

THE PEOPLE.

Sun.

wheat raising and the

four has received a

from the press of

Premier H. R. B.

the speech at the ban-

quet John, that his

may considering the

the wheat industry;

might possibly

a bonus-first to the

to raise the wheat,

to induce him to

to be able to

to flour which would

and in western mill-

tion some little atten-

tion no small quan-

tity.

tion as to whether

it is good as the

that needs no discus-

sion the wheat being

for seed. In fact,

from Ontario for

first class article. I

winter wheat such as

of the south. In this

of Benton Ridge,

or bushel. But the

as we in keeping

grains. Fully 80

we are grinding this

as other descriptions,

nothing that can be

and that some of the

grain proves that

preparing the ground,

into the barn, and a

it can be produced

believe that I have

been a fairly

ruined for family

of thrashing. Many

ous idea. But when

small stones of the

as wheat that was

in what other way

in presence? Only

other grain, such as

it might have stones

near the fanners,

that they would be

grain.

pay the farmer to

not mean to dis-

question. I would

in Carleton county

to raise their wheat

when the western

in our markets, and

and a rule, among

wealthy farmers,

wheat raising has

get food for the

wheat. I wish to

county of Carleton

to grind all this

for some years to

clean grain, but

thing to eat. Per-

and it is not quite

article, but it al-

to six months, it

and white, and I

and I get successful

wheat and make

as can be some im-

milla. One thing

for cleaning grain

thoroughly cleans

taking out every-

kernel. Every-

possibility to get

riley, or buckwheat,

water we put into

which sits on

to handle the grain

as a proof the

as Gibson some 20

seventeen years ago

at a "grist mill"

at Carleton place,

county, for Jere-

my taken from Har-

merly taken from

the grist mill in-

cluded, and made

them better

elsewhere.

ay that I am very

taken in this

the government

to assist this

mind, one of the

of the impure

It is really

being sent

provinces for flour,

raise it at home,

that it is quite

to raise the grain,

I will meet them

and send him

by up their sys-

tem of milling it.

I have they are

at most common,

and it so, let

the and educate

the whole ques-

tion proved a suc-

cess in some

then, when the

there will come

more wheat

this can handle

the of the pres-

ent I think

or it.

THE WINTER PORT.

Nearly Three Times as Much
Freight as Last Year.Gallia Will Have Fresh Meats from
Ontario, Chicago and Kansas.The Outlook Bright for the Future of St
John as a Winter Port of Shipment.

Thomas Tait, traffic manager of the C. P. R., and J. A. Corbett, foreign freight agent of the line, arrived in the city this week. They are on a business trip over the road, to see how things are going, and to confer with the steamship people here relative to the prompt and satisfactory handling of freight. These gentlemen, with Mr. Timmerman, had a pleasant conference with executives at the Union Club last evening. Among other things it was decided that hereafter the train dispatcher's office shall be at the west side terminus, and not on this side of the harbor. There has been some delay in the arrival of freight in the last week or two, and in an interview with the two gentlemen, Mr. Tait and Corbett discussed the matter fully.

Mr. Tait said that the winter has been one of exceptionally bad storms in Quebec, and west to Toronto. Two weeks ago there came a heavy fall of snow, which continued to drift badly for days afterward. They sent their snowplows over the road four times a day for three days in succession. Then came another heavy storm. The cuttings filled up and traffic was delayed. There was no possible help for it. However, they got the line clear on Saturday, and with a couple of good days he felt confident that everything would be ship-shape again. By the time the steamers now in port have got away, everything will be running smoothly again. All roads suffered alike during the week. The roads, as to the statement that it is sometimes difficult, not so much to get freight, as to get the particular freight wanted. Mr. Tait observed that it must at all events be gratifying to the friends of this port that so much freight was offered as to handle a little difficult at times to get hold of a particular consignment. There is no lack of freight. Thus far nearly three times as much has been handled as was done to the same date last year. Practically all of that was secured by the C. P. R., and from Ontario, Manitoba, Minneapolis, Chicago and other points in a very wide field of supply. There would be no lack of freight throughout the season. Of course this is an exceptional year for grain. Every-

