

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.

IMPORTANT NOTICE
All remittances 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.

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.
JOHN RUSSELL, JR., Manager.
E. W. MCKEADY, Editor.

ADVERTISING RATES
Ordinary commercial advertisements taking the run of the paper, each insertion, 100 words, 10 cents.
Advertisements of Wants, For Sale, etc., one cent a word for each insertion.
Notices of Births, Marriages and Deaths, 15 cents for each insertion.

AUTHORIZED AGENT
The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz:
Wm. Somerville

Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 12, 1908

ALL-CANADIAN TRANSPORTATION

What is the use of expending \$101,000 to deepen the Erie canal which will handle all the business? This question is placed before Americans by Edward Hungerford in Harper's Weekly. He says the development of the Canadian water route will close the elevators at Buffalo and lessen the commercial supremacy of New York. The Georgian Bay canal is to have twenty-one feet of water—when it is dug. The Erie, with twelve feet of water, Mr. Hungerford says, would, at best, be a large canal. It is calculated that it would accommodate 1,000-ton self-propelling barges instead of the 250-ton barges that had been pulled by horses. Mr. Hungerford says that a twenty-one foot canal, while costing more, "would accommodate vessels of a capacity of 8,000 tons; would make Buffalo and Cleveland, Detroit and Chicago, every town that has a harbor on the Great Lakes an ocean port, sending its freight, without breaking bulk, from its wharves through the United States to each far corner of the broad sea of the entire world." Clearly the Erie will never suffice for any such purpose, and Mr. Hungerford attributes the tenacity of the Erie canal promoters in part to the Buffalo interest. He remarks that an elevator built in Buffalo in 1895 at a cost of \$300,000 returned enough in dividends in two years to repay its cost of construction. Another elevator that was not rebuilt, its owners continued to draw their dividends from a common pool of profit and rebuilding was not necessary. In other words, Buffalo takes toll on traffic which would pass her by if a better route to the sea were found by vessels of the size which now ply to Buffalo from the Great Lakes.

Mr. Hungerford warns the people of the United States that this better route may be opened through Canadian territory. "The Canadians, he says, are among the most expert canal builders of the world. He proceeds to suggest the possibilities of the Ottawa and Georgian Bay routes and says:

"Take your atlas and make a careful study of the Province of Ontario. Place a ruler from the west Georgian Bay, at the head of Huron, northward to what may easily be made a navigable river in the neighborhood of Ottawa. Then look at the present devious route south through the Strait of St. Clair and Lake Erie and decide for yourself which is the path of least resistance, the path most apt to be chosen by the freight carrier to whom every mile saved means time and cost."

"Canada does not go blindfolded into canal-digging. It has, for more than half a century, rejected the twelve-foot canal as grossly incompetent and its canal from Georgian Bay to the St. Lawrence by way of the Ottawa and Mattawa Rivers will be twenty-one feet deep, making Chicago and Milwaukee and Duluth ocean ports, subject only to all of several hundred miles through exclusively British soil. There is no question in the minds of the men who have examined the Georgian Bay canal proposition as to the effect its completion will have on the decreasing commercial supremacy of New York City. The Georgian Bay canal will do more than paralyze freight traffic through Lake Ontario and the Upper St. Lawrence. It will cripple the toll-collecting elevators at Buffalo and proclaim the Erie barge canal the most atrocious and expensive farce yet placed upon the backs of the great east of all the states. It will make it quite an indifferent question whether the twelve-foot Erie is completed in one century or two, for it will, of itself, provide the direct and simple water route for the grain of America's golden west to the densely populated nations of Europe."

The Georgian Bay project has not yet gone much beyond the survey stage, but it will be built in time, and when it is ready it would seem that the money now being spent on the Erie will have been wasted. Canada is only going to handle the freight originating on its own soil, but much of that coming from south of the boundary. And as with domestic freight, so with that from across the oceans. The short route for through freight lies across the Dominion. The short route is the cheap route, and the cheap route has an irresistible attraction for the bulk of the business.

