

• Massey's Illustrated •

(PUBLISHED MONTHLY.)

October Number

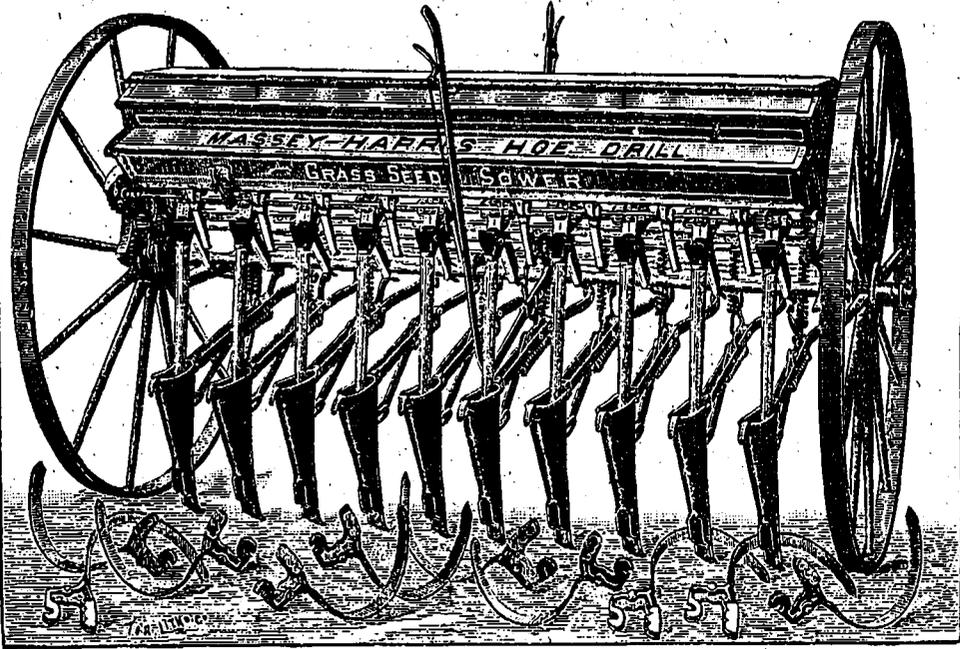
New Series, Vol. 6, No. 10.

Toronto, October, 1894.



MASSEY-HARRIS

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REAR VIEW, SET UP AS A DRILL.

THE SPRING TEETH INTERCHANGEABLE WITH THE HOES ARE SHOWN LOOSE ON THE GROUND.

This is positively the lightest, strongest, and in every way the best combined machine yet produced. It represents the best features of the

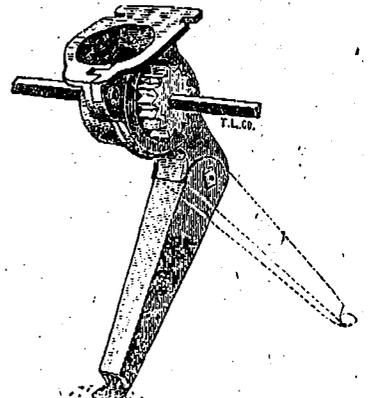
“WISNER,”

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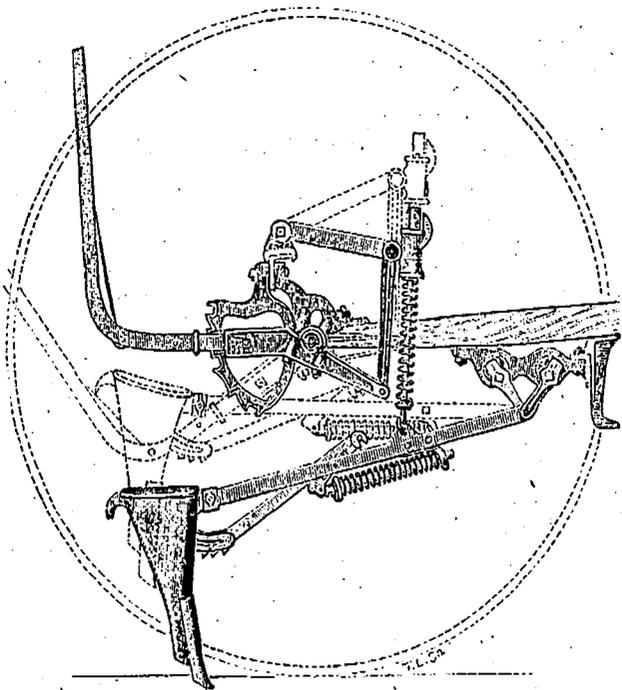
THE LATEST AND BEST.

All Steel.

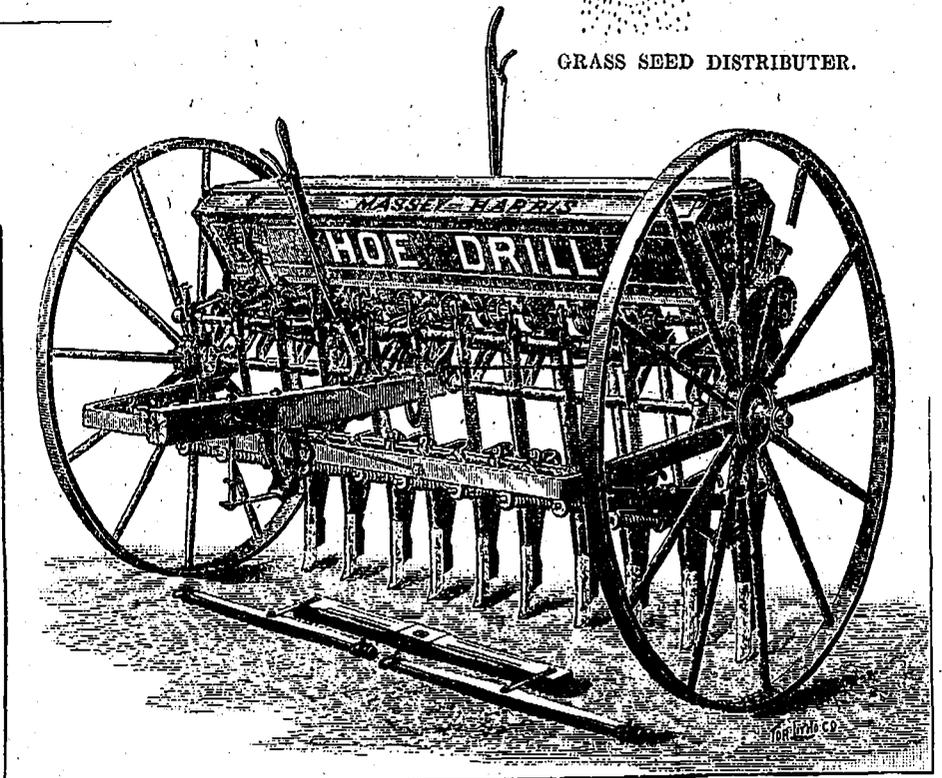
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Mechanical Principles Unexcelled.



OPERATION OF THE PRESSURE LEVER ILLUSTRATED. THE SAME LEVER LIFTS THE HOES FOR TRANSPORTATION AS SHOWN BY THE DOTTED LINES.



FRONT VIEW, SET UP AS A DRILL.

MANUFACTURED BY

MASSEY-HARRIS CO., LIMITED, TORONTO, CANADA.

• Massey's Illustrated •

(PUBLISHED MONTHLY.)

A Journal of News and Literature for Royal Homes

NEW SERIES.]

TORONTO, CANADA, OCTOBER, 1894.

[VOL. 6, No. 10.

CAPE BRETON.

[The illustrations in this article are from the very handsome edition of "*Cape Breton Illustrated*," published by William Briggs, Toronto, by whose courtesy we are enabled to present them to our readers.]

"During the heroic age of the Northmen, they not only swept down upon the soft and fertile plains of the South, but pushed their adventurous colonies far north into the regions of snow and ice. They battled with the icy waves of the north as with the effeminate races of the Roman empire and conquered both." They occupied Iceland and colonized Greenland and Labrador. It is probable that the first Europeans who set foot upon Cape Breton were Norsemen.

Some four hundred years after, in 1497, John Cabot visited Cape Breton. In the following year, Sebastian Cabot coasted along the shores of America from Hudson's Bay to the Delaware. He is said to have first given the name of "Baccalaos" to these parts. It is said "he

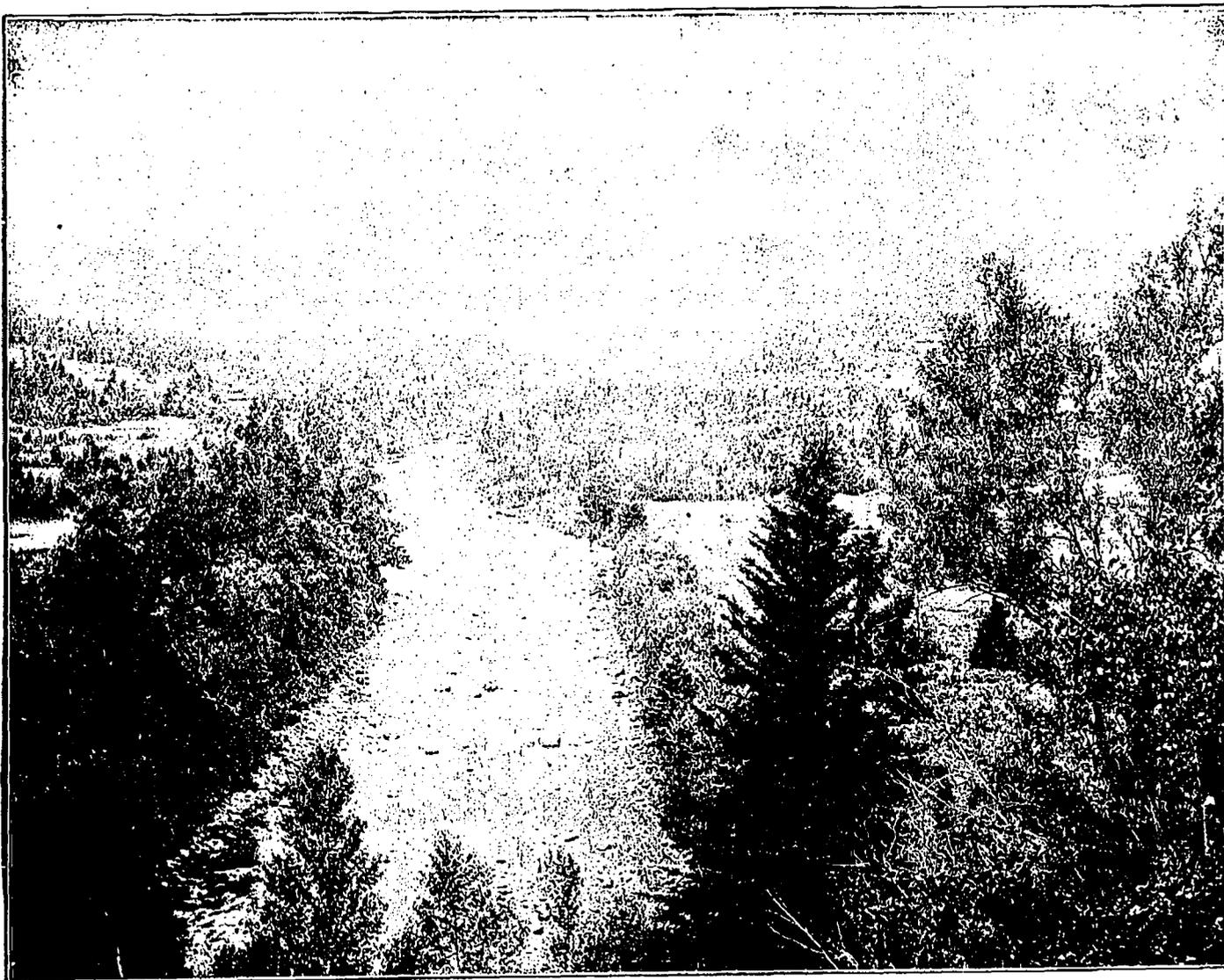
named these lands Baccalaos because in the seas there about he found such an immense multitude of large fish, like tunnies, called baccalaos by the natives, that they actually impeded the navigation of his ships." Peter Martyr says: "The Brytons and Frenche men are accustomed to take fish on the coastes of these landes, where is found great plenty of tunnies which the inhabitants caul baccalaos, whereof the land was so named." We thus see that the codfish has in these regions an ancient and an honorable name. He is the most reputable aristocrat in America, if there be any repute in antiquity, so that the title, "codfish aristocracy," is no mean designation. Spaniard, Portuguese, French, English, Canadian and Yankee have fought and wrangled and disputed about him all in turn; and the disputing is not done yet.

Cape Breton is usually shown on our maps as an island at the eastern end of Nova Scotia from which it is separated by the Straits of Canso. Actually it consists of a number of islands, while there are a number of peninsulas out of which even more islands could readily be

made, if occasion called for them. The southern and central portions, comparatively low and undulating, are cut up by numerous bays, channels and lakes of ocean water. The northern part is a peninsula presenting a plateau of 500 to 1,000 feet high, some ranges of hills on top of this, numerous streams cutting deep gorges, and bold picturesque shores along the Atlantic and the Gulf of St. Lawrence. As a rule the hill tops and high lands are covered with forest and the sloping shore at the water edge of the sea and the lakes are occupied by a strip of farms. The island is divided into two portions by its interior waters and a canal at St. Peter's.

Water, fresh and salt, has been distributed very liberally, and to this Cape Breton owes much of its charm of picturesque beauty. The land, too, does its share as a part of the beautiful picture. Of the more than two and a half

Cape Breton Illustrated, by J. M. Gow. Published by William Briggs, Toronto. 424 pp. letter press, 30 full page illustrations. In cloth gilt, \$3.00. Handsome library table edition, on extra fine paper, leather bound, \$5.00.



LION'S HEAD, NORTH RIVER.—From *Cape Breton Illustrated*.

million acres only a small section is fit for cultivation. The rest of it is good for other things. The productive coal measures, for instance, cover about 250 square miles, and there are other sources of wealth in the earth, some of which are known, and some of which have yet to be developed.

The Bras d'Or waters have a surface area of 420 square miles, and while the width from shore to shore is as much as eighteen miles in one place, there are places where it is less than a mile. So, too; the depth varies in somewhat the same ratio as rise the surrounding hills. In one part of Little Bras d'Or there is a depth of nearly 700 feet, the depression equalling the height of the surrounding land. Every variety of landscape meets the

crowned with verdure, rise majestically toward the clouds. Nothing is common, nothing tame: all is fitted to fill the mind with emotions of keenest pleasure.

The sea lies at rest in the Bras d'Or; neither tide nor surf disturbs its sleep; only a strong wind can rouse it there to a suggestion of its boisterous life beyond the encircling wall of hills. Once a whale came in and lost its way, and a man soon captured the monster of the deep far inland among the hills.

