

The Semi-Weekly Telegraph is issued every Wednesday and Saturday by The Telegraph Publishing Company, of St. John, a company incorporated by Act of the Legislature of New Brunswick.

**Subscription Rates**  
Sent by mail to any address in Canada at One Dollar a year. Sent by mail to any address in United States at Two Dollars a year. All subscriptions must be paid in advance.

**Advertising Rates**  
Ordinary commercial advertisements taking the run of the paper, each insertion \$1.00 per inch.

**Advertisements of Wants, For Sale, etc.**  
one cent a word for each insertion.

**Notices of Births, Marriages and Deaths**  
50 cents for each insertion.

**Important Notices**  
All communications must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company.

Correspondence must be addressed to the Editor of The Telegraph, St. John.

All letters sent to The Semi-Weekly Telegraph and intended for publication should contain stamps if return of M.S. is desired in case it is not published. Otherwise, rejected letters are destroyed.

**Authorized Agents**  
The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:  
ELIAS K. GANONG,  
H. CECIL KIRKHEAD,  
MISS W. E. GIBSON.

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

New Brunswick's Independent Newspapers

These newspapers advocate:  
British connection  
Honesty in public life  
Measures for the material progress and moral advancement of our great Dominion.

No graft!  
No deals!  
"The Rhinoceros, the Rose and the Maple Leaf forever."

**Semi-Weekly Telegraph**  
**and The News**

ST. JOHN, N. B., APRIL 12, 1913.

## THE U. S. TARIFF

Our Conservative friends ought to be in terror in these days. They used to tell us that if the United States reduced its tariff Canada would be ruined because the Americans would carry off all our natural products. Monday's despatches from Washington indicate sweeping reductions in the tariff and a large addition to the free list. But in no part of Canada are our people terrified; on the contrary, they welcome the promise of wider markets for our lumber, our paper, our fish, our other food and animal products, our coal, and certain of our manufactures. In St. John, and in the Maritime Provinces generally the news from Washington will be heard with keen satisfaction.

To Canada the tariff bill is the most interesting legislative proposal introduced at Washington in a generation, excepting only the reciprocity measure. It is too early yet to be sure how much of the benefit promised by the bill as introduced will be lost by compromise and log-rolling before it is passed. The fact that Chairman Underwood, who is by no means a radical, has gone as far as the bill shows he has along the road President Wilson would travel, is most encouraging. The straightforward effort to shift taxation from the necessities to the luxuries in some degree, and to reduce the burden of the tariff taxation by many millions—eighty millions is one estimate—shows courage in the White House and a reasonable willingness on the part of the Democratic majority to give effect to the tariff promises in the party platform. The bill as it stands is far short of the tariff-for-revenue-only which the platform proposed, and the bill may yet suffer somewhat before it becomes law; yet it represents a great step forward as compared with the dishonest Republican "revisions" of the tariff ever since Cleveland's time, and if downward revision can be given a decent trial the Americans will like the results so well that they will soon be ready for more radical measures from the same bottle.

As high protection becomes admittedly discredited in the United States, as it becomes clear that the nation will no longer tolerate class legislation designed to enrich a small portion of the population by injustice to the remainder, the change will influence sentiment in Britain and in Canada. The American lesson of overdone protection, in a word, will stiffen the backs of Free Traders in the United Kingdom, and of low tariff men in Canada. In New Brunswick, as our principal industries are bound to receive a marked impetus from the American revision, the news from Washington during the next week or two will be scanned most eagerly. In serving his own nation President Wilson is doing Canada a service of vast benefit.

## MASHALLAH

Mr. H. G. Dwight, an Englishman, who has been long resident in Constantinople, and who has lived there continuously during the present war, writes of the Turk in the current number of the Atlantic, and frankly confesses that at heart he is a friend of that nation. This people with its philosophic baying to the inevitable in the most common expression that is heard everywhere—"Mashallah!" "What God does will!" or "What will be, let be!" interest him deeply, and he says, "The tribute to the dignity, with which a great humiliation is being borne. He says: 'I must confess that at heart I am a friend of the Turk. It may be merely as

sociation. I have known him many years. But there is about him something which I cannot help liking—a simplicity, a manliness, a dignity. I like his fondness for water, and flowers, and green meadows, and spreading trees. I like his love of children. I like his perfect manners. I like his sobriety. I like his patience. I like the way he faces death. One of the things I most like about him is what has been most his undoing—his lack of any commercial instinct. I like, too, what no one has much noticed, the artistic side of him. I do not know Turkish enough to appreciate his literature, and his religion forbids him—or he imagines it does—to engage in the plastic arts. But in architecture and in certain forms of decoration he has created a school of his own."

