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

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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 deals!  
The Thistle, Shamrock, Rose entwined,  
The Maple Leaf forever."

**Semi-Weekly Telegraph  
and The News**

ST. JOHN, N. B., AUGUST 6, 1910.

#### THE ALDERMEN AND THE PAVING

Echoes of public dissatisfaction and suspicion in regard to the Main street contract were clearly audible at Monday's council meeting. There is now, in fact, a reasonable prospect that the aldermen, heeding the well known desire of the taxpayers, will take action which, if it cannot repair past errors, will at least help to avoid others for a few months to come. If we except one of yesterday's resolutions—that aimed at the city engineer—the motions put forward were not very promising. Some good may come from Ald. Jones' determination to have an investigation; if a real investigation be ordered and the best men in the council were to make up their minds to get at the whole truth, regardless of consequences, the result would be worth while. The proposal to have the city pay the cost of a suit against the Harniss company is either a bluff or mere nonsense; for the aldermen and the engineer have, by their course up to date, rendered the Harniss Company safe enough by declaring officially that the whole business is satisfactory. It is plain that the aldermen cannot very well turn about now and declare the contrary, or make themselves to investigate themselves. It was evident yesterday that there was a desire to placate public opinion, but there was no sign of a robust determination to blow to the line and make a reputation of recent transactions impossible for the future.

One thing may be expected as a result of the meeting—the investigation of the civic department of works and the reformation of that department before the city lets any more contracts of importance. A special meeting of the Council at which these matters would be thoroughly aired is surely unavoidable now.

#### BRIDGE AND FERRY

News comes from City Hall that the aldermen have about made up their minds that it will be necessary to build or purchase another ferry boat, to replace the old Western Extension, and supplement the service provided by the Ludlow. Some months ago, when the city was discussing the question of the Navy Island bridge, this journal pointed out that before long the ferry steamers then in existence would not be able to keep up an adequate service, and that in considering the interest charges which the building of a bridge would entail, it was quite in order in estimating the city's expenses for ferry purposes, to keep in mind the fact that it would soon be necessary to enlarge the civic harbor fleet. And now the aldermen are talking about building or buying another ferry boat.

Patching up the ferry fleet, or adding new vessels to it, is merely an expensive way of postponing the proper solution of the problem, which proper solution is the construction of a bridge across Navy Island to carry steam trains, street cars, and the ordinary pedestrian and vehicle traffic. The Federal government, through the Minister of Public Works, long ago pledged itself to bear a large portion of the cost of such a structure, provided that the city and local government would each bear a similar proportion. Thanks to inaction or the want of a resolute and progressive policy on the part of the Common Council of this city, advantage has not yet been taken of the Federal government's advanced position with respect to the much needed bridge, and the last session of the New Brunswick Legislature was allowed to pass without any serious attempt to obtain from the provincial government a definite statement of its position in regard to this question.

When Alderman Scully gave up much of his time to the work of promoting public and official interest in the bridge project, he received but a discouraging meas-

ure of support from the other aldermen and from the business men of the city generally. They cried out against what they supposed would be the excessive cost of the enterprise, but they have not thus far given critical examination to the ferry expenses, and to the outlook for a large increase in those expenses if the ferry service is to be brought up to a point where it will meet the increased demands upon it due to the great growth of our winter port business.

The city owns a large amount of land on the West Side, and if a bridge were built the increase in the value of civic property due to the erection would in a short time more than counterbalance any added interest charge which the city would be called upon to bear, if the local and Federal governments sustained their proper shares of the cost of the bridge.

Now that the aldermen are talking about another ferry boat, and as we are passing through a period which is politically dull and therefore free from the currents of political bias, the whole matter of transportation between the east and west sides should be taken up again and given calm and reasonable consideration by all who have an interest in the matter. It would be found, if this were done, that many of the objections urged originally against the bridge plan some months ago appeared serious rather because of the lack of definite information than for any other reason. It was never shown for example, with a reasonable degree of certainty, how much the whole project would cost, including both construction and for land damages for the approaches. It was said at that time that there was no prospect of calculating the cost with anything like accuracy. If this attitude were adopted toward every public project of importance that comes up it must be clear that St. John and the province would make very little progress. The Common Council should secure detailed and convincing information as to the cost of the bridge, and should ascertain how far the Harniss government will go in the matter of contributing to its cost. The attitude of the Federal government is already known. Had the city been prepared to go ahead with the bridge there would have been placed in the estimates last year the amount of the Federal government's contribution. Certainly nothing should be done in the way of increasing the expenditure on the ferry until the bridge project has been absolutely disposed of in one way or another. It is a commonly accepted view that we must have the bridge within ten years at least, and we should have it in five. If this be the case, it must be quite evident that this is no time to talk about purchasing another ferry steamer.

