

**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.

E. W. MOREADY,  
President and Manager.

#### Subscription Rates

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

#### Advertising Rates

Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch.  
Advertisements of Wants, For Sale, etc., one cent a word for each insertion.  
Notices of Births, Marriages and Deaths, 25 cents for each insertion.

#### 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.

#### Authorized Agents

The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:  
MRS. E. S. MCKOY,  
W. D. GOUGH.

**THE DAILY TELEGRAPH**  
**THE SEMI-WEEKLY TELEGRAPH**  
**THE EVENING TIMES**  
New Brunswick's Independent Newspapers.  
These newspapers advocate British connection.  
Monetary in public life.  
Measures for the material progress and moral advancement of our great Dominion.  
No graft.  
No deals.  
"The British, the honest, the true, the Maple Leaf forever."

**Semi-Weekly Telegraph**  
and the News

ST. JOHN, N. B., MAY 11, 1912

#### A GREAT PUBLIC SERVANT DIES

A sterling public servant, great in courage and in capacity, was Judge Mabey, chairman of the Canadian Railway Commission, who died Monday afternoon. Combining a judicial temperament and a fine legal training with admirable common sense, endless patience, clear cut decision and an unflinching desire to seek justice by the shortest method, this man had made the Railway Commission in many respects the most useful of our Federal tribunals.  
Many judges have fine ideals and admirable theories; Judge Mabey put these into practice. His way of doing business would suggest to a layman that he had a well defined idea as to how much time is wasted in the courts, how the law's delay baffle and irritate the honest man who seeks simple justice and who has neither the patience nor the money to abide the refinements of what we call "legal battles." Judge Mabey brushed aside the non-essentials firmly and quickly; he frowned upon trickery; he protected the weak and the confused witness, asking only that he tell his tale honestly. He discouraged lawyers who desired to embroider evidence and was irreverently eloquent. He cared no more for the wealthiest corporation or the most eminent defendant than for the humblest petitioner. Neither prejudice nor sympathy shadowed his judgment. He sought the truth, and he had a rare capacity for getting at it under circumstances that would have discouraged a man less patient or less resourceful.  
Of powerful physique, and still in his prime, Judge Mabey seemed destined to grow old in the public service but it was written otherwise. Preceding as usual on April 29, he left the bench to go to the hospital he was never to leave alive. No man in Canada had grown more rapidly or more deservedly in public estimation; nor will he be more sincerely honored and mourned. He has left the country a priceless example, by showing how much can be done by a public servant who combines high courage and signal ability with unselfishness in seeking to serve the country.

#### THE HUGHES BOOM

The Democrats are growing more apprehensive as the contest between Taft and Roosevelt threatens to eliminate both of these candidates. The healing of the breach between these two men seems wholly impossible, and a compromise candidate appears to be the only remedy for Republican ills. In that event Justice Hughes is pretty sure to be selected, and if he should be, he would have a good chance of winning a doubtful field.  
The Baltimore Sun (Dem.) expresses considerable trepidation over the prospect. It says in part: "It looks increasingly as if the course of events were eliminating President Taft from the race for the Republican presidential nomination. It still looks as if Theodore Roosevelt could not secure that nomination. These two facts make it very likely that Charles E. Hughes may be dragged from the Supreme Court bench to lead his party in the coming contest. If so, the Democratic party will be put on its good behavior for fear it will have to find a candidate enlightened, progressive, wholesome and sound. It can take no chance if Hughes leads the opposing forces. The highest then will be none too high. The best will be none too good."  
The regular Republican Press is weakening on Taft, and the feeling that if the people had opportunity of expressing their views through primaries in all the states he would not be their choice, is coming to be a strong conviction. Both Taft and

Roosevelt disclaim, with great emphasis, and talk of a third candidate. They are so busily engaged in vituperation and abuse, and in demanding the "square deal" of one another, that they know little of what the country is thinking. Clearly the party may be forced to change leaders on the eve of the battle.