DISTRIBUTING THE BURDEN
When a man advances the cheerful theory that the railroads should be paying a much greater proportion of the taxes than they now pay, his story is told to interest a large army of taxpayers who feel convinced that they are getting more than their just share of the

levy. The man who brings this old subject to public attention once more is Mr. W. C. Mikel, who presided at the annual convention of the Ontario Municipal Association. He declared it the duty of the organization to take a strong stand on the question of railway taxation with a view of bringing about a fair adjustment of general burdens than exists at present. Farmers, merchants, and manufacturers, Mr. Mikel pointed out, pay full taxes on the value of their real estate, while railways do not.

In the statement quoted attention is directed to one of the most serious grievances which exists in connection with municipal taxation. A railway which crosses a farm is taxed only on the value of the bare land occupied by it. The rails, ties, road-bed, bridges, and telegraph poles and wires used in operating the line, as well as the rolling stock passing to and fro, are wholly exempt. The farmer who owns the adjoining land is taxed not only on his land but on all the improvements placed thereon, including buildings, fencing and orchard.

Similar conditions prevail in urban centers. A railway in a town or city is assessed only on the land value of its right of way. All structures placed upon that right of way are tax free, and the private individuals are levied upon according to value.

"On the face of it," says the Toronto Star, "there appears no good reason why the single tax theory should be applied to railway and not to any other class of property. If the theory is good in spots it is good all over. If it is not sound as applied to private property it is not sound in its application to the property of a carrying corporation. All classes of holdings should stand on an equality in the presence of the tax gatherer."

CLEVELAND AND SACKVILLE
The death of Lord Sackville, following closely upon that of Grover Cleveland, recalled the frenzy of the American political campaign of 1888, when Sackville's indiscreet letter caused his removal from Washington, where he was British minister. A bogus Englishman wrote to the diplomat, asking for advice, saying he had become an American citizen and desiring to know whether he should vote for Cleveland or for Harrison. The letter Lord Sackville wrote in reply led to his downfall and to a fierce outcry over British interference in American affairs. Cleveland demanded Lord Sackville's recall, and though the whole incident was the result of a trick it ended by showing the diplomatic weakness for his post and his withdrawal. The lapse of twenty years enables American newspapers to reduce the incident to its normal size. The New York Post says of it:

"Few people can realize today the excitement caused by the publication of the letter from the late Lord Sackville to the Irish-American in California, who had asked his opinion of political conditions in the Presidential campaign of 1888. It was instantly seized upon by the Republicans as a tremendous weapon of offence. They pretended that it proved that the English Government was trying to direct the affairs of this country, and since all this had happened under a Democratic administration, obviously the only thing to do was to elect Mr. Harrison. Copies of Lord Sackville's letter were circulated by the thousand; it was printed in the day's leading type in the Tribune and other Republican newspapers alongside of drawings of the British crown. It received all the honors that could be given to a dispatch announcing a great victory by land or sea, or the outcome of a great foreign war, or a great scientific discovery, or the farwell address of a great statesman. But it was only a piece of small stupidity by a diplomat of the second rank. Of course, it completely discredited the career. Such a blunder would discredit any ambassador today, but it could not create the same sensation. We have become too much accustomed since then to dabbling in other people's affairs, and have even carried on an intrigue ourselves at the Vatican without arousing a fifteenth part of the excitement which marked Lord Sackville's misfortune."

The last sentence contains a slight dig at Mr. Roosevelt, referring to the "Dear Maria" letter of the President to the wife of Ambassador Storer, when that lady was seeking to have Archbishop Ireland made a cardinal.

A BIG INDUSTRY

If Canada made pulp and paper instead of sending its raw material to the neighboring states, the American pulp mills would have to use up the remainder of the available pulpwood on that side of the line and then quit business or move their plants to Canada. Today Canada feeds the foreign mills with wood which is made into the finished product to compete with Canadian pulp and paper in the British market. As the wood and the power are here in abundance, this country is the natural home of the industry. And it is a big one. There are in the United States 238 mills engaged in the manufacture of wood pulp. Of these 92 are in New York State, 33 in the great lake states of Michigan, Minnesota and Wisconsin, and 31 in the other states. Nearly 4,000,000 cords of wood were consumed last year in the production of pulp, and the aggregate cost of the wood to the mills was about \$32,000,000. The ninety-two mills in New York alone used 900,000 cords of wood and paid therefor more than \$9,000,000.

