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**THE SEMI-WEEKLY TELEGRAPH**
**THE EVENING TIMES**

**New Brunswick's Independent newspapers.**

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# Semi-Weekly Telegraph and The News

ST. JOHN, N. B., AUGUST 10, 1910.


## ONE WAY

If any alderman—and there are several who have begun to show signs of activity in this matter—desires to have a special meeting of the Common Council in order to institute an enquiry into the Main street paving matter, or into the methods of the civic board of works, all he has to do is to secure the names of four other aldermen and present his request to the Mayor. Upon receiving a request of this nature from any five members of the Council, the Mayor is bound to call a meeting within a reasonable time, and no one doubts in the least that Mayor Frink would be very prompt to do so. The Mayor is not one of those who is eager to block enquiry, and it is generally realized that if anyone would lay before him specific information regarding civic matters which seemed to warrant a searching investigation, he would not hesitate to set the machinery in motion so far as it lies within his power to do so.

This being the case, if Alderman Jones, and Alderman Potts, and one or two others, are desirous of having a special meeting called during the next few days—and the ratepayers generally would like to see such a meeting, provided the Council is prepared to enquire rather than defend—it is a very simple matter for them to bring the thing about.

It is accepted now by nearly everyone, probably, that there must be, before other contracts are let, a real investigation of those civic departments which have chiefly to do with the expenditure of the taxpayers' money. Further rumors in connection with the paving contract are being heard about town, and some of them have reached the ears of the Mayor. It is not likely that, if a meeting were called tomorrow, any private citizen would go to the front and make specific charges either against any of the aldermen or any of the civic officials; but that is not strange, no individual citizen has had time or inclination to give up his personal business for the purpose of playing detective and securing first-hand information regarding all of the circumstances in connection with the letting of the Main street contract and the manner in which it is being carried out. But it is the business, not of the individual taxpayer, but of the Common Council of St. John, which is spending the people's money, to secure, in whatever manner may be necessary, all of the information necessary to establish, whether or not the contract was properly let and whether or not the transaction was one which business men should be prepared to justify, and to repeat on another occasion. Therefore, the public, for the present at least, must depend upon the more experienced and responsible members of the Council to take this matter up in a reasonable way, and satisfy, not only themselves, but the public, as to what, if anything, has been responsible for the many rumors which have been so persistent since the paving contract became the subject of critical public comment.

There are aldermen in the Council who are prepared to pooh-pooh the rumors, but that is not a convincing attitude, for even if the rumors are unfounded no alderman can know so much without enquiry, and if he does not diligently seek for the truth in the matter he certainly cannot feel that he is discharging the duties to attend to which the electors of the city sent him to City Hall.

Thus we come to this position: that it is a simple matter to call, or to have called, a special meeting of the Council, but that such a special meeting would not be useful if, unhappily, a majority of the Council's members were to continue on the defensive, and were to seek to discredit Mr. Carleton's statement with the idea of whistling the whole matter down the wind. If, on the other hand, responsible men at City Hall were themselves vigorously to set about the business of probing this whole question, one may be sure that the taxpayers would not fail to give them full credit for such public-spirited service. Frankly speaking, this is not time for dodging. There must be a "show-down" before long, and the only aldermen who can hope to reap credit from the doing of the next few weeks will be those who frankly and earnestly devote themselves to giving the public that information which it is today demanding. The ratepayers merely want to know all about these transactions and to be made familiar with the workings of one or two of the civic departments. They are quite within their rights in asking so much; and we may be sure that they will not be satisfied with less.

## BAD ROADS

The Telegraph on Tuesday last printed an article dealing with the condition of the roads at Grand Bay and in that vicinity, in which it was stated that a St. John business man had given this journal certain information. The misguided Standard, rushing to the rescue of the Hazen government, without any real knowledge of the facts, or with the deliberate purpose of deception, printed on Wednesday a curiously written paragraph in which the accuracy of the statements made in The Telegraph was questioned.

Not only were the statements made in The Telegraph true in every particular, but the conditions of the roads at Grand Bay, and in that vicinity, were, and are, really much worse than was stated. In the first article it was said that there were dangerous holes near Grand Bay station. On the very day that article was published a bridge over a small stream at that point was in such a dangerous condition that it was necessary to place stakes in holes in the bridge in order to warn drivers of vehicles against the danger they would encounter there unless they slowed down and negotiated the crossing with the utmost care, even in daylight.

