
ception rather than the rule to find the  
cows regularly groomed or groomed; in  
fact, many cows would wonder what  
had happened should they be given a  
good grooming down. Homes are large-  
ly groomed to give them appearance,  
but the observing horseman cannot  
have failed to notice the healthful be-  
nefits derived from keeping the skins  
of their animals clean and comfort-  
able.

Horse-grooming is no more impor-  
tant than is cow-grooming; and, in  
fact, the latter is the more important  
during the winter season, when the  
cows are milking, for the reason that  
comfort is an important factor in milk  
secretion. Not only that, but absolute  
cleanliness in the dairy cannot exist  
without regular cow grooming.

It is an admirable fact that some people  
never enter a bath-tub during the  
winter months, and the reason that  
more of them do not bathe is that  
cleanliness is largely due to the constant  
friction of their clothing against the  
skin to rub off the effete material that  
is being continually exuded from the  
pores through the pores.

Through the pores of the skin, the  
clothing does not act thus, but rather  
hinders the removal of the acid and  
uric acid, except she be fortunate  
enough to come in contact with the  
side of a straw mat, which is this sea-  
son a rare article.

The skin of an animal is an active  
excreting agent, through the pores of  
which a large quantity of acid-up-  
ward is eliminated, most of which, if  
not removed, will dry on the skin,  
covering and clogging the numerous  
pores, and thus loading the system  
with blood poison. By the daily use  
of a soft brush or curry-comb, the skin  
is kept in healthy tone, the animals  
are rendered comfortable if other  
conditions are right, and scurf,  
dandruff and falling hair is pre-  
vented from finding its way into  
the milk pail. Very many dairymen  
now keep their cows tied continuously  
through the greater part of the winter,  
which makes regular and constant  
grooming all the more necessary, and  
what is true of dairy cows applies also  
to other cattle.

Sheep vs. Dairy.

This is the way a Dakota farmer  
puts the comparative profitability of  
sheep rearing and dairying: "My  
neighbor last fall had seventeen ewes,  
and from them he this spring had  
twenty-nine lambs. He lost three  
lambs and one of the ewes, so now he  
has twenty-six lambs from seventeen  
ewes, and he had twenty-four sheep  
to shear altogether, the wool from  
which brought him \$10.40. Now, you  
can estimate those lambs at the low figure  
of \$1.50 each this fall. Last fall, when  
sheep were lowest, I ever knew them  
to be in this country, I paid \$23.90 for  
sixteen spring lambs. Those twenty-  
six lambs at \$1.50 each would come to  
\$39.00. The wool from twenty-four sheep  
at \$10.40 makes a total of \$49.60. Now,  
those seventeen ewes were worth about  
what two ordinary cows were worth  
last fall, and it takes an awful good  
dairy to average \$25 on \$25 a cow. Be-  
sides, you have got to milk nine  
months in the year, clean stables once  
a day and feed twice. That flock ran  
out without anything but a few ex-  
tra feed in the severest cold weather.  
And what that farmer did not do  
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## FOR GOOD ROADS.

SUGGESTIONS OF THE LONDON ROAD  
IMPROVEMENT ASSOCIATION.

Seventeen Concise Rules For the Guide-  
ance of Road Masters—How to Main-  
tain Telford and Macadam Highways in  
a State of Efficiency.

The L.A.W. and Good Roads Bulletin  
states that the Road Improvement As-  
sociation of London, England, recent-  
ly issued a circular containing seven-  
teen rules for the guidance of road-  
masters in keeping macadam and telford  
roads in proper repair, as follows:

1. Never allow a hollow, a rut or a  
puddle to remain on a road, but fill it  
up at once with chips from the stone  
heap.

2. Always use chips for patching and  
for all repairs during the summer sea-  
son.

3. Never put fresh stones on the road  
by cross-picking and a thorough  
use of the rake, the surface of the road  
should be made smooth and kept at the proper  
strength and section.

4. Remember that the rake is the  
most useful tool in your collection, and  
it should be kept at hand the whole  
year round.

5. Do not spread large patches of  
stones over the whole width of the  
road, but coat the surface of the road  
first, and when this has  
been in coat each of the sides in turn.

6. In moderately dry weather and on  
hard roads always pick up the old sur-  
face into ridges six inches apart, and  
remove all large and projecting stones  
before applying a new coating.

7. Never spread stones more than  
one stone deep, but add a second layer  
when the first has worn in, if one coat  
is not enough.

8. Never shoot stones on the road  
and crack them where they lie, or a  
smooth surface will be out of the ques-  
tion.

9. Never put a stone upon the road  
for repairing purposes that will not  
freely pass in every direction through  
a two-inch ring, and remember that  
smaller stones should be used for  
patching and for all slight repairs.

10. Recollect that hard stones should  
be broken to finer gauge than soft,  
but that the two-inch gauge is the  
largest that should be used under any  
circumstances where no steam roller  
is employed.

11. Never be without your ring gauge;  
remember Macadam's advice, that any  
stone you cannot easily put into your  
mouth should be broken smaller.

12. Use chips, if possible, for bind-  
ing newly-laid stones together, and re-  
member that road sweepings, horse  
droppings, sods, or grass and other  
rubbish, when used for this purpose,  
will ruin the best road ever constructed.

13. Remember that water-worn or  
rounded stones should never be used  
upon steep gradients, or they will fall  
to bind together.

14. Never allow dust or mud to lie  
on the surface of the roads, for either  
of these will double the cost of main-  
tenance.

15. Recollect that dust becomes mud  
at the first shower, and that mud  
forms a wet blanket which will keep  
the road in a filthy condition for weeks  
at a time, instead of allowing it to  
dry in a few hours.

16. Remember that the middle of the  
road should always be a little higher  
than the sides, so that rain may run  
to the side gutters at once.

17. Never allow the water tables,  
gutters and ditches to clog up, but  
keep them clear the whole year  
round.

Every roadmaster and supervisor  
should cut these rules out and paste  
them in his everyday hat. To make  
a good road is one thing, and to keep  
it in good repair is quite another  
thing.

The fine roads in Europe are the re-  
sult of a splendid repair system, where  
every defect is promptly corrected be-  
fore it has time to cause serious dam-  
age to the highway.

Keeping a Large Stock of Fowl.

We have often been asked our op-  
inion about the keeping of fowls in large  
numbers, and we have always dis-  
cussed the idea unless the poultry  
farmer was an experienced hand with  
fowls and had a certain amount of  
money to spare in making the