It is easier to conquer than to govern; easier to tear down than to build up; and the tragedy of the Turks is that they were successful in conquering an empire before they learned how to govern a village. Their great leaders, who founded the house of Osman, carried swords that none else could wield or draw, and planted them in a ready-made empire. They knew the metal of which their arms were forged and something of the feeling power of a religious fanaticism, but little else besides. They defended the latter by the free use of the former. In fact the Turk has always been indifferent to the power of argument to commend his religion. He defended that religion like an honest soldier, offering for argument the one St. Louis recommended to the laymen against the Jews—a sword in the belly.

He worshipped iron as much as he worshipped Islam, as the carefully preserved legends of his ethnic origin testify. The following tradition is found to be at the base of all these legends. Il-Khan, the "king of the peoples," is conquered in a great battle, and all are exterminated except the king's youngest son, his nephew and two girls. These survivors flee across prodigious mountains to a beautiful country full of rivers, springs, prairies, fruit trees, and game. Their descendants multiply in this unknown land; at the end of 400 years they wish to come out, but find no way. Then a blacksmith discovers a mountain of iron to which they put fire; the iron melts and a path is hollowed out, through which they emerge from the mysterious country where they had lived for seven generations. This country is the old home land of the Turk. But the sword which he fashioned from the iron mountain, and which he knew how to use so well, has rusted in his hand.

The Turk is the last of the great adventurers to emerge from Asia and the first to be sent back. It may not be too late for him to learn to be a really great power and to stand on his own feet. Whatever he does will be done in quiet resignation to the will of Allah. Mr. Dwight speaks of the ordinary soldier's dislike of amputation; he always prefers to die than to lose an arm or a leg. "I heard of one," he says, "who would not go maimed into the presence of Allah. He preferred to die, he said, without a word, without a groan, waiting silently until the poison reached his heart." A European nurse says that she never saw one die like those Turkish peasants—so simply, so bravely, so quietly. Perhaps, in being deprived of his European possessions he is not being driven maimed into the presence of Allah, and in the tents of Asia he may learn to bless the purifying power of the sword of the Bulgars. It is not the first time that a people has learned in adversity a lesson that prosperity made impossible. At any rate he will submit. "There is no help nor power but in Allah, the high, the great."

## MR. BRYAN AND THE JAPS

Secretary of State Bryan is confronted by a difficulty in the form of Japanese objection to legislation proposed in California. That state has now pending in its legislature a bill the object of which is to eliminate the Japanese farmer on the Pacific coast by making him ineligible to hold or acquire land. The Japanese ambassador has discussed the matter with Mr. Bryan, who in turn has discussed it with the governor of California, but the result is not yet clear.

Under the existing treaty Japanese subjects are not forbidden to buy land in California, but on the other hand, the right to buy is not guaranteed them. Japan maintains that the right exists, since it is not explicitly denied. Owing to Californian objection to the immigration of Japanese coolies the United States some years ago perfected an agreement with the Japanese government under which that government agreed not to issue passports to coolie laborers to the United States or any of its possessions.

Six years ago the exclusion of Japanese from the public schools of California brought the United States and Japan into diplomatic collision, and there was much ill-feeling. Today the Californian legislation aimed particularly at the Japanese has created another awkward situation. Feeling on the Pacific coast is extremely hostile to Asiatic labor. This feeling is probably quite as acute in British Columbia as in California and Oregon.

## THE HARBOR AND THE MAIL SHIPS

Is St. John to have a direct mail service to Liverpool? The new mail contract, which is understood to provide that the four steamship companies participating shall have opportunity to say whether St. John or Halifax is to be their winter port, brings up the whole question of harbor accommodation, and should impress upon City Hall and the Board of Trade the necessity for vigilant and active measures for the protection of the city's interests. Commissioner Schofield's comment on the need for immediate extension of the West Side facilities has already brought this question clearly before the public, and Ottawa despatches about the mail contract add an additional interest.