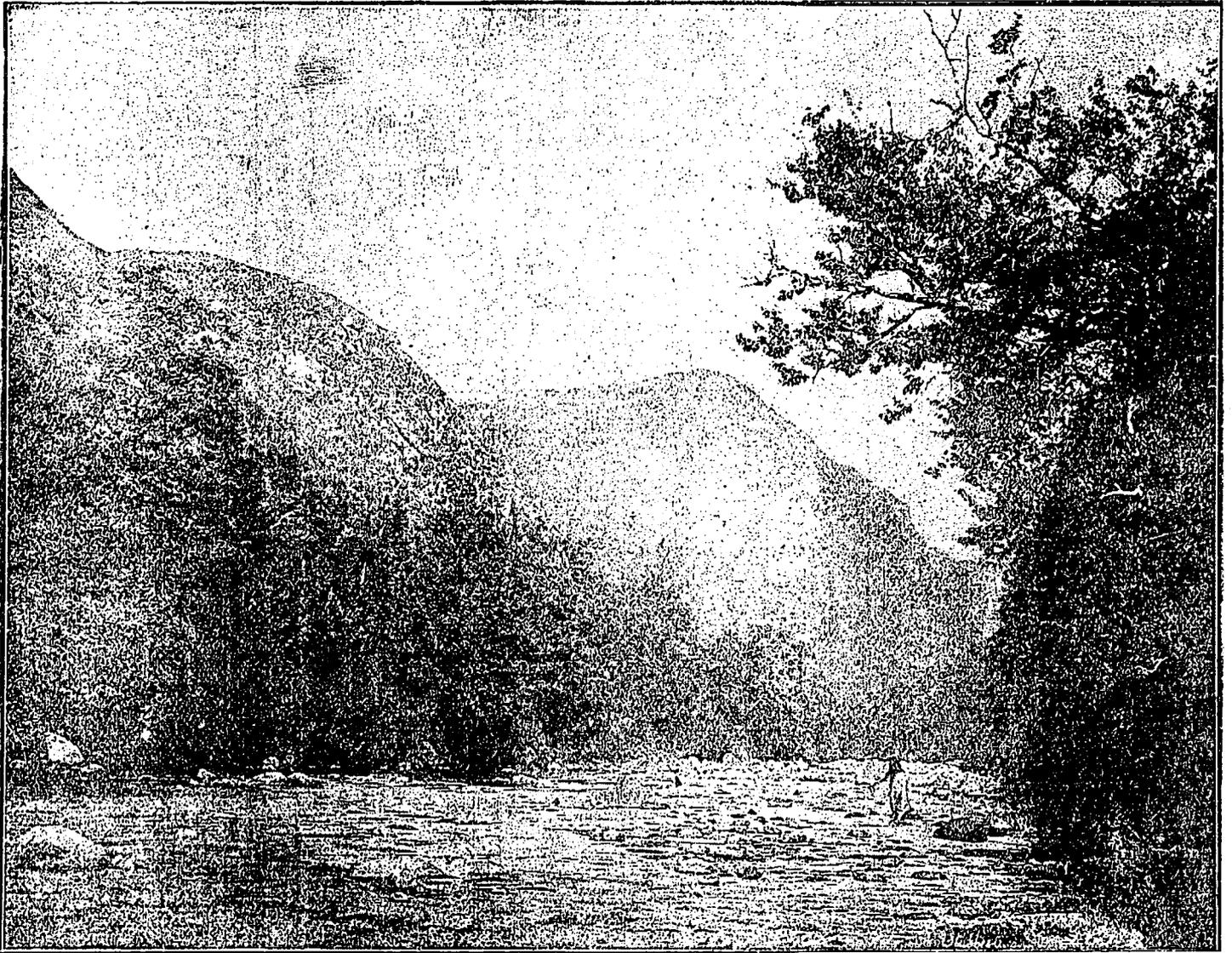
The Bras d'Or is famed for its fine codfish, and the catching and curing of them has been an important source of revenue to the people. Lobsters are also abundant.

On Cape Breton, too, is a place made famous

time; it has vanished from the face of the earth.

Its capture by the undisciplined New England farmers, commanded by William Pepperell, a merchant ignorant of the art of war, is one of the most extraordinary events in the annals of history. The zealous crusaders set forth upon a task, of the difficulties of which they had no conception, and they gained a triumph which should make their names as immortal as those of the "noble six hundred." It was a feat without a parallel—a marvel among the most marvellous deeds which man has dared to do.

Restored to France by the peace of Aix la Chapelle, Louisburg was again the stronghold of France on the Atlantic coast, and French



CAPE CLEAR.—From Cape Breton Illustrated.

eye of the delighted stranger, and it is because of this variety that the eye never wearies and the senses are never palled.

Who can describe the beauties of this strange ocean, this imprisoned sea which divides an island in twain? For about fifty miles its waters are sheltered from the ocean of which it forms a part, and in this length it expands into bays, inlets and romantic havens, with islands, peninsulas and broken lines of coast—all combining to form a scene of rare beauty, surpassing the power of pen to describe. At every turn new features claim our wonder and admiration. Here a cluster of fairy isles, here some meandering stream, and here some narrow strait leading into a broad and peaceful bay. High above, tower the mountains with their ancient forests, while at times bold cliffs,

ere the English flag waved in supremacy over Canada. It is Louisburg, once one of the strongest cities of the world, but now a grass-grown ruin where not one stone is left upon another. Once it was a city with walls of stone which made a circuit of two and a half miles, were thirty-six feet high, and of the thickness of forty feet at the base. For twenty-five years the French had labored upon it, and had expended upwards of thirty millions of livres or nearly six million dollars in completing its defences. It was called the Dunkirk of America. Garrisoned by the veterans of France, and with powerful batteries commanding every point, it bristled with most potent pride of war. To-day it is difficult to trace its site among the turf which marks the ruins. Seldom has demolition been more complete. It seemed built for all

veterans held Cape Breton, the key to the Gulf of St. Lawrence. The brief truce was soon broken, and then came the armies of England, and Wolfe sought and won his first laurels in the New World. Louisburg fell once more and the knell of its glory was rung. The conquest of Canada achieved, the edict went forth that Louisburg should be destroyed. The work of demolition was begun. The solid buildings, formed of stone brought from France, were torn to pieces; the walls were pulled down and the batteries rendered useless for all time. It took two years to complete the destruction, and the once proud city was a shapeless ruin. Years passed by; the stones were carried away by the dwellers along the coast; and the hand of time was left to finish the work of obliteration. Time has been more merciful than man; it has cov-

ered the gloomy ruin with a mantle of green and has healed the gaping wounds which once rendered ghastly the land that Nature made so fair. The surges of the Atlantic sound mournfully upon the shore—the requiem of Louisburg, the city made desolate.

The harbor of Louisburg is the only one in Cape Breton which is perfectly safe, easy of access, and practically free from ice. It is almost entirely land-locked, and is easier of access from the east than any other harbor on the Atlantic coast.

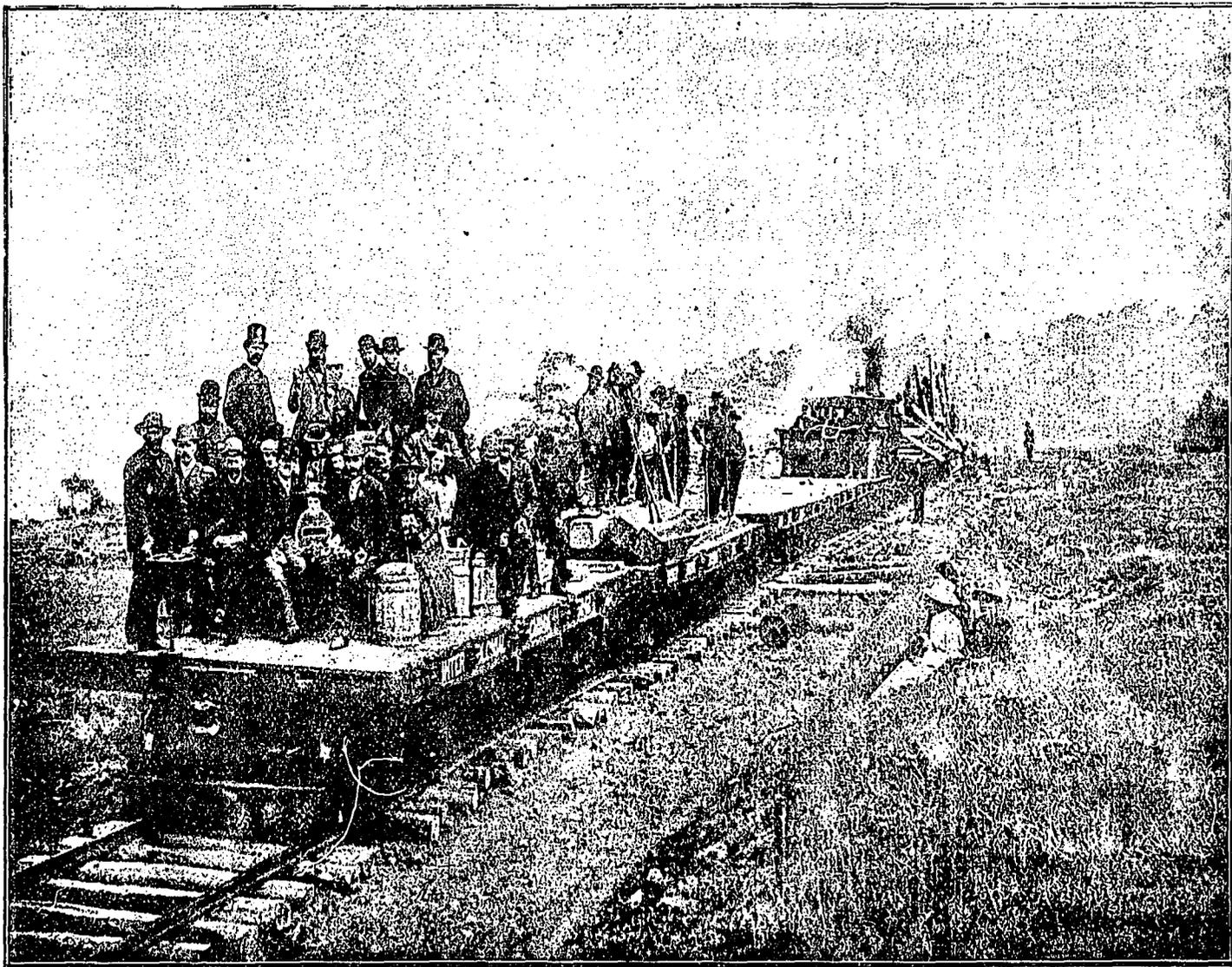
The claims of Louisburg as the winter port have been often enough before the public. For purposes of rapid communication, Louisburg possesses manifest advantages in summer as

what consolation they could in possessions on the coast of Newfoundland, where they maintain to this day a large fleet of cod-fishers. The English in taking possession of Cape Breton seem to have continued the French policy. For twenty odd years after the conquest the government refused to grant lands to settlers, one of the motives being to keep those coasts as a nursery for seamen, and therefore to favor fishing, and discourage agriculture. Even as late as 1800 there were only a thousand or two of population, chiefly coal miners and fishermen.

About the beginning of this century the advantages these colonies offered to settlers were much discussed in Scotland; for many of the tenantry there were compelled by the landlords to emigrate. "Many of the Highland, who had discovered that the raising of cattle and sheep afforded greater profits than the letting of their lands to miserable tenants, were dispossessing

The Island of the Rising Sun.

THE present war between China and Japan has increased our interest in that "Island of the Gods and of the Rising Sun," as her poets call Japan. In speaking of this war, arising out of the international dispute as to who should have possession of Corea, Dr. Mackay, the well-known missionary of Formosa, was of the opinion that the struggle for supremacy between the two countries, which he deplored, would result, if the warfare was fierce and protracted, in the complete overthrow of the Japanese. But how long the present hostilities may continue no one could tell. China was a slow-going and rather backward nation. She



FIRST PASSENGER CAR.—From Cape Breton Illustrated.

well as in winter, occupying, as it does, a point in a more direct line with Britain and Montreal than that traversed by any other route.

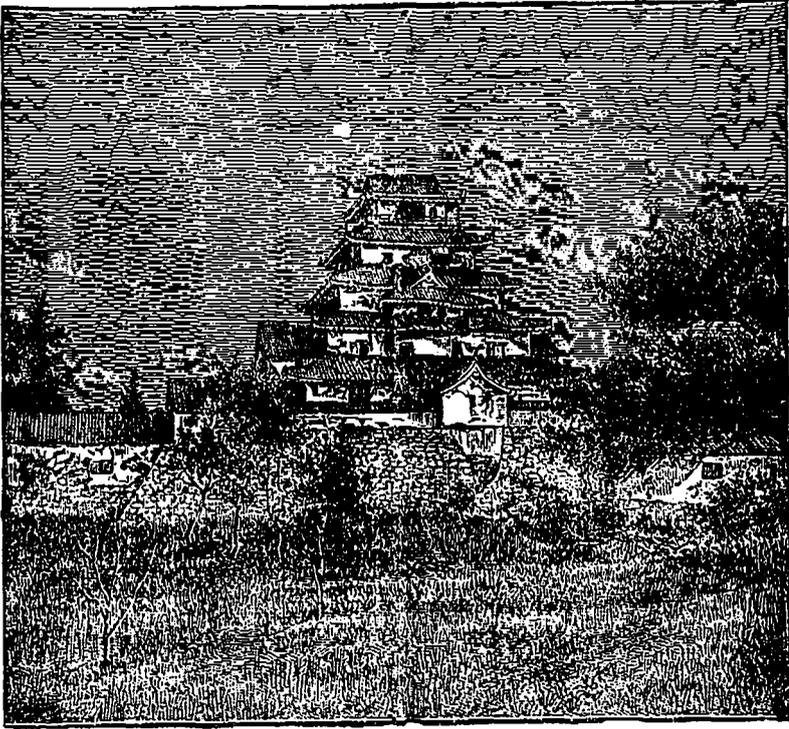
The civilization of Cape Breton seems to have been reserved for the Scotsman. The Spanish, Portuguese, Basques and Normans, who have visited the island to obtain fish and fur, made no colonies. Even the French, holding the island for over a century, did nothing but establish fishing villages at Arichat, St. Peter's, St. Ann's Bay, Ingonish, and build the costly fortress at Louisburg to protect them. Ingonish is said to have had at that time a population of 4,000 souls. But although they did nothing to develop the agriculture of Cape Breton, the French attached great importance to it as a nursery for drilling hardy seamen.

When they lost the island, they obtained

the latter of their farms and holdings." The peasants saw "their houses unroofed before their eyes, and they were made to go on board a ship bound for Candaa." Some of the young men were glad to visit new scenes, but the most of the peasantry left their country with the most bitter regret. The first ship loaded with emigrants for Cape Breton came in 1802. "From this time the tide of emigration gathered strength as it advanced, until it reached its highest point in 1817, when it began gradually to decline. The last emigrant ship arrived in 1828." And it may be added that almost all the settlers of Cape Breton, excepting the Acadians, came from the north of Scotland and the Hebrides, the islands of Skye, Barra, Lewis, Mull, Uist, etc. The population thus thrown upon the island, estimated at 25,000, made it a Scotch country. The total population now is about 86,000; 55,000 are Scotch or of Scotch descent, 12,500 Acadians, 17,000 English and mixed races and about 1,500 Indians.

was a great and unwieldy monster. But the Chinese were superior to the Japanese. They had greater intellectual power. They were more conservative, more tenacious and, in his opinion, superior in every respect to their rivals. The Japanese were mere imitators. One hundred years ago Japan copied and took up everything that was Chinese. Now they copied everything from western civilization. The Loo Chu Islands between Formosa and Japan all paid tribute to China.