Yesterday The Telegraph interviewed several other business men whose homes are along the road leading from St. John through Grand Bay, and on to Ononette, Pandenec, Hillandale, and other places in that neighborhood, with the result that several of them were extremely frank and forcible in the statements they had to make concerning the roads.

"You can say to the Standard," said Mr. Alexander Macaulay, "that the roads are quite as bad as The Telegraph said they were. In fact, the road from Grand Bay up as far as Ononette is the worst piece of road this side of Jericho."

Mr. Macaulay went on to say that at several points such as Brandy Point Hill, the summer rains had gullied out the road for a long distance, placing it in a very wretched and dangerous condition, and that nothing had been done at all this year to remedy conditions, except some trifling attempt at repairs some time ago which had been badly directed and badly carried out.

"At Grand Bay," said Ald. Likely to The Telegraph yesterday, "there are four very bad holes, two on the bridge and two above it. Between Grand Bay and Ononette there are several very bad slumps in the road which should be drained off and filled in. At the foot of Brandy Point Hill there is a bad hollow that also should be filled up. Brandy Point Hill is covered with stones which should be raked off. Two of the holes at Grand Bay are getting larger all the time, so that there is hardly room to get an automobile between them. The two holes in the bridge at Grand Bay have some sticks sticking up in them—to mark them out. This place is not only dangerous during the day time but extremely so at night and absolutely unsafe."

Others who were asked assured The Telegraph that if the local members for St. John and Kings counties were sufficiently interested to make a personal inspection of the roads in that vicinity, particularly at the points specified, no one of them would come to the Standard's rescue, so overwhelming is the evidence that the road question is exactly in the state in which The Telegraph said it was.

The matter is most damaging to the Hazen government. Premier Hazen and several of his supporters have had some of the facts brought forcibly to their attention, and they are far from comfortable. From many other counties there are similar complaints, so numerous that there is alarm in local government circles, and some of Mr. Hazen's supporters are saying he must not only change the road law but revolutionize his whole scheme of dealing with public expenditures. Mr. Hazen will do nothing of the sort. It is too late for one thing, and he has shown clearly that he cannot organize or reorganize, least of all when under fire. The whole province has found him out. The day of settlement is to come.

## THE PAVING

Mr. Walter E. Hassam, general manager of the Hassam Paving Co., who was in the city yesterday and who conferred with the civic officials, is quoted in the evening newspapers as having said many things, one of which was:

"So far as the work here is concerned we court the fullest investigation."

This statement reflects credit upon Mr. Hassam, and the Council is doing right in taking him at his word and ordering an investigation. There is no one in St. John who desires to do Mr. Hassam's company any injury, or who is unwilling that his company should receive from the city full payment for every bit of work it may do, with a fair profit added.

At the same time, since the Main street paving business has become, for one reason or another, the subject of sharply critical public comment, investigation seems to be necessary, if only for the purpose of guarding against any irregularity when the city comes to let other important contracts in the future.

It would appear from the facts already before the public that while the local contractors prepared their figures with the belief that they would have to put down such concrete as was described in the specifications, a very different material was finally accepted; and, if the local contractors had known that this material was to be accepted, no doubt their bids would have been very much lower than they were, for they were figuring on concrete. The investigation, it would seem, should be directed first toward ascertaining whether or not the city and the local contractors were fairly or unfairly used in connection with this work, and just how the board of works and the city engineer's department are, and have been, conducted with respect to giving the taxpayers a dollar's worth of value for a dollar.