In the days when the C. P. R. was completed, against his wishes, to make a call at Halifax, his contention was that a direct service to St. John would have been faster and more generally satisfactory. It was

contended by some at that time that the use of St. John instead of Halifax would have resulted in delay in delivering the mails to Nova Scotia, and a portion of New Brunswick; but the delay would not have been great, and much of New Brunswick, including St. John, together with all of the country west of us, would be served better by the direct St. John service. Those who have looked into this question have always been ready for a practical test of the routes, and have felt satisfied that the result of such a test would be to demonstrate St. John's advantages.

Sir Thomas Shaughnessy's recent statement about the West Side facilities, together with the remarks of Commissioner Schofield, sufficiently indicate the necessity for action, not next summer or next autumn, but today. The responsibility for delay now rests at Ottawa, but St. John should not neglect any measure necessary to bring home to the Minister of Marine and Fisheries, New Brunswick's minister, and to the government as a whole, the loss and injustice certain to result if progress in the matter of the expansion of our West Side facilities is not kept up. If more time is lost now it will be impossible to make it up, and the beginning of next winter port season will find St. John in the position of having lost important traffic, and perhaps also the opportunity to secure a direct Liverpool service. This must not be permitted.

## MR. JUSTICE TUCK

His Honor the late Chief Justice Tuck was a man as well as a judge, and in both capacities he was no ordinary figure. Although he was eighty-two years old at the time of his death, his active mind was superior to the burden of his years, and until very recently his robust figure was familiar to every citizen as he enjoyed his somewhat strenuous daily exercises.

Mr. Justice Tuck, when he was Chief Justice, resisted the suggestion that he should retire, feeling that it was an unjust reflection to ask him to forego activities for which he still felt himself to be so well equipped in spite of his more than three score years and ten. He was not only a jurist of high repute but he brought into court, in addition to a ripe knowledge of the theory and practice of law, a strong strain of that hard common sense which is the foundation of British law, as it was of the Roman.

The removal of Judge Tuck adds another to the mournfully long list of good men who have gone the long journey during the last few months in St. John. On every side there will be warm sympathy for his mourning relatives.

## THE FARMER'S CASE

The passing of the Wilson tariff cannot fail to mean a revival of hope and of opportunity among the farmers of the maritime provinces. To take full advantage of it, complete organization is necessary. Few of our farmers realize the large proportions reached by the cooperative movement in other countries and the opportunities which it offers them to gather more of the fruits of their toil. We have trade and labor organizations among other classes for the purpose of advancing wages and of increasing the cost of the goods bought by the farmer, but beyond one or two co-operative societies in different sections there is no effective organization among the farmers of the province.

Particularly in the way of marketing farm products is the way open for great improvement. It is here that the weakness of the present system is most apparent. It is here that the middleman steps in and reaps his easy harvest, taking freely from the farmer on the one hand and from the consumer on the other. The farmers sell at varying prices in different sections, and their products pass through the hands of many, and with every hand they pass through the cost increases, so that by the time they reach the consumer they are too dear to pay, although when they left the hand of the producer, they were too cheap to raise profitably. The potato market was very unsatisfactory last year, and with fertilizer at \$40 a ton the farmer stands to lose heavily. He must go deeply into debt and mortgage his harvest for the coming year if he is to continue in the potato business. With co-operation he can practice more economy in buying his fertilizer and in many cases he can secure a better price in selling.

In Kansas some six or seven years ago about fifty farmers established a co-operative grain elevator. The railways and the grain trader tried to break it down by buying grain above the market price. The farmers sold to the trust, but paid a cent a bushel to the co-operative on their sales and the railways gave up the fight. There are, throughout the western states, co-operative saw-mills, grist-mills, basket-makers, bee-keepers, canning factories, starch factories, dealers in poultry, and many others. The farmers are beginning to co-operate in many ways and it is a remarkable fact that they have failed of the highest success just so far as they have been narrow and selfish. Co-operation means that life may best be ordered not by the competition of individuals, where each seeks the interests of himself and his family, but by mutual help, by each individual striving for the good of the social body of which he forms a part, and the social body in return caring for each individual. "Each for all and all for each," is its accepted motto. Denmark is the great example of the farmer's success.