thing looks well from the railway standpoint. Their freight receipts showed an increase of 25 to 30 per cent, and the gain was apparent all over the whole line. As to increased accommodation, the C. P. R. realized the necessity of further accommodation at St. John, especially for grain, if another year should prove like the present. They had the question of increased accommodation under consideration. He and Mr. Corbett were here to talk with the steamship people and do all possible to make the most of the present accommodations and facilitate business in every possible way.

Mr. Corbett remarked that there were great possibilities before the port of St. John. Western shippers are getting more and more in the way of using the all-Canadian route. The C. P. R. is holding its own with American ports in the satisfactory handling through St. John of western produce. The proportion of high class freight, such as dairy products, meats, etc., coming this way proves it. The proportion in last year. So long as the C. P. R. and the steamers from St. John can lay down produce on the other side in as good condition as it arrives from the United States ports, the shipper can find no fault. And the St. John stevedores have been able to keep their regular sailing dates very well. The recent storms west had been the worst for many years. The steamers from this port have had full cargoes. Prejudice has been removed, and the St. John route is growing in favor. The most pressing need in increased accommodation here, especially more elevator space. There is a feeling that the government might fairly aid St. John as it has other ports. As to increased facilities, he felt that they should all be concentrated at one point. Large steamers would not shift about the harbor to get in and out. Large vessels must come here. In a few years, he was sure, vessels of 8,000 and 10,000 tons would be coming to St. John. As an illustration of what can be done with the better class of steamers, the Gallia will have next trip sixteen cars of dressed beef and other fresh meats, some from Ontario, some from Chicago, and some from Kansas. That quantity is her full refrigerator capacity. Had she greater capacity she would get more of this meat. He had yesterday to refuse five cars more from Chicago, for which space was telegraphed for. The proportion of American produce this winter had not been so large, as they had drawn largely on Manitoba for flour and on Ontario for flour, dairy produce and meats. Again, the proportion of lumber taken from St. John this year is very small, which is a very gratifying, as it shows that more and more western produce is coming this way. The steamers for Irish ports are taking very little lumber compared with last year. One had none at all. The like was true with the other lines. It had been demonstrated that a weekly service to Liverpool, one to London, and almost a weekly one to Glasgow could be successfully carried out, with proper steamers and facilities. With such rapid development there was bound to be some friction, but it had been very well overcome. The desire and aim of the railway company was to make the very most of the present facilities. They were now taxed to the limit, and greater facilities would be needed in the future.

Both he and Mr. Tait appeared to

regard the prospects of the continued development of St. John as a winter port as extremely favorable.

PORK RAISING.

TORONTO, Feb. 3.

W. S. Fisher, St. John Board of Trade,

St. John, N. B.

Dear Sir—Replying to your letter

of the 26th January, in which you ask

us, "What is the experience of the

Ontario farmers in respect to feeding?

What have they found most profit-

able, and what feed gives the best

results in regard to the quality of pro-

duct? and next, What breed of pigs

have been found the most satisfac-

tory on the whole?" We beg to ad-

vice as follows:

Feeding—Not very long since,

farmers in Ontario used to feed al-

most exclusively whole peas, and per-

haps the majority of them gave them

the peas in the straw, leaving the pigs

to find them, which, of course, they

did. The effect of peas alone is

to make the meat too hard and the

dairy business has been followed so

largely, both in factories and on pri-

vate dairies, dairy sloop, with meal and

various grains has been the principal

feed, and has greatly improved the

quality of the meat, making the lean

more tender and the fat rich and lu-

scious.

We do not claim to be practical

feeders, but are of opinion, which we

are confirmed by the best breeders

and feeders, that the young pigs till

they are three or four months old,

should be fed on coarse food; in sum-

mary, clover and grass, with a small

quantity of grain, such as peas, run-

ning at large, causing them to grow

long and rangy, and to develop bone.