These facts are brought out in a report made by Gifford Pinchot, chief forester of the United States government, giving a detailed account of the wood pulp business in that country, the amount of wood imported for this purpose, and a large number of facts bearing upon this subject, which is under careful examination by the government in carrying out the provisions of an act passed by Congress at the last session, authorizing the Secretary of Agriculture to expend \$10,000 to

test such plants as may require tests to ascertain if they be suitable for making paper.

The country is deeply interested in ways and means for cheapening the cost of paper production, and every effort is being made by the officials to obtain facts which will throw light upon the subject and make it clear what can be done, if anything, by action of Congress to bring about a reduction of the price of pulp and paper.

The statistics compiled by Mr. Pinchot show that the total amount of imported wood for pulp making during 1907, was about 900,000 cords, or nearly one-fourth the total consumption of the domestic pulp mills. The chief woods employed in pulp making are spruce and poplar. The domestic spruce is quoted as having averaged a cost of \$8.55 a cord, and the imported spruce averaged \$9.80 a cord. Poplar averaged about a dollar less a cord, and the relative difference in the price of domestic and imported is about the same as that of spruce. But the importations of poplar were less than 200,000 cords, against a domestic cut of about 2,000,000 cords.

A summary of the situation in the pulp wood field for the year is given by the forester as follows:

The consumption of wood for pulp was greater by 300,000 cords than in any previous year. The price per cord for wood was highest for all kinds and averaged an increase of 96 cents per cord over 1906. There was an increase of 188,000 cords in the importations of spruce wood. The domestic consumption of wood for pulp was about doubled, going up from 2,000,000 cords to 4,000,000 cords.

The highest average cost for wood consumed in pulp making was for imported spruce, the forester says, the average of the imported being about \$10.50 above the cost of domestic spruce, notwithstanding the fact that the imported wood comes in free of duty.

MOB FRENZY

Sometimes an unexpected tragedy reveals conditions unsuspected by the general public. The mob outbreak in Springfield, Illinois, has enabled the decent people of that city to realize the terrible measure of conditions which they tolerated because it was easier to do nothing than to set their house in order. The mob attempted to lynch a negro—the wrong negro as it now appears. He appeared reluctant to be butchered, and this attitude, of course, made the crowd see red. Murder and conflagration followed. Now the truth about it all is known. The New York Post prints it and makes bitter comment upon it:

"One hundred and seventeen indictments are now showing for the Springfield, Illinois, grand jury which is investigating the lynching riot. If only the matter will not rest there, if say, seventy-five of the rioters could finally be landed in jail for long terms, the city would have gone a long way toward setting its house in order. The mob attempted to lynch a negro—the wrong negro as it now appears. He appeared reluctant to be butchered, and this attitude, of course, made the crowd see red. Murder and conflagration followed. Now the truth about it all is known. The New York Post prints it and makes bitter comment upon it:

"We condemn in unmeasured terms the cowardly, contemptuous action of those members of the police force who, having taken the oath of office, failed to do their duty; men who were paid for money obtained from the pockets of the people of this city to protect their life and property; men who were ordered by the heads of departments of the police to go out and disperse the mob, and who not only failed to do a club, handle a pistol, or raise a voice against the mob on the side of law and order, but some of whom are shown to have assisted by act and in doing the work that has brought destruction to thousands of dollars of property and has brought shame to every law-abiding citizen of this city."

CANADA'S CATTLE AND JOHN BULL

The published opinions of Mr. William Henderson, a member of the Scottish Agricultural Commission, now in Canada, will prove interesting reading for thousands of Canadian stock-breeders, says the Toronto Globe. He is strongly in favor of the free importation of Canadian cattle, and he alleges that an overwhelming majority of the people of Great Britain favor the removal of the embargo. He says nearly all the elected members of the British Ministry are pledged to work for the repeal of the prohibition, and that the President of the Board of Agriculture will tolerate it only so long as it is not allowed to become a protective measure.