No occupation is so affected by the varying social and political conditions as the farmers, because no occupation depends in a similar way upon peace and general prosperity. All that the farmer buys for his farm, and the transportation and marketing of his products, have passed under the dominion of combination. The tariff increases the cost of his tools, the clothes he wears, the cradle in which his children are rocked and the daisies in which he is buried. His taxes are heavy and his crop responding comfort few. With the increased prosperity that will result from lowered tariffs, the farmer should be able

to enjoy a larger share of the world's treasure, leisure and pleasure. He should have sufficient from his labor to make the farm an attractive place for his sons and daughters. To do this, co-operation and tariff freedom are absolutely necessary.

## ST. JOHN'S TROUBLES

Sir John Willison, Canadian correspondent of the London Times, and editor of the Conservative Toronto News, has sent a cablegram to the Times "declaring that the temper of the Liberal newspapers in Canada is so rancorous that it is difficult to understand and impossible to explain their attitude."

Sir John Willison is best known as the author of a book on the life of Sir Wilfrid Laurier, in the course of which he very properly described Sir Wilfrid as a great statesman. In those days Sir John Willison was a Liberal.

As to the tone of the Canadian Liberal newspapers, it has been mild and inoffensive as compared with the temper of the Conservative press. Sir John, if he reads the Canadian newspapers, could scarcely have overlooked several wild examples of partisan journalism in which Conservative headline writers were permitted to describe Dr. Clark of Red Deer as "a prairie wind-bag" and to use most unfounded and offensive adjectives with respect to Liberals of excellent reputation. The trouble with Sir John Willison is the old trouble about whose ox is gored.

Meanwhile, the London Times, after a survey of the Canadian situation, announces that Mr. Borden's naval bill is "in jeopardy." It is. In Great Britain those who follow public affairs do not desire to have forced upon Canada a policy in the matter of Imperial naval contribution if this policy is objectionable to more than one-half the people of the Dominion. Mr. Borden does not know what to do. What ever course he adopts, his troubles will increase. Sir John Willison is annoyed because the party with which he is at present affiliated has fallen upon a situation so unpleasant. His annoyance is a natural enough; and there is every prospect that it will be increased considerably during the next few days. The Liberals are going to keep up the good fight.

## SPYING OUT AMUSEMENTS

The Toronto pastor who dons pink whiskers and green goggles and sulks forth to spy upon the pleasant haunts of recreation and sin, is typical of the fanatic persecution of popular amusements which may be expected from some quarters today. Not all religious reformers have yet worked their way through to clear thought and just discrimination on the subject of amusements. They see the vice of the green room and they dread the stage; but meantime church rules and social standards are in a state of confusion, full of contradictions and weaknesses. Professor McGill, who knows as much about social questions as any other authority in Canada, said some time ago: "You cannot preach Puritanism today; it is sheer tommyrot to attempt to do so. Amusements are necessary and have been felt to be so from the first. The man who works hard for recreation, and if he can't find his amusement clean, he will take it dirty."

The first duty in the premises is not to condemn or to praise, but to try to understand and to see what is good and what really bad. Puritanism is not dead. Carlyle has described the upheaval of the fierce fires of Puritanism burning up the refuse of the wrongs of ages, and preparing the way for a new and a better England. This is an elemental quality in life and will be found always, or at least until emotionalism takes the place of virility. The spirit of the very Puritanism that swept over England centuries ago, breathes all through the latest message of President Wilson on the tariff. The fierce fires of that spirit burned up much refuse in that earlier day, and today it promises again to make a highway for the people into a larger freedom and a truer liberty. Today the spirit expresses itself in economics; yesterday, in religion. Life is a unity throughout all its departments.

