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JOHN RUSSELL, JR., Mgr.
E. W. McCREADY, Editor.

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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 deal!
The Thistle, Shamrock, Rose and the
Maple Leaf forever.

Semi-Weekly Telegraph

and the News

ST. JOHN, N. B., APRIL 13, 1910.

PARLIAMENT AND BETTING

It is easy to understand why there should be sharp discussion of opinion in regard to the bill to prohibit race track betting which was under discussion in the House of Commons last evening.

For while gambling is an evil inviting restriction by law for the protection of the public and the curbing of the criminal element which betting encourages, there is much to be said in support of Hon. Mr. Aylesworth's contention that laws for the regulation of human conduct are being multiplied at a rate scarcely justified by Canadian conditions, more especially as some of the existing laws of the sort are more honored in the breach than in the observance.

Race tracks in Ontario and Quebec have of late years been overrun by gangs of touts, gamblers and "sure-thing" men from the neighboring States, and to some extent this has been true of the Maritime Provinces. The anti-race track legislation in New York caused an overflow to the Upper Canadian tracks that produced more worse conditions than previously existed, and this feature of the question is largely responsible for the sweeping character of the measure that divided the House so evenly last evening.

An interesting feature of the discussion was Mr. Carvell's drastic description of racing in the Maritime Provinces, which, unfortunately, has deserved much that he said of it. There is to be some improvement here as a result of discouraging foreign entries which were thought to help to bring about discredit or suspicious methods.

The Miller bill is killed for a year at least, but it is not unlikely to become law in an amended form next session. If it is to be beaten again it will only be by the racing men of Canada combining to keep the sport clean. Crooked racing will be pretty certain to result in a highly drastic anti-betting law and a strong effort to enforce it. The vote of last evening will not satisfy either side, but it will at least serve to warn those who have to do with racing that their only hope for escape from the Miller bill, or a similar measure, in the near future, lies in their ability to keep the crooked elements of the race track in subjection.

THE PORT AND THE SHIPYARD

Three great British shipbuilding firms have been in communication with the Dominion government in connection with the dock and shipbuilding projects which are now taking form: Harland & Wolff of Belfast, Vickers Sons & Maxim of Sheffield and Barrow, and Swan & Hunter of Glasgow. Each of these firms has built many famous ships, both for the navy and for the merchant marine, and their active interest in the Canadian contracts indicates that they all desire to tender for the construction of such Canadian cruisers and destroyers as are built on this side of the ocean.

So far as the St. John and Lewis docks are concerned, it appears that the company including Harland & Wolff, Sir Robert Perks, the C. P. R., the Allans, and the White Star Dominion line, has the contracts virtually in hand, and the association of the Belfast shipbuilders with this company evidently means that a shipbuilding plant will be developed in connection with the graving dock if it is found that the cost of building Canada's naval vessels in this country is not too great.

A fair interpretation of the progress of the negotiations as reported in our despatches gives reason for intense satisfaction regarding the outlook for the rapid expansion of this port. For some time past the optimists among us have been saying that St. John was entering upon a period of expansion greater than any other would have predicted a few years ago, and today it would not be difficult to find scores of business men ready to prophesy that within the next few years the world progress of this city will be very great.

A progressive and optimistic spirit on the part of the citizens will do much to facilitate progress. It is of the utmost importance to make the start. One or two big industries will be of double value. They will be of immense value in themselves, and they will make it easier to secure others. A business-like Common Council will be a help. An active and hustling Board of Trade we have already, or at least the board today is a vast improvement over the boards of some years ago, and a greater number of its members were as active and forceful as a few are the improvement would be still greater. A liberal and progressive civic policy during the next year or two in respect to industrial progress and port expansion would undoubtedly be amply justified by results. There are a few croakers left, but in a general way it may be said with truth that faith in the city is much more common, and more evident, than it was a year ago, or even a few months ago. St. John is getting into its stride.

MR. UPHAM AND THE VALLEY

Mr. Upham, the Liberal M. P. for Carleton County, sent a hard-hitting letter to The Telegraph on Wednesday, dealing with some rather foolish Tory misrepresentation of his attitude in regard to the St. John Valley Railway. Mr. Upham's victory in Mr. Fleming's constituency was a sad blow to the Hazen government, giving proof, as it did, that the then new administration had been found out by the electors who were fooled by fair promises in the general election a few months earlier. Mr. Upham's election was his first but not his only offence from the Hazen government standpoint. He has been an active and effective critic of the administration, and his straightforward course in support of the public interest has been in strong contrast to the shuffling and deceitful policy of the Provincial Secretary.