With the advent of missionaries to Japan and the visit of many foreigners, who, on account of the progress and rapid development towards civilization which Japan had made, and the number of educational civil and political institutions she possessed to-day, had been led to flatter her people, the



RUINS OF THE CITADEL OF AIZU. (NATIVE PHOTOGRAPH.)

Japs had grown vain. Japan was a conceited and untried power. The Japanese as a people were possessed of quick intelligence, were giddy, bright, lively, refined and cultured. But they were vain-glorious, fond of pomp and show, and eager to display all their knowledge and power. To-day in the Japanese literature about every tenth letter was a Chinese character. The former had not enough letters in her alphabet to satisfy her needs and so used Chinese characters. This was caused, no doubt, by Japan patterning after everything Chinese years ago, before they caught up American ideas and western civilization. But to-day in Japan they imitated, as far as possible, everything American. Even to-day Englishmen in Japanese ports had Chinese servants, no doubt because they thought them better and more trustworthy than those of Japan. The Japanese seemed more like the French in their characteristics and disposition, while the Chinese were like the Germans. As the French compared to the Germans, so were the Japanese to the Chinese. So far as the sympathy of European powers went with either side in the present contest, the doctor believed that Russia was secretly taking the part of the Japanese, while England was on the side of the Chinese. Russia had only one outlet for her commerce at the north in a port which was practically inaccessible and closed for several months of the year, and was, therefore, looking to Korea, hoping that the Japanese would obtain possession of it. But the question arose in the speaker's mind, Would Russia be satisfied in letting Japan retain Korea if she obtained it? Did not Russia secretly want the peninsula herself as an outlet? The result of this war, would, he thought, strengthen English influence in China very much. Great Britain was to-day the most popular country

in China by a long way. China was backward on account of her pride in antiquity, so much so that she would not build railways and canals, and the transportation of troops to Korea and other parts of the land was tedious and laborious. Antiquated as she was, Dr. Mackay believed if no rebellions occurred to overthrow the present dynasty, Japan would be defeated.

Japan is an ancient and extensive Empire, consisting of about four large and many small islands, said to be about 4,223 in all. The empire comprises an area estimated at

47,697 square miles, with a population in 1890 of 40,072,684.

Japan is said to possess a written history over two thousand five hundred years, and its sovereigns to have formed an unbroken dynasty since 660 B.C., the present Emperor being the hundred and twenty-first of his race.

Within the last few years Japan has made unparalleled progress in civilization, and the adoption of Western manners and customs. The feudal system under which the country was governed has been abolished, and the first national Parliament,

the outcome of the constitution granted by the Emperor, met in the autumn of 1890.

Japan is very mountainous, and not more than one-sixth of its area is available for cultivation, though agriculture, on which they bestow great care, is the principal occupation of the Japanese. The soil is productive, teeming with every variety of agricultural produce. Among the vegetable productions may be noted the camphor-tree, paper mulberry, and a lacquer-tree which furnishes the celebrated "lacquer" of Japan. The tobacco-plant, tea-shrub, potato, rice, wheat and other cereals are also cultivated. Copper, iron and sulphur abound; gold and silver mining is prosecuted on a small scale. It possesses a fair supply of middling coal.

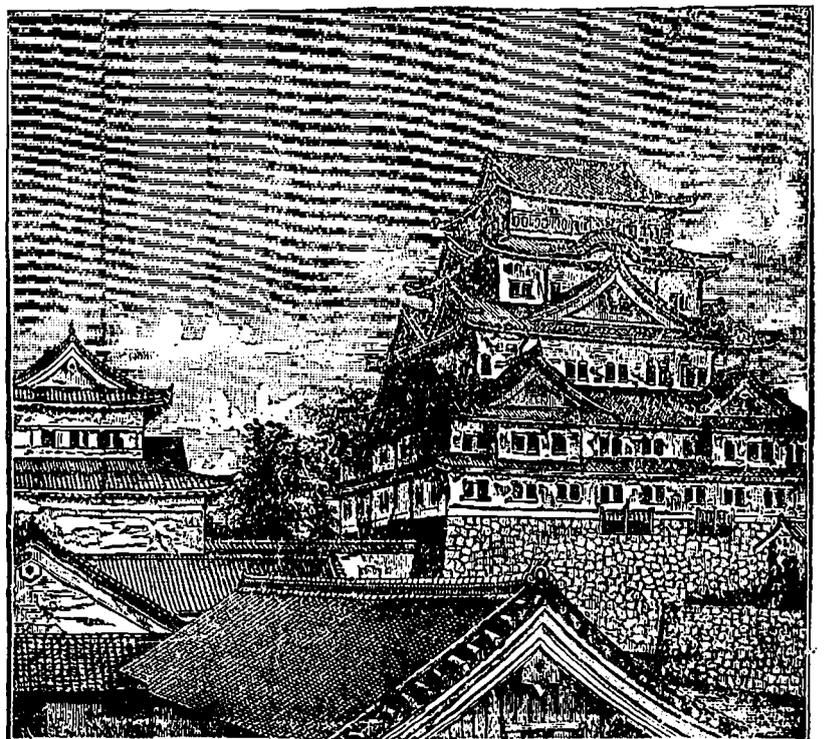
The coasts are extremely rich in fish, and possess many fine harbors. It has an army of nearly 250,000 men.

In the open country rice and wheat fields abound, everywhere indicating skilled and careful agriculture. The houses are but one story high, and very small, the principal furniture being "tatamis," heavily padded mats, about seven feet long, three wide, and two inches thick. They are manufactured of soft rushes, bordered with silken edges, and serve as beds and seats. Meals are served on small, square tables, about a foot in height, one table being provided for each person. The meal over, the tables are removed.

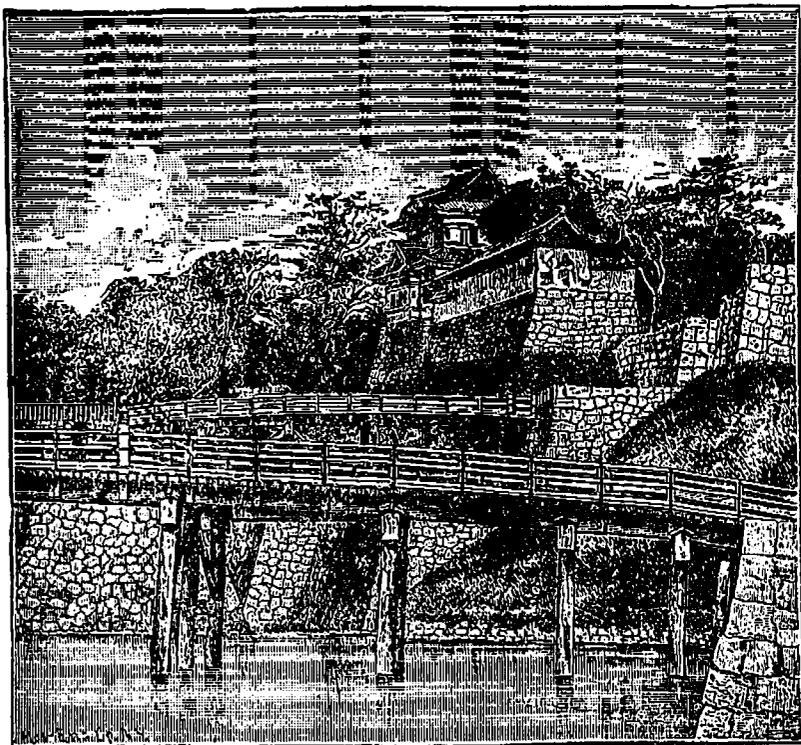
Instead of stoves, the Japanese heats his house with braziers, or if he belongs to the poorer class, a small, square, wooden box is filled with ashes, on the top of which are laid a few small pieces of red hot charcoal. It is no matter for surprise that fires are frequent in Japan; for while the thermometer does not often register a very great degree of cold, the



THE BRONZE BUDDHA.



THE CITADEL OF OWARI CASTLE. (NATIVE PHOTOGRAPH.)



A GLIMPSE OF CHINSENP LAKE.

air is peculiarly damp, and the cold sea breezes seem to find their way to one's very bones; and in order to get warm the family must literally sit round the fire. A part of the household stock of "tatamis" are laid on the floor, on these the family sit, their feet all toward the fire in the centre of the circle, more "tatamis" are then laid over them; once in a while some fidget kicks the fire-place, over it goes, and the light built house is down in a few minutes.

The cost of a Japanese house is small; one of three rooms, (an ordinary size) can be built for a sum ranging between twenty-five to one hundred dollars, about fifty additional dollars being all that is required for furniture. There are no doors, their places being supplied by sliding partitions of not very strong or thick material.

The primitive religion of Japan is Shintoism, which was the worship of the Invisible by a simple pastoral community.

Buddhism, brought by missionaries from China early in our era, was eagerly received by Japan, and to-day the number and magnificence of its temples show the hold it took on the nation. Near the village of Hasemura, is the famous bronze figure of Buddha, shown in our illustration. This immense casting, called in Japanese "Dia butsu," although not in one piece, is so cleverly jointed as almost to avoid detection. It stands upwards of fifty feet in height, in the midst of beautiful evergreens. Its interior is hollow, and forms a temple, where there are numerous gilt idols.

Christianity was first introduced into Japan in 1549, by Spanish Jesuits, who in a short time counted their converts by thousands. But interference with things temporal, intriguing and conspiracy, brought banishment to the Jesuits, and the decree of 1587 with its edict of extermination of all Christians.

In 1853 two treaty ports were opened to foreigners, and before very many years were past, missionary stations were everywhere formed, and Japan was assiduously introducing western civilization.

Regarding the social condition of the Jap-

anese, the women, though they have more liberty than any other Asiatic women, are far from enjoying the privileges of women in Europe, let alone the United States. And that they are treated no worse than they are is due more to the inherent gentleness of Japanese manners than to any recognition of what is due to women.

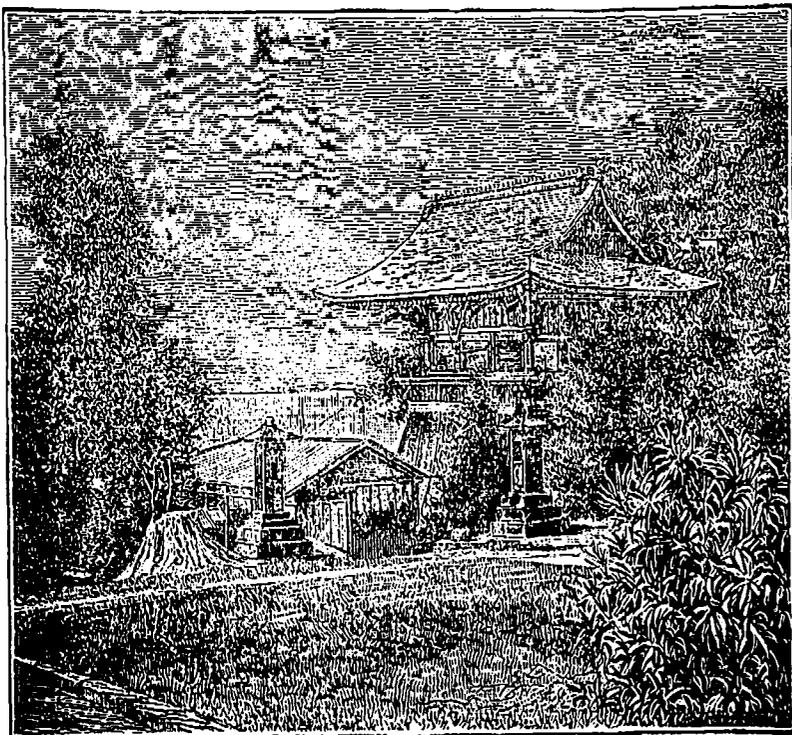
Except in the houses of native Christians, or Japanese who have lived abroad and become thoroughly impregnated with western ideas, a wife or daughter is merely an upper servant. In theory the wife of every man, from the Mikado downwards, performs the offices of a valet to him. Women of quite high rank keep their husbands' clothes brushed and mended, and see that everything they may require is to hand. It is the custom for Japanese ladies to make their own clothes and those of their children, and their husbands', too, when the latter do not wear European dress.

Except when she is exchanging hospitalities, a woman devotes herself to the care of her household, of her children, of her husband, and her husband's parents, if she is so unfortunate as to have them. For the Japanese woman the mother-in-law has terrors unknown in Europe. The nation is so given to patriarchal households that it is quite the rule for a son to bring his wife home to live in his father's household. There, especially if she be the first daughter-in-law, she may live a life of utter drudgery. She is expected to wait on every one in the house except the servants, to be a sort of housekeeper under her mother-in-law, and the old people often treat their daughter-in-law with all the severity and tyranny possible to their mild and philosophical nature. A wife has no redress unless she is in the station of a servant or has powerful parents. If the former she simply gets uneasy and goes into service again.

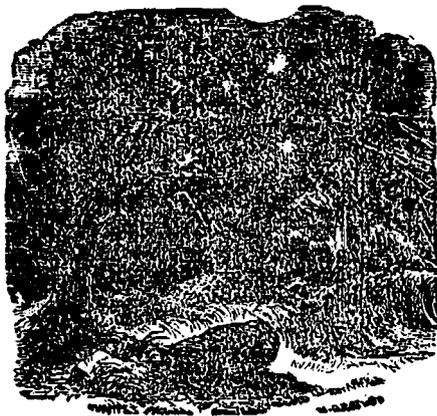
One of the earliest points of attraction to the visitor in Japan, is Yokohama, the commercial capital. It is a cosmopolitan city, almost all nationalities being represented, hence it is not the most favorable place to study Japanese life. The streets are wide and gas lighted, and the bay filled with shipping, a greater part of which fly the national flag of Japan, for besides a large coasting fleet, Japan possesses many war vessels, all manned and officered entirely by Japanese.

Seventeen miles inland is Tokio, the capital, a city of two and a half millions inhabitants. The city is interspersed with so many temples and groves that it occupies an area at least equal to London, England, with its 5,000,000 of a population.

The castle or citadel of Tokio (the third moat of which is shown in our illustration), is the largest in Japan, and is arranged on the general plan of Japanese castles (there are about one hundred and fifty scattered through the country), a triple system of moats and embankments, one inside the other, with a rugged hill in the centre. At Tokio the outermost line is ten miles in circumference, a large part of the metropolis being built between the first and second walls.



THIRD MOAT OF THE TOKIO CASTLE.



THE FARMER'S RESOLVE

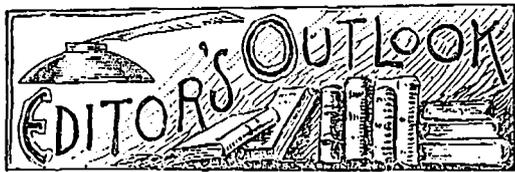
I SEEN an advertisement, in a city magazine,
Of some new patent medicine, they called it 'Tiredine,
An' said a quart—ten doses—was the surest kind o' cure
For them whose inclinations for to work was ruther poor.

It seems to me that that's the stuff for me to go an' buy
For that young son o' mine to take an' sort o' make him
sly.
He needs a thrurrer bracin'-up when haytime comes around,
Ulthough when fish is ruinin' good he's pretty slick an'
sound.