But to say that it is a unity is not to say that all its activities should be identical. Piety does not remove the desire for recreation, or for pictures or for song. Prayer is not a substitute for ten-killing or for carpentering or for out-door exercise or for baseball in the afternoon. The spiritual needs of man are very great and very permanent, but the physical and recreational needs are great also. The child who plays in a garden, the lad who bands sheep upon a moor, the fisherman who throws his net into the sea, the man who enters into the temple to pray, or the other who goes to see moving pictures (if he goes without disguise) may each be fulfilling his function. Lamb preached better sermons when he asked "What is truth?" as he played cards with his imbecile father, than Coleridge asking "What is truth?" and neglecting the weightier matters of recreation and of human relations.

More than four millions a week attend the moving picture houses in New York. This proves that they fill a great need and are capable—when they are clean and properly controlled—of infinite expansion in the way of adding to the knowledge and the joy of life. It is better for the church to study this matter intelligently than to spy it out with disguises. The former may be fine. The latter must be foolish. Among the means to a higher civilization, the cultivation of wise amusements takes an important place. The evils of our life are great and increasing, but they do not altogether lie in the multiplication of pleasures. There is no doubt but a great many men and women grossly mismanage their pleasures, and the amount of amusement expected by all classes has greatly increased in our generation. But the man who understands something of the paths of life, the variety of tastes, temptations and characters, will hesitate before attempting to abridge the fun of enjoyment, and will look with indulgent eyes upon

pleasures which are neither cultivated nor refined so long as they are not vicious. How not to be bored is one of the objects of our civilization, and what is really to be deplored is not play and pleasure, but the ever increasing expenditure on things which add nothing to human enjoyment.

## THE PASSING OF HIGH PROTECTION

President Wilson justifies his cutting into the tariff by the high cost of living and by the existence of special privileges. No one can doubt the presence of these twin evils nor wisely question their relation to the tariff. "We have built up," says the President, "consciously or unconsciously, a set of privileges and exemptions from competition behind which the tariff, for any, even the crudest, forms of combination, to organize monopoly; until at last nothing is normal, nothing is obliged to stand the test of efficiency and economy, in our world of big business, but everything thrives by concerted arrangement." This statement of the case will meet with general acceptance, for there is not a housekeeper in the United States who has not been complaining in the case of numerous articles now controlled by powerful combinations, that she cannot buy, even at the present high prices, goods of the durability of those she bought a decade ago.

When partisan politics does not enter into the question, it is generally conceded that the tariff is responsible for high prices. In fact it is its only justification. It does not increase prices if it is of no use to any one, nor even to the manufacturer who is ready to move heaven and earth for its continuance. In certain lines of manufacture, for instance in cotton, the plea of the manufacturers was for protection against "cheap foreign goods." When that line of argument is used it is a recognition by the protected interests themselves that the tariff cannot accomplish its work without increasing the cost of living. In a great number of cases where a protective duty stood as an automatic safeguard against interference from without, prices have been raised to exorbitant heights by trusts and speculators, and the government through the tariff stood behind them in their exactions.

This President Wilson thinks, the government should no longer do. He wants a revision "to square with the facts as they are." Where the remedy seems heroic he simply remarks that a remedy may be heroic and still be a remedy. It is difficult to imagine anything more hopeful for democracy than the calm and reasonable method which the President takes to concentrate attention on this issue. He has succeeded in centering attention upon it. The industries that have been nursed through the years of their tender infancy will make wailing outcry, and the steel and wool men will predict big ruin, but there is a new feeling in the country over the whole matter and to that feeling the President has appealed. It is no longer a question of "seeing Aldrich" or "seeing" this man or that man who has influence in arranging to rob the public. This was the American way of making tariff for a long time that the memory of man runneth not to the contrary. But this fashion of creating tariffs in the dark by secret bargains will soon seem as far away as the days of Caesar. Protection has no longer a safe house of refuge among English-speaking peoples.

## NOTE AND COMMENT

In view of the American tariff changes "Traitorous truck and trade with the Yankers" seems likely to increase rapidly. And as we will get competitive prices for what we have to sell, the Liberal policy of larger markets will grow in favor. The nearest market is the best market.