#### MORE BAD ROADS

Further complaints reach The Telegraph regarding the condition of the roads between this city and Welsford. There is one particularly bad place near Grand Bay which has caused grave risk to automobiles and teams for some weeks past and which demands immediate attention. This is not the only place on the road by any means that is causing danger and discomfort to those who use the highway, but perhaps it is the worst that has been noticed. Although the attention of those in authority has been directed to this matter on more than one occasion, no useful action has been taken, and the annoyance and risk continue.

A St. John business man who has been over this road frequently during the past month informs this newspaper that the roads in St. John, Kings and Queens counties, have never in his experience been so bad as they have been during the present summer.

As the Harniss government went into power several years ago pledged to give New Brunswick good roads, these constant complaints, backed up by overwhelming evidence of neglect and inefficiency in the road department in almost every parish in the province, constitute an indictment of no light weight against the provincial administration.

#### SAWDUST IN THE ST. JOHN

A St. John man who was recently a visitor to St. Leonard's (N. B.), and to Van Buren (Me.), calls the attention of The Telegraph to the fact that immense quantities of sawdust and refuse are being thrown into the river at Van Buren by the American mills on that side of the river. He says that a large conveyor has been built by one of the Van Buren mills, which carries this material far out to a pier head, from which it is constantly discharged into the water.

The visitor makes the suggestion that this matter might be of interest to the international commission which is looking into the question affecting the St. John as a boundary river, for he says the course adopted at Van Buren has led other mills in that territory to follow suit, with the result that the water below that point is this year in an unusually polluted condition. With the coming of dead log water, to be followed by the autumn rains, it is thought that these conditions may prove most injurious both to the quality of the water for drinking purposes and to the edible fish that inhabit it and that are commercially so valuable.

#### ST. JOHN'S OPPORTUNITY

Every day now strengthens the confidence of the public in the prospect for a wonderfully successful Dominion exhibition here next month. One wonders sometimes if the business men of this city and this province have fully recognized the size of the opportunity presented to them by this exhibition. Without exception, it is the greatest advertisement, and the greatest opportunity to advertise, that our people have ever had. The Winter Port business has given St. John not only a great deal of solid trade, but has also afforded a steady stream of advertising extending over a period of years, the effect of the steamships coming here being to make this city and province well known in a business way in many quarters and in many countries where we badly need this sort of advertising.

The exhibition will provide, in a very

short period, a chance to place before many thousands of possible, even probable, customers and investors, convincing information concerning every branch of our commercial activities here in the East. There will come to this exhibition men of affairs from every province in the Dominion, and from many other countries, and most of them will be observant and open to conviction in business matters. We have in this country many inviting openings for new industries, a wealth of raw material, and increasing transportation facilities which are already developed to a point of high efficiency for the purpose of quick distribution. We have water carriage to all parts of the world. We have vast undeveloped wealth in land, in minerals, in water powers, in forests, and in fisheries. And we have in St. John a compact and energetic business community, eager for growth and ready to co-operate with capitalists, great or small, and with all men who are prepared to offer a good day's work for a good day's pay.

Taking these things into consideration, it should be clear to most people that unless St. John secures, during September, and for some time thereafter, a very stimulating amount of advertising and of solid benefit from the Dominion fair, the fault will be our own.

#### THE NEXT IMPERIAL CONFERENCE

In London next year, about the time of the King's coronation, there will be held another Imperial conference, at which will attend representatives of nearly every portion of the British Empire. Newspapers in many British countries, in looking ahead to see what sort of programme the conference will be likely to have before it, are led to complain that few, if any, subjects of prime importance have as yet been definitely set down for consideration, and that there is generally but an indefinite idea not only as to what the chief result of the conference may be, but even as to what its principle aim will be.