Without a fair share of bone, there

can be no lean meat or muscle. Sev-

eral farmers have told us that sugar-

beets, boiled with a moderate amount

of meal, aids in the development of

the young pigs; and then when fed

meal entirely, they fatten very quick-

ly, and this has been found to be quite

profitable.

Breeding—Our president, some ten

years ago, had a large farm, and im-

ported a number of the improved large

Yorkshires. Directly, this breed, in-

directly, it has benefited our pig-

business very much, as the pro-

geny of these pigs have been scatter-

ed all over the province, and a cross

with this breed is now the prevailing

type. They make a capital bacon

pig—long and smooth, and when fed

as described above, have a good

amount of lean. Crossed with the Ber-

kshire, they are admirable, but as yet

the former are altogether too fat.

The Tamworths are kept in Ontario

in considerable numbers, and pure-

bred they make an excellent bacon

hog, but crossed with the Berks-

shires are not satisfactory. We have

been told that they cross well with

the Chester Whites.

The improved large Yorkshires do

not suit pure breeders. They are too

large, and are too long. They are too

coming to maturity, and are too large.

Yours truly,

THE WM. DAVIES CO. (LTD.)

Per Wm. Davies, Pres.

LEARNING THE ALPHABET AT 72.

A recent issue of the Louisville Post

gives a description of the manner in

which a woman of seventy-two years

of age learnt the alphabet. The de-

tails are given in the form of a con-

versation, between a reporter and a

woman, who, by the way, is a native

of the old schoolmaster, by name, said:

"The oldest pupil I ever taught in over

sixty years in the school room was

Leanne Ashby, who lived single all

of her long life at her little home in

the mountains of Eastern Kentucky.

At the age of seventy-two she did not

know B from A, and she was proud

of being able to read than she was

of her little farm and all else she pos-

sessed.

JUST OPENED FOR DEBATE.

(Philadelphia Inquirer.)

A scientist has discovered that a man has

5,000,000 blood corpuscles, while a woman

has only 4,000,000. Will the women

stop talking of their superiority to men?

AN APPALLING ACCIDENT.

A Native of Campbellton, N. B.,
Among the Victims.American Consul Ashby, German Consul
Hafemann and Master Mechanic Mott
of P. R. R. Co., Browned.(Colon, Columbian, Telegram, Jan-
uary 24th.)

W. W. Ashby, American consul at this port; Dr. W. Hafemann, German consul, and D. G. Mott, master mechanic of the Panama Railroad Co., were drowned on Sunday evening, 16th inst., off Point Tero Lighthouse, while on a boating excursion.

Doctor Hafemann closed his place of business on Front street at 1 p. m. on Sunday, the 16th inst., telling his assistants that he was going over to the 'coconut plantation which is situated near the Tero Lighthouse, on the opposite side of the harbor. By arrangement he was joined by W. Ashby and by D. G. Mott. Boarding a small boat with a crew consisting of two men, they started out from the Point Tero, and nothing further was heard here of the party until 8 o'clock on Monday morning, when letters were received in town from Stubbins, manager of the coconut plantation referred to, announcing the capsizing of the boat and drowning of the three gentlemen named.

Containing the party was under sail returning to Colon, and when some distance off the harbor, being struck by a heavy sea, it capsized. Shortly afterwards three of its occupants were seen struggling in the water, when a wave struck them, and shortly afterwards, the bodies of the three were seen floating on the surface, being clung to the boat, but he is now in a precarious condition, being terribly bruised; the body of the other was washed ashore along with the boat, Dr. Hafemann's dog and Mr. Ashby's hat.

Fair weather prevailed here all the day, but the sea generally runs heavier in the vicinity of the accident, the locality being a very exposed one. On the news arriving here a boat was promptly dispatched from the P. R. R. Co. to the scene of the disaster, followed by the steam tug from the Canal company, but up to the time of our writing none of the bodies have been recovered.