The local government newspapers played into Mr. Upham's hands when they sought to criticize his attitude towards the Valley railway. The people of his own constituency will be quick to compare Mr. Upham's stand with that of Mr. Fleming, and Mr. Upham will welcome the people's verdict on the evidence before them. Mr. Upham did all in his power to give the people of the river counties a first class railway, through connection, competitive rates, I. C. R. lease and operation.

Mr. Fleming bent all his energies toward putting through the Gould deal for an electric road from Walsford to Andover, with absolutely no guarantee as to competitive rates, a through connection, or even continuous operation. Had Mr. Fleming thought more of the needs of the Valley and less of the C. P. R. and the search for partisan advantage, he would have been willing to give the St. John Valley Railway Company, terms as generous as those he extended to Mr. Gould. Mr. Upham should thank Mr. Fleming and Mr. Hazen, and the newspapers of the local government, for raising an issue in the discussion of which he has so much to gain by comparison with the Provincial Secretary.

THE GRAND TRUNK AND PROVIDENCE

Noting the outcry in several Conservative newspapers in the Maritime Provinces over the proposal of the Grand Trunk Railway to secure a branch line to Providence, Rhode Island, the Montreal Witness has inquired into the matter. The disturbance in the Maritime Provinces, the Witness says, was due to fear that winter shipping here would suffer by competition with the American port, more particularly as a prominent official of the Grand Trunk had been quoted as promising the people of Providence that some grain from the Canadian West would be shipped through their city. As to the facts, the Witness says:

"When the matter was mentioned to a prominent official of the Grand Trunk this morning by a Witness reporter, he said: 'It seems strange that these people cannot realize the fact that it would be impossible for the G. T. R. to carry grain to Providence, in competition with the Canadian ports, and this should be all the assurance that they should require with regard to this matter. In any case the G. T. R. has no intention of contravening its agreement with the Canadian government. Mr. Fitzhugh has made this clear before this. The traffic which we shall look for on this new line will in no way injure the ports of Canada.'"

There is no reason why the Grand Trunk should haul grain to Providence. Portland is nearer. But even Portland, while affording a shorter haul than St. John, is no nearer in the transportation sense, for the low grades on the Grand Trunk Pacific more than offset the difference in distance. Moreover, the rate to Portland, under the G. T. P. agreement with the Canadian government, is never to be less than the rate to St. John, and all export freight originating in Canadian territory is to be sent through Canadian ports unless otherwise routed by the shipper. Canadian shippers, there being no financial advantage involved, will scarcely desire to discriminate against Canadian ports. Again, the Grand Trunk Pacific is to lease the government-built road from Winnipeg to Moncton, and a St. John connection is provided for. The natural desire of the G. T. P. will therefore be to give the eastern section as much traffic as possible, and to aid by the spirit of the agreement with the government, which makes the road an all-Canadian one.

Such, in brief, is the case in favor of the Maritime Province ports as against Portland. It is really unnecessary to consider Providence. There is one added safeguard to which Parliament is pledged, and though of late there have been signs in Ontario of a desire to have it evaded, the Maritime Provinces will hope to see it adopted. This additional safeguard is the limitation of the British preference to goods entering Canada through its own ports. The pledge of the government, recorded two or three years ago, was that this policy would be adopted upon the completion of the Grand Trunk Pacific. This arrangement is frankly protectionist, in a sense, but it is quite in line with the whole system of Canadian transportation upon which the Dominion is spending so much money and from which the country is reaping so much benefit. The railroad companies which carry the export freight to the seaboard need return freight for the West. The proposed limitation of the preference to goods coming direct would greatly increase the volume of this return freight and would tend strongly to keep the main current of traffic in all-Canadian channels. There is, not only in the seaboard provinces, but throughout the Dominion, an increasing pride in the growth of our own seaports, and while the proposed limitation would create some little temporary confusion or delay in a few centres, the period of disturbance would be short and the satisfactory readjustment certain.