Immigration is one of the subjects that is to come up, because there has been complaint in the United Kingdom as to some of the rules and regulations made by the dominions overseas with respect to the entry of British subjects through their ports. This is spoken of in some quarters as a highly complicated question, and perhaps it is so in connection with the migration of Hindus to such places as British Columbia. Fortunately, it is highly unlikely that any great number of these folk will in the near future see entrance to our Pacific province.

In the matter of immigration of unfitted population from Great Britain to Canada, about which there has been some discussion on both sides of the water recently, there is little ground to think that the Dominion will modify any of its regulations in principle, though it may readjust minor details. At bottom, each country must decide for itself what sort of immigrants it will permit to land upon its shores.

There are other questions that are likely to be discussed—Imperial defence, tariffs and preference, improved steamship services, and perhaps the most important of all, cheap cable communication between the several sections of the Empire. This matter of cheap cables, which has received an increasing degree of attention during the last few years, is one that is closely related to such subjects as immigration, Imperial defence and Imperial preference; for it is chiefly by means of the rapid and economical exchange of views and news that there can be promoted through the Empire that perfected understanding which alone can clear the way for harmonious agreement upon vital questions affecting the whole Empire. The cheap cable—and in the end the several states must own and operate these cables—is the great instrument for preventing misunderstanding, and for removing misunderstandings which may have arisen. It will render much more difficult that sort of politics in all British countries which busies itself with misrepresenting the aims and character of its opponents. Prompt and general transmission of the facts would have prevented in previous years many, if not all, of the more serious differences that have arisen between the Mother Country and her robust children beyond the seas.

The last Imperial conference suffered somewhat from a disposition to cover too much ground without tilling any particular part of it thoroughly. It would be a tremendous step forward, from the true Imperial standpoint, if at next year's conference this question of the cables should be settled along truly progressive lines.

#### SPEAK OUT

New Brunswick newspapers, which were so ably represented at a meeting of newspaper men held here under the auspices of the Board of Trade last spring, will doubtless be interested by the announcement that the railways are preparing to exploit the usual harvest excursions to the Canadian West. It is for the newspapers of this province to consider whether, this year, they will assist in swelling the number of recruits thus carried away from New Brunswick, or whether they will decide once for all that they will no longer lend their assistance in increasing the exodus.

New Brunswick can give any of its own people quite as good a living, and quite as good opportunities for advancement, comfort, and health, as can be offered by any part of this country or another.

This appeared to be the settled conviction of all of the newspaper men who assembled here last spring. If it is still their opinion, they now have an opportunity to express it freely and forcibly, and if they do so they will be assisting in building up New Brunswick.

#### THE CANADIAN TARIFF

Liberal journals throughout Canada are devoting no little attention to that part of Sir Wilfrid Laurier's speech at Lunenburg in which he discussed fiscal matters, and held up Great Britain's trade policy as an ideal that Canada should keep before its eyes. Sir Wilfrid's reference to

the Canadian tariff at Lunenburg is generally regarded as a highly significant one. He was reported to have said:

"The tariff the Liberal government has given is not the best, but it is better than that which it displaced. It needs further improvements. It will have to be gradually reduced. Further revision must be made, but, before revision is undertaken, the government will again appoint a commission to investigate. This commission will consult with the various interests concerned. It will aim, having in view the common wealth of our common country, to go as far as may be justifiable towards the trade policy of England, the shining example of the world, although it cannot be expected that we can accomplish in one or two generations what it took in England eight centuries to arrive at."

Sir Wilfrid here clearly foreshadows a revision of the tariff after conditions have been examined by a tariff commission, which will travel from province to province, collecting its evidence on the ground from Canadians in every walk of life, with the idea of modifying the existing tariff so that it will meet the new conditions that have arisen since the present schedules were promulgated.

The tariff, Sir Wilfrid says, will have to be gradually reduced. In 1897 and 1907 revisions were preceded by tariff commissions which made extensive investigations of trade conditions through the Dominion and gave consideration to Canada's commercial relations with outlying countries. Seemingly that process is to be repeated, presumably before the present government goes to the country again for an endorsement of its policies.