The Conservative Ottawa Citizen has lost patience with the Montreal Star because of "its daily diatribes on the British-German scheme, thereby faithfully fanning the spirit of militarism into a ruddier promise of impending blood." While The Citizen believes that preparation must be met with preparation, it asserts that "the real Germany has no quarrel with the real Britain," and adds that "The Montreal Star" picks up the popular ignorance without illuminating the way or revealing the real facts.

The Common Council, at the instance of the Commissioner of Public Safety, is offering a reward of \$250 for information leading to the conviction of the persons responsible for the recent fire. Very likely there is some one who has this information and who would rather have \$250 than the friendship of the firebugs. In that particular circle \$250 probably looks as big as a house. Of course, the offering of a reward should not be regarded as lessening the necessity for vigilant police action.

Having failed to shut off fair discussion, Mr. Borden invites Sir Wilfrid to do it for him. Sir Wilfrid declines. Let Mr. Borden drop the naval bill or submit it to the electors. It is for him to choose. If it is sharp fighting he wants he can get it by saying the word. The present opposition is a decidedly lively and resourceful body. Mr. Borden, in spite of his majority is clearly at a loss to know what to do next. And the country, watching him, realizes that he is afraid of an election.

The Wilson tariff bill receives a warm welcome in Great Britain. Hear the London Daily News: "President Wilson's tariff bill is the best blow struck at protection since Peel established free trade in England. The introduction of the bill is an event of supreme moment not only to the United States, but to the world. It describes the bill as a shattering attack upon the whole fabric of protection, that brings the United States at one huge stride within sight of free trade. 'Many years ago,' it says, 'Gladstone realized our supremacy would remain unchallenged until the United States adopted free trade and then it would be seriously threatened. We do not fear competition as long as we retain

the First Lord of the Admiralty having destroyed absolutely the emergency plea which from the beginning has been the whole head and front of the Borden naval policy, the situation has become one in which the course Mr. Borden should follow is plainly marked out by all the facts and by every consideration of Canadian and Imperial advantage. He should withdraw the Naval Bill which has been before the House at Ottawa, since December 1st, submit to Parliament as speedily as possible a permanent naval policy for this Dominion—a policy announced and avowed plainly, without evasion, dissimulation for anything."

# NEW BRUNSWICK AND THE GRAND TRUNK PACIFIC

(Hansard, April 1.)

House proceeded to consider resolutions reported from committees of the whole. Mr. Pugsley—It was understood that before the resolutions were concurred in, my hon. friend the minister of railways and canals would give certain information with regard to the operation of certain parts of the Transcontinental which are finished, and that we would state the authority under which the commissioner, Mr. LeCour, had undertaken the operation, and also as to the vote of which the operation is being paid. I think my hon. friend the prime minister so understood it.

Mr. Borden—I was not here last night when the discussion took place. Mr. Pelletier—I presume he has gone out to get the information. Mr. White—I understood the minister to say that the government was not going to be asked for more money. Mr. Cochrane—I may say that I was absolutely wrong last night when I said that the commission had a right to operate. As far as charging to the construction account is concerned, I was in error; according to the deputy minister of justice, they have the right to operate. I have here a memorandum from the commission which I desire to read on Hansard, and which is as follows: "Memorandum re the operation of that part of the eastern division of the National Transcontinental Railway from Edmonton to Moncton by the Transcontinental Railway Commission."

"In the early summer of 1912 the question arose of operating with a limited train service that portion of the road from Edmonton to Moncton."

In looking up the papers in connection therewith it was found that during the regime of the former commissioners the Grand Trunk Pacific had offered to operate the road on condition that the government would deposit in a bank the sum of \$30,000 against which all cost would be charged, and the government would be credited the balance of the sum. The present commission after consideration decided to operate the road themselves, the justice department having advised that the power but that they could not charge any expenditure made on account of such operation or the deficit resulting therefrom to the cost of construction.

"The commissioners have never charged the expenditure on account of operation, but have kept two entirely separate accounts under the headings of construction and operation, but the monies voted by parliament for the purpose of construction were used for both construction and operation."

The system that brought us such abundant prosperity. Free trade is a blessing, not to one country at the expense of the others, but to all countries that share its fertilizing influences."