If Hughes is nominated, the Democrats have reason for anxious thought. While Roosevelt was being "applauded for stoning his grandsons," as one writer puts it, their chances of electing their candidate were approaching to certainty. Even Bryan was cooking up his ears in anticipation of another ride on the Donkey. But the prospect of the nomination of Charles E. Hughes gives the matter quite a different complexion. Either Hearst or Champ Clark or Bryan, would be little more than a joke in the field against Hughes. But with blind facility, the Democrats in many states are voting for Clark, and he is thanking the Hearst newspapers for "their loyal, manful and unselfish support from the beginning, from Massachusetts to California." They seem determined to throw away their first great opportunity in a generation.

#### WAGES UNDER HIGH PROTECTION

Here is somewhat shocking news for those conservative writers who have been contending that Canada needs more protection, a higher tariff rather than a lower one.  
"The Mail and Empire publishes a report from Ottawa to the effect that the tariff is to be reduced by the Minister of Finance without waiting for the consent of the House of Commons. The correspondent cautiously remarks that no official statement is to be obtained, but that he is expressing a strong belief held in quarters close to the ministry. This is a customary form of 'leak' which the government can either confirm or repudiate at its convenience. It is evidently intended for use in the Saskatchewan provincial elections, which are to be held shortly. Organs of the Dominion government in Saskatchewan are circulating the story that the tariff commission was intended to reduce duties for the relief of the Western farmers."

What has become of the virtues of high protection, of which a section of the Conservative press was speaking recently? If the country can be made richer, if the average man can be aided financially, by boosting the tariff, who is Hon. Mr. White talking about helping western farmers by lowering the duties? Why does he not double them? Of course the answer is obvious. The tariff has got to come down. If the Conservatives dared to raise it they would do so at the bidding of the "interests." They may take the risk. Mr. Cochrane, Major Currie, and other interested protectionists have been urging Mr. Borden to raise the duties, but thus far the Premier's common sense has compelled him to wait. And the longer he waits the plainer will it become that the country will punish any party that revises the tariff upward. Major Currie is impatient because Mr. Borden and the Finance Minister will not do something meaning thereby something to reward the "interests" that financed the Conservative campaign last September. He is angry with the westerners who want tariff reduction; he is credited with the wild statement that "the agitation of the delegation which came from the west some time ago and claimed that if free trade was not introduced the markets would be lost to Canada, was veiled treason." The good man will bear much more low tariff "treason" if he lives his time out. Tariff making in Canada hereafter will not regard the few, but the many.

Meantime those who tell us how high protection has enriched the toilers of the United States ought to study these paragraphs from the last issue of Pearson's Magazine, an American publication with a keen eye for facts:  
"Of nearly 36,000 department store employees in twenty-six stores of New York, Chicago, Philadelphia and Boston, the average weekly pay is \$12. It takes eight years for an average girl to attain to a salary of \$8 a week. Seventy-seven per cent have not attained to it. The average weekly earnings of factory employees for the first year is \$4.02. Second year \$5.34. After ten years at factory work the average pay for women is \$8.48. Forty per cent of girls in factories earn less than \$6 a week. Now, there is the average for girls and women. What do you think of it? They cannot live healthfully and morally on such wages. What do you think of a business condition which forces girls to work for less money than it costs them to live and keep well? Don't doubt that this is the truth."

There you have a somewhat disturbing exhibit from the country which the Conservative press frequently describes as a protection-made paradise for working folk. In American politics today there is only one outstanding element in the campaign of both parties, and that is revolt against the evils of high protection. There and here it is clear that the popular attitude is terrifying those politicians whose masters wish to collect more tribute from the people by means of higher customs duties.

