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AGRICULTURE COMING INTO ITS OWN

Last Friday Hon. Mr. Burrell, Minister of Agriculture, introduced a resolution in the House of Commons empowering the government to spend ten million dollars in the next ten years to promote educational work in agriculture.

In introducing the measure Mr. Burrell pointed out that the scientific researches of the past half century have revolutionized agricultural methods but the full benefits of those researches have not reached the great multitude who today till the fields in Canada.

The purpose of the government is to apply this generous appropriation in aiding agricultural colleges, establishing schools of agriculture, model and experimental farms; furnishing short educational courses on different phases of agricultural work; promoting the teaching of scientific agriculture through the medium of our public schools, and otherwise co-operating with the provinces to make more effective and profitable the avocation of farming in all parts of Canada.

Different methods will of course be adopted in different localities. Local conditions and the varying local needs will be carefully studied. The aim will be to bring assistance to every branch of agricultural activity, according to the requirements of the different provinces of the Dominion.

New Brunswick's share of the grant for 1913 will be \$44,500 with annual increases till 1917, when the maximum of \$69,943 will be reached, which will continue to be our annual proportion of the grant thereafter.

This is a great move forward. It is very evident that under the Borden government the farmer is to "have his turn." By the defeat of the Taff-Fielding reciprocity pact, the Liberal-Conservative party endorsed for the farmers of Canada the lucrative and rapidly expanding home market, against the competition of the agriculturists of the United States. And now Mr. Borden's government is adapting prompt, generous and effective means to stimulate scientific farming, secure the introduction of better and more economical methods in the tilling of the soil, and to increase the productivity of the agricultural industry throughout the Dominion.

When an expenditure of \$69,943 per annum is this way withdrawn to the farmers of the province will be many fully realized when it is remembered that the net cost made by the Flemming government in 1912 for all purposes in connection with agriculture in this province was but \$41,715.

The effectiveness of scientific agricultural training in New Brunswick will be at least trebled by the generous appropriation thus provided by the Borden administration.

A POSTER FOR W. S. LOGGIE, M. P.

A correspondent of The World, who signs himself "Mayday de Goughland-Blackville," writes to that paper making certain charges against the "member from New-England County," which may be news to that gentleman and which attributed to him a fine of action that certainly is not quite in keeping with his public record. The correspondent says: "The people who are living on the south side of the Miramichi river, from Chatham Junction to Blackville, would like to know what is the reason that our member from New-England County is not trying to get a grant to build up our railway bridges on the Canada Eastern line. I see where he is trying to lease the Intercolonial Railway, and I think he is trying to do the same with the Canada Eastern. They made a very good start by trying to tear one down at Blackville. They drove a lot of piling underneath the bridge right in the channel of the river and in the spring of the year, when the water is high and the ice going out, it is sure to tear the bridge away, and nothing to save it. But I suppose it is the easiest way the Government can get clear of it. If the Government had taken some of the money that they have spent on the Indian-town Branch and rebuilt these two bridges on the Canada Eastern, it would have been more beneficial to the country."

So far, Mr. Loggie's public record is against leasing the I. C. R. and he can scarcely be blamed for whatever the present Government may do in connection with the railway. Still an M. P. has a lot to answer for—in the eyes of his constituents.

LOANS TO LAND CULTIVATORS

In the United States President Taft has been recommending the establishment of societies after the French and German models for the extension of credits on easy terms to agriculturists. His suggestion was generally approved at the convention of state governors, and will no doubt be given practical effect. Similar movements, says the Toronto World, are in progress in Canada and in the United Kingdom, where a new

scheme was recently made public by Mr. Runciman, president of the board of agriculture, and a member of the British cabinet. It provides facilities by which agricultural co-operative credit societies may obtain help from the large joint stock banking companies and their branches, and has on that account a special bearing on the Canadian situation.