One hears that there is, in some circles at City Hall, considerable indignation because of the nature of some of the criticism elicited by this paving incident. It is well known that the pay of an alderman is small, so small indeed that for most of the men who are elected it is a trifling sum that would not much more than pay their cigar bill. Therefore it seems that men go to City Hall either for the purpose of voluntarily doing their fellow citizens good service, or because they like the honor, or the notoriety as the case may be, attaching to membership in the Council. But, since men do offer themselves as candidates, and seek the support of the taxpayers, it is unreasonable for them to complain thereafter if the electors demand a reasonable return in courage, public spirit, and industry in attending to the public affairs. When a rumor of irregularity in regard to public work is heard in St. John any alderman should be much more interested than any private citizen in tracing it to its source, and ascertaining what, if any, excuse there is for it. Unfortunately there has long been in the Council a strong disposition to resent all criticism, and to resist any public demand for details regarding the manner in which the departments are conducted. It is becoming clear, however, that a considerable change in this attitude is necessary, and after that change has been made, no doubt unfavorable criticism of some matters at City Hall will cease. Until there is some such change, it is highly unlikely that the elected representatives of the city can hope to receive incessant assurances of the respect and admiration of their constituents.

Again, one hears it said by some aldermen that the line should be drawn between one man and another, and that no one has a right to indict the aldermen as a class. That point would be well taken if, when matters like this paving contract came up, the better element in the council would stand out firmly and promptly with a demand that all the cards be thrown upon the table before another dollar of city money is expended. It might, perhaps, be permissible at this juncture, to remind one or two of the more petulant of the city's representatives in the Council that the St. John newspapers did not make the contract for paving Main street, while the aldermen did, and that the rumors and reports, some of them rather grave, in connection with the work in question and the several departments most concerned in it, were not started by the newspapers, but by citizens who, we doubt not, were quite willing at any time to give all the information in their possession to any alderman if he had taken the trouble to institute an energetic search for the facts.

No matter what may be the outcome of the Main street contract, it will soon be necessary for the ratepayers to decide whether or not they will continue to permit some of the present aldermen and civic officials to continue to conduct in the present way—the good old way—the spending departments of this city.

Mayor Frink will now call a special meeting to take some of these matters up. Seven or eight aldermen have signed the necessary requisition, and the Mayor will act promptly, for he, at least, is willing that every opportunity shall be given to elicit the facts. What will the aldermen do at this special meeting. Will they indignantly resent inquiry and resort to the customary whitewash? Or will they resolutely seek the whole truth and so begin the civic housecleaning that must be had before the city lets any more important contracts?

## NEW BRUNSWICK AND LONDON

When the new offices of the New Brunswick immigration department were opened in London some days ago, Lord Strathcona was the principal speaker, and, in replying to a vote of thanks, he said that while the progress in the west of Canada was greater than in the East, the Maritime Provinces were not standing still, and that the present advance in the Dominion was not a little owing to those energetic men who had gone away from New Brunswick and Nova Scotia and who now filled most important places in public life.

Mr. John Howard, the Agent-General of Nova Scotia, was among those who congratulated New Brunswick on its new offices. He said the Maritime Provinces were doing well to centralize their work, and it was right to take steps to replace the men who left the Maritime Provinces for other places. Others who spoke urged that a certain amount of emigration be directed toward the Maritime Provinces every year.

It was quite to be expected that Mr. Howard, Nova Scotia's Agent-General, would offer at least perfunctory congratulation to New Brunswick, but luckily for the harmony of the occasion he did not go on to compare what Nova Scotia has done in the matter of securing immigrants with what this province has accomplished in that respect during the last few years. It is, as Mr. Howard well says, highly proper and necessary to replace the men who are going away from the Maritime Provinces, but, as he knows, and as everybody has long realized, it is equally necessary to do something to retain the native population which is much more valuable to the province than that which is imported.

Now, many months ago, we were told in New Brunswick that Mr. Hazen had formed an alliance with the C. P. R., not for railroad purposes or to deliver the St. John Valley over to C. P. R. rule in respect of transportation, but for the purpose of introducing new settlers and generally building up those counties which the Canadian Pacific traverses. Later on—it was much later on—New Brunswickers heard again that some sort of descriptive pamphlet dealing with portions of this province had been issued by the C. P. R.'s advertising department, and all hands sat back in their chairs awaiting breathlessly the result of this tremendous effort to produce a boom in this region. Nothing happened.

So far as can be discovered today nothing more tangible than a pamphlet has come out of Mr. Hazen's alliance with the C. P. R., at least so far as building up this province is concerned; though it is true that when the Valley Railroad question was under discussion in the Legislature last year it became very evident that Mr. Hazen and some of his supporters were very eager that the C. P. R. should be protected against competition in this province, and that the people along the St. John Valley should not secure adequate transportation facilities unless those facilities were provided by the Canadian Pacific—at Canadian Pacific rates.