#### THEN AND NOW

Only a few short months ago the Conservative newspapers were in the habit of speaking of the Intercolonial as "a sink hole" into which the money of the people of Canada was poured without cessation by the wicked Grits. There has been no great change in the condition and utility of the Intercolonial since last September, but in the interval a change has come over the spirit of the dream of various hardened Conservative editors. See now, what is said by the Mail and Empire of Toronto, one of the leading Conservative newspapers of Canada, which is supposed to speak for the Borden administration. It says that "the state-owned Intercolonial Railway has finished the fiscal year with a handsome surplus. Sufficient is known to indicate a surplus of upwards of \$600,000. Both the passenger and freight business have increased, but of gross earnings of ten and a half millions about one-quarter has been from the passenger service. In ten years the earnings of the road have practically doubled."  
The last ten years were years of Liberal rule. It will be observed that the Mail and Empire does not in any way question

the validity of this surplus, as it was accustomed to do in the days of the Liberal government. Here, then, we have an official Conservative admission from Ontario that the Intercolonial not only pays its way but has half-a-million or more to the good. As the prospering road is owned and operated by the public there should be no further suggestion about handing it over to some one of the private railway corporations. All that the public desires is that the Intercolonial shall pay its expenses, maintain an effective service, and be administered progressively in order to serve and develop the territory it traverses. The large surplus referred to should be spent on the railroad, in bettering its curves, and most of all, in repairing old rolling stock and purchasing new. While the public generally will be glad to be reminded of the success of the government railway, it cannot but be instructed and amused by the remarkable change in the attitude of the Conservative press.

#### THE GOSPEL ACCORDING TO PARKHURST

From many pulpits the western world has been told that the most conspicuous sin of our generation is the pursuit of money and the misuse of it, together with the many weaknesses which arise from the world's money-madness. This accusation has not greatly arrested public attention, either because our generation is not a thoughtful one, or, more probably, because our world is so engrossed by the pursuit of money that it has no time to consider the indictment framed by the clergymen. Dr. Charles H. Parkhurst, of the Madison Square Presbyterian Church, New York, long famous as a reformer, now endeavors to bring home to the public the shame and the danger of the present day debauch of materialism, by an analysis of the Titanic tragedy. Money, the pursuit of money, the desire to get money without regard to the means employed—these things, he says, were the cause of the catastrophe. It was, he says, "the terrific and ghastly illustration of what things come to when men throw God out at the door and take a golden calf in at the window."

In supporting this contention Rev. Dr. Parkhurst said, among other things, these: "The picture which presents itself before my eyes is that of the glazing eyes of the victims, staring meaninglessly at the gilded furnishings of this sunken palace of the sea; dead helplessness wrapt in priceless luxury; jewels valued in seven figures becoming the strange playthings of the queer creatures that sport in the dark depths. 'Everything for existence, nothing for life. Grand men, charming women, beautiful babies, all becoming horrible in the midst of the glittering splendor of a \$10,000,000 casino!'"  
"And there was no need of it. It is just so much sacrilege laid upon the altar of the dollar. The boat had no business to be running in that lane. They knew that the ice was there. They dared it. They would dare it now were it not for the public. It is cheaper to run by the short route. There is more money in it for the stockholders. The multimillionaires want more money. They want as much as they can get of it. The coal is now saved. It is starting a little mine at the bottom of the ocean between Sable Island and Cape Race."

"It is a lesson all around to the effect that commercialism, when pushed beyond a certain pace, breaks down and results in stringency and poverty; and that action, when crowded, produces reaction that wipes out the results of action."

"We can conceive no severer punishment for those steamship men—the one who is here now with the others—than to be members of the government, could drive a coach and four through it at any time."

Here we have a government which has had at its disposal nearly half a million dollars more revenue than any previous administration. This government admits a deficit of \$56,000 on last year's business, notwithstanding the greatly increased amount derived from territorial revenue and from the Federal subsidies. Yet, with all this money, no one of the public services has been improved in any such degree as might be expected from the enlarged income at the government's disposal.