Replying to a question put in the House of Commons Mr. Runciman explained that an arrangement had been made with a number of those banks by which the committee of any registered agricultural co-operative credit society could obtain help and advice in matters of book-keeping, accounts and audit from local branch bank managers, and also obtain loans on favorable terms. The banks listed including many of long-established reputation, are willing that any of their country branch managers should assist in the formation of such societies, help with advice, and take part in the annual audit without remuneration. They also agreed to their managers acting as unpaid treasurers of these societies, provided it did not involve membership. The banks are also prepared, if satisfied that the joint liabilities of the members of a society, under its rules, constituting an adequate security for a proposed loan, to receive no further guarantee for repayment of advances.

Interviewed by a representative of the London Daily Chronicle, Sir Felix Schuster, governor of the Union of London and Smith's Bank, and one of the best known of London bankers, gave it as his opinion that the experiment initiated by Mr. Runciman was well worth trying. What he desired to see most of all was the growth of co-operation among farmers and cultivators of the soil, not only in the way of obtaining credit, but in other directions. They should, he said, co-operate in purchasing the goods they require for their business, no less than in the disposal of their produce. They must be brought to recognize that the interests of one are the interests of all. Notwithstanding the extraordinary success that has attended agricultural co-operation in Denmark and other European countries, British farmers have not responded to any great extent, but it is hoped this scheme of Mr. Runciman will lead to greater co-operation among the agriculturists, and particularly the small holders of the country.

COMPULSORY INSURANCE

Mr. Lloyd George's much belauded Insurance Bill seems to be doomed to failure. Where medical men are paid to attend to people at so much per head irrespective of the nature or seriousness of their complaints, it is not to be expected that they will give the attention which they would if the patients consulted them privately. The doctors say they are overworked, and that they are compelled to spend time in clerical work which prevents them giving proper attention to the patients. Sick persons find it most difficult in getting doctors. They have to wait in long ranks on the pavement for hours in pouring rain and even then fail to get in, in time.

It is said that the medical men dispose of the patients in a case of one per minute, prescribing a remedy after a perfunctory examination or none at all. A consumer's inquest on one victim revealed some painful facts. One man was suffering from a complaint which is capable of easy cure by operation. The doctor gave medicine for ordinary stomach affection. The man died in a few hours. The jury exonerated the doctor, but added a rider to the verdict laying the responsibility on the patient.

Even the papers supporting the government have admitted the case of a woman dying.

If Mr. Borden would do as much for Canada and the Empire as he does for his own country, he would not be found in Parliament for the immediate construction of Canadian Dreadnaughts in Canadian waters. He would admit that the only way in which the Dominion can speedily prepare for effective participation in naval defence is by having the first Canadian battleships built by British experts in Old Country yards. Years will be required for the organization of a local navy and by that time the crisis in European waters may be a thing of the past.

Meantime under the Borden plan the British Admiralty is to give Canadian shipyards a start by placing with them orders for smaller classes of British war vessels. In time we can build our own Dreadnaughts. From the standpoint of promptness and effectiveness the Government naval programme is the only one that stands a chance of carrying the judgment of the country.—Toronto News.

In common no doubt, with many other Maritime Province newspapers, we from time to time receive from certain self-declared "reputable" sources of information in the Western provinces type written copy of so called "news" relating to incidents which are taking place in those provinces. This sort of copy is nothing else than advertising matter put up in news form. The proper place for all such copy is the waste paper basket. The Western Provinces already get out of the advertising they deserve at the expense of the East, and there is no reason why the Maritime Province newspapers should assist in boosting another part of the country, when their own districts need all the attention in this line that they can give.

There is surprise in England because a newspaper director died leaving only £175. If a Canadian journalist died leaving that much everybody would wonder where he got it.

LAURIER INCOMPETENCY IS COSTING THE COUNTRY DEAR

More and more it is becoming apparent that the late Government gave the Grand Trunk Whatever was Asked for. Regardless of cost or Consequences.