I dun'no' why it is that boy kin take a heavy gun,
An' walk from ten to twenty miles an' think he's havin'
fun;
But when there's suthin' for to do that's in the plowin'
line,
He doesn't even seem to have the symptom of a spline.

He'll take in all the picnics, an' he'll work like all possessed
At pushin' scups for country gals; but never has no chest
When 't comes to tossin' up the hay er gatherin' in the
wheat—
The very idea of that seems to knock him off his feet.

An' so I think I'll go to town and sample that there stuff,
An' mebbe buy a lot for Tom—one bottle ain't enough.
Ten doses may suffice to put an average man in trim,
But Tom—I think I'll haf ter get a dozen quarts for him.
—Harper's Bazaar.



See our Clubbing Lists on pages 13 and 14. If
any of the Publications you may require are not on
the list, write to us for prices.

THE centenary of the settlement of the coun-
ty of Durham was celebrated last week at
Bowmanville by an elaborate and appropriate
demonstration. It was but natural that compar-
isons and contrasts should be suggested by
the great advances in agriculture, in commerce,
in education, and in the general well being and
comfort of the people. The orators included
His Honor the Lieutenant-Governor, Hon.
Edward Blake, M.P., Hon. John Dryden,
M.P.P., and local men of light and leading.

It will be learned with deep regret in many
parts of Ontario that Mr. David Goldie, of Ayr,
Ont., has passed away. Few business men
were better known to the farming community,
and few, indeed, were more highly respected
and revered. He was an upright, sterling man,
trusted by all who knew him and never trusted
in vain. He occupied a prominent place as a
miller and grain merchant, and was successful
in these callings. His brothers, Mr. Goldie of
Guelph, and Mr. Goldie of Galt, each have at-
tained to high positions in the business world,
and the three brothers were regarded as an ex-
ample of successful Canadian business men,
who accumulated their means by patient indus-
try and by following strictly the high business
ideals they had set before them.

THE prospects for a fast Atlantic service seem
fairly good at present. Mr. Huddart has had
to face reverses and disappointments, but there

have been facts to encourage his enterprise.
He has received powerful support from Lord
Brassey, whose interest in shipping gives him
eminence in such concerns. His lordship
believes fast steamers would greatly develop
colonial trade, as doubtless it would, and he
thinks it would further the Imperial Federation
idea. But the practicability of the proposal, he
thinks, lies in the hands of the Canadian Pa-
cific railway. The company and Canada have
really to decide the carrying out of the scheme.
Speaking the other day at Winnipeg on pre-
ferential trade between Great Britain and her
colonies, his lordship, who, he said, had studied
the question thoroughly, thought that while it
was a nice idea, it was wholly impracticable
and would never work.

THE event in the ecclesiastical world during
the past month was the great meeting of the
quadrennial conference of the Methodist
Church, at London. The progress and growth
of that important body were clearly brought
out by the returns, and the reports and dis-
cussions showed the widespread interests of
the church. The retirement of the Rev. Dr.
Dewart from the editorial chair of the *Chris-
tian Guardian*, a position which he ably filled
for twenty-seven years, and the appointment
of Rev. A. C. Courtice, B.D., in his stead,
were features of special interest to the jour-
nalistic fraternity.

AN interesting table was compiled last month
showing the shipments of cattle and sheep
made from the port of Montreal for the week
ending September 8th:—

Steamers.	Bound for.	Cattle.	Sheep.
Etolia	London	274	1,160
Iona	London	587	2,701
Rosarian	London	466	180
Oregon	Liverpool	348	540
Mongolian	Liverpool	480	—
Sarmia	Liverpool	318	1,000
Lake Superior	Liverpool	580	—
Barrowmore	Liverpool	625	900
Pomeranian	Glasgow	704	—
Amarynthia	Glasgow	350	840
Hamilton	Bristol	313	1,535
Baumwell	Antwerp	418	—
Totals		5,457	8,856

The shipments for the season of 1898 up to the
same date were 62,264 cattle, 427 sheep; and
for 1894, 60,798 cattle, and 69,470 sheep.

AN event which has not attracted much pub-
lic attention, but which is destined to be
fraught with big results, took place lately in
the cold and gloomy regions of Siberia. I was
the opening of a new railway which will afford
direct communication with Siberia, throwing
that vast country open to the ventures of com-
merce. It is known that there are large areas
in that country suitable for the production of
wheat, and it is but natural to suppose that
Russia will utilize the grain-producing powers
of the country to the utmost. The grain ex-
port trade of Russia, already large, will be
thus increased, and as Great Britain is the
natural market of the world, the Siberian will
soon compete with the Canadian in the British
markets. Mixed farming is becoming more
and more necessary here, and it is gratifying
to observe that the volume of dairy exports, of
live stock exports, of eggs, poultry, and fruit,
are gradually increasing. In this direction
must the farmer look for living profit from his
labors.

THE enterprising premier of the Cape Colony
is stirring up the faddists and political econ-
omists by the bold land reforms he is institut-
ing. He proposes to root his people to the soil
in an unprecedented manner. Any head of a
family may have eight acres at a little less than
\$4 per year rent to the Government. There is
a labor tax of \$2.50 a year, or its equivalent in

actual labor, namely, three months' service
outside his own district. Suffrage is to be exer-
cised by every male native who pays the labor
tax. The proceeds of the labor tax are to be
applied on schools. Failure to pay this tax will
subject the delinquents to imprisonment, one
of Mr. Rhodes' drastic methods of making
everybody share taxes or suffer for failing to do
so. Landholders are not to be allowed to sell
liquor except under local option, any violation
of this law to entail cancellation of title. Re-
bellion or stealing is also to work forfeiture.
Government is to be administered by local
councils of six members, one-half appointed by
the Crown, and one-half elective. An experi-
ment of this mixed nature of paternalism and
state socialism may well be watched with inter-
est by students of modern economics.

THE *London Times* has been devoting much
space of late to Canadian affairs, and to ques-
tions of general colonial interest. To the sub-
ject of an Imperial Customs' Union it has di-
rected attention in a vigorous manner. The
Statist offered a prize of one thousand guineas
for an essay outlining the best scheme for such
a union—Lords Rosebery and Salisbury to
be the judges. The idea is a union for Britain
and her dependencies. This is how the *Times*
deals with the question in a recent leading edi-
torial:—"It would be impossible that such a
union could exclude the United States. We
are customers of the United States of America
for exactly half their domestic produce, and it
may be assumed that the United States will
not lose such a customer without being willing
to make concessions in the direction of mutual-
ly advantageous union. The gradual shifting
of the centre of the coal and iron industry from
Great Britain to the United States, which is
believed by some economists to be taking place,
is another serious reason in favor of commercial
union. The conditions are such that the United
States and England must either compete for or
unite to possess the command of the world's
commerce. United, we may safely defy com-
petition from any source. The people of the
colonies would also have an insuperable objec-
tion to join any union which excluded the
United States. By these and many other rea-
sons we are driven to conclude that colonial
and Imperial interests would best be served by
keeping questions of political and commercial
union entirely distinct. If a Customs' union
should be formed on any other basis than that
of free trade for revenue purposes, it hardly
appears to admit of a question that such a union
would have to be formed to include the United
States."

THE business outlook, which has been and is
receiving so much anxious thought, seems to
present substantial prospects. The pulse in
the United States beats better than lately, and
in Canada there are indications that the good
harvest and a slow but general movement in
trade bode improved conditions in the very near
future. It has been observed that a tone of
confidence has seized upon our neighbors across
the line, premonitory of a state of commercial
convalescence and buoyancy. Hard times have
not been without their useful lessons. Infla-
tion has been checked, an adjustment of ways
and means, of demand and supply has been
forced on producers and consumers, and singu-
larly enough there has been an outburst of
mechanical invention—proverbially born of ne-
cessity—the application of which will be widely
felt in various manufactures. The money and
tariff legislation may have much to do with the
rebound; certain it is that several lines of in-
dustry have sprang into activity within the
past month or two, a fact which is making an
impression on the business of the United States.
The interests and influences of trade and com-
merce know no bounds. They are the great
world-levellers, touching every country and
clime. Thus the bad state of business experi-
enced in Canada and the United States was felt

all over the civilized world. Of France, of Germany, of Great Britain, the same story is told: low prices prevailing everywhere and a general stagnation of trade. But with singular consistency the quickening wave has spread its reviving breeze, about the same time, over these countries, showing once more the cosmopolitan sympathy of commerce. To Canada there are a few bright spots on the horizon. Cattle are scarce in Europe, and good prices are obtainable for good exports. This is caused by the scarcity of fodder last year, and a consequent drop in stock. Apples, also, are in great demand in Britain, where the year's crop is unexceptionally small. This must tell to the Canadian farmer's advantage, for good prices will be realized for good winter-keeping apples, carefully packed and well placed on the English market. Indeed, Canadian apples ought to command trade and good prices in Europe year in and year out, no matter what the home production might be, and with enlightened enterprise the thing could be readily accomplished. Hopes are higher than for some time past, and with possibly better reason. It is too soon to feel the effects of the Japan-Chinese struggle, but before long it will be a factor in western trade, for the luxury of war has to be dearly paid for, not only in blood, but in treasure.

THE official report of the first convention of the Ontario Good Roads Association, has just been issued by Hon. John Dryden, the Minister of Agriculture, in the form of a blue book. The contents will be found of more than passing interest by all interested in the laudable movement for the improvement of the roads of the province. The difficulty which the Association has to face is that of formulating a scheme to be substituted for the statute labor at present in vogue, which would be found suitable for localities differing materially in their needs and resources. Discussion will, however, do much to bring out good suggestions, and the problem will doubtless be satisfactorily solved as it certainly ought to be. A remarkable statement was made by the president, Mr. Pattullo, which will bear repetition. It was sometimes said, he remarked, that road reform would impose heavy burdens on the farmers. This was the very reverse of the truth. The object of road reformers was to remove the burdens which the farmers now bore; not to impose new ones. It was not easy to arrive accurately at the cost of road making; but it was much easier to get nearer the cost of good roads than to estimate the almost incredible cost of bad ones. Many years ago a Parliamentary Committee in Great Britain had reported that the improvement of the rural highways of the country would save in the use of horses, and in other kindred ways, no less than five million pounds sterling per year. The Highway Commission of Massachusetts officially reported that bad roads cost the people of that commonwealth somewhere from five to ten millions annually. In a similar way a high authority computed the cost of bad roads to the State of Illinois at sixteen millions. Col. Albert A. Pope, one of the leading road reformers of the United States, declared that bad roads cost the United States 250 millions a year. For instance, here is an illustration of what good roads would do; they would save the use of two millions of draught animals, worth one hundred and seventy millions of dollars, and costing \$100,000,000 a year. It is further computed that in many countries of the United States 10,000 draught animals are kept idle no less than four weeks in the year by bad roads—at a cost of \$70,000 or more. Another authority computes that the fifty millions of draught animals in the United States are kept idle through bad roads long enough each year to entail a loss of \$15 per head or more than twice as much as some estimates. This may be a large estimate, but it is sufficiently reasonable by way of illustration, and sufficiently startling to excite enquiry on the subject. We have in Ontario, in round numbers, 350,000 working horses. Even if we computed the loss

of time, through idleness caused by bad roads at certain seasons of the year, to be not more than \$4 per head each, it is an enormous sum to pay for present methods of road-making. My own opinion is that the loss in this direction is several times this amount. And who will compute the loss in injury to horses and vehicles—apart altogether from the loss of time and of keep—that is due to the rough condition of our country roads? Every veterinary surgeon in the country, and the back yard of every farmer and of every blacksmith shop is evidence of the enormous burden which the farmers are now bearing through bad roads. In an industry in which I have taken special interest I have been making some inquiries on the subject. There are in round number, about 2,000 cheese factories in Canada. The cost of drawing the milk, whey and cheese at each factory is probably \$1,000 a year—perhaps a good deal more—or two millions a year for the whole country. It is quite certain that with roads anyway approaching those of England this cost could be reduced by a fourth. In other words, the profits of the cheese trade in Canada could be increased by half a million dollars each year—a very good interest on thirteen millions of an output. Such figures as I have given may not be—they cannot be—entirely accurate. Indeed, they may entirely fail to give any adequate idea of the great, the almost incredible, loss which the farming and business interests of the country suffer each year through bad roads. It is to relieve the country of this intolerable burden of direct taxation and to put money into the pockets, especially of the farmers, that the demand for good roads has become so general and so persistent. The road reformers are the true economists of the present day. Those who doubt the ability of the people of any country to pay for good roads should remember that England pays the enormous sum of twenty millions per year to maintain her rural highways. France spends eighteen millions, and the people of Italy, whose poverty keeps them on the verge of revolution—who are incomparably less able than the people of Ontario to bear such burdens—have spent sixteen millions of dollars in five years in keeping up their roads. There is no possible expenditure, present or prospective, which can be named which would at once relieve the people of this country of their burdens, and at the same time increase their profits to so great an extent as an expenditure in making good and permanent highways throughout the country, and in maintaining them properly under competent supervision. We are already paying for roads, and we are paying vastly more for bad ones than good ones would cost. Governor Flower has shown that the average cost per year of the rural roads for each county in New York State is over \$50,000. This represents a sum that would build from 100 to 200 miles of Macadam in every county, provide for its maintenance and the improvement of the balance of the rural highways besides. These facts at once prove the vastness of the interests involved in the question of improved roads, and as they are clear in the minds of the farmers, the movement is likely to have some good effect. The attitude of the government is a friendly one; the Minister of Agriculture spoke in cordial terms of the objects in view and invited practical suggestions upon which the government can take action.

See our Clubbing Lists on Pages 13 and 14. If any of the publications you may require are not on the List, write to us for prices.

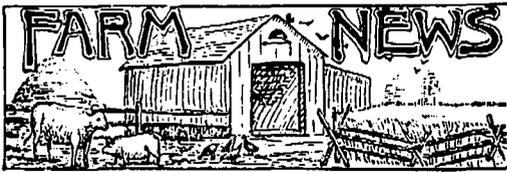
Gold paint of good quality produces quite as rich an effect as gold leaf, and can be easily renewed.

When fur becomes wet or hard a brisk rubbing between the hands will restore it to its normal condition.

Embroidery of dandelions in the bud, blow and blossom of yellow, white and green floss is very pretty upon linen.