STATEMENT OF ONLY SURVIVOR.

A representative of this paper interviewed, on the 20th inst., Francisco Bristol, the captain of the Frigate, on which the accident occurred on the 16th inst., by which three valuable lives were lost. His statement confirms the report published by the Colon Telegram on Wednesday last. Bristol is now an inmate of the hospital, recovering from the effects of injuries received on the sad occasion.

On being questioned he made the following statement:

"At about 12 o'clock last Sunday afternoon United States Consul Ashby, German consul, Dr. Hafemann, D. G. Mott, master mechanic of the Panama Railroad Co., a lad, Reginald Anaga, and myself, left Point Tero in Mr. Bristol's boat, and proceeded to his plantation at Tero Lighthouse. The boat, at about 3.30 that evening, the boat being under sail. The breeze was not unusually strong, although a heavy sea was running, but it was not so bad as it has been. We had gone out to sea about a quarter of a mile when a heavy wave struck the boat, breaking over the mast and sails and capsizing the craft. At the moment of the accident the three gentlemen were seated in the hold chattering and laughing, and I was on deck steering. As the boat turned over the five of us got astride the keel, and the boat commenced drifting towards the shore. When near to where the waves were breaking at a rock called Bajo Nuevo, the three gentlemen jumped into the sea for the purpose of swimming ashore, but they took a wrong direction, and a heavy sea striking them I never saw them again. The lad Anaga, and myself remained clinging to the keel, and a few moments afterwards I and the boat were flung on to the rocks, where I remained for some time senseless. The body of Anaga was found near me, much mutilated. The reason why none of the bodies have been found, as they may have drifted into one of them. Several searching parties have gone over to the rocks, and the recent accident, referred to in our Wednesday issue, but up to the time of our writing on Thursday afternoon no trace whatever has been found of the bodies of the three gentlemen who were drowned. It is supposed that the strong current running at present has carried them out to sea.

GRIEF THROUGHOUT THE TOWN.

Flags are flying at half-mast at the government offices, all the consulates, on the shipping, the Panama railroad offices, and at several residences; and all about the city are evidences of grief at the sad accident, and heartfelt sympathy for the three widows and families who have been so suddenly and terribly bereaved, and who are overwhelmed with grief at their sad affliction. His Honor Prefect Mendez, Colonel J. R. Shaler, and J. S. Gilbert, B. G. Ward and R. M. Ward, law took an active part in endeavoring to recover the bodies, while the afflicted families were visited by numerous friends, who rendered their sympathies and condolences.

William W. Ashby, a native of Virginia, was 48 years old. He arrived here only two months ago on his second term as United States vice-consul at this port, standing high with the authorities at Washington. He had made many friends on this island, by whom he was much esteemed. He leaves a widow and daughter to mourn his loss.

Doctor Frank Waldemar Hafemann was born at Königsberg, Germany, and came to this city in 1896. He was 47 years old at the time of his death. He occupied the position of German

consul at this port, and owned and conducted the International drug store and soda water factory on Front street, besides possessing several other valuable properties in the city. He was well known as being one of the most industrious, energetic and enterprising business men; one who had suffered many losses, but whose indomitable courage made him surmount them all. He leaves a widow and three children.

David Gordon Mott was 37 years old. He was a native of Campbellton, N. B., and had been about 14 years an employee of the Panama Railroad Co., the post of local master mechanic, an important and difficult position. He was most highly esteemed by the railroad authorities, who by his death lost an efficient officer. He leaves a young widow and son.

The superintendent of the Panama Railroad issued on Saturday last a general order, expressing in eulogistic terms the highest appreciation of D. G. Mott's services as an officer of the road. His loss is described as being irreparable. Flags were ordered to be placed half-mast, and the engines of the company will be dispatched in mourning for thirty days, thus indicating how much the deceased was esteemed by the railroad authorities.

MEMORIAL SERVICES.