The Bill introduced by the Finance Minister empowering him to purchase at par the remaining 2 1/2 per cent bonds of the Western division of the Grand Trunk Pacific guaranteed by the Laurier government a few years ago, closes another melancholy chapter in the history of that undertaking.

When the guarantee was given, Mr. Fielding thought the bonds would sell for their face value, if not at a premium. He did not then know that Colonial and Foreign Government guarantees are looked on with more or less disfavor by the British investor. The first batch sold for 92 1/2, but the second and third brought only 80, and the market price had now dropped to 78; so that if a fresh lot were issued, they would not be likely to net more than 75.

When it became apparent that the bonds could not be sold at par, the Laurier administration agreed to extend its guarantee to a quantity of new bonds sufficient to cover the difference between the actual selling price and par of the original issue. The Grand Trunk Pacific maintained however, that the Government was bound to pay them the difference in cash, and the Judicial Committee of the Privy Council upheld its contention.

When the implementing clause, as it was called, was going through the House, Mr. Barker of Hamilton pointed out that it was open to such a construction; but Mr. Fielding, a positive little man, was quite sure the market would improve and that there was no ground for thinking that the new bonds would have to be sold at a discount.

In accordance with the Judicial Committee's decision, Mr. White was obliged a year ago to make good the difference between the selling price and par of various issues; and as bonds of the face value of \$25,000,000 have yet to be floated, he will be called on, ere long, that they must be sold at a discount of 25 per cent to pay on implementing account something like \$8,000,000 more or \$12,000,000 in all.

Curiously enough, this is the amount in round figures which accrued to Mr. Fielding's famous calculations, was to have met all our current obligations upon the expanded road from ocean to ocean, yet it is swallowed up in this one particular muddle, for which he is to blame.

To effect a saving, however, Mr. White proposes that the Government will issue securities of its own bearing 3 1/2 per cent interest, and with the proceeds buy the company's remaining bonds direct from the company itself at par, by which method the country will be a couple of millions better off.

It is not to be wondered at, therefore, by the extraordinary bungling of the Laurier Administration.

LINKING THE EMPIRE

JAPAN'S NEW RULER

South Africa Ready to Participate in Wireless Scheme

One of the first of the "Britains beyond the seas" to express willingness to participate in the scheme of Empire wireless stations for the purpose of imperial defence, as well as for commercial needs, is South Africa. The Union Government has selected a site at Pretoria, where a high-power station, similar to those which are to be installed in other parts of the Empire, will be built. General Botha, through Sir David Graaff, notified the Secretary of State for the Colonies and the Postmaster-General of the intention of his Government to defray the cost of the installation, which is estimated at \$400,000.

From the point of view of defence, the scheme is highly important, for from the Pretoria station the administrative capital of the Union will by day and night, by means of its high-powered duplex station, receiving and transmitting at the same time and fitted with automatic apparatus, be in communication with both England and Australia.

FINEST SHED IN WORLD

The Dominion Government is constructing at Quebec what will be the finest and best-equipped immigration shed in the world. The site of the old shed is included in the site of the new. The building will be 800 feet long, 80 feet wide, and two storeys in height, and will be built of steel, concrete and brick. The upper storey will be used for the inspection of immigrants, and the lower floor devoted to baggage, restaurants, ticket offices, etc.

The shed will cost in the neighborhood of half a million.

the company and the Grand Trunk proper access by all-rail to the West as soon as possible, a long delay occurred while the Government, for party reasons, was busy with that portion of the line between Quebec and Montreal, notwithstanding that the territory was already served by the Intercolonial. In all likelihood the company will present a thundering bill of damages, or else plead that the loss it has sustained entitles it to a modification of its agreement with the Crown on some other portion of the route.