Ireland, Mr. Henderson says, is the chief obstacle to the removal of the embargo, and this allegation is corroborated by many recent cable dispatches. There is no pretence, apparently, on the part of the Irish members of Parliament that the Irish farmers are afraid of the introduction of pleuro-pneumonia; their reason for opposing the repeal of the embargo is that, whatever it may have been original-

ly intended to accomplish, it is now an effective protection measure. The cattle sent over to Great Britain from Ireland are mainly for feeding purposes, and the farmers there fear the economic effect of the free importation of Canadian cattle with the same destination. The Irish farmers have the remedy in their own hands. Many of them might profitably imitate the Scottish farmers in buying and feeding Canadian cattle; the ability of the rest to compete successfully with Canadian "store" cattle might be increased by the construction of railways that would enable them to get their cattle transported more cheaply to ports of embarkation.

DEFENDING THE PORTS

What would happen if an enemy's fleet were to attack St. John is a question discussed by the Winnipeg Telegram, a journal published far enough from the coast to enable it to attack a problem of this sort with great calmness. The Telegram says:

"The argument against any expenditure on naval defence by Canada rests upon the assumption that Canada is not subject to attack except from the United States. If that is so, why not carry the argument to its logical conclusion and abolish the militia? Without detriment to the militia, it is so or spirit of the Canadian militia, it is so scattered and so small as to be a negligible quantity in the face of the possible scale of attack by the United States. As a matter of fact Canada is in much greater danger from an attack on the Empire by a first-class naval power than from any other source. The strategy of such a power would be, first and last, to cut off Britain's food supply, and that could be done as easily at the point of origin as anywhere else. How much naval force would it require to blockade the coast of St. John, Halifax, Montreal and Vancouver as things stand at present? Whereas, if Canada had sufficient ships, not, perhaps, to keep the ports open, but to prevent their blockade, except by a considerable fleet, the enemy would be weakened and the Empire proportionately strengthened. The matter touches the merchant and the farmer as closely as the soldier and the shipper. He should be prepared to assist in keeping his market open upon the lowest prudent considerations."

The Telegram thinks Canada should build a fleet of its own. Unfortunately its view of our duty in this matter is colored by a desire to have the Dominion government heavily bonus steel shipbuilding—a question which should stand by itself. Most Canadians today agree that Canada should bear a share of the cost of defending the Empire, that it should contribute to the up-keeping of a fleet which would safeguard Canada as well as Great Britain. The manner in which the contribution should be made is the difficult part of the subject.

The Telegram speaks as if some nation at war with the British Empire would send a part of its fleet to attack and blockade our ports, and that a local naval force would suffice to prevent that action. That view of the matter is a weak because it fails to take account of modern conditions. So long as Britain is supreme at sea she will be able to keep the trade routes open and to prevent any naval force from doing extensive damage by blockade or bombardment in any part of the Empire. To be useful, a fleet must be strong enough to attack. The British fleet is ready to strike at any moment, and is strong enough to strike with effect in several quarters at once. The interests of the Empire lie in maintaining the British fleet at a standard that it shall be able to prevent any foreign nation from transporting troops and supplies, and guarantee an uninterrupted supply of food and raw material for the British Isles—"the power house of the line." It follows that the self-governing Colonies should co-operate with the British authorities in whatever they may do in the matter of naval defence. It is useless for Canada and Australia to build small navies and then add to the Imperial fleet and augment the striking force of the British naval arm.

Concentration is now the key note of British naval policy. So long as concentration is necessary, and so long as the British can build warships cheaper than the Colonies, we shall not need a doubtful wisdom. We shall not need a British navy; but, since we shall have to pay for it, we should help to pay for it. Some of us object to appropriating money for the expenditure of which we shall not control, but in reality it should not be difficult to come to an agreement under which we could pay our share without relinquishing any of our rights of self-government. To help support the British navy would be, for us, merely to insure in the best company. We could not appoint all the directors, of course, but there is no sound reason why we should not have representation on the board in proportion to the amount of the premium we are willing to pay.

PROSPEROUS FARMERS

It is said often, and truly, that the prosperity of the farmers means the prosperity of the country generally. This is particularly true, of course, where agriculture is so clearly the leading industry, as in the Maritime Provinces. The Bangor Commercial prints some facts and figures about the potato crop in Arctostook county which give the agricultural outlook in that region a somewhat rosy hue. This matter should be of interest in New Brunswick.

NOTE AND COMMENT

The C. P. R. is finding it easy to hire men in London. There is much idle labor today in most countries. It is not a good time for strikers.