Some day soon it will be necessary for the people of this province to consider just what Mr. Hazen has done for New Brunswick since the electors placed him in power at Fredericton. Very likely they will set down in one column Mr. Hazen's promises, and in an adjoining column the sum of his performances. Then they will strike a ghastly balance. When election day comes they will send the bill to Mr. Hazen.

## THE MILLVILLE SPUR

Announcement is made in one of the Hazen newspapers that construction is about to be begun on the Southampton Railway. Mr. John E. Stewart of Andover, of Tobique dam fame, is quoted as the authority for this statement, and it is said that the first work of building the line will be commenced next week.

The public has very little information about Mr. Hazen's railroad activities in the counties of York and Carleton, but very recently there has been heard a well defined rumor that the local government some time ago passed an order in council guaranteeing, or promising to guarantee, the bonds for the construction of the Millville spur, in which Mr. Pinder, the "King of the Nackawick," is deeply interested because of his business activities at the place where the road would terminate. The Millville spur, of course, would be a C. P. R. branch, and, while it would be of value to a few people locally, the public has no facts to show that there has been any proper survey such as would justify the government in authorizing the work and undertaking to finance it.

If any such order-in-council has been passed the people of New Brunswick should have known about it long before this, and if they find that it was passed they will surely be disposed to think that Mr. Hazen and his colleagues have been usurping the powers of the New Brunswick Legislature, at the command of Mr. Pinder. Mr. Pinder has a habit of kicking over the traces occasionally, and, if reports in connection with this proposed railroad are true, he has kicked to good purpose so far as his personal interests are concerned, though politically it would seem clear enough that he has placed Mr. Hazen in a difficulty of no little magnitude.

## GOOD ROADS

New Brunswick needs nothing so much as it needs a good system of highways. When the present provincial government came into power, it was pledged to give the people better roads. It has failed to keep that pledge, and the roads generally are worse than before. Something must be done to improve the conditions. Beyond question, one of the great reasons why farming is in a backward state in many localities is the absence of good roads. When the farmer is able at a small cost to get his produce to market there is greater encouragement to increase the produce of the farm. Nothing tends so much as good roads to encourage the farmer to improve his property and to enlarge his farming operations. Up to the present time the Hazen government has been playing with the highway question. Good roads are not merely of local value, but of value to the whole province. No serious attempt is made to introduce into New Brunswick the best system of road making. Year after year the old fashioned slipshod methods are pursued, and year after year the roads continue to be in a disgraceful condition. The matter is one of so much importance to country and city alike that there should be concerted action in all the municipalities to bring about a better system. It will no doubt be necessary to get rid of the present provincial government, but that need not be long delayed.

As already stated in The Telegraph, some of Mr. Hazen's strong supporters realize the situation, and realize also how useless it is to expect the premier to cope with it successfully. The demand for better roads grows more insistent, but Mr. Hazen does not hear. There will be a rude awakening when he goes to the people.

## APPLE GROWING

In view of the fact that there is to be an exhibition of New Brunswick apples in St. John during the coming autumn, held under the auspices of the provincial department of agriculture, for the purpose of showing the people what this province can do in that line, it is worth while to look over the situation in other provinces.

So far as this year's crop is concerned, Mr. Alexander McNeill, chief of the fruit division of the Dominion department of agriculture, states that there is a short crop throughout the Dominion except in British Columbia, where an increase is registered. One of the reasons for the increase in the Pacific province is the progressive manner in which the government of that province directs the attention of the world to its advantages as a fruit-growing country. Last year, when the province of New Brunswick had a very small exhibit at the Colonial Fruit Fair in London, British Columbia had a very large one, and spent a very large amount of money in advertising the province as a fruit growers' paradise. It is pursuing the same course this year. Splendid displays of fruit from British Columbia gardens and orchards were recently displayed in the fruit building at the Winnipeg industrial fair, and attracted universal attention. This exhibit will also be shown at Brandon, Regina, Medicine Hat, Edmonton, Toronto and London (Ont.) Two car loads of fruit from Vancouver Island will be sent to England and exhibited at various places, winding up at the Colonial Fruit Fair, where it is expected a medal will be won, as has been done by British Columbia exhibits for several years past. As a result of the efforts of the provincial government to boom the province as a fruit growing region, large numbers of men with money have gone from Manitoba and the northwest, and others from England, and some even from the Maritime Provinces, to invest in British Columbia fruit farms. The government of New Brunswick might very well profit by the example thus set. It is stated that there is more land suitable for orchards in this province than there is in Nova Scotia. If that be true the people have not yet begun to tap this great source of wealth. Much more is required than a display of apples in St. John.