The crowning performance was, of course, the unexplainable under-estimate of the cost of the Government half from Winnipeg to Montreal. Sir Wilfrid said it could be built for a little over \$50,000,000 which is really the expenditure will not be far short of \$200,000,000, and by the time the road is finally taken over by the company, probably \$250,000,000 or more; upon which it is thereafter expected to pay a rental of 3 per cent per annum, equal to a fixed charge of over \$4,000 per mile.

On top of this are other grievous disappointments. The road was to lower rates in the West which it has not done, and develop a vast new region there, which it does not even approach. Above all, it was to carry Canadian exports by Canadian channels to the Canadian seaboard, and nowhere else. How eloquently Sir Wilfrid deplored the necessity that drove the Canadian Pacific to traverse the State of Maine on its way to St. John. This new transcontinental was to be an all-Canadian enterprise from start to finish, on British soil and no other.

YET HE AND HIS FOLLOWERS FIRST OF ALL VOTED DOWN MR BORDEN'S RESOLUTION TO PREVENT THE GRAND TRUNK FROM PROCEEDING FROM DIVERTING THE EXPORT TRAFFIC TO NEW ENGLAND PORTS, AND AFTERWARDS DID NOT LIFT A HAND WHEN THE GRAND TRUNK PACIFIC BEGAN MAKING ARRANGEMENTS FOR DIVERTING IT AT COCHRANE TO PROVIDENCE OR BOSTON, LEAVING HALIFAX AND ST. JOHN IN THE LULCH.

As Mr. McCurdy, M. P., asked at a public meeting the other day, can anyone conceive that, if they had incurred stupendous obligations in behalf of a transcontinental railway, the United States would allow a considerable portion of the export business, and of the import business as well, to be transferred to the Canadian seaboard?

Hereafter, to do justice to his subject, the impartial writer on the Government ownership of railways must needs study these and other matters of the National Transcontinental, begin by the fact that the Canadian route was made up of two or three railways, and a correct picture of the route had been made up of railway construction—5,000 miles.

ROMANCE OF WORLD-WIDE SEARCH FOR SACRED CRYSTAL BALL

The new Emperor of Japan, Yoshihito Harunomia, is very popular. He has never been out of Japan, but he has had a Western education, and speaks English fairly well. He has been under the care of English and other private tutors. He is, of course, thoroughly conversant with Japanese and Chinese classics, and is a man of considerable intelligence. As far as possible within the limits of etiquette attaching to the Crown Prince he goes about freely among the people.

The Emperor Yoshihito was married to Princess Sadako, fourth daughter of Prince Kujō Michitaka, on May 10, 1900, and has three sons.

A pretty story is told of the birth of the new Emperor. Nine years after his marriage Emperor Mutsuhito still waited for an heir. The Council of Wise Men came to the conclusion that no son would be born until the sacred crystal ball, sold to a foreigner by a former Minister, was restored to its place in the temple.

A high official of the Court, bearing a credit note for \$100,000, toured the world for the missing ball, for which he was authorized to pay anything up to that price. He eventually found it in a London curio shop, and bought it for \$900. In the following year a son was born to the Emperor.

To a man, every woman is more or less attractive. But a woman never can "see" more than one man at a time.

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INTERESTING ITEMS

In a country neighborhood the real proud prince is the boy who has killed a wild goose.

What has become of the old-fashioned father who whipped his son when the latter disobeyed him?

If you spend much time with the women you will learn that every such lady has her defects.

A man isn't much for looks, but he compares rather favorably with an airedale terrier.

Eph Wiley says the women would get on better with the men if they used more velvet and less sandpaper

A woman seldom is pretty enough to overcome the handicap imposed by her wedding gown.

Don't place too much faith in the left hind foot of a rabbit. Every rabbit has one, and you know what happens to the rabbits.

Talk to a successful man long enough and he will admit he once lived in a community where they pitched horseshoes for amusements.

Eph Wiley says he has noticed that the handy man who can fix anything never is good, for much except repair work.