The Council is to hear an interesting report on the Ludlow accident. The pub-

lican on board the Ludlow, but if the aldermen know they successfully resist any inclination to act upon their knowledge.

There is no likelihood that those giants of South America, Brazil and Argentina, will endeavor to wipe one another off the map, in spite of the warlike talk that comes up north from that quarter of the globe. At least, this is the opinion of John Barrett, Director of the Bureau of

Arctostook county is already noting the return of prosperity, incident to the marketing of the early yield of its immense potato crop. A representation of the Commercial in sections of that county reports that money is becoming more plentiful and the prospects are most flattering for bigger returns later on. Up to Sunday and Monday, farmers were being paid \$1.25 per barrel for their early potatoes and receiving the cash as soon as they were hauled. As the yield is on an average of 125 barrels to the acre, it doesn't take long to figure out the returns on a field of 50 or even 100 acres—wards of \$7,000 or \$15,000, respectively, if the yield holds up to his conservative estimate, which is likely this year.

Arctostook county is already noting the return of prosperity, incident to the marketing of the early yield of its immense potato crop. A representation of the Commercial in sections of that county reports that money is becoming more plentiful and the prospects are most flattering for bigger returns later on. Up to Sunday and Monday, farmers were being paid \$1.25 per barrel for their early potatoes and receiving the cash as soon as they were hauled. As the yield is on an average of 125 barrels to the acre, it doesn't take long to figure out the returns on a field of 50 or even 100 acres—wards of \$7,000 or \$15,000, respectively, if the yield holds up to his conservative estimate, which is likely this year.

In Carleton, Saturday, our correspondent reports that 6,000 barrels of potatoes were marketed and that half of this quantity was immediately shipped out. Already many trainloads have been sent out from the principal centers and it is stated as a fact that more potatoes were shipped out of Arctostook during August than for any August since the potato business has been a feature of the country.

"All this means ready money for the farmers, and ready money for this big class means prosperity for the storekeepers and the community generally. The farmers are now doing more and more in growing potatoes as a staple crop, and it is readily to be seen that the marketing of the early yield will bring money to them and the effect will shortly be noted in this city."

In Hants county, it appears, the land is better adapted for growing corn than potatoes. "The corn crop," the Commercial says, "which is also a most profitable one for many Penobscot county farmers, is stated to be a big one this year, and the canning factories are for the most part now busily engaged in putting up as choice a lot as was ever put into this. With heavy frost holding off until the middle of the month, at least, the prospects from this product alone in Penobscot county are flattering in the extreme. Altogether the prospects for the early return of prosperity in Arctostook and Penobscot counties and, in fact, the whole state, are most reassuring."

THE UNEMPLOYED

Reports from many quarters indicate that in the cities work is scarce and applicants for work many. One of the lessons of the situation is that men who have decent employment should be on their guard against agitators who promise to do for them what they can do for themselves. The Toronto World, in an editorial dealing with the industrial situation, says:

"To all appearances the coming winter is likely to be distinguished by the extent of unemployment and consequent distress in the industrial centres of the world. From a return compiled by the British labor government board, it appears that up to March 31 of this year, 42,765 applications for relief were entertained by the London district committee, and 108,206 by the English provincial committees. These figures are much in excess of any previously recorded in most of the centres, particularly London, and the outlook for this year is still more gloomy."

The disturbances in Glasgow are an indication of the problem already created by the depressed state of trade and are doubly significant, since the Scottish commercial metropolis is not a city of industry, but of many and varied industries. There is no community either that has done more to grapple with the question of unemployment and its very success has helped to aggravate it. Numberless are the cases of men who have been driven to the verge of starvation by the loss of their jobs. This is one of the difficulties in the way of partial action, and it leads to the conclusion that the remedy should be national and under national regulation.

"Recent official information shows a considerable increase in vagrancy in the United States. George T. Slade, general manager of the Northern Pacific Railway Company, says that his line is more troubled with vagrants this year than before, and that they are seen riding in passenger and freight trains in every conceivable place. The Philadelphia & Reading Railway reports a marked increase in the number of illegal train riders, men who have been laid off by the different mills and industries along the line of road. Similar statements are made by the officials of other railroads in various parts of the country. The method of dealing with this huge tramp army is a matter which must enlist the early and serious attention of the authorities."