The New York World says there will not be another J. Pierpont Morgan. It continues: "Mr. Morgan should be regarded, perhaps, as a link between the financial barons of the Gilded-Age regime, and the financial democracy, which is the next great promise of the Republic. The Morgan empire is one that the straps cannot govern and will not be permitted to govern. In time little will remain except the feeling of bewilderment that a self-ruling people should ever have allowed one man to wield so much power."

The Hamilton Herald says there once was a man named Cromwell who knew how to stop unnecessary discussion in Parliament. The Herald means to intimate that only Conservative discussion of public measures ought to be permitted at great length in the House of Commons. It is scarcely fortunate to cite Cromwell in an argument of that character. Cromwell's idea was freedom and efficiency. There are no Cromwells in the Conservative party today. The spirit of Hampden is on the other side of the House, among the Liberals.

What the parliamentary hearing on banking was in progress the other day Mr. Peter MacArthur, of Appleton, Ont., a farmer and writer frequently in the press, was a witness. To quote an Ottawa despatch: "Mr. MacArthur spoke of his syndicate articles on banking privileges which had been kept out of fifteen papers, presumably by banking influences. The Farmer's Advocate published the articles, whereupon the banks immediately withdrew their advertisements."

"That shows their lack of tact," said Hon. Mr. White, "I would have increased the advertisements."

Alfred Noyes, the English poet, addressing the Philadelphia Ethical Society a few days ago, asserted that the United States could, if it would, bring about universal peace. "Let the United States," he said, "lift the sublime torch of peace above the world and the nations of Europe will turn their eyes to it. To America will go the homage and reverence of all ages." Mr. Noyes said that war is "the game of wit-witted children, a stupendous modern financial gamble, a mathematical problem of slaughter" and "a thing absolutely without the faith of the people." "Nations X adds 50,000 to its army," he said. "Then nation Y removes the cigar from its mouth and raises him 25,000. So it continues about the table. The nations are running in a vicious circle. Finally they are all dissolved and the game begins all over again."

"The First Lord of the Admiralty having destroyed absolutely the emergency plea which from the beginning has been the whole head and front of the Borden naval policy, the situation has become one in which the course Mr. Borden should follow is plainly marked out by all the facts and by every consideration of Canadian and Imperial advantage. He should withdraw the Naval Bill which has been before the House at Ottawa, since December 1st, submit to Parliament as speedily as possible a permanent naval policy for this Dominion—a policy announced and avowed plainly, without evasion, dissimulation for anything."

"The poorest family is the more ferocious its watch dog seems to be. A father rarely recovers from nearly getting his nose bitten by a dog."

"In an interview between the deputy minister of justice and the departmental auditor of the railway department, the deputy minister advised that we should ask parliament for a separate vote for operation and the Transcontinental commissioners are this day asking that this be done."

"Pending an appropriation by parliament for the year 1913-14, no accounts will be paid on account of operation and if the amount is appropriated by parliament for the year 1912-13 for operating expenses, the capital construction vote will be recouped the amount expended on operation in that year."

"It might be noted on the western division of the Transcontinental, which is being constructed by the Grand Trunk Pacific Company, that certain sections are being operated and that the cost of operation has been charged to construction and that the receipts have been credited to construction. This practice has obtained for some four or five years."

"This is where I was led astray in my statement yesterday."

The question as to whether the government had the legal right to allow these charges under the mortgage is being submitted to the justice department for opinion."

Mr. Macdon (Halifax)—In reference to the Halifax terminal matters we were discussing last night, might I have the assurance from the hon. minister of railways that until the plans and reports of the engineer's department are made, no tenders will be asked for the construction of the railroad or the piers or anything else in connection with the project?

Mr. Cochrane—Until the plans are made.

Mr. Macdon—Yes.

Mr. Cochrane—My hon. friend may have that assurance.

Mr. Pugsley—In reading Hansard today I notice that my hon. friend the minister of railways is reported as stating that he would at once take up with the Grand Trunk Pacific Railway Company the matter of getting them to operate; my hon. friend is correctly reported in that.

Mr. Cochrane—Yes.

Mr. Pugsley—In view of the fact that my hon. friend now agrees that the cost of operation cannot be charged as stated, it would seem desirable, if possible, that the Grand Trunk Pacific should operate themselves.