And a downward revision of the tariff is what this country needs. The day of high protectionist success is gone. In the United States beside us there is a widespread political revolt against the Republican party, chiefly because that party of late years has been dominated by powerful and selfish interests which have enriched themselves unjustly by means of a tariff framed, not for the good of the many, but for the purposes of unjust exaction in the interest of the few. If this country had no lesson in tariff matters beyond that supplied by its neighbors to the south, it should not hesitate to set its face sternly against further concessions to the high tariff party here at home.

It is noteworthy in this connection also, that the Conservative party in the Dominion today is divided and hesitant in tariff matters. The inner council of the party favors high protection—"all that the traffic will bear," in the old railroad phrase—but many of the rank and file, and a few of the more progressive and observant opposition lieutenants have seen the handwriting upon the wall. They know that the West will not submit to that which a few of the pap-fled interests in the East would demand if they dared. They know that in the East, also, there is a growing feeling in favor of more fiscal freedom.

In the United Kingdom, where prophets of evil have told the people that their trade was dying because the government would not give the country a dose of protection, the trading figures for the last few months reveal a marked revival of industry and commerce, and the Liberal party and its allies are more determined than ever to keep the flag of free trade flying.

Sir Wilfrid Laurier is not a man who goes to extremes. He never has disturbed business conditions in this country by a sudden or sweeping change in the tariff, and no one will suppose that he intends to do so now. But in his Lunenburg speech he indicates the direction in which he proposes to lead his party, and the path leads toward the older and safer ground upon which the Liberal party has always found safety and honor. With the unerring instinct that has marked him in such matters for these many years, the Prime Minister has correctly interpreted public sentiment in Canada with respect to tariff matters, and happily he finds that it corresponds with his own convictions and wishes. The Toronto News and other Conservative advisers, which have been urging Mr. Borden to adopt a low tariff policy and so steal the Liberal thunder, will not be comforted by Sir Wilfrid's speeches in the West. Protection and the Conservative party in this country must languish together.

#### BRITAIN ON THE SEA

The latest edition of Lloyd's Register does not give much encouragement to those pessimists who have been saying that Great Britain has passed her zenith and is a failing nation. The Register this year shows that the total tonnage of vessels now at sea under the British flag amounts to some 3,500,000 more than the combined fleets of eleven foreign nations.

Here following is a table showing the gross steam tonnage owned in the principal maritime countries of the world in the years 1900 and 1910:

	1900.	1910.
Great Britain and colonies	12,146,000	18,059,000
Germany	2,107,000	3,339,000
American (U. S.)	879,000	1,642,000
France	1,052,000	1,448,000
Norwegian	765,000	1,422,000
Japan	488,000	1,147,000
Italy	540,000	985,000
Dutch	467,000	883,000
Swedish	419,000	783,000
Austro-Hungarian	387,000	778,000
Spanish	642,000	747,000
Danish	412,000	672,000
Total foreign	8,211,000	14,569,000

The records show that the world's total ocean tonnage has risen from 21,808,000 in 1880 to 41,915,000 in the present year, and this year's tonnage is divided into, steam 37,291,000, and sail, 4,624,000. This does not include either Canadian or United States lake vessels, in the number of which there has been a very great increase during recent years. The Register in 1900 showed that the tonnage of vessels trading on the great lakes was 578,000, while the present edition of the Register gives the total as 2,147,000, or nearly four times the amount of ten years ago.

Britain's carrying trade, and Britain's aggressive commercial policy, continue to be the envy of the other great nations.

#### PROTECTION AND THE COST OF LIVING

In the current number of the "World's Work" there is an article on "What an American Learned in England," by Mr. Zeph McGhee, that is of interest as bearing upon the effect of protection upon the cost of living. This American writer says that while he lived in Burnley, which is in Lancashire, he paid considerably less for board than he was accustomed to pay in the United States. In attempting to ascertain why the cost was less in England, he questioned his landlady as to her marketing with this result:

"She buys fourteen pounds of the 'best American flour' for 2s.; in America she would have to pay 3s. for the same flour. She buys 25 pounds of the best grade of land that she lives in, for the equivalent of a dollar; if she lived in Louisiana, Michigan, or Idaho, where this sugar grows, she could get no more than from fourteen to sixteen pounds of the same sugar for her dollar. Her rice costs her from 2-1/2 to 3d. a pound; in the rice fields of South Carolina she would pay 5d. a pound for it. A pound package of soda costs her a half-penny; in America it would cost her 2-1/2."