In attempting to ascertain what has become of the public funds an examination of the auditor general's report for 1910 is highly instructive. The report for that year gave payments to individuals in detail, and did not lump these payments under the head "Various Persons" as is done in the report for 1911. On page 73 of the auditor general's report for 1910 there is a fine example of Fleming administration methods, in which the auditor is able to compare the amounts paid for superintendence with those paid for actual labor and actual supplies. Let us take, for example, Nutter's Wharf, in Kings County. This is the exhibit:

R. J. Wilkins, superintendent	\$70.00
E. J. Peters, lumber	17.00
L. E. Urquhart, lumber	22.00
W. Cronk, carpenter	20.00
B. R. Palmer, carpenter	30.00
W. Nutter, carpenter	20.25
G. Thompson, carpenter	14.38
Lorne Hazen, teamster	36.00
G. Hazen, laborer	15.00
F. Hazen, laborer	20.25
R. J. Wilkins, superintendent	105.10
Lewis, William & Sons, bolts, etc.	3.48
J. McGoldrick, chain	2.35
George Hazen, lumber	56.50
Pay list	113.57
R. J. Wilkins, superintendent	24.50
George T. Seely & Sons, lumber	32.13
George Hazen, ballasting wharf, etc.	125.00
George T. Seely, carpenter	15.00
Pay list	19.13

Thus in the case of Nutter's wharf Mr. Wilkins received \$70, \$105.10, and \$24.50, a total of \$199.60. On pages 73 and 74 of the report Mr. Wilkins is found to have received, in addition to the amounts mentioned, these other sums: Bedford Wharf, \$14; Glenwood Wharf, \$53.20; Hampton Low and High Water Wharf, \$58.20; Reid's Point Wharf, \$52.70, \$56.50, \$58.90, \$10.50; Hampton Wharf, \$90.80; Brown's Flats Wharf, \$10.50, \$73.50; Erb's Cove Wharf, \$21; Hatfield's Point Wharf, \$57.40, \$10.50; Public Landing Wharf,

\$10.50; Oak Point Wharf, \$23; Day's Wharf, \$78.35; Victoria Wharf, \$10.50; Carter's Point Wharf, \$7, \$31.50; Long Point Wharf, \$36.65; Whitehead Wharf, \$25.40; "Various" Wharves, "Time and expense," \$205.

As has been pointed out, the report for 1911 does not contain all the details but loosely describes many payments as made to "various persons." The auditor general changed his method of bookkeeping, and the result is to conceal much knowledge which the people of the province should have. The government, when the matter was brought up in the House, asserted that Mr. Loudoun had made the change on his own responsibility, without instruction or suggestion from the administration. But when the opposition asked for details of expenditures in several counties the government refused to place the information upon the records of the House, asserting that it would require too much time and labor to do so. Thus, the government which has boasted so frequently of its integrity and its determination to guard the treasury, covers up its operations and leaves the public to guess how much money it has distributed to its liekemen throughout the country.

The opposition during the last session, in spite of the government's efforts at concealment, were able to make public many specimen transactions which fairly indicate where the money has been going. When Mr. Fleming goes to the country he will find the electors fairly well informed as to these matters, and the process of explanation is likely to prove somewhat painful.

**WHERE DOES THE MONEY GO?**  
The public will remember with what a flourish the Hazen-Fleming government announced its Audit Act when it came into power. The auditor general was to be an independent official, with power to keep the expenditure down to legitimate needs, properly authorized. For a time the auditor general evidently made some attempt to do so. Up to last year Mr. Loudoun occasionally recorded strong protests against the irregularities of the administration. During the last session, however, it was seen that the government had drawn his teeth. It is instructive to contrast conditions as found in the correspondence of 1910 with those of this year, as disclosed during the last session of the legislature. In the report of the auditor general for 1910, there is found the following letter:

July 13, 1910.  
G. N. Babbitt Esq., Secretary of the Treasury Board.  
Herewith please find application of the department of public works, with detailed accounts, for a further amount to pay expenses, amounting to \$2,752.94, in connection with various wharves. The department of public works EVIDENTLY PAYS NO ATTENTION TO SECTION 14 OF THE AUDIT ACT, which reads as follows:

"Before any department shall authorize any expenditure, a certificate of the auditor general shall first be obtained that there are sufficient public moneys appropriated for the proposed expenditure together with all other expenditures previously authorized out of that appropriation."