Mr. Graham—I wish to again urge on the minister of railways the suggestion I made last night that before he decides finally to proceed with this work on the Halifax terminals it would be wise for him to submit these plans to the best expert he can get on terminals anywhere in the world.

lation, ambiguity or shadow of turning, as a permanent policy—and then, in accordance with his specific definite pledges, many times repeated, submit that permanent naval policy to the judgment of the Canadian people, after the passing of the redistribution measure for the re-shaping of the Dominion constituencies in accordance with the census of 1911, as required by the British North America Act—Manitoba Free Press.

If the wage-earners of Great Britain spend \$10,000,000 a week on drink, a very moderate saving in that form of luxury would enable them to present the country with a fleet of Dreadnoughts every year. The figures are astonishing.

According to George G. Wilson, Secretary of the United Kingdom Alliance, Great Britain drank less intoxicants in 1912, than in 1911 and 1910, notwithstanding the prevailing prosperity. The Evening Post gives this summary: He estimates the total expenditure of the United Kingdom on alcoholic liquors during 1912, at £161,553,330, as compared with £123,797,229 in 1911, being a decrease of £123,856,890. Spirits show a decrease of £232,858 on an apparently decreased consumption of 100,545 gallons, and beer a decrease of £1,000,388 on a decrease of 33,456 standard barrels. Wine, on the other hand, shows a slight increase of £9,327 on an increased consumption of 10,963 gallons. He points out, however, that the conditions under which the wine and spirit trade have been carried on during the past three years have not been normal. The spirit trade has been dislocated by the increase of the spirit duty, and there have been considerable withdrawals from duty-paid stocks of wine. It is, therefore, probable that the real and the increase in the consumption of wine recorded less than the actual increase. The decline in beer consumption is, however, actual. In 1912 the average expenditure per head was £3 10s. 0d., and per family of five £17 11s. 10d., as compared with £3 11s. 10d. per head and £17 10s. 2d. per family in 1911. These figures included both children and abstainers. Mr. Wilson estimates that the wage-earners in Great Britain spend £2,000,000 a week on drink.

## ABE MARTIN



"The poorest family is the more ferocious its watch dog seems to be. A father rarely recovers from nearly getting his nose bitten by a dog."

# The F

## Querles of Ans

Question—I wish to pump kitchen from a well five houses. What amount of pipe kind of a pump shall I need ten feet deep.

Answer—The pump should be more than about twenty feet water level in well. The place to put a hand pump is at the kitchen sink. If it is not more than twenty feet from water in well, place pump right at the sink. The distance must exceed two feet. If there is a basement to dig well can be made down, then a set-length pump. The cylinder is placed in the well with twenty feet of water, with the head or handle at kitchen sink. The distance from well about eight feet, as you will require about ten feet, or probably about ten feet. The size of the pump is 1 1/2 inches diameter. There are a number of types that could be used. A plunger best.

Do not use a pump with 1 1/2 inches diameter, as the above is known as a house pump can be purchased from stock regular pump, or with set length of cylinder from bay length is usually four feet. It can be made less or more to suit. The force pump will water above pump if necessary only desired to discharge water a lift pump can be used type is known as cistern pump stroke.

There is a pump much used clock or wing pump. We have them; they are difficult to ordinary man. They usually to repair as a new pump. A such pump is put in a hole, is packed with leather which is renewed, making the pump new.

To install make all joints well and pump; don't use its equivalent on the inside or fittings, but use it on outside. If the threads are good, place seal in all that is needed, foot valve and strainer on it. Be sure valve is tight. Examine valve in pump; they are rarely when shipped from factory; easily properly put a little seal on it. Examine cup plunger, it should work freely should be water tight. If leather wear in neck of oil, you want a good pump lined, not the common iron pipe. Pipe between pump and well level on a slope, so that it does not drop from well town any part of it. If you install pump will give best of service. Pump will be put in place you wish an extremely small pump, use 1 1/2 inch pipe instead. The difference in cost is very small. The women folk will tell you a pump they ever used lined iron pipe.

Question—Would you kindly the best kind of grass seeds permanent pasture, and what of each kind? Also, would you tell me the next season after

# AGRI

## Clovers, Grasses and Mixture of Grasses Defects