JOHN READ OF OXFORD KILLED IN DRIVING ACCIDENT

Amherst, N. S., Sept. 8 (Special).—John H. Read, one of Oxford's most prominent citizens, met a very sudden death last evening. Mr. Read went to Oxford Driving Park yesterday afternoon to feed his trotting horse and was driving through the main street of the town about 7:30 last evening. When in front of the Dufferin Hotel he came in collision with another team and was hurled violently to his home and medical aid summoned. He passed away about midnight without recovering consciousness. The deceased is survived by two sons and three daughters. His horse, which was a valuable one, was severely injured and the carriage badly shattered. The death of Mr. Read is greatly regretted in Oxford, where he was most highly respected.

Eureka Fly Killer

The best known preparation for protecting horses and cattle from flies. Easily applied. Harmless to the animals. Something no farmer should be without. If your dealer cannot supply you write us.

W. H. Thorne & Co., Ltd.
Market Square, St. John, N. B.

American Republics, who ought to know all that is going on in the state councils of these two countries. This is the way Barrett puts the situation.

"The current talk about possible war between Brazil and Argentina," he says, "is mere speculation, with no more solid foundation than the fact that those two great nations are increasing their armaments. Neither country wants a war and there is no great underlying cause for hostilities between them."

"You will recall how nearly Argentina and Chile came to hostilities not so many years ago. The whole world had them fighting each other and war seemed certain. But their differences were settled by arbitration, and the result was the creation on the Argentine-Chile border line of a buffer state, the Republic of Uruguay. And any differences existing between Brazil and Argentina will be settled by arbitration."

The police ought not to permit the crowd to block King square during the band concerts. Last evening most of those who assembled to hear the music kept moving or stood near the edge of the walks, leaving room for pedestrians to pass; but a throng of boys and young men who were less considerate so obstructed the walks that ladies seeking to cross the square were compelled to go around or submit to an uncomfortable and unmannerly jostling. The way across the square should be kept open at all times. If it is not kept open it will be impossible to avoid the conclusion that the band stand is in the wrong place.

Winston Churchill, during his Dundee campaign, spoke on Socialism and the gulf between it and Liberalism. He said: Liberalism has its own history and its own traditions. Socialism has its own formulae of its own kind. Socialism seeks to pull down wealth. Socialism would destroy private interests; Liberalism would preserve private interests in the only way in which they can be safely and justly preserved, namely, by reconciling them with public right. Socialism would kill enterprise; Liberalism would rescue enterprise from the trammels of privilege and preference. Socialism asserts the pre-eminence of the individual; Liberalism asserts the pre-eminence of the mass. Socialism exalts the rule; Liberalism exalts the man. Socialism attacks capital; Liberalism attacks monopoly.

DOUBLING THE LIFE OF TIMBER

Experiments by Mining Companies Have Produced Important Results.

(N. Y. Evening Post.)

Plants for treating mine timbers and railroad ties are to be erected by the Philadelphia and Reading Coal and Iron Company and the Delaware and Potomac Railroad Company, in the Pennsylvania anthracite region. This action follows a series of tests with wood preservative made by the Reading and the Pennsylvania companies. The tests showed that the proper application of creosote and zinc chloride the life of peeled, seasoned timbers was increased fourfold. Indeed, much of the timber treated may last throughout the life of the mine.

As a consequence of these tests, which were made with the co-operation of the Forest Service, the companies are about to treat round and square mine timbers and railroad ties on a large scale. The Forest Service is supervising the construction of the necessary plants, and will place them on a satisfactory working basis. The preservative treatment of mining timbers has become an important matter for anthracite miners because of the growing local scarcity of the supply. The chestnut and oak, near at hand, have been practically exhausted, and the Pennsylvania pitch pine, which has been used in small quantities, is being used up. Birch, beech, and maple from New York, and loblolly and shortleaf pines from Virginia and Georgia are now being drawn into use. At the same time economy of consumption is being sought through using preservatives to reduce the decay of timbers, and by cutting off waste to save and utilize sound portions.

Transportation of timber from remote forests means high freight charges, a great loss of time, and an uncertain supply. Delay in timber shipment has frequently resulted in the suspension of operations requiring timber of peculiar size. Closer utilization and adding to the life of timber in service by means of chemical treatment afford the best ways of solving the problem.