W. A. LOUDOUN,  
Auditor General.

Again, on October 15, 1910 Mr. Loudoun wrote to Mr. Babbitt in further protest concerning irregularities of the same sort. "I beg," he wrote, "to hand you herewith, for submission to the board, an application from the secretary of public works for the sum of \$16,595.20 divided as follows: \$11,874.04 for roads and \$4,721.16 for bridges. Accounts representing same are also submitted in accordance with Section 27 of the Audit Act."

"NO SPECIAL REPORT AS TO THE NECESSITY OR PAYMENT WITH THE REASONS WHY THE APPROPRIATION IS INSUFFICIENT, HAS BEEN SUBMITTED."  
"The large expenditures on bridges have evidently taken the monies intended for the highway boards. Many of the highway boards have expended their grants and now ask the government to pay now for expenditures. THIS PROCEDURE BEING CONTRARY TO THE TERMS OF THE AUDIT ACT, I am unable to recommend payment of same."

In both these cases the treasury board ordered the money paid, in spite of Mr. Loudoun's assertion that the procedure was contrary to the terms of the audit act. This act, of course, was so drawn that the treasury board, consisting of members of the government, could drive a coach and four through it at any time.

Is the cause of poverty shiftness or old age? A man is drunk and breaks his leg; is the cause "accident" or "drunk"? The one thing that stands out clearly is that there are prolific causes permanently at work, and that these causes are well within the scope of human ingenuity and preventive legislation. Four causes, which have come to be regarded as outstanding; or neglect of child life; indiscriminate alms-giving; foul homes; intoxicating drinks. These causes may be, to a large degree, eradicated, and they will be when society seeks to remove the prolific causes of woe, rather than devoting its energies to single cases of relief.

Insanitary conditions and high rents, are the points at which town governments can direct attention. In many places in our cities cleanliness is an impossible virtue. There are no open playgrounds and children play in the gutters. Many live in utterly unfit homes, and these are fearfully overcrowded. It is impossible to elevate the condition of people above the condition of their homes; every municipality has power to destroy unfit abodes of habitation. There are many of those in this city that are paying good dividends to their owners, but the dividends are secured at the cost of low vitality, diseased bodies and diseased morals.

In the last analysis, men are poor because there is not enough produced for all, because of unequal distribution, or because of waste. The first is a minor consideration, and the two other forces are always operative. It is instructive to note the change in the public attitude toward great wealth. Formerly each country was proud of its millionaires and boasted of them as it would of any other big thing. Now even when the great philanthropist gives his donation, instead of it being accepted with eagerness the question is asked, How did you get it? Men feel instinctively that the presence of great wealth and great misery existing side by side, argue conditions that should and must be changed. The idle rich, who in search of happiness spend fortunes on a freak and vast wealth on a passing whim, and who are continually driven to discover new vanities by which they may get rid of their burden of money and ennui point the need of devising some wise method of using the surplus resources of the world to cure removable poverty.



**RAMSAY'S PAINTS**  
Get the Right Idea in Painting.  
Get the Ramsay idea—Ramsay's Paints are the paint that last—that beautify and brighten up your house—that preserve and increase the value of your property—that do not fade—crack or peel. They are economical in the color you want and at the price you want to pay. Ask your dealer in your town.  
A. Ramsay & Son Company, Montreal.

#### NOTE AND COMMENT

Dr. Melvin's suggestions regarding the incineration of garbage are worth attention in every quarter of the city. It is time the civic government inaugurated a system of collection and disposal of refuse.