The Georgian Bay canal must be built, and the Hudson Bay railway, and many millions must yet be spent in perfecting the St. Lawrence route and in improving the harbor of Montreal. These are works of national importance, and when the government undertakes them it will have the approval of the whole country. So, also, will it command general approval when, upon the completion of the new transcontinental, it shall carry out the pledge which will make the British preference a port builder.

THE PASSING OF MR. FOSTER

The attempt to drive Hon. George E. Foster out of the Conservative party, begun in 1907 by the Montreal Star, is today being carried on by the Toronto News with intense bitterness. Mr. Foster's recent statement that he intends to remain in public life and will soon resume his seat in the House, elicits from the Ottawa correspondent of the News this rather brutal counterblast:

"Mr. Foster is by no means without sympathy. Friends who have visited his sick room say that he has not lost his courage. He is a sick man, and it is believed, a poor man. His prowess as a stump speaker and his FORMER effectiveness in Parliamentary debate are not forgotten. I am told that he meditates coming down to the House some day soon FOR THE PURPOSE OF RECEIVING AN ORGANIZED OVATION FROM THE REACTIONARIES. A HEARTY RECEPTION IS DUE TO A BROKEN LEADER, AND SHOULD SUCH BE GIVEN HIM IT WILL NOT SIGNIFY HIS REINSTATEMENT IN HIS OLD POSITION OF AUTHORITY."

Mr. Monk, the same writer says, has demanded of his leader "concessions that would ruin the party prospects in the other provinces, and: 'The issues raised in the litigation in which Mr. Foster unfortunately has become involved impair his influence as the chief Conservative lieutenant. This is recognized by the more progressive members of the party. He is much broken in health, and quite aside from the present political crisis he will not soon, if ever, be able to resume his former activity either in or out of Parliament.'"

Mr. Foster, in other words, must go. In its editorial on this subject the News gives Mr. Borden lavish praise—but warns him that he must part with Mr. Foster. It refers to certain accidents and conditions which have prevented Mr. Borden from carrying the country, and the frailties of Mr. Foster bulk large in the list. The purpose of this language is not to be mistaken:

"These conditions and accidents readily may be enumerated. It is said the 'Duty of the Hour' cost the party some fifteen seats. The influence of the Grand Trunk and Grand Trunk Pacific Railway was thrown into the government balance. The charges against Mr. Foster in connection with the Foresters episode nullified Opposition criticisms of the Administration so far that wavering Liberals were enabled to save their consciences and stand by their own candidates."

The prosperity of the country, the News argues, made it impossible to persuade the electors to take a serious view of the charges against the Government in the campaign of 1908. It contends that the Lumden charges are going to rival the Pacific scandal. And then it returns to Mr. Foster:

"The net result of the campaign of 1908 was the return of the Laurier Government by a majority of four or five outside of Quebec. Since then the difficulty of carrying Mr. Foster has grown steadily more apparent, the insurrection of Mr. Monk has accentuated the crisis, and the progressive element in the party has become dissatisfied with the inefficiency of the old whips, and with the occupancy of the front benches by members of the former regime. For none of those troubles is Mr. Borden to blame, and the best men in the House feel that the time has come for the party throughout the country to signalize its unfaltering allegiance to a distinguished leader."

Thus the News sorrowfully kicks Mr. Foster down stairs and asks Mr. Borden to give the expulsion official approval. Mr. Borden has neither the courage nor the backing to do what the News suggests, but it is intimated in more than one quarter that the premature announcement of Mr. Foster's retirement had Mr. Borden's approval before Conservative correspondents at Ottawa telegraphed it to the newspapers they represented. Mr. Foster will stay. If a convention be called, he will be present. He will lead the "reactionaries" whom the News and the World say must be sent to the rear in favor of the "Progressives." Mr. J. S. Willison of the News and Mr. W. F. Maclean of the World, having begun the housecleaning, will not easily be persuaded to abandon it. If they feel silent, the conditions they have proclaimed from the houseposts would nevertheless be there.

The party of Sir John Macdonald, lacking a real leader, has lost cohesion and driving force. It has neither purpose nor hope.