"In America there is a heavy tax on each of these articles, a tax which does not, however, go to the support of the government, but to the support of the man who sells. In England they are looking out for the interests of our landlady who has to buy, and there is no tax."

He goes on to say that in England he found a certain vague but widespread alarm over Socialism, but while that was true, he found many arrangements actually being carried on there which in the United States would have been denounced as socialistic, but which in England were accepted as a matter of course. He was struck particularly by the many admirable municipal activities of the people of Glasgow, and other cities, where the administration carries on certain of the public utilities. He draws a glowing picture of a village on the outskirts of Birmingham:

"Cycling one day in the vicinity of Birmingham, I came suddenly into a new and beautiful village. Artistic cottages of four, five and eight rooms, each surrounded by a carpet of green grass, speckled over with flowers and shrubbery, lined the clean, paved streets, along which also ran rows of ornamental shade trees. An attractive schoolhouse and a public hall, several beautiful churches, playgrounds for the children, pleasure grounds for all were there. The village was not finished. New homes were being built, new streets opened and paved, new trees, shrubbery and flowers set out here and there. Tradesmen, clerks, factory operatives, professional men, and others had left the crowded, noisy, smoke-begrimed streets of Birmingham and come out into this pure wholesome air of the country. Some enterprising real estate company or some wealthy capitalist was doing good business, I thought; or else some philanthropist was doing a great charity work among his fellow men."

"Not at all. It was a co-operative society, and every penny of what we would have considered a loss and turned back into the pockets of those who paid rent in excess of its actual cost."

The writer goes on to contrast conditions existing in England with those in the United States; and on this point he says:

"Considering this great advantage that we have over the people in England, together with our vast superiority in productivity of soil, in timber, in mineral deposits, water power and other natural resources, it would be conclusive evidence of something radically wrong with our economic conditions (or at least a prodigious superiority of theirs) if there were not greater opportunities in this country, and the general welfare much better. And yet it is true that it costs more to live in the United States, speaking generally, than it does in England—costs more not only in money but in labor. While wages are higher, when estimated by the ratio of exchange, which is based upon the amount of gold each will purchase, if we estimate it in power to purchase the necessities and luxuries of life, English wages are higher than ours."

This observant American does not endorse the reports, current in some quarters, to the effect that in England they are beginning to lose their grip in commercial and industrial matters. He finds them quite able to hold their own in competition, and he is not blind to the fact that protection is not a short cut to wealth for the great mass of the people. He goes to the heart of the question when he says that it does not matter so much what wages a man receives, but what does matter is how much he can buy with every dollar. If the increased cost of living more than counterbalances the increase in wages, the worker is not better off but worse.

In this connection the Wall Street Journal, the leading financial authority of New York, recently estimated that an American family of five persons can just manage to exist on \$800 a year, but it says that "a large proportion of the population of the United States" are now unable to earn even \$800. Such impoverishment, it adds, will affect not only the present generation but the race, "and these conditions are rendered vastly more acute by the high cost of living." It continues:

"If the advance in prices continues, wages and income must be increased, or family life and the home, which constitute the corner-stone of society, must be sacrificed. This is the problem of the cost of living."

These are considerations which should appeal to the wage-earners when they are compelled to listen to the prophets of high protection.

#### NOTE AND COMMENT

Campbellton will wait for some broad-minded action by the provincial government, and St. John city should do much more than it has done.

Help Campbellton. St. John has not done itself justice in this matter. In our darkest hour, in '77, other cities were generous, and prompt. Let us pay our just debts.

If many of the streets and sidewalks of this city are to receive the attention their condition demands before the opening of the Dominion fair, much more rapid pro-



gress than is now in evidence will have to be made during the next few weeks.

The aldermen—or some of them—mean well, but they lack courage. The road to a certain place is said to be paved with good intentions. Well—the road to civic obscurity and oblivion for some of our civic fathers is probably paved with Harniss' finest concrete. And the city engineer says it is the real stuff.