It is interesting to note in this connection that in the province of Ontario there has been a decline in the apple growing industry. Professor Crow, of Ontario Agricultural College, states that the industry in that province was at its best fifteen years ago, and that there has since been a general and steady decline. An effort is now being made to revive the industry in some localities, but over the province generally there is still a decline. Professor Crow gives three reasons for the decline. The first is the fungus and insect pests; the second is a series of severe winters; and the third, which he regards as the most important, is the unscrupulous buyer who is present in too great numbers, and whose sharp business methods sometimes leave the grower with practically nothing for his year's crop. Professor Crow suggests co-operation as the best means of getting rid of buyers of this sort.

## INVEST AT HOME

The chief of police of the city of Ottawa is engaged in a somewhat singular work. He is investigating the affairs of a development company which has been selling to Ottawa people real estate located near an American city. The fact leads the Ottawa Journal to ask some pertinent questions. It asks why any citizen of Ottawa should hand over to a stranger for investment in real estate in a foreign country money which can be invested in Ottawa and doubled in a short time. It asks, further, if there is any citizen of Ottawa who has made any considerable sum of money by investing with strangers in foreign real estate. It asks if it is not true that at least a dozen Ottawa men have made fortunes in local real estate in the past ten years. Our contemporary points out that there are fine opportunities at home to invest money with profit, and that the investor can see his profits grow under his eyes; and it observes that he who places his money for investment in real estate in a place he has never seen, has about as much chance of getting rich as he has of finding a gold mine in his back yard.

There is too much truth in what The Journal says about this kind of investment. The Ottawa man would have a better chance of making money if he asserted that there was gold in his back yard, and had a company organized about a thousand miles from home for its development. That is what many of the foreign development companies are doing. They are selling mythical gold mines. Nowhere in Canada, perhaps, have the people shown more eagerness than in New Brunswick to invest in distant fields rather than in the safe propositions that lay at their very doors. It is a most unfortunate tendency, and has taken out of the province a very large amount of money, which, had it been prudently invested at home, would have made conditions here infinitely better than they are today.

## FOR FREER TRADE

The significance of the appeal of the western farmers for a lower tariff is the greater because of the rapid growth of population in the west. The time is close at hand when the west will have a much larger representation in parliament. Even British Columbia expects to have ten or twelve members after the next census, and the Victoria Colonist says it would not be very much surprised if there were thirteen, compared with seven at present. The Winnipeg Telegram says western Canada is growing at the rate of about 200,000 people a year, and "manufacturing members of parliament at the rate of eight per annum." Making due allowance for western optimism, the voice of the west in national affairs is growing more powerful at a very rapid rate, and while there are Conservatives in the west as well as in the east it is safe to conclude that the majority of the newcomers are low tariff men. Their presence will give great encouragement to low tariff men in the east. Thus we find the Montreal Witness making this comment:

"Now we are beginning to get our national sentiment from the west, and it is good, large, healthy sentiment. Though the people there are largely newcomers, their sentiment is national sentiment, more than that of the east is, which is largely provincial. Sir Wilfrid Laurier declares that his tour in the west is a liberal education. It has been that to the country. The demand for a reduction in the tariff, which has been latent but inarticulate in the east, has come with a clear ring wherever Sir Wilfrid has set his foot. Sir Wilfrid has announced, not for the first time, that he is a free trader. Many other members of his cabinet are free traders in principle; but they have been under the impression that there was no effective demand for free trade in the country. As they hear this demand upon the prairies and realize how greatly the census of next year will increase the weight of the west in the national councils, they will, as Sir Wilfrid has promised, take heart and see what they can do to emancipate the young giant and to make the tariff a revenue producing one."