THE NEW MONTREAL

Montreal, including some suburbs which it has absorbed and others which it will soon absorb and which are today practically parts of the metropolis, has a population of 583,000. Parliament has just assented to a new loan of \$4,000,000 to the Montreal Harbor Commission, and the members of the latter body have announced details of a plan of harbor expansion, foreseen some time ago, and referred to by Commissioner G. W. Stephens when he spoke here before the Canadian Club. The work is to involve an expenditure of \$15,000,000 to \$18,000,000, and is to extend over the next ten years. The annual outlay during the first few years will be about \$2,500,000. The area of the harbor is to be enlarged greatly, and it is to be dredged to a uniform depth of thirty-five feet. The work to be begun before the close of navigation next November includes the following:

Grain elevator, two million bushels capacity, between Jacques Cartier and Victoria Pier, appropriation for first year of \$800,000.

High level railway tracks from Victoria Pier to Hochelaga, appropriation for first year \$200,000.

New Victoria Pier and market basin—appropriation for 1910, \$400,000.

Completion of Dominion Coal Company wharf at Hochelaga.

Floating dry dock, with lifting capacity of 25,000 tons net, and able to dock the largest vessels afloat.

Ship repairing yard.

Other contemplated work includes twenty-four berths for ocean going vessels of from 600 to 800 feet in length, the piers to have an aggregate frontage of 16,800 feet; new sheds with floor area of 1,386,000 square feet; arrangement for entrance of Georgian Bay canal, near Victoria bridge. The proposed addition to the present harbor space will amount to some seventy-four acres. The plan outlined by the commissioners is one of tremendous scope, and it is marked by boldness and vision, yet it must be said that the growth of the port and the growth of the country whose principal summer outlet it is, fully justified preparation on the immense scale outlined. Montreal confidently expects that the Georgian Bay canal will be commenced when, on before, the Grand Trunk Pacific has been completed, and the new waterway will drain a tremendous expanse of traffic-producing territory. Montreal intends to be ready.

All that has been done in Montreal, all that Montreal plans to do, will keep the traffic in Canadian channels, and, as Major Stephens reminded us when he was here, increasing business for the summer port means an increasing stream of traffic through St. John in winter. The expansion of our winter business will be accompanied more and more by the growth of our summer business as well. The great expenditure in Montreal and in improving the St. Lawrence serves to show that as the coming pressure of trade demands improved facilities, the port-makers must look a long way ahead. It is so in St. John's case. It has sometimes been said that as the West began to till a greatly increased acreage, this port would be unable to accommodate the traffic that must come to it through the increasing railways; but, as a matter of fact, this harbor is capable of immense expansion. The West Side berths are but the first of a score, and we have Courtenay Bay in reserve, to be utilized in the near future. The perfection of the harbor entrance is proceeding, and when it is finished the breakwater will be extended to Partridge Island and the western channel closed. These improvements will be costly, but that is true of all works of the sort. The business justifies the outlay. The harbor of Greater St. John will be the winter terminus of three transcontinental railways, and the winter fleet will be great in proportion.

THE COMET

Halley's comet now rises about 4 a. m., a little more than an hour and a half before the sun. The speed of the wanderer is about 1,684 miles a minute. Dr. Henry W. Elson's new book on "Comets, Their Origin, Nature and History" contains a timely chapter on Halley and the comet bearing his name. Its present appearance was first observed September 11, 1909, by Professor Max Wolf, of Heidelberg. "By the middle of April," said Dr. Elson, "it will have become a magnificent object, rushing toward the sun with marvellous velocity, with a streaming tail probably 50,000,000 miles in length. Soon after this it will pass round the sun and then approach still nearer the earth, passing between it and the sun and probably not more than 13,000,000 miles from us. This will be a little later than the middle of May, and at that time the comet will be at its brightest and will probably be visible in the daytime. In a few days thereafter it will begin to wane. It will fade away, and at length will pass out of the range of the telescope. It will have gone again on its long journey to a point beyond the orbit of Neptune, but will return about the year 1986."