- 1st.—W. A. McCull, ex-M.P., was nominated by the Conservatives of Peel County for the House of Commons. . . . General Nathaniel P. Banks, a veteran of the Union army, and at one time governor of Massachusetts, died to-day. . . . Comte de Paris reported as hopelessly ill.
- 3rd.—The port of Hong Kong declared free from the plague. . . . Professor John Veitch, of Glasgow university, died. . . . Ping Yang battle won by the Japanese. . . . First annual Labor Day observed in Canada.
- 4th.—Eleventh Annual Session of the Grand Priory Knights Templar of Canada opened at Toronto. Toronto Exhibition formally opened by Sir John Thompson. . . . Successful heliographic communication maintained between Pike's Peak and Denver, Col.
- 5th.—Supreme Board of Appeal of the Methodist Church met in London, Ont. . . . Report of Indian uprising in the North-West denied.
- 6th.—Ottawa Auxiliary of the University College Women's Residence Association met. . . . Quadrennial Methodist Conference opened at London, Ont. . . . The Viking Ship, sunk in the Chicago river, was raised. . . . Ontario Government voted \$500 for Rainy River sufferers.
- 7th.—Nickel-in-the-slot machines shut down in Hamilton, Ont. . . . Reported that W. B. Searth will be appointed Collector of Customs for Winnipeg. . . . Canadian Association of Stationary Engineers closed their Annual Session at Toronto.
- 8th.—D'Alton McCarthy addressed a large political meeting at Winchester Springs. . . . Wisconsin fires quenched by a downpour of rain. . . . Comte de Paris died. . . . Prof. Herman von Helmholtz, of Berlin, died.
- 10th.—Allan steamer Assyrian ran aground opposite Dumbarton. . . . Prof. Heinrich Brugsch, of Berlin, died. . . . A Horticultural Society organized at Hastings, Ont. . . . Sir Frank Smith, Toronto, seriously injured by the trolley.
- 11th.—The Spanish Government sustained in the general elections. . . . General Booth left London, Eng., en route for Canada. . . . Inspector Deharry, of Buffalo, sent five Canadian workmen back to Canada from New York State.
- 12th.—Convention on tax reform met in Toronto. . . . Ontario Mining Institute commenced its quarterly session in Toronto.
- 13th.—Bank of England discount two per cent. Two men were killed and a score of people injured, half of the number fatally, by a cyclone at Charleston, Mo.
- 14th.—The first snow storm of the season fell at Omaha, Neb., to-day. . . . Dr. Pope, representing the English Wesleyan Church to the General Canadian Conference, was cordially received by the brethren.
- 15th.—Mr. Carter Hill died at Trowbridge, England. . . . A scheme is on foot to have a bull fight at Denver, Col. . . . Revenue of United States Government fell off for the month of September.
- 18th.—A movement for the importation of American cattle into Switzerland has been set on foot. . . . Report that T. M. Daly, Minister of the Interior, will seek appointment to the vacant Chief Justiceship in British Columbia.
- 18th.—Daily steamboat communication established between Port Stanley, Cleveland, and Rochester. . . . Hon. Hugh Gough appointed secretary to the British Legation at Washington.
- 19th.—Radicals gained three seats in the Danish elections. . . . Corner stone near Berlin and Waterloo hospital was laid yesterday, at Berlin. . . . M. K. Cowan, nominated Liberal candidate for the Commons for South Essex.
- 20th.—Earl Westmeath at Montreal. . . . British steamer Mobile aground in the Thames. . . . Dutch budget shows a deficit of eight million florins.
- 21st.—The convention of Electrical Engineers closed at Montreal. . . . A red cross society has been organized at Tokis.
- 22nd.—The Central Fair was opened at Ottawa to-day. . . . Dr. MacDonald, M. P., East Huron, was unanimously nominated for the Commons.
- 24th.—Premier Crispi left for Naples where he will take a course of baths. . . . Hon. J. B. Patterson, premier of Victoria, Australia, resigned, owing to the result of the elections.
- 25th.—European bourses depressed by news of the Czar's poor health. . . . John White, Ex. M. P. for East Hastings died. . . . Sir Donald A. Smith, Montreal, purchased the estate of Glencoe, in the Scottish Highlands.
- 26th.—The council of Montreal is in favor of establishing a Japanese consulate in that city. . . . Treasurer Hall of the province of Quebec has resigned. . . . J. D. Evans, nominated for West York in the Commons by the Patron convention.
- 27th.—French government passed a stringent law against sale of adulterated liquors. . . . Sm. Iphox discovered at Windsor Ont. . . . J. H. Marshall, nominated by the East Middlesex Liberal convention, for the Commons.
- 28th.—Knights of St. John and Malta closed their annual convention at Toronto. . . . The sentence of death passed on McWherrell, in connection with the Port Credit murder case, commuted to a life sentence in jail.
- 29th.—Annual Rifle Shooting matches of the 48th Highlanders begin. . . . Ceremonies connected with the Jewish passover held.



Model Dairy Barn.

THE three following illustrations of a model dairy barn, are by Charles E. Benton, of Massachusetts. It is hoped they may be of assistance to farmers who recognize the value of good accommodation for their dairy cows and who find it difficult to re-arrange their old barn to suit modern requirements.

Fig. 1 shows the ground plan of the stable with partitions between the cows, going half way back from the manger to the drop, and partitions between the cows' heads. There is

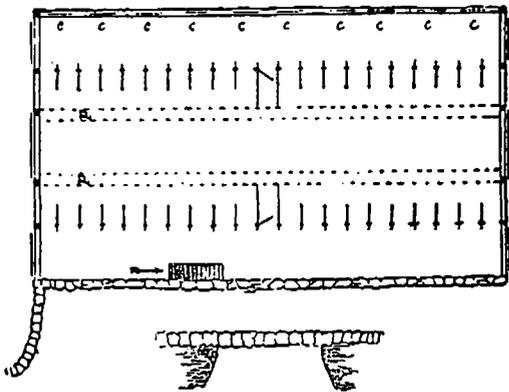


FIG. 1. GROUND PLAN OF DAIRY BARN.

also a stairway leading from the stable to the floors above. Fig. 2 gives a section of the barn and its approaches, showing the manner of constructing the frame. Fig. 3 shows the exterior of the building. The frame is thirty-six by sixty-eight feet, with twenty-two foot posts above the stable, which has accommodations for forty cows, giving a width of three and one-fourth feet to each cow, and leaving a passageway across the center. This barn is built on sloping ground, making it easy to gain access to the barn floor, which is fourteen feet wide and is placed eight feet above the stable. The space between this floor and the stable is used as a granary, and especially as a storage place for bran and other feed, which may be purchased cheap in the summer and stored for

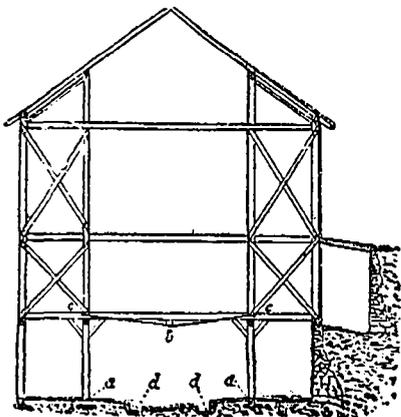


FIG. 2. CROSS SECTION.

winter use. The bins are filled through trap doors in the barn floor above, which saves a great deal of labor in handling. The grain is passed to the stable by wooden shutters which deliver it into a box on wheels in each feeding alley. As the top of a load of hay is twenty feet above the bottom of the mows, the unloading is mostly pitching down, which makes another great saving of labor in a busy time of year. The hay is also delivered to the stables by hay shutters in each corner of the bays. The cows stand in two rows, with their heads toward the outside of the barn, each feeding alley being eight feet wide. The standing floor for the cows is five feet from the stanchion to the drop, having a pitch of two inches in the distance. Running lengthwise of the stable

are two long sills, *a*, which are well supported like the outside sills. On these, rest posts, in the line of stanchions, supporting stringers above, which sustain the weight of the hay. To avoid having posts in the centre which are a great inconvenience in a stable, the floors of the second story are supported thus: In the centre is another stringer, *b*, sustained by "cording." Every third sleeper is six by eight

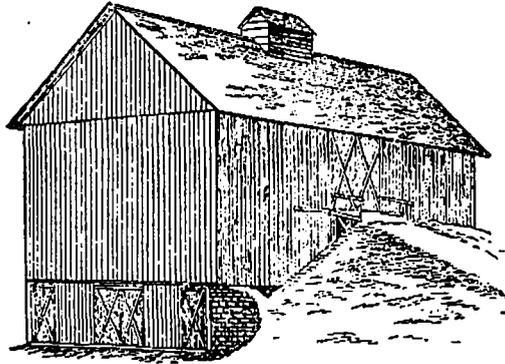


FIG. 3. PERSPECTIVE VIEW OF MODEL DAIRY BARN.

inches and over the stanchion at each side there is a notch, *c*, in the upper surface which receives a cross piece of iron two inches wide and one-half inch thick. Through holes in this iron rods fitted with nuts and thread go down each side of the sleeper, and passing under the stringer as shown in Fig. 2, sustain the floor very much as a suspension bridge is supported. The drops, *d*, are twelve inches deep and eighteen inches wide, leaving a passageway seven feet wide between them in which to drive a cart or wagon to convey away the manure. The driveway is made six inches lower than the cow floor, making it easy to load the manure on the wagon.

There are ten windows, *e*, on the opposite side of the wall as shown in the ground plan. The stable is ventilated by means of air shafts leading to the cupola in the roof which are so adjusted that they may be partially closed in extreme weather. As one sill of the second story rests on a bank wall but little bracing is needed in the stable. Two of the braces cross one another on each side of the bent as in Fig. 2, and are bolted to the parts, giving great strength and stability to the frame and at the same time leaving the bays open from the floor to the ends of the barn. The bays hold eighty tons of hay and other fodder.

Hay Stack Toppings.

THOSE who are obliged to store a portion of their hay in stacks, from lack of storage room in the barns, know how difficult it is to build a stack that will remain good until it is drawn to the barn in the winter. This is because it continues to settle while the hay is passing through the process of fermentation, known as "sweating." Hence it is best to top the stacks after haying, using for the purpose swale grass when



FIG. 1. LADDER BRACKET.

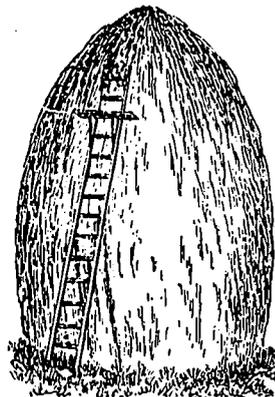


FIG. 2. LADDER AND BRACKET IN POSITION.

that can be obtained, not only because it is of small value for fodder, but also because the broad, tough leaves mat together and shed the rains better than upland grass.

When the stacks are of considerable size, I have found great convenience in using what is called a "ladder bracket." In the illustrations, Fig. 1 shows the manner in which it is constructed. The upper pieces are of spruce or other strong wood, two inches square. Across their top is bolted a light plank six feet long, which makes a convenient platform. At *a* are iron pins put through each piece, which serve for hooks. By this means the bracket is hooked on the ladder round at any height desired, making an adjustable platform on which an assistant can stand to receive the hay from the man on the load, and pitch it up to the man on the stack. Fig. 2 shows it placed on the ladder ready for use. By using this simple contrivance, which a farmer can make in an hour or two, it is easy to top a large stack, building it up to a good form. In order that it may be perfectly strong and secure, it is best not to use nails in its construction, but fasten it entirely with small carriage bolts.—C. E. BENTON, in *American Agriculturist*.

It is generally safe to invest money in improving your farm.

USE odd spells in putting harness and other things in repair.

STUDY the easiest, speediest and cheapest way of doing things.

THE planning on the farm can be done in winter as well as in summer.

HAVE a regular system of doing chores so that nothing will be forgotten.

STUDY the secret of growing good crops when others fail. Prices are then good.

DURING the past year the flocks of the United States have increased by a million and a half head, and the wool product by ten million pounds. It would be hard to find any farmer who has contributed to this increase but who is better off for having done so.

THE increasing value of farm lands will be a factor in the profits of the farmer in the near future. This is quite as likely to come in the older settled districts as in the newer country. The exhaustion of the free public domain is one of the agencies which will bring it about, and better roads is another.

WHEN a large number of stumps is to be removed, a stump machine should be used. When there are only a few scattering ones a machine will not be required, as the trouble and expense in getting it will hardly pay unless the stumps be large and difficult to remove. For old stumps from which the tree has been removed for several years, and the small roots are all decayed, it will not be a difficult task to remove the earth from about the larger roots, cutting them off below the plow line if in a cultivated field, raising the stumps from their beds by long levers or the use of a team. When the tree has but recently been removed and the timber is hard, decay may be hastened by boring a hole as deep as the augur will admit down in the centre of the stump, placing in a handful of saltpeter and a little water, leaving the top open. This plan usually hastens decay very rapidly, and in a few years the stump falls to pieces whereas by the natural process the centre is quite sound after the outer portion has perished. Many farmers have plowed around a few stumps for many years, and lost enough time in the operation, as well as the use of land, to amount to a sum that would have hired them removed half a dozen times.

Libe Stock.

THE man who keeps scrub pigs is certainly "penny wise and pound foolish," for he loses more in the food of his scrub pigs than the price of a good boar would amount to. A good sow, if given a fair chance, will bring in more money with less work than a good cow will, to say nothing of having nearly three times the amount of money tied up in the cow.

WE have never known a case in which a farmer, however careless he might have been in caring for common stock, did not take good care of thoroughbreds if he purchased them. One of the greatest uses of improved breeds of cattle is, that they teach men to be more careful in their management of stock. People are not apt to pay a good price for a thing and then abuse it.

THE ration that each animal can use to the best advantage will vary greatly. In feeding, the most economical individual feeding is necessary; that is, each animal is given the amount best calculated to secure the best results. One of the advantages that the small farmer possesses over the large farmer and that enables him to secure better results in proportion to his stock is, that he can feed better, or rather more economically, than the latter.

KEEPING a horse properly blanketed, whether he is standing in the stable or in harness, should not only be considered necessary from a humane standpoint, but from a common sense standpoint as well. Every time a horse is overheated and allowed to stand in the cold, his life of usefulness is shortened and his value lessened, while a horse that is kept warm and comfortable at all times will repay his master by eating less and doing better. The cost of a horse blanket is comparatively small, and a good one will last many years and save many times its cost in horse flesh.

IN regard to feeding roots to sheep, Thomas Shaw, of the Minnesota station, says:—"They should be sliced or pulped before being fed, especially in cold latitudes, where they soon freeze unless eaten up quickly. The lambs should also be given roots as soon as they will take them, and they do this when quite young. They soon get extremely fond of them. But the roots should be prepared for them by pulping, or by running them through cutting boxes with knives that leave them sliced and in longitudinal pieces. They may be given all that they will eat clean. It should also be mentioned here, that even those who are strongly opposed to feeding a large quantity of roots to breeding ewes during pregnancy favor feeding a light ration. They would give them one to two pounds per head per day, in any case where roots are grown on the farm, as they so tend to regulate the digestion as to keep the system in better tone.

JOHN PRINGLE, of Mossborough, writes:—"I will give my way of feeding in as few words as possible. My cattle are usually stabled about the 1st to the 15th of November. This year it was later. I am feeding nine head this year—eight steers, averaging 986 pounds, one heifer, 800 lbs. First thing in the morning we feed turnips; after breakfast the cattle are turned out, stables cleaned and fed chaff and meal, the meal being composed of goose wheat, oats, barley and peas. At noon they are fed the same quantity of roots and meal; at 4 o'clock roots; at 6 o'clock meal and chaff, with just what straw they will eat three times a day. That is 60 pounds of roots per day, which will be decreased to about 20 lbs at the finish, and 5

lbs of meal, which will be increased to 9 or 10 lbs per day at the finish. On just such feeding last year I had one pair of steers weighed on Nov. 1st, 1820 lbs, and on June 20th, 2640 lbs—a gain of 460 lbs each. Had 6 others whose gain was similar, 1 heifer gaining 490 lbs.