The west has nothing to hope for from the Conservatives. Some western Conservative papers are trying to make it appear that the very plain speaking of some grain growers is very embarrassing to Sir Wilfrid Laurier; but to whom would these men appeal for a lower tariff? Certainly not to Mr. R. L. Borden and the high-tariff Conservatives. The men who indulge in this plain speaking, which is faithfully recorded in the Liberal press, do not for one moment assume that the government will or can with safety to national interests abolish the tariff. But they speak plainly that there may be no misunderstanding of their desire for substantial reductions. They know they have more likelihood of getting a reduction from the Liberal than from the Conservative party. The west is a growing factor in national politics, and it stands for freer trade.

## NOTE AND COMMENT

What are a few specifications between friends, as the Hon. Tim Campbell once said of the U. S. constitution.

* * *

There are whispers of doubt about the western crops. Here in the East we get a crop every year. It's time, therefore, that we let the railroads know we are not going to encourage or assist them in transporting our young men to provinces which, to state it mildly, are no whit better than this one. The day of the East has dawned.

* * *

Sir Wilfrid's western tour is proving picturesque and successful beyond all expectations. The new half of the Dominion recognizes the worth of this country's great leader. The Liberal chieftain has no peer, no rival. His opponents mutter, but well they know, even the most partizan of them, that the Liberal Premier is today at the height of his power. The great mass of Canadians desire and expect many more golden years of progress under Sir Wilfrid Laurier.

* * *

The insurgents have swept Iowa and Kansas. The cloud that a year ago looked no bigger than a man's hand today is covering much of the Republican sky. Mr. Taft will be looking about for a lightning rod. There is only one good one in sight—real tariff revision—and Messrs. Payne, Aldrich, Cannon et al won't let poor Mr. Taft go near it. Mr. Roosevelt, now, is made of sterner stuff.

* * *

The Toronto Globe says: "No adequate measures for the relief of the people of Campbellton have yet been taken. This general apathy is utterly discreditable to the people of Canada generally, and especially to those of the large and prosperous cities. One would almost think the stories of destruction of property, of hardships already suffered, and of approaching evils of a still worse character are generally disbelieved; unfortunately they are only too true. The need is urgent; the relief should be prompt and liberal."

* * *

Of the political situation in the United States, the Montreal Gazette says: "The Republicans of Iowa in their state convention have now declared their favor for the insurgent and opposition to the 'regular' section of the party. The tariff law as it passed Congress is condemned as not being a fulfilment of the party's pledges made during the presidential election campaign, which is equivalent to pledging the party in Iowa to an effort to set itself right with the electors who believed its statements two years ago. All the signs point to this being an interesting if not a revolutionary year in U. S. politics."

### Fine Yarmouth House Burned.

Yarmouth, N. S., Aug. 6—(Special) — The house and barn of J. Allan Hebron was totally destroyed by fire this morning. So rapid was the work of destruction that the family lost about all they had. The cause of the fire is unknown. The property which was formerly the homestead of the late H. H. Crosby, was one of the finest in Yarmouth county, and was purchased by Mr. Allen who came here from New Brunswick about a year ago. There was about $2,000 insurance on the premises.

Children cannot be taught too young to control their temper. Outbursts of rage soon become hysterical if unchecked, and should be guarded against as one would fear to become dependent on drugs or drink.

A nice summer salad is made by tossing together chilled string beans, butter beans, lima beans and peas, using the French or plain salad dressing. Heap in a bowl and garnish with slices of egg.

# WHEN THE ARGUS WAS AT ST. JOHN

### British Mail Friday Brought Recollections of 35 Years Ago

### GAVE A CONCERT

### One Who Took Part in Old Academy of Music Entertainment in 1875, Sends Telegraph Programme and Clipping from Paper of That Day.

No doubt some people in St. John, older residents, remember the good ship Argus, of the British navy, which visited this port some thirty-five years ago, the officers and men of which made many friends during their stay here. Probably this reminder, too, will bring back remembrance of a naval and civil concert, in which the citizens were aided materially by the crew of the Argus.

From Thomas Pritchard, a member of the Argus crew, now living in Wells street, Landport, Portsmouth (Eng.), were received by The Telegraph yesterday, a copy of the programme of the concert, and a clipping from a St. John newspaper of August 9, 1875, giving an account of it.