Dr. Elson compares the comet's speed to that of a rifle bullet, and the bullet is seen to be slow by contrast. "Halley's comet," he says, "has been making its dashes through infinite space for untold thousands of years. Its orbit is calculated at 3,280,000,000 miles, which is 410,000 times the diameter of the earth. Its speed is inconceivable, being comparable only to that of a rifle bullet, and it is fifty times faster than that. This was the comet that 'hung over 'doomed Jerusalem' in 60 A. D., and was referred to by Josephus as 'the sword of Jehovah.' Another appearance was in 1066, the year of the Norman conquest of England. Again it came in 1607, when Jamestown, Va., was settled. Halley saw it upon its next appearance, in 1682. What a seemingly hopeless bid for undying fame was his, to set forth a prophecy as he did in 1704, which he knew could be fulfilled only after he was dead and probably forgotten! But it appeared on time, and as usual was marked by momentous earthly events—notably the

fall of Quebec—which served only to add to the superstition with which its coming had ever been regarded. Even upon its next appearance, 1835, superstition had not died out, for it was seized upon by the Millerites as signifying the end of the world."

This comet, he reminds his readers, is the most remarkable of all, not for its size or brilliancy, but because it was the first whose periodicity was discovered. It was Halley who urged Sir Isaac Newton to publish his work on the law of gravitation, and who furnished the money to pay the printer. After years of "figuring," Halley, in 1704, predicted that this comet, which had been noticed in 1682, would reappear about 1758. He was then fifty-nine years old, and could not hope to live to see his prediction verified, but he said: "Wherefore, if it should return again about the year 1758, candid posterity will not refuse to acknowledge that this was first discovered by an Englishman."

Posterity did not refuse, but it had its doubts until the very close of the year mentioned, and then came Halley's splendid vindication:

"The whole world watched in 1758 with the intensest interest for the comet. As the months passed with no sign of it visible in the heavens doubts began to arise. When the year entered upon its last month hope was almost gone. As the December days swept by and found astronomers still vainly searching for the hope practically died, but on Christmas night the patient watchers had their vigilance rewarded. The long awaited visitor appeared and in honor of the long dead astronomer was promptly christened Halley."

THE CIVIC CLEANING DAY

Mayor Hopewell of Ottawa has issued a proclamation calling upon all good citizens to regard the first week in May as the time for a "cleaning-up," suggesting that each property owner shall set his house in order, the front and rear yard thereof, and any other territory for which he feels responsible. He says: "If we all, without exception, would each put forth a little extra effort these neglected and sometimes filthy places which are cared for by no one, could easily be transformed in appearance and general sanitary conditions improved. I therefore call upon all our citizens, young and old, rich and poor, to assist in cleaning up back yards, lawns, vacant lots, etc., and placing the rubbish in heaps where it can be subsequently got at."

St. John, by common agreement, is to do some of this work on April 22 and 23. Many cities have found that the selection of a date for this task results in much more real work on the part of the community generally than was done before there was any annual reminder concerning the undertaking. The movement makes for civic betterment, improved health, and common satisfaction. A suggestion was made the other day—of rather repeated, for it is not new—that unsightly many, of which the city possesses many, might well be given some attention, the more conspicuous ones being covered with flowers and vines. If the city street cleaning department should make an extra effort this month in co-operation with citizens generally the coming of summer would find St. John's appearance uncommonly attractive. The aldermen who deemed it well to give more thought to the city's appearance and sanitary condition would not find the citizens unappreciative.

NOTE AND COMMENT

It is not well for an opposition party to be too well satisfied with itself, says the Standard. That does not appear to be what is the matter with the one for a section of which our troubled contemporary is speaking.

He is a poor friend of the Conservative party who from the mast head shouts "All's Well!" when in fact the breakers are in sight.—Kingston Standard, Con.

The observant Kingston journal is probably aiming this shaft of suggestion at its St. John namesake.

One or two Conservatives and semi-Conservative newspapers are already seeking to prove that St. John ought not to give Dr. Pugsley any credit in connection with the proposed dry dock and shipbuilding plant. Their fear that the public will give him the credit due is far from groundless.

Speaking of the St. John dock and shipbuilding plant, the Toronto Globe's Ottawa correspondent says: "The project has been under consideration since last summer, and is largely the outgrowth of the government's policy of having the vessels of the new Canadian navy built in Canada. It presages the establishment of an immense new steel shipbuilding industry in the Dominion."

Punch amuses its readers with an imaginary account of Mr. Roosevelt's activities in London, his speech to the County Council, his advice to the Commons, the Bishop and the Peers. It reads rather more like a solemn prophecy than a joke, in the light of the strenuous one's recent history.