Next to the Johnson-Jeffries battle at Reno the Republic national convention in Chicago next month promises to take rank as the most savage spectacle of this generation. The backers of Messrs. Taft and Roosevelt become daily more bloodthirsty.

The Mayor and Commissioners are getting to work. There is work enough to keep them busy. City government means more than the levying and collection of taxes. It is a work of no small merit to give the city real value for the money spent.

The Standard perceives obstacles in the way of any movement to increase the British preference. The greatest of these is the Borden government, whose high protectionist supporters do not like British competition any better than that from the United States or the Argentine.

When Mr. Leonard Palmer of the London Financial News pilots his group of British capitalists to St. John in June we should be ready to show them what the city has done and is doing, and upon what we base our confident predictions concerning its future. A bit of entertainment might be in order, too.

The coming banquet to Premier Fleming will give the honorable gentleman a chance to explain the government's relations with gentlemen like that Mr. Macaulay of Kings county whose name figures so prominently in the report of the auditor general. Just why was the money of the province paid to Mr. Macaulay for supplies? He had no mill, no store, no standing unless it was that of a middleman.

The Valley railway route is not located between St. John and Gagetown or between Centerville and Grand Falls. This will enable the Conservative politicians to tell every property owner that the line is going to run through his door-yard, but it will not give the people carriage for their freight. There is altogether too much politics and altogether too few known engineering facts in connection with this enterprise. Before the government goes to the country it ought to tell the people of every river county precisely where the line is going.

The Celestial republic is surely an accomplished fact when a Chinese warship is "christened" by Miss Chang Yui wearing an occidental costume and a picture hat.—Boston Transcript.

The Yellow peril is growing complicated. First it was opium; then an Asiatic horde was to overrun Europe and perhaps North America; recently we have been told that an awakened China might crush us by industrial competition. Yet the fact is that the Chinese have escaped from the poppy dream only to fall victims to the fashion-madness of the effete Occident. The Dragon's teeth are drawn.

Rumor fixes June 20 as the date for the provincial elections. Mr. Fleming has not yet confirmed this guess, probably because he does not yet know just when he will take the plunge. The opposition will welcome an early election. The government will be opposed by complete tickets in every constituency. In most cases candidates are already selected. The government's extravagance and partisanship have made trouble for it in all directions. Its fences are badly in need of repair. It has one deficit behind and another coming. Thus far, too, it has been unable to arrange for a campaign fund—and it will need an uncommonly big one. The "bundle" may not be ready by June. Unless it is there will be no elections.

In the British Empire there are all sorts of tariffs; there is no commercial union, no common tariff. Great Britain gives us no preference. We tax British imports, and some of our strongest loyalists say we should continue to tax them. We import three times as much from the United States as from Great Britain. Yet the Empire continues to grow, and its unity is constantly strengthened. The other day an excellent observer, who is also a strong Imperialist, said that Imperialism was a sort of joke twenty-five years ago, while now it is the prevailing political faith. At the same period our trade with the United States has increased nearly sixfold—Toronto Star.

When our Conservative friends stop waving the flag for political purposes and increase the British preference there will be more excuse for their boasting about their loyalty. When will they do it?

#### STRANGE SIGHTS

Father ruefully gazed on his last quarter. "Money has wings, and house rents make it fly," he said.  
"Yes," said his fifteen-year-old boy scout son, "and some houses have wings, for I've seen many a house fly."  
"You're smarter than your old dad, maybe, my son, but I always thought that no part of a house except the chimney ever got an 'git into politics."