The concert was given in the old Academy of Music, and under the auspices of the Temperance Reform Club, an organization flourishing in those days, with its object the spread of temperance. The old newspaper from which the account of the concert is clipped, stated that the hall was crowded to excess, and hundreds were content to remain at the doors and windows. The sailors from the Argus sang some national songs in grand style, and the choruses were given by the members of Naval Lodge, I. O. G. T.

The Argus men taking part in the concert were: Walter West, Thos. Pritchard, G. R. Hobbs, F. Hamilton, R. Westcott, W. Wray, A. Parratt, H. Lepik, J. Edwards, and T. Young. Citizens who assisted were Mrs. John Salmon, Misses Upton of Carleton, Miss Hetherington, Miss Mason and Miss Bragow, and Messrs. Young and Ring, of Carleton, and J. L. Wilson. The chair was occupied by A. G. Lang president of the club, and band music was provided by the 62nd Regimental Band. The entertainment was brought to a close by the singing of the national anthem, and three cheers for the members of the Naval Lodge.

Some of the songs on the programme were Why Rouse the British Lion, The Skipper and His Boy, Sweet Spirit Hear My Prayer, Nellie's Gone Forever, The Life Boat (a duett), Write Me a Letter From Home, and Mother's Parting Gift. The prices were: Parquette, twenty-five cents; balcony, fifteen cents, and gallery, ten cents.

The man-of-war, H. M. S. Argus, was built in 1850, had paddle wheels, was bark rigged, and of 981 tons. She carried 135 men, including the chief and petty officers. The men were paid monthly, their wages being one shilling four pence a day, or about twenty-five cents in Canadian coinage. The men were described, in a clipping from a St. John paper of that day, as "fine manly fellows, as should be found in Her Majesty's service," and were noted for their good behavior, sobriety and absence of profanity.

An object of interest in the vessel was a photograph taken in Italy, showing the burning of the H. M. S. Bombay, in 1864, off Montevideo, and the rescue of her crew by the Water Lily, then commanded by Capt. A. G. Troop, formerly of St. John. The event at the time created much excitement, especially in New Brunswick, and the gallant services of Capt. Troop were gratefully remembered by a large number of naval officers in Her Majesty's service.

Mr. Pritchard, of the old Argus, writes, and there is sounded a note of sadness in the lines, that there are now only a few of the old crew left, and the last of the good old ship was destroyed years ago.


# ANOTHER CASE OF CHRONIC RHEUMATISM

### Cured by Father Morriscy's No. 7.

Green Hill, N.B., Nov. 28th, 1909.
Father Morriscy Med. Co., Ltd.

It affords me great pleasure to be able to add my testimonial to those of the many hundreds for whom Father Morriscy's Medicine has wrought wonders.

For several years I was a great sufferer from Rheumatism; I tried many remedies but they proved unavailing, until in the fall of 1906 I tried Father Morriscy's No. 7 for Rheumatism, and after using it a short time I was cured. I shall be glad to answer any enquiries from the suffering ones.

MISS PHOEBE MACNEILL.

Father Morriscy's No. 7 removes the cause of the trouble—the uric acid in the blood—and strengthens the kidneys so that they can keep the blood filtered and pure. When No. 7 drives out the rheumatic pains it drives them out to stay.

No. 7 Tablets are put up in 50c. boxes. At your dealer's or from Father Morriscy Medicine Co., Ltd., Chatham, N.B. 87


# Uncle Walt
## The Poet Philosopher

**THE RULE OF LIFE**

A mountain of books have been written, to show us the paths we should tread, and we have been laden with precepts, by sages both living and dead; and most of the wisdom is useless, for all that a man needs to do, is just to be gentle and true, lad, just to be gentle and true. The name of the teachers is legion who'd point out the road to success; they'd have us believe that the journey, unguided, is full of distress; the secret, however, is simple, and easy to carry in mind; it's just to be honest and kind, lad, just to be honest and kind. I don't care a cent for the theories and creeds that the wise men expound; for all of the words that are thundered are merely a wind and a sound; the logic of life is so simple, it leaves all the dogmas behind; it's just to be honest and kind, lad, just to be honest and kind.

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