We pass over the bating of Quebec. When that stage had arrived, the Opposition was past leading. It ran wild. Mr. Foster caught foul, went down. Those who brag of Mr. Borden's gifts of leadership chose the moment to kick Mr. Foster. What did Mr. Borden do? Nothing. Leadership? It is enough to make Sir John Macdonald turn in his grave.—Montreal Herald.

Mr. C. Frederic Hamilton, the Ottawa resident correspondent of the Toronto News, proclaims that he has discovered the cause of the "general ineffectiveness" of the Conservative party. Here is what he has to say about it:

"It must be said that this general lack of heart really dates from the verdict in the Foster-Macdonald case. It is the fact—it cannot be denied—that the party felt keenly and suffered much from the Liberal

counter-attack of Mr. Foster in 1908. It cost heavily in votes.

"The outcome of the trial has been, in plain terms, that if the situation does not change in some respects, the Liberals need not rewrite their campaign literature for the next election. Indeed, the appeal which has been lodged in the case carries this further perplexity, that it means that the whole case will be spread before the public at a convenient date before the next election. One need not rank himself with Mr. Foster's traducers to realize that this affords a most serious prospect."

A fine illustration of the unity of the Laurier government is furnished by the attitude of ministers in the matter of the race track bill.—The Standard.

Awful, isn't it? But the ministry will not doubt hear up. The race track bill was not a government bill, but the Standard is sorely in need of some pretext to divert attention from the unity, harmony, and knife-wielding which are now the outstanding features of the unfortunate Opposition.

New Brunswick Conservatives continue to choose delegates to the proposed Opposition convention in Ottawa, the date for which is still uncertain. Judging by the size of the row in the party today the convention should be well worth attending, and if the "reactionaries" and the "progressives" can be persuaded to check their knives along with their coats and hats it is possible that the more hardy or cautious delegates from New Brunswick may return alive.

With a dry dock and shipyard, and a sugar refinery assured, with the expansion of several local industries fairly in sight, and 1910 only a little more than three months old, St. John's outlook is good enough. There is the Dominion exhibition, too. And this is but the beginning. The Grand Trunk Pacific, the Canadian Northern, and the Valley road, must all come in the near future, and the first two will have their own fleets. With any sort of luck and a fair amount of energy and good management, St. John a few years hence should be arriving.

The Standard opposes to I. C. R. operation of the Valley road Senator Thompson's statement that rates are higher now on the Canada Eastern than before the government took it over. But the Senator did not compare I. C. R. rates with those on the proposed Gould electric line from Westfield to Andover. The I. C. R. is content with a living. The company roads charge "all the traffic will bear." The river counties know the difference. They want I. C. R. rates on local business and competitive rates on through freight. The Valley will be heard from if either of these advantages is denied.

MOMENTS WITH MARCUS AURELIUS

Death is akin to birth in that both are mysteries of nature; in the one there is composition; in the other, decomposition; in both the antecedent and resultant elements are the same.—At all events, it is not a thing to be ashamed of, for in it there is nothing save what is consonant with the nature of rational life, and nothing that is repugnant to the laws of our being.

Take away opinion, and where is the pain? I have been harmed? Take away this pain, and where is the harm? That which renders not man worse than himself cannot render his life worse, or work him evil, whether from within or from without.

Remember that all that befalls man befalls him justly. Observe this precept with diligence and thou wilt discover the truth, and know that all things happen, not merely by necessary sequence, but in accordance with justice,—dispositions, as it were, of a power rewarding us as we have merited.

Let not thy thoughts be those of him who wrongs thee, nor such as he would have thee think, but look on things as they are in reality.

A SPRING LILLY

There's a ripple on the river, where the water is gleam;
There's a brown bird singing to its shadow in the stream;
And the barren woods are blooming, and its people are a-wing,
For over hill and over dale they hear the coming spring!

Here's a snow of buds a-blow, in the apple tree;
Overhead a sunny wind, blowing to the sea.
Who will come a-roaming? Come with me today.
And, O, the yearning faces on the broad highway!

There's a ruffle on the water and a drowsy cloud above;
There's a blue sky spilling out a shower for its love.
For sweet April is a weeping and is laughing as she cries,
And she gathers up a rainbow and dries her pretty eyes.