There has been a very satisfactory increase this season in the suburban traffic on the Intercolonial Railway between St. John and Hampton, due undoubtedly to the splendid service in effect since May 22, and probably in no small measure to judicious use of the news columns of the daily papers in keeping the public duly informed of the excellent train arrangements. Besides being a great convenience to those who have summer homes in the country, the suburban trains have been largely patronized by those who are enabled to spend a day out of the city. It is less trouble to get to and from suburban points along the railway than many places nearer the city that as yet are unserved by the electric cars.

#### SWITCH OF COW'S TAIL MAY BLIND WESTMORLAND MAN

Anson Muller, of Cherrivale, will Lose Sight of Eye and Perhaps the Other.

Anson Muller, a farmer, of Cherrivale, near Salisbury, met with a painful accident a few days ago which it is feared may lead to the loss of one of his eyes and possibly the sight of both. While milking his cows one of the animals in switching flies with her tail, struck Mr. Muller in the eye, inflicting serious injury. Mr. Muller is under the care of a specialist, and little hope is entertained of saving the eye. Mr. Muller was in the village last evening on his return from Moncton, where he is being treated, and feels his affliction keenly. To add to the serious nature of the case, his other eye has become greatly inflamed, and is causing him much discomfort.

#### CHARLOTTE COUNTY MAN DROWNED OFF VAN HORNE'S YACHT

St. Andrews, N. B., Aug. 2.—Arthur Irvin, youngest son of Edward Irvin, of Bayville, fell off Sir William Van Horne's yacht Covenhoven in the bay at noon today, and never rose again. Lady Van Horne was on board. The body has not yet been recovered. The young man was employed on the yacht.

#### TWO AMHERST BARN DESTROYED BY FIRE

Amherst, N. S., Aug. 3.—(Special)—Two large barns belonging to Netis Chappell, together with their contents, were completely destroyed by fire yesterday. This evening, accompanied by a strong wind, torrents of rain and hail that in some places covered the roads several inches deep. Garden and field crops were badly damaged and in some localities entirely ruined, while considerable damage was done by the wind. No reports have been received of damage by lightning, but it is believed that the effects of the storm in the surrounding country must have been serious.

Terrific hail storm in Maine.

Bangor, Me., Aug. 2.—A terrific hail storm swept over this section Tuesday evening, accompanied by a strong wind, torrents of rain and hail that in some places covered the roads several inches deep. Garden and field crops were badly damaged and in some localities entirely ruined, while considerable damage was done by the wind. No reports have been received of damage by lightning, but it is believed that the effects of the storm in the surrounding country must have been serious.

James Reid, M. P. sent the following to "Have seen deputy Plans will be ready required by railway."

Those Who Count Citizens of Bathurst and other contr. Citizens of Dalhousie provisions. Citizens of New Brunswick Citizens of Moncton Citizens of St. John Citizens of Fredericton Citizens of Amherst T. Eaton Co., one value \$1,000. R. Tardiff, Percy, ing. Woman's Council, ment clothing. Citizens of St. A supplies. Citizens of Andover bedding and supplies. James M. Aird, W. bread. Mrs. G. F. Atkin box supplies. Burroughs, Weloc drugs, etc. H. E. Bond & Co. of clothing. Sumner Company, clothing utensils. Shingis Mission, one bale blankets. Mrs. Joseph H. T. Mission Band, Bloo one case clothing. Mrs. D. P. Wetm one supplies. O. H. Warwick, each of cups, sauce. Mrs. W. Ford, s case supplies.

Oh, his heart is sore as he does his chore, and digs in the mellow dirt; the abysmal brute is a dismal plute, for money won't heal his hurt. And perhaps he grunts as he does his stunts, when his brow with sweat is damp: "Ah, I might have died in a glow of pride, as the undefeated champ! Had I stayed away from that fateful fray, and hoed in my onion patch, I might have strolled through the world till old, and never have met my match. But the dopesters came, and they said: 'The game is doomed if you don't come back!' So I left my squash and my succotash, and my brow alfalfa stack. And I tried to feel that my thews of steel were good as they were of yore; but alas! one poke from that dingy smoke, and I saw that my youth was o'er! And a lesson we in this tale may see, and paste it inside our hats; if we get too gay when we're old and gray, we're apt to have broken sails. If we lend our ears to the sport who queers his friends for his own advance, we're apt to wake with the belliake, and find that our name is Pance.

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WALT MASON.

#### Uncle Walt The Poet Philosopher

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