ALL are agreed that roots furnish an excellent food factor for sheep and lambs during the fattening period, and also for breeding stock of all ages, except ewes during the period of pregnancy. They may be fed freely to sheep that are being fattened. As many as five pounds per head per day, may be given with much advantage, and with the large breeds, and especially the older animals, considerably larger quantities may be fed. Breeding stock as shearlings need not be fed so heavily, as no good can result from keeping them over fat. Various opinions are held as to the relative values of the various kind of roots for feeding sheep. Some favor turnips of the Swede varieties, others favor mangels. Amid this conflict of opinion we must wait. The solving of these problems may be difficult, but it is not impossible. In the meantime we can feel fully justified in growing and feeding that variety of field roots which does best on our own particular soils, or which it may be most convenient for us to grow.

IN selecting a good dairy cow, there are more important items to be taken into account than that of size. This, however, is one of the controlling factors when judged from a purely commercial standpoint of profit. The practical dairyman takes little account of the beef value of an animal that has to be carried so many years. He demands his dividends once a year, and to make them as large as possible he cuts down expenses to the lowest practical point. To do this he must not carry a machine that is too large for the labor to be performed. It has been quite clearly proven that a given number of pounds of carcass divided among small animals will make greater profit for milk production than when those pounds are contained in a less number of cows. To use extreme instances, the elephant could never be made as profitable a milk producer as the goat—there is too much waste material to carry. The exact size of a cow at which the greatest profit can be produced has not been determined, but the Columbian dairy tests at Chicago indicate that it lies somewhere between six hundred and a thousand pounds.

The Poultry Yard.

NOTHING pays better on a farm than a good stock of poultry well managed.

It is believed weak legs in fowls are sometimes due to lack of lime in their food.

One half of the failures to secure eggs from hens is due to their being overfed and in too fat condition.

No hen of any breed can produce eggs unless supplied with the proper material for egg-production; remember this when you are feeding.

BE guarded in all your work by good judgment. A free application of unadulterated common sense is more effective than the usual "sure cures."

ORDER your eggs early, so as to avoid delay. Remember that the breeder may have no eggs when you write him, and must wait for his hens to lay them. He will always fill the orders that reach him first in preference, and

delay may result, for which he is not responsible. Do not wait until a hen becomes broody. It is better to send the order for the eggs and take the risk of procuring a sitting hen when the eggs arrive. If they reach you too soon, keep them in a cool place and turn them daily. Do not delay your order, however, as you will not receive them too soon.

Only where there is absolutely nothing to be had by foraging should we supply hens with a full ration of wholesome food early in the morning. They will get many an appetizing morsel necessary to egg-production by foraging, that they will not get if heavily fed.

THERE are several ways of managing the poultry houses, adopted by persons whose means vary as widely as do their tastes. One very good way is to have the house large enough (with hens enough to warrant this) to have a small stove inside, to be warmed only on very cold days, the house, the rest of the time, to be kept warm and comfortable, by having it fastened up nicely wherever the cold could gain access.

PERSONS who have concluded to commence keeping pure-bred fowls are often undecided as to whether it is better to purchase a trio of fowls or a few settings of eggs; unless you can afford to pay some well-known poultryman his price for a trio, it is best to commence with eggs. By purchasing a setting of eggs from good stock, birds can be raised from them that could not be bought of the same breeder for \$25. At a recent poultry show there were seven fowls—three cockerels and four pullets—that that were hatched from one setting of eggs; the fancier willingly gave the man \$25 for them; that was making \$21 in seven months on a \$2.50 investment.—*The Poultry Monthly*.

A correspondent sends the following interesting record to a contemporary:

In account with 25 Single Comb Brown Leghorns:
SALES OF EGGS.

	Eggs.	Per dozen.	Total.
November 19, 1892.....	18	\$0 25	\$0 37
December 3, 1892.....	38	25	79
December 23, 1892.....	58	30	1 34
January 7, 1893.....	36	30	90
January 16, 1893.....	120	30	3 00
January 25, 1893.....	101	25	2 37
January 28, 1893.....	41	30	1 03
February 17, 1893.....	230	30	5 98
February 25, 1893.....	116	25	2 43
March 1, 1893.....	54	20	90
March 3, 1893.....	27	21	48
March 6, 1893.....	40	30	67
March 10, 1893.....	60	19	95
March 17, 1893.....	126	18	1 44
March 24, 1893.....	136	16	1 96
March 27, 1893, for setting	15	—	40
April 8, 1893.....	222	16	2 96
April 22, 1893.....	189	25	2 36
May 5, 1893.....	128	16	1 70
May 23, 1893.....	190	16	2 52
June 28, 1893.....	389	16	5 36
July 29, 1893.....	140	16	1 84
August 28, 1893.....	195	18	2 87
September 25, 1893.....	181	18	2 83
Total.....	2,810		\$16 45

COST OF FEED.

November 17, 1892, 100 pounds of buckwheat.....	\$1 05
January 3, 1893, 110 pounds of cracked corn.....	1 10
February 11th, 1893, wheat shorts.....	50
February 20th, 1893, wheat.....	1 10
March 28th, 1893, corn.....	1 00
April 28th, 1893, buckwheat.....	1 50
May 20, 1893, wheat.....	1 50
June 30, 1893, wheat shorts.....	1 00
July 14, 1893, 100 pounds of wheat.....	1 20
July 15, 1893, 50 pounds of corn.....	50
August 20th, 1893, 50 pounds of buckwheat.....	50
September 24th, 1893, 100 pounds of feed.....	1 05
Total.....	\$12 00

This record is from pullets hatched the last of April and first of May, 1892, kept confined in a yard all the time, and all the feed bought. The eggs were sold here at the store. I lost three of the pullets before September 1. No account was kept of eggs used in the house, but we offset against them the scraps, etc., the chickens got from the table.



Sargon of Nineveh.

SOME time since, our Sunday-school lessons directed attention to the wonderful city of Babylon, where Daniel was prophet, and Belshazzar made his impious feast, while the "hand wrote on the wall"; and to the yet older city of Nineveh with its memories of Jonah. One cannot fully understand the connections of sacred and secular history without a knowledge of both. The former we find in the Bible. For the latter we have to go to other sources.

The excavations of the late great English explorer Layard, enable us to reconstruct the palaces and temples of these buried cities of the past. In the British Museum, are the great winged lions which Layard brought from Nineveh. A full-size copy of this huge figure may also be seen in the Normal School Museum at Toronto.

Assyria, the land whose capital was Nineveh, is first mentioned in Genesis xiv, i, as "the Nations" of which Tidal was king, or rather the viceroy of Babylon. For the Chaldean builders of Babylon then ruled the Euphrates valley. They were a peaceable folk, fond of agriculture and literature, and very superstitious. They were the inventors of the cuneiform system of writing, and the originators of the arts and civilization of which Assyria was but the heir and imitator.

Assyria declared her independence about

1500 B.C., and Nineveh soon became the "Rome of the East," unequalled in her savage ferocity and skilful daring. Different from Babylon she paid small respect to her gods, though out of pure devilment she would burn or impale the entire inhabitants of a conquered town for refusing to worship them. Literature was an exotic, transplanted from Babylon and patronized by her latter kings, among whom were Shalmanezes, who reigned in 862 B.C., and heard Jonah's message.

Sargon (about 750), whose story is much like that of Romulus, says of himself:—

"My mother was an outcast,
My father I knew not,
My father's brother ruled the land.
On the banks of the Euphrates, my mother, the outcast,
bore me,
In a hiding place she bore me,
She gave me to the river which drowned me not,
The river carried me, to Acci the ferryman did it bring
me,
Acci the ferryman in the tenderness of his heart lifted me
up."

Sargon reaches manhood in his foster father's household, and becomes a wood-cutter, and in the forest one day he meets and aids the disguised goddess Ishkah. In return she tells him the secret of his birth, and helps him to dispossess his uncle, who was a weak and effeminate monarch, of the throne he had usurped, but was unable to keep.

He afterwards becomes king of both Nineveh and Babylon, and was a great builder as well as conqueror. He constructed the magnificent palace in Nineveh, his capital, a restoration of which is shown on this page.

Sargon is also responsible for the loss of the Ten Tribes, which he conquered and lost so thoroughly, that only Dr. Wild has been able to find them. He was succeeded by his son

Sennacherib, the "Assyrian" of Byron's poem.

"The Assyrian came down like the wolf on the fold,
His cohorts were gleaming with purple and gold.
The sheen of his spears were like stars on the sea,
Where the blue waves gleam nightly on deep Galilee."

Jerusalem, weakened by recent plague and famine, could not hope to withstand him, but—

"The Angel of death spread his wings on the blast,
And breathed in the face of the foe as he passed,
The eyes of the sleepers waxed deadly and chill,
And their hearts but once heaved, then forever were still."

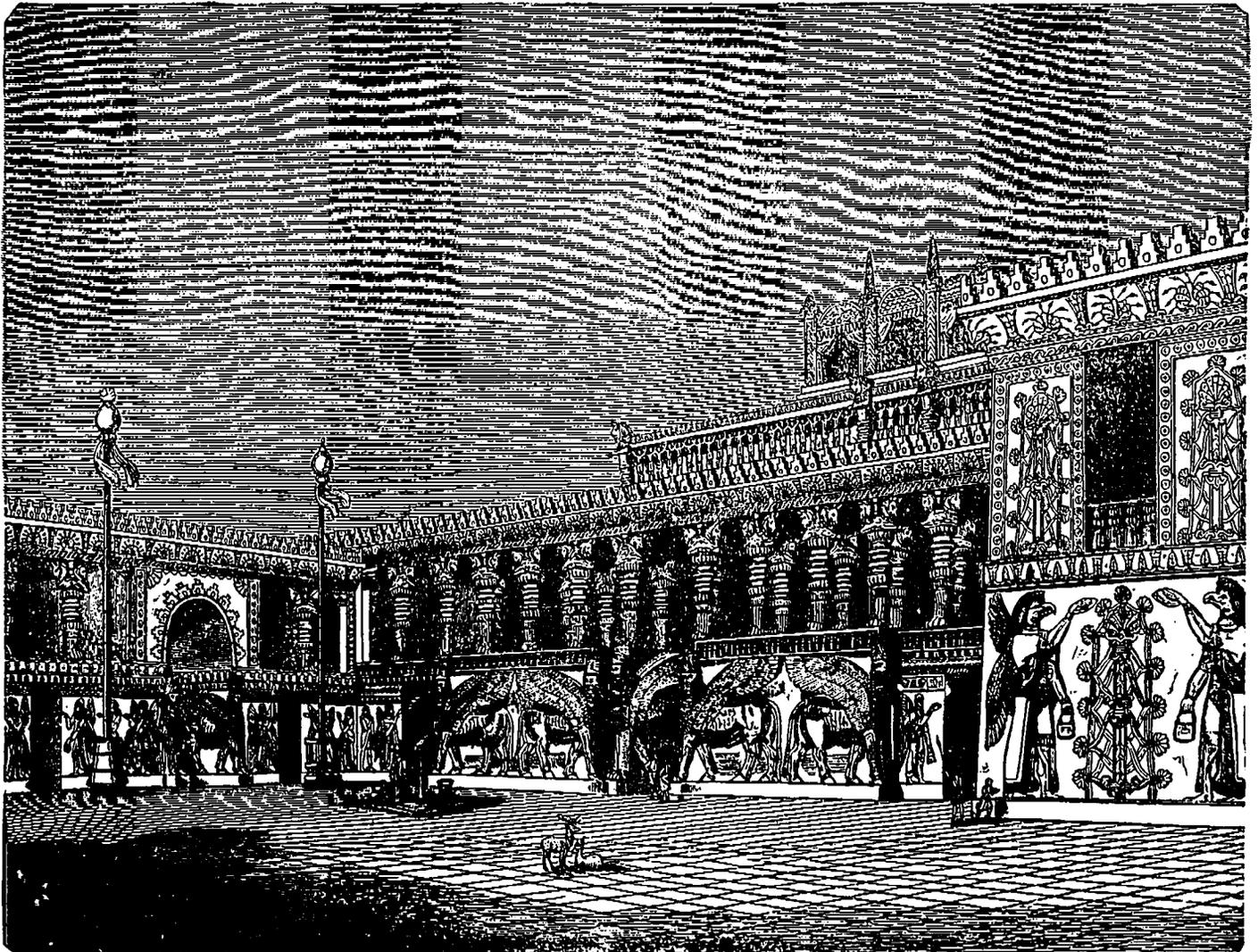
"And it came to pass that night, that the angel of the Lord went out, and smote in the camp of the Assyrians an hundred fourscore and five thousand; and when they arose early in the morning, behold they were all dead corpses. So Sennacherib, king of Assyria, departed, and went and returned, and dwelt at Nineveh," and

"The widows of Asshur are loud in their wail,
And the idols are broke in the temple of Baal.
For the might of the Gentile unsmote by the sword,
Hath melted like snow at the glance of the Lord."

The last of Nineveh's kings was Assuridilbana, who in 606 B.C., was overthrown by Nebuchadnezzar, king of Babylon. The description of the fall and partial destruction of Nineveh, is given with terrible graphicness by the prophet Nahum, over a hundred years before it took place.

"The gates of the rivers shall be opened, and the palace shall be dissolved. (*i.e.* burnt).
"Woe to the bloody city! Nineveh is laid waste; Who will bemoan her?" (Nahum i:6, and ii:1 and 7.)

A strange proof of the accuracy of the Biblical prophecy was given by Mr. Layard, when underneath the drifted sand of centuries he found the mighty walls of Sargon's palace, not as we have endeavored to show them in our illustration, but fallen and fire-scarred, the tomb of the last of her kings.

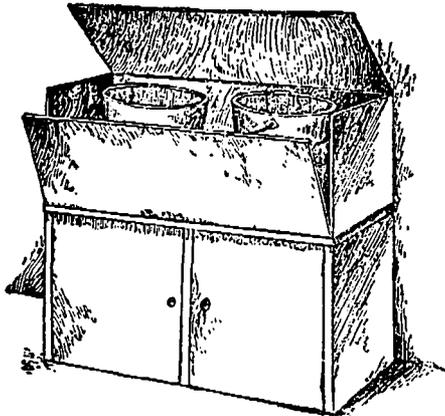


PALACE OF SARGON RESTORED.



A Well-Arranged Water Bench.

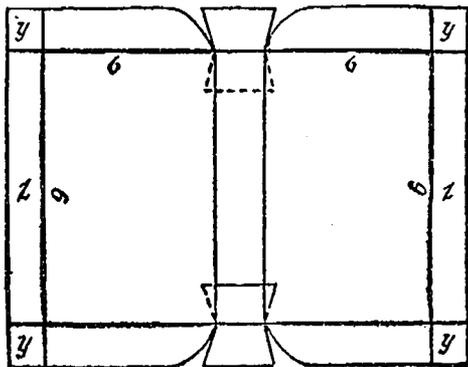
WHERE water can be brought by a pipe from a near-by well, or from a spring, the task of bringing it in pails can happily be avoided. But a large proportion of homes are still served with water from a pump in the yard from



which the water must be carried to the house in pails. A simple bench usually provides a support for these pails of water which are thus exposed to heat in summer, dust, flies, and an occasional visit, perhaps, from the family cat. The illustration accompanying this shows how water can be kept cool in summer and perfectly protected from cats, flies and dust. When the pails are to be filled, the front, which is hinged, is let down, the cover raised, and the pails when filled are as easily set back as upon an open bench. The front and the cover can then be closed and the water kept clean and cool. The closet below will be found exceedingly convenient for numerous uses that will occur to any housekeeper living in the country.