Here's the way to Yesterday; take it, an you will,
April's but a bit ahead, dancing on the hill.
Who would woe the madcap? Hurry, while you may!
And O, the feet that wander from the broad highway!

Married Author—"My dear boy, I cannot buy you a trumpet. You would disturb me too much with it."
Boy—"But I would only play it when you were asleep, papa!"—Comic Cuts.

Uncle Walt
The Poet Philosopher

The farmer said to James, his son: "Old Dobbin's usefulness is done; I've worked him now for thirty years, and while it fills my eyes with tears to have you shoot him through the head, it's better for him to be dead." The son replied: "A railway train has saved us all that grief and pain; old Dobbin got upon the track—a train came up and broke his back." "Great spoons!" the farmer cried, "I'll write a letter to the road tonight! 'I'll see if it can maim and maim him, that I would show him at the fair, and take in first or second prize, and now he's dead, bad him my eyes! That hoss could gallop for a week, and then get down and trot a streak. I scarcely ever go to town but men with money run me down and ask if Dobbin is for sale; when I say no, they fairly wail. And Dobbin's dead, my cherished steed! The dog-gone road that made him bleed will pay his value, if there's law, or justice east of Omaha! A thousand bones, and nothing less, will take the edge off my distress!"

Copyright, 1910 by George Matthew Adams. WALT MASON

Do You Suffer

from any form of pain? If you do, it will be to your advantage to investigate Dr. Kendrick's White Liniment, because it will relieve you.

It's the largest bottle and best White Liniment on the market today; does not blister the skin, rubs in without leaving any trace of oil. Can be taken internally. Ask your druggist about it, or write us for free circular. Manufactured by the Beird Co. Ltd., Manfg. Chemists, Woodstock, N. B., and sold by all reliable dealers.—7c.

Of Interest to Women

All girdles are very wide. Low shoes have higher heels. Jet buttons are selling for spring. Heavy gold tassels continue in favor. White yoke will be used as much as ever.

Gold and silver braid belts are much worn. Parasols of the season have bright brass ribs. Crepe-like borders mark some of the new veils. The bronze slippers never were more attractive.

The smartest belt is made of black patent leather. The panel effect is again a favorite in dressy gowns. Girdles and odd bows are seen in plain and figured ribbon. Colored Wood buttons are used on the tailored suits and coats.

For juniors the waist line remains long and the skirts are short. Soft, sweet color tones prevail in pretty spring dresses. There is a stronger tendency towards the once popular kimono sleeves. Ivory tulle for white costumes. Reversible effects are being sought in many of the new gowns as well as coats.

The blue ragged robes or cardigans are used for trimming many spring hats. In lace the new effects are very handsome and light and dainty in appearance. All silk veils are to be had in varying widths and in a very wide range of colors. The tan shoe, both high and low, will be even more generally worn than last summer.

The smartest dresser is on the lookout for appropriate belts to wear with all her gowns. Hats for a young girl should be trimmed with large bows of ribbon or maline or both. Border materials are still favorites in the productions for spring and summer gowns.

In nearly all new styles whether it be for outsiders or general wear, the belt is evident. Many young girls wear the head braided, with the natural hair pulled softly around the face.

One of the innovations among the designs of new embroidery is the simulation of so-called patterns. In the white silk braid dress trimming one finds a touch of color added by means of cord beads. Gloves of kangaroo kid similar in appearance to suede, but a little heavier, are in demand in Paris.

Flats of leather trimmed with ribbon are among the smart accessories the tailored girls wear this spring. Every gown must have a bit of gold or silver on steel or copper braid or trimming in its composition. German wool and Irish crochet in combination are used in gold, and also in silver are in large demands for belts.

Costs of velvet are being worn over foulards, the coat being lined with the same material as the gown. The pine worn in hats accompanying the tailored suits, which did duty last spring, have smaller heads than formerly.

Among the beaded nets for trimming evening gowns are applied designs, done in gold and soft pastel shades. The fabric girdle, which did duty last season, is also appearing to be in a wide range of colors.

Wash buttons are made in white, cream and white mixed with fashionable colorings in embroidered designs. "Baby" Irish retains its popularity, and some effects of point Venice, otherwise lightweight laces are worn. White muslin curtains with ruffles of colored