#### SCHOONER BRINGS THIRTY-EIGHT PASSENGERS

Wednesday, May 8.  
The arrival of passengers from the West Indies, or for that matter from any place, in a sailing craft is something entirely new to this port so far as the present generation is concerned, and when the little seventy-two ton schooner Yolanda came in yesterday from Barbados with thirty-eight colored people, the people along the waterfront were interested. When the little vessel arrived during the morning she anchored at the Beacon and docked about 6 o'clock last evening. The Yolanda was towed to Thorne's wharf to be boarded by the immigration officials.  
It was a dapper crowd of colored men that stalked about the deck of the schooner among an assortment of brand new suits and spars suits and handbags. Fedoras, hats, Van shoes and red dressy clothes were everywhere. There were thirty-seven men and one woman, the wife of one of the party. This pair were the only middle-aged people in the lot as the others were very young men. Some were mere lads, but all a decidedly superior class.

To a Telegraph reporter who boarded the vessel, they said that they would remain here if they could find employment, and failing this, would go to Sydney. Many of them have been employed as groom, footman, butler and waiters. They are willing, however, to turn their hands to anything. The married people are Arthur Chase and his wife, Helen, and they are accompanied by their son, Mr. Chase. A local preacher, Alexander Fiedler, a Presbyterian minister from prominent Presbyterian churches at Barbados, and his wife, Mrs. Fiedler, are also present. Some of the men said that they had experience about machinery and could work as oilers or at anything in the machinery line. The following are the names of the party: Arthur Chase, Mrs. Helen Chase, Lawrence Best, John Baynes, Fitz H. Best, Lloyd Keane, Milton Keane, James Gray, William Straker, Clement Brown, Reynold Jemmett, Alexander Fiedler, Yearwood, Irving Morris, Edward Lane, Nathaniel Martindale, Aubrey Smith, Arthur Kayne, Joseph Brown, Clifford Lane, Isaac Baster, Hayes, Holder, Walter Best, Ernest Morris, Leopold Skelt, Jas. Alexander, John Crichton, Lemuel Low, Samuel Walcott, Rufus Levine, John Piggrin, Nathaniel Herbert, Thomas A. Douglass, Joseph Quintin, Walter Walcott, Albert Bailey, Joseph Alexander, Clement Bourne.

Captain Hassel is a native of Sable Island, and is a naturalized American citizen. He has been to this port on previous occasions. The Yolanda was recently purchased by West India parties from Barbados people. She will take back a lumber cargo. The trip up was said to be pleasant.

#### NEW WHITE STAR LINERS TO ECLIPSE LOST TITANIC

London, May 7.—Two new liners for the White Star Company are presently under construction in the yards of Harland & Wolff, Belfast. One of these vessels, the keel of which was laid several months ago, will be nearly twenty feet longer than the Titanic, will be fitted and finished throughout on the same imposing scale as the Olympic and Titanic. In view of the loss of the latter, the work of completing this new vessel will be accelerated. Every available man in the Queen's Island works will be put to work in order to have the liner finished as soon as possible.

It will be more than a year before the new ship will be completed, and sufficient time will be afforded to embody the latest details regarding lifeboats and other life-saving apparatus, which the board of trade may direct after the forthcoming inquiry.

When our Conservative friends stop waving the flag for political purposes and increase the British preference there will be more excuse for their boasting about their loyalty. When will they do it?

Father ruefully gazed on his last quarter. "Money has wings, and house rents make it fly," he said.  
"Yes," said his fifteen-year-old boy scout son, "and some houses have wings, for I've seen many a house fly."  
"You're smarter than your old dad, maybe, my son, but I always thought that no part of a house except the chimney ever got an 'git into politics."

#### INTEREST STOCK

ADVICE FOR HORSEMEN  
The Wrong Way of Stable Management and the Right Way.  
THE WRONG WAY.