How to Preserve Books.

WHILE the books of the present day are so inexpensive that one may possess a library where a generation ago one could scarcely have afforded a dozen, they are also correspondingly slight in their make-up, and the student who is



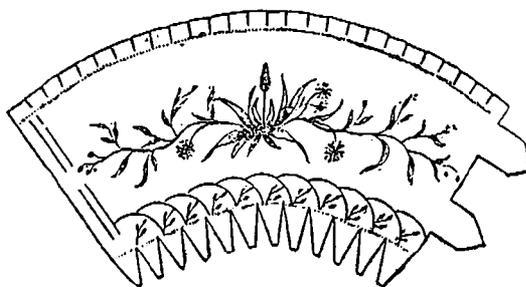
fond of his books will do well to take some means of preserving his well-thumbed volumes. Teach a boy to care for anyone of his possessions and he will place a proper value on it, while if he is allowed to neglect and ill treat a toy or a book it soon becomes of little worth in his eyes. Amateur book-binding possesses a great fascination for one who attempts it with a desire to do careful work, and it is also one of the trades in which an amateur may be sure of success. Begin by learning to put stout paper covers on neatly. To cover a book six by nine and two inches thick, take a clean, smooth piece of manilla paper and measure off a piece twenty six by twelve inches, and trim and diagram as in the illustration, allowing three inches on sides and ends to fold over inside of the book cover. Next turn in the ends of the back piece, as shown in the dotted lines,

the open book, face upward placed directly in the center, and the portions marked X folded over inside the covers. Then laying the book down and turning one cover back, fold the square corners marked Y in between the book cover and the paper and crease them down. If the covers are to remain on, a drop of glue in the corners is permissible.

Print the title of the book and the author's name on the back. Small books require less turning in and large ones more. From putting on these covers to really rebinding a book is but a step. We will suppose that a book has not only lost its covers, but that it has become much loosened. Provide yourself with some bookbinders' glue and stout muslin. Put the book for a few days under the heaviest weight you can find; then take a strip of stout muslin and paste it over the back; when the glue has dried paste pieces of stiff cardboard or bits of an old pasteboard box to the first and last leaf of the book; you may even bind in two or the three blank pages if you desire, and when this again has dried, cover all with brown or tinted paper, or with silesia of any preferred color. The boy who inspired this article had a complete set of E. P. Roe's books, paper editions, of which he had picked up at street stands for ten cents each, but which now were uniformly bound in stiff boards covered with dull blue muslin. So dextrously had this been done, that one would hardly have guessed at first sight that they were the work of an amateur.

Cover for Flowerpots.

AN adjustable cover for a flowerpot made of heavy cartridge paper, after the design given here, will be found very pretty and inexpensive. It should be fitted snugly around the pot, the straps drawn through slits, and the points bent



under to form the bottom. A little rim around the top is made by bending the little squares over as indicated by the dotted line. The color of the paper should harmonize with the plant it is to adorn, and the decoration on it may be as the taste suggests. A number of these covers that blend nicely form a very pleasing effect grouped together on a window seat, even if they are devoid of decoration.

Wasted Talents.

OH, dear! What an odd world this is and what queer people are living in it! Did it ever occur to any of you, as it has to me, that if you had an opportunity to plan for some people you know, you could improve them in life amazingly?

Once upon a time I went to return a call. As I was not very well acquainted with my hostess and do not particularly fancy drip-drip talk, I was at a loss for a good topic of conversation.

It suddenly occurred to me that I had heard the neighbors speak of her beautiful singing. A good talk on music was just the thing. To set the ball rolling, I inquired:

"Are you fond of vocal music?"

"Oh, yes, I had rather sing than eat. I love music of any kind dearly."

"What new songs have you had of late?"

"I don't know anything about the new songs. I have no time to even think of music any more."

With a feeling of pity I decided to change the subject, as it must be painful to talk of

what one really loves but must give up, so I ventured in another direction.

"We have some grand books in our library. Have you read 'Bitter Sweet?'"

"No, my work takes all my time. I can get no time to read."

In despair I decided to let her suggest the next topic, and then follow her lead. After a short pause she arose, saying:

"I will show you some of my work," and, stepping into an adjoining room, she returned turned with two packages.

Package number one contained a calico quilt made of medium sized blocks, and around each block she was working a vine in white flos.

Package number two was a large roll of crocheted lace of beautiful pattern, very wide and quite difficult to make. A shiver ran the entire length of me as I thought of the countless times that crochet hook had wriggled over the end of her finger as she made that roll of lace.

Just think of it! Time enough to work a vine around a hundred blocks, but no time to improve a God-given talent. Time to convert spool after spool of thread into lace but no time to read the grand books to be had for the asking, and thus fit herself to lead the little ones entrusted to her ever onward and upward.

There are many silver-haired women who can read but a few moments before their eyes tire, who find enjoyment in light fancy work. I would not dream of presuming to criticise such ones, but would earnestly pray, "May blessings fall thick and fast upon them."

But to see a woman in the prime of life, and in the full possession of her faculties, devoting her spare time to work that in a few years, at best, will be faded and worthless, while within her reach are the means to fit herself for the noblest sphere on earth, a talented, uplifting motherhood. I fear the thoughts of such sacrilege will soon waste me to a shadow.

For cleaning silver and britannia. One-half pound of soap, three tablespoonfuls of spirits of turpentine, and half a tumblerfull of water. Let it boil ten minutes, then add six tablespoonfuls of hartshorn. Make a suds of this and wash silver with it.

REVIEWS.

PARIS streets and show places, described by Richard Harding Davis, with pictures by Charles Dana Gibson, will be among the attractions of early numbers of *Harper's Magazine*.

IN the September *Scribner's* Mrs. James T. Fields has a chapter of very entertaining literary reminiscences suggested by books in the library of Mr. Fields, the great publisher. This paper refers to Milton, Johnson, Thackeray, Lamb and Barry Cornwall, and is fully illustrated with portraits, fac-similes, etc.

Munsey's Magazine is a marvel of cheapness and of typographical and pictorial excellence. How its publishers can sell it at the low price of ten cents and make a living profit we cannot understand, unless it is through the enormous quantity published and sold. Its literary ensemble is always interesting.

The Arena, published at Boston, is a high-class magazine which has met with great favor amongst the cultivated classes along the Eastern coast, though its circulation is by no means confined to that district, it being well-known to the thinkers and educationists of this northern continent.

THE "Progress of the World" department in the September *Review of Reviews* discusses frankly and fairly the new tariff law and the process by which it came into existence, the war between Japan and China, anarchist repression laws in Europe, the various questions of the day, both American and foreign.

McClure's Magazine for September has "My First Book—Treasure Island," by Robert Louis Stevenson, "Fighting with Four Fists," by Robert Barr; "Foods in the year 2000," (Prof. Berthelot's theory that chemistry will displace agriculture), by J. W. Darr; "The Flying Man,"—Otto Lilienthal's Flying Machine, by Vernon, and other excellent papers.

Outing for September contains a wealth of pleasant text and artistic illustration. The number opens with a complete story, "The Prophetic Urn," by Wm. Hinckley. Other notable features are, "Bear and For Bear," by Ed. W. Sandys; "The Ghost Raft," by "Nomad"; "The Illinois Naval Reserve," by W. H. Burke, and "In the Land of the Breadfruit," by F. M. Turner.

The North American Review for September contains, among other timely papers, three valuable articles on the relations of "China and Japan in Korea" written by three men specially qualified to deal with the question: The Hon. Augustine Heard, late United States Minister to Korea, Durham White Stevens, Counselor of the Japanese Legation at Washington, and Howard Martin, Ex-Secretary of the United States Legation at Peking.

TIT FOR TAT.



Editor "Bean County (Clarion and Farmers' Friend)."—No, Silas Hopkins, you can't expect me to take such a scraggy, mean lot of vegetables as that for subscription to my paper for next year.
 SILAS HOPKINS.—Well, you oughter, then! Them 's the kind o' vegetables I raised from follerin' your advice in your "Hints to Farmers" column.

BUT THE GOWN HAD FITS.

The English language is a curious and wonderful thing. A Spanish girl in a very pretty dress joined a party at dinner at the Waldorf the other night.
 "Why, dear me, Dolores," said her chaperon, pleasantly, "what an awfully fetching gown."
 "Ah! do you think so?" said the other doubtfully.
 "Yes, perhaps it would be if it had fits."
 She clearly meant to say that the gown did not fit her, and wondered why everybody looked away to hide their smiles.

"Is Ethel going to the seashore this summer?" "No. What's the use? Nobody would believe she has been away. She doesn't freckle or tan a bit."
 Debtor.—"I can't pay you anything this month." Collector.—"That's what you told me last month." Debtor.—"Well, I kept my word, didn't I?"
 Old lady.—"Poor man; so you've been living on water for three days. Here's a quarter." Rollingstone.—"Yes'm. I was workin' me way on a canal-boat."
 "There's a friend downstairs waiting for you; says he wants you only a minute." Mr. Catchon.—"Here, James; take this \$10 and keep it until I come back."
 Conductor (stumbling in the aisle).—"Are these your feet, sir?" Passenger.—"Yes, sir." Conductor (sarcastically).—"You should have had them checked."
 "Speaking of persistency," remarked the bill-poster, thoughtfully, "my trade is certainly one in which a man will never make a cent except by sticking at it."
 "Confound that fellow Bilkem; he's up to some crookedness, I know. I wish there was some way for me to find him out." "Humph! Go around to his office with a bill."
 "How was it Perkins didn't get his degree at college this year?" "You don't suppose the faculty is going to let a fine football player like Perkins graduate, do you?"
 Forward, rush forward,
 Oh, time, in thy flight,
 And bury these cycle
 Suits out of our sight.

"Are you going for the summer?" asked the New York reporter. "Why?" exclaimed the prominent politician, anxiously, "who's getting ready to investigate now?"
 "Why do you say 'Drop down?'" Nothing can drop any other way." "Yes, my dear fellow, but only two days ago you asked me to drop up and call on you at your apartments."
 Little Girl.—"You will have to buy me a new waterproof, some overshoes and an umbrella." Mother.—"What's the hurry?" Little girl.—"I'm invited to a picnic next week."
 Johnny.—"Pop, what does this 'go to' mean in Shakespeare?" Mr. Briggs.—"That's the only way the old-time printers could set it up. The two-em dash was not invented in those days."
 "There is more pleasure in giving than receiving," was the proverb that a mother was trying to instill into a youthful mind. "That's true about castor oil, mother," was the answer she got.
 "Why," she said, as she watched the tumbling waves come in, "do they call them breakers?" "I cannot tell," he replied in solemn tones, "unless it's because it costs me \$7.50 a day to get near them."
 "What's the matter, Tom? You haven't been yourself for three days!" "Well, the truth is, Bodgees gave us such a good dinner on Tuesday that I ate without thinking, and since then I've been thinking without eating."



NO ADVANTAGE.

A clerical looking gentleman of the "Private Secretary" pattern was among the arrivals at the St. Cloud yesterday. While he was registering, Frank Lincoln, the globe-trotting humorist, watched him curiously. At the proper moment he stepped up to the hotel register and read the newly signed name, "G. Rupert Cox, England." Turning to him, Lincoln extended his hand, and said:—"How do you do, Mr. Cox. Let me welcome you to America."
 "Really, you must pardon me," replied the Englishman, very timidly and evidently doubting his new acquaintance, "but I really—"
 "Oh, don't you remember me. We met at Luxor, up the Nile, and afterwards travelled up the Mandelay together."
 "Ah, yes; ah, yes," drawled the Englishman. "You were giving entertainments, imitating American cocktails, and such things. I am really glad to meet you."
 "That was a horrible ride up the Mandelay," remarked Lincoln. "Very beastly," was the reply. "Just think, twenty-four hours to go 316 miles."
 "Well, you'll see the difference in this country," said Lincoln, throwing out his American chest. "Our trains sometimes travel that many miles an hour."
 "Ah, yes, I know," answered the Englishman quickly, "but unfortunately you generally arrive in pieces."

He.—"Your friend, I hear, paints faces beautifully."
 She.—"Only one."
 "Blankley is taking a great interest in music these days." "Is he studying the piano?" "No; the baby."
 "What would you want first if you had a great big fortune?" Greedley.—"A bigger one."
 Scribe.—"How is your novel coming along?" Jiblets.—"By the express. I expect it at any moment."
 "There is one sign that should be placed over every letter-box in the city." "What is that?" "Post no bills."
 Teacher.—"What does your father work at, Johnny?" Johnny O'Shea.—"He don't work at nuttin'; he's a policeman. See?"
 Pawson.—"Why does De Smythe hesitate so when he is talking? Has he an impediment in his speech?" Dawson.—"No; in his mind."
 Melton.—"I wish I hadn't read that article on 'How to Tie a Necktie.'" Beaver.—"Why?" Melton.—"I knew how to tie one before I read it."
 Jimmie.—"Papa, why is this called a fountain pen?" Papa.—"Probably because it produces a wonderful flow of language whenever it is used."

First drummer.—"Say, business is looking right up again, isn't it?" Second drummer.—"Well, it ought to; it's flat on its back."
 Mr. Smallwort (sleepily).—"What is the matter, dear? Was I snoring?" Mrs. Smallwort.—"No, you were not. That's what made me wake."
 Mamma.—"Well, Tommy, did you give the poor dog his medicine while I was away?" Tommy.—"Yes, ma. I read a recipe, and it said the compound could be mixed on an old broken dish. I couldn't find such a dish, so I had to break one."

A REASONABLE REQUEST.



TRAIN ROBBER.—Throw up your hands!
 PASSENGER.—All right; if you'll just hold the children a minute—my wife's gone into the dining car for a cup of tea.