With a view to widening the field of supply, several additional kinds of timber have been introduced in mining work. For example, for shaft and breaker construction timber, Douglas-fir has been procured from the State of Washington at a cost not greater than the price of the longleaf pine, round cypress props have been purchased at shortleaf pine prices, and a market has been found for black gum in the pulping and rollers of slopes and rope haulage ways.

By way of utilizing partially decayed timber, round gangway props have been sawed into short planks and small dimension material, with profitable results. It is said that a surprisingly large amount of sound lumber may be cut out of discarded mine props formerly considered rotten and worthless.

JOHN READ OF OXFORD KILLED IN DRIVING ACCIDENT

Amherst, N. S., Sept. 8 (Special).—John H. Read, one of Oxford's most prominent citizens, met a very sudden death last evening. Mr. Read went to Oxford Driving Park yesterday afternoon to feed his trotting horse and was driving through the main street of the town about 7:30 last evening. When in front of the Dufferin Hotel he came in collision with another team and was hurled violently to his home and medical aid summoned. He passed away about midnight without recovering consciousness. The deceased is survived by two sons and three daughters. His horse, which was a valuable one, was severely injured and the carriage badly shattered. The death of Mr. Read is greatly regretted in Oxford, where he was most highly respected.

JOHN READ OF OXFORD KILLED IN DRIVING ACCIDENT

Amherst, N. S., Sept. 8 (Special).—John H. Read, one of Oxford's most prominent citizens, met a very sudden death last evening. Mr. Read went to Oxford Driving Park yesterday afternoon to feed his trotting horse and was driving through the main street of the town about 7:30 last evening. When in front of the Dufferin Hotel he came in collision with another team and was hurled violently to his home and medical aid summoned. He passed away about midnight without recovering consciousness. The deceased is survived by two sons and three daughters. His horse, which was a valuable one, was severely injured and the carriage badly shattered. The death of Mr. Read is greatly regretted in Oxford, where he was most highly respected.

JOHN READ OF OXFORD KILLED IN DRIVING ACCIDENT

Amherst, N. S., Sept. 8 (Special).—John H. Read, one of Oxford's most prominent citizens, met a very sudden death last evening. Mr. Read went to Oxford Driving Park yesterday afternoon to feed his trotting horse and was driving through the main street of the town about 7:30 last evening. When in front of the Dufferin Hotel he came in collision with another team and was hurled violently to his home and medical aid summoned. He passed away about midnight without recovering consciousness. The deceased is survived by two sons and three daughters. His horse, which was a valuable one, was severely injured and the carriage badly shattered. The death of Mr. Read is greatly regretted in Oxford, where he was most highly respected.

JOHN READ OF OXFORD KILLED IN DRIVING ACCIDENT

Amherst, N. S., Sept. 8 (Special).—John H. Read, one of Oxford's most prominent citizens, met a very sudden death last evening. Mr. Read went to Oxford Driving Park yesterday afternoon to feed his trotting horse and was driving through the main street of the town about 7:30 last evening. When in front of the Dufferin Hotel he came in collision with another team and was hurled violently to his home and medical aid summoned. He passed away about midnight without recovering consciousness. The deceased is survived by two sons and three daughters. His horse, which was a valuable one, was severely injured and the carriage badly shattered. The death of Mr. Read is greatly regretted in Oxford, where he was most highly respected.

JOHN READ OF OXFORD KILLED IN DRIVING ACCIDENT

Amherst, N. S., Sept. 8 (Special).—John H. Read, one of Oxford's most prominent citizens, met a very sudden death last evening. Mr. Read went to Oxford Driving Park yesterday afternoon to feed his trotting horse and was driving through the main street of the town about 7:30 last evening. When in front of the Dufferin Hotel he came in collision with another team and was hurled violently to his home and medical aid summoned. He passed away about midnight without recovering consciousness. The deceased is survived by two sons and three daughters. His horse, which was a valuable one, was severely injured and the carriage badly shattered. The death of Mr. Read is greatly regretted in Oxford, where he was most highly respected.

JOHN READ OF OXFORD KILLED IN DRIVING ACCIDENT