Harness stripped off roughly, and horses rushed into stall without rubbing, cleaning or sponging.  
Horses allowed to drink their fill, matter how hot; or not watered at all, while overheated.  
Feet not washed or examined until morning.  
Horses receiving no water after eating their hay, until next morning.  
Scanty bedding, and rough and uneven floors.  
No bedding on Sundays until night, and horses watered only twice.  
Hay and grain of poor quality and insufficient quantity.  
Brans made not given because it is so much trouble.  
Hayloft dusty and dirty, and dust blown down into horses' eyes and noses.  
Stable full of cobwebs, and in unsanitary condition.  
Horses unclean; sweat allowed to accumulate on sides of collars.  
Narrow stalls, and sometimes damp and undrained.  
Horses tied short for fear of their being cut, which is more likely when they are put up dirty.  
Stable clean and without ventilation, and open windows.  
Windows dirty or too small, or even lacking altogether.  
Manure put ventilates into stable, should be outside of stable.  
Men loading in the stable in the evening and on Sunday, and late at night.  
Horses not cleaned on Sunday, and stable neglected.  
No stable outside doors for tight by stalls on hot nights.  
No place for drying wet blankets, proper cleaning of harnesses.  
Stable foreman addicted to drink, and careless and rough with horses.  
Worst of all—Horses handled roughly, knocked about; general atmosphere noise and profanity.  
Owner not looking after his horses, and that they are properly cared for.  
Horses often greatly overworked, left standing without exercise for a long time.  
Horses not shod frequently enough at left too short for slippery streets.  
Too much hoof cut away in shoeing, and shoe fitted by burning instead of cutting.

THE RIGHT WAY.  
Men bring the horses in at night and breathe easily.  
Legs well rubbed, if wet or muddy, and the horses are dried.  
Head, ears and neck well rubbed, wet from rain or sweat.  
Horse sponged under collar and saddle, and same to fit properly.  
Horses well brushed if dry, and not left in draft if wet.  
Feet washed and examined for nails.  
Horses nose and dock sponged in summer.  
In very hot weather, horses wiped over with a wet sponge on coming in.

#### COWS ITS NECESSITY

By H. N. Flew.  
The improvement of dairy herds and so doing increasing the profits in the production of dairy products, is a question of great importance and one with which dairy farmers of this province are faced.

It has gradually been coming into the mind of the dairyman that it needs more than the ability to judge to perform the work of the individual cow in a herd, to be a successful breeder it is necessary to have a good judge of stock in order that he may breed his stock to certain type or ideal, which he must in his mind and toward which he works. He must be a judge as to their strength of constitution, their feeding capacity, their method of determining the type to the type or ideal which he has in mind. But behind all this, more is necessary, is essential for the breeder or dairy farmer to know just how much each individual will produce for the amount of feed consumed.

Cow-testing and record keeping is simple, inexpensive, reliable and interesting method of determining the power, ability and value of each cow in the herd. Any scheme which has for its object the improvement of our dairy stock must provide for a study and record of the performance of the individual cow, as well as deal with the management of the herd, including its care, feeding and the breeding of animals to replace those which are discarded in the breeding process.

Individuality can only be determined by the use of the scales and lactometer. By weighing the milk at both milkings, at least three days, on the 10th, 20th and 30th of each month, a fairly accurate estimate may be obtained of the total yield of milk for the whole month. Sample taken from the milk at the same time, when weighing is done, and tested at the end of the month, will give one per cent of butterfat. Knowing the number of pounds of milk produced and the per cent of butterfat in the milk, it is quite easy to find the number of pounds of butter each cow produces in a year. The result will prove whether or not the cow in question is a paying cow and points out the cause of loss, and how much profit each cow makes for the owner.

While the practice of weighing the milk, every three days in the month is not practical, yet, when possible, more frequent weighing is advisable. The weighing of the milk at each milking is more accurate and also brings to notice slight variations and urges one to look for the cause of such variations. Cow-testing affects the herd as a whole, in that it helps to increase the total yield of milk from the same number of cows, or by the culling out of poor ones, it helps in larger return from fewer cows. The help is given in the building up of a profitable herd, as helpers may be selected from the best cows already in the herd. The results of cow-testing allow a discrimination in feeding, apportioning grain according to the yield of fat, and encouraging the production of milk of a desirable quality. It has also proven that it handsomely pays