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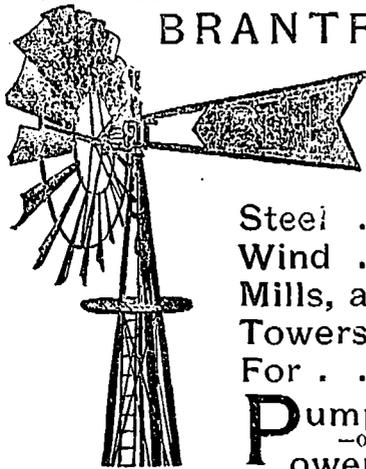
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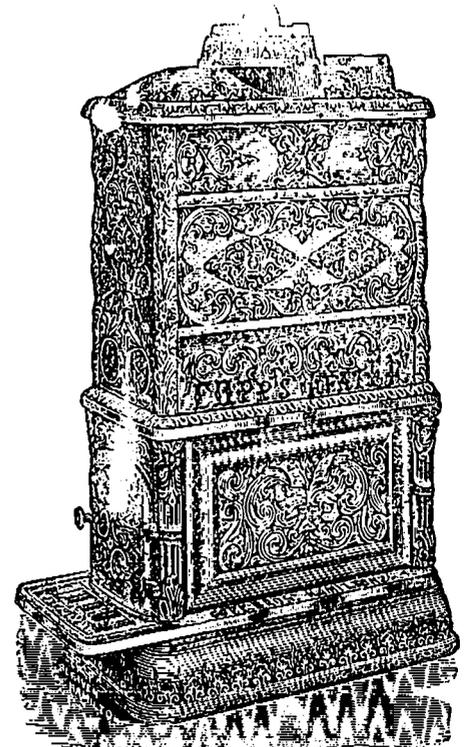
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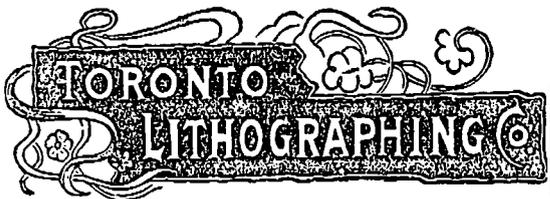
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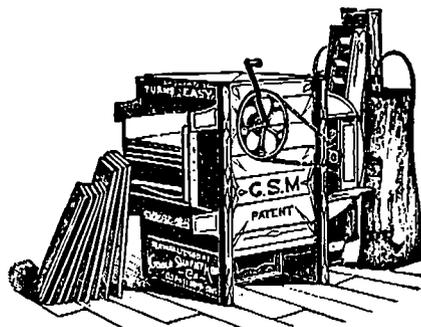
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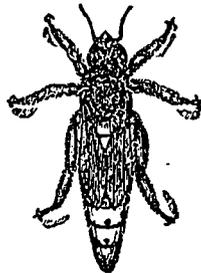
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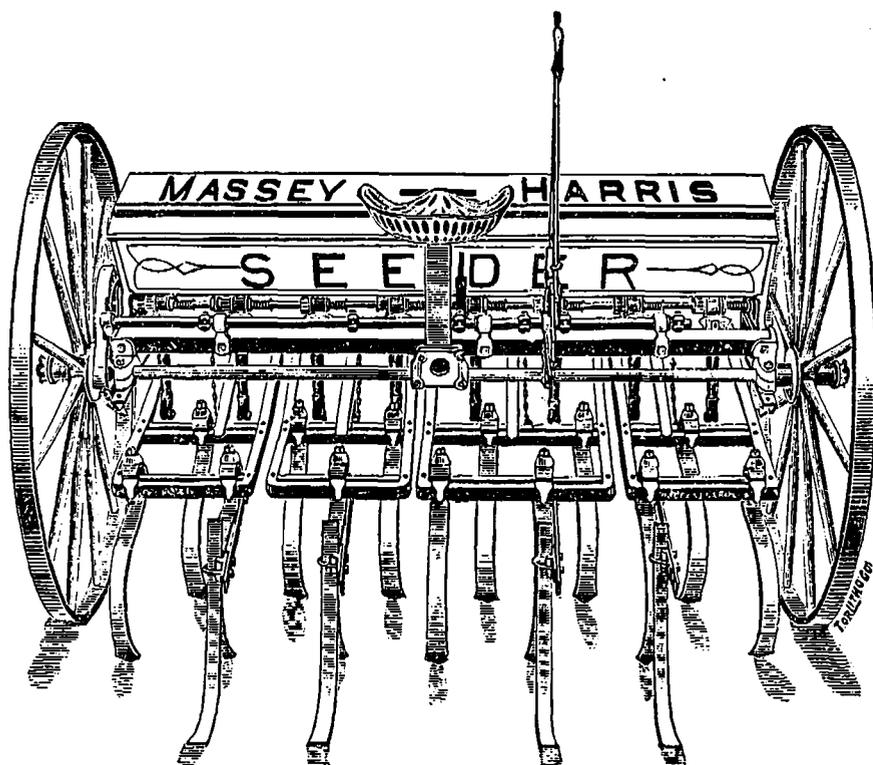
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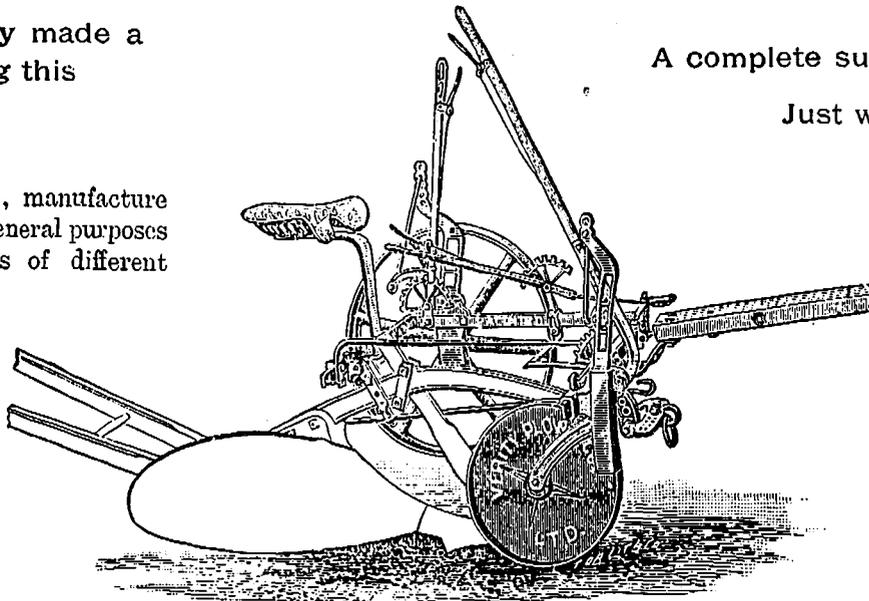
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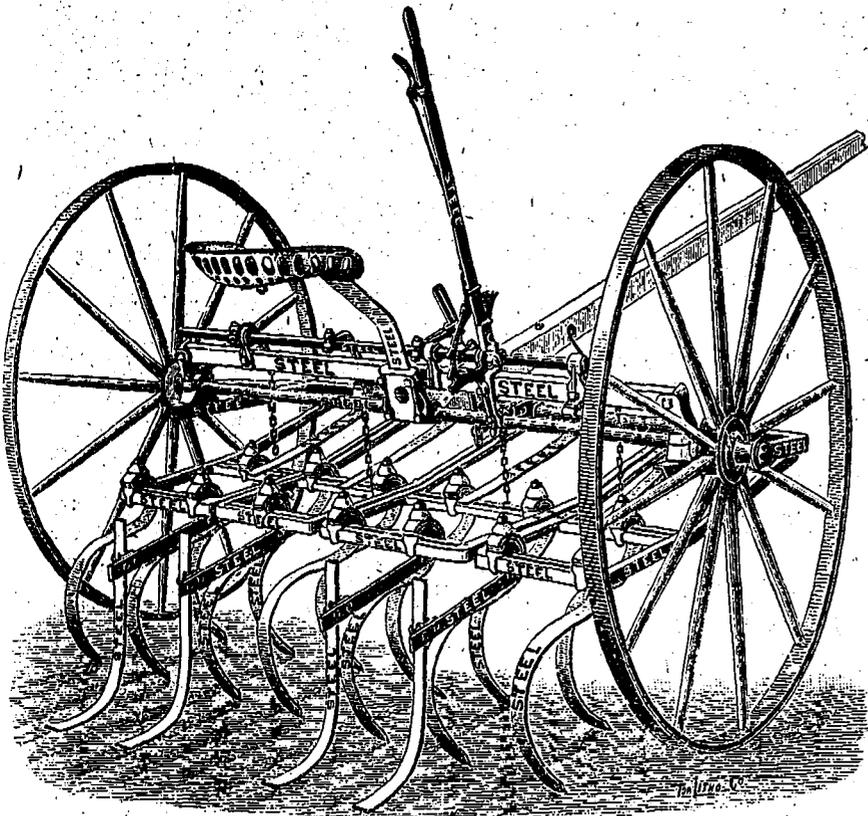
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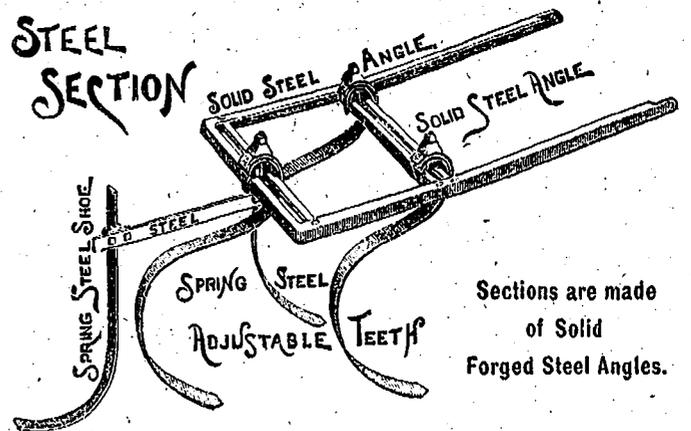
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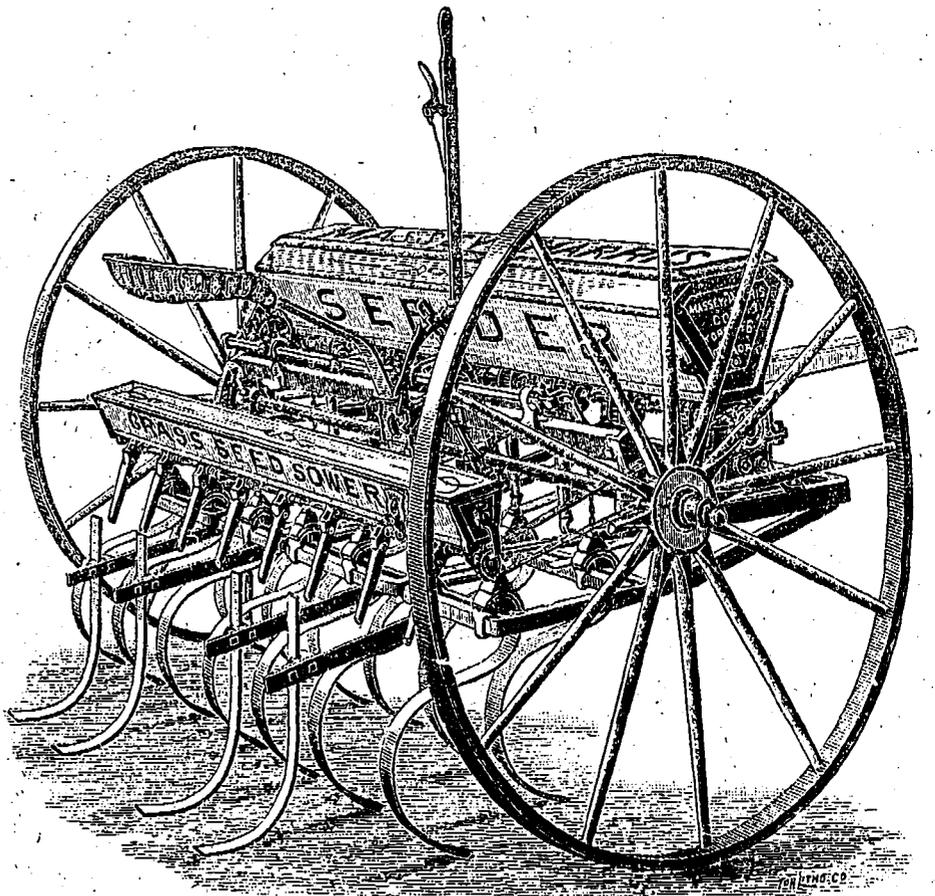
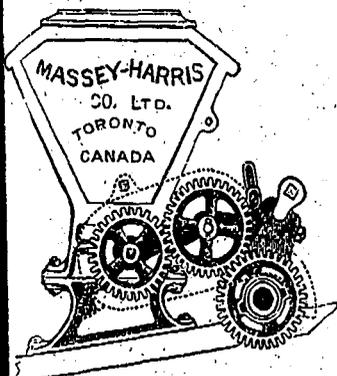


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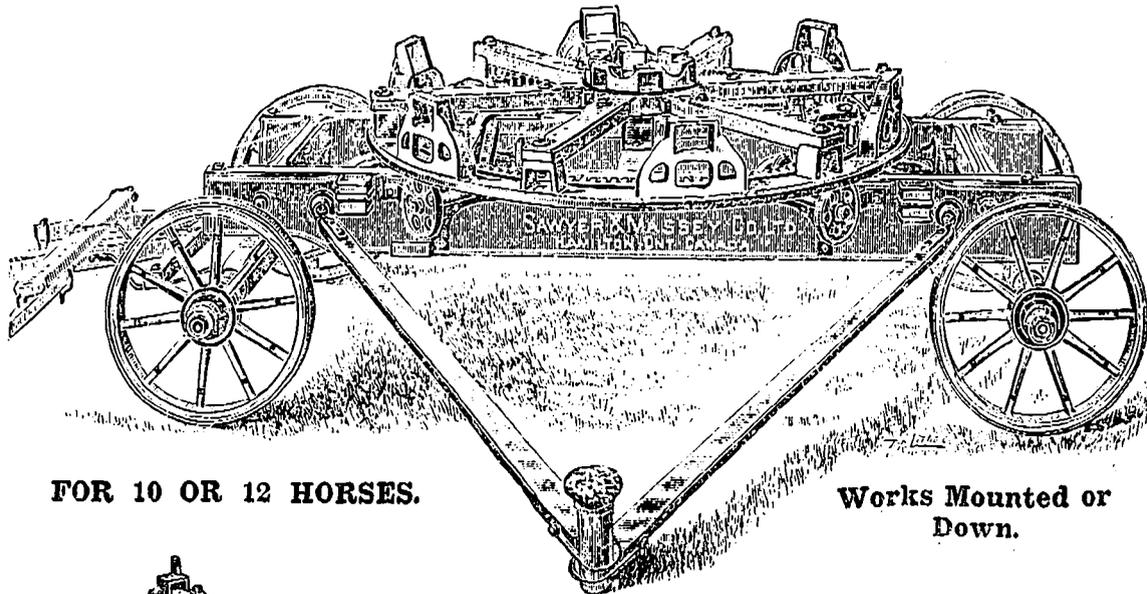
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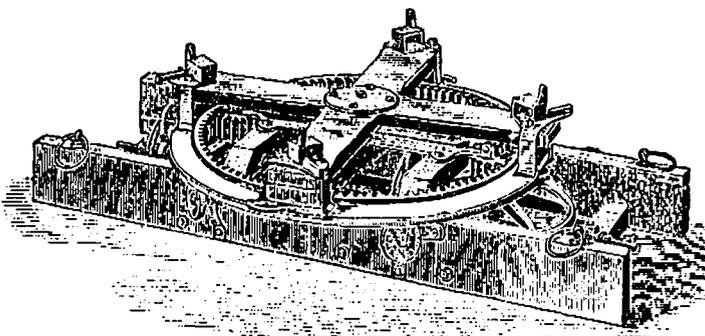
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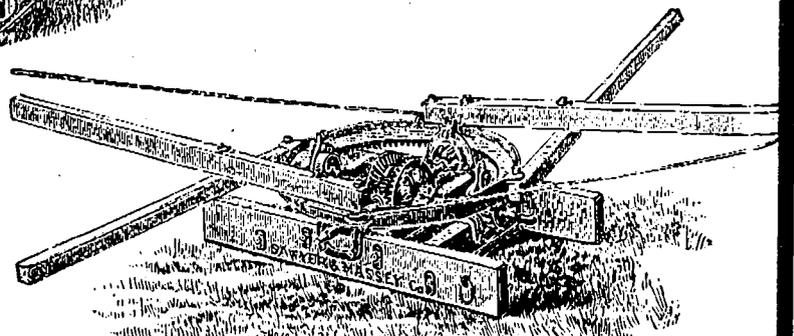
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