German Emperor Proposes To Put Germany at the Head Of Any League of Nations

Lloyd-George Aptly Describes the Kaiser's Peace Protestations and Shows What They Amount To—League of Nations Can Only Come With Allied Victory.

London, March 13.—Premier Lloyd George, speaking in London today, said there had been criticism because the Cabinet Ministers had not given sufficient prominence to the idea of a League of Nations in their speeches. The Bolsheviki had taught them one lesson—that was that a real League of Nations did not come by talking about it. The critics had forgotten something which was essential—that once a war was begun you had to fight for it. They must not be misled by mistaking phrases for facts. He could invent phrases about peace which even a Prussian war lord would hail with satisfaction.

Nobody had been so eloquent on the subject of a League of Nations, said the Premier, as the German Emperor. His reply to the Pope breached the spirit of brotherly love, but in it there was no word about Belgium. On the subject of a league of nations the German Emperor was absolutely sound; he was prepared to put Germany at the head of it. All through these protestations on the part of the Emperor breathed the spirit of domination; the dagger was wrapped up in the Sermon on the Mount.

A League of Nations could only be possible when the Entente armies had won; only then could a League of Nations become an established fact and the sword be converted into a ploughshare.

Coming down to internal affairs, the Premier said there was no hunger; there was no privation; but the people were being deprived of a good deal they had been taught to regard as the essentials of a comfortable existence. There was no lack of abundant food to sustain the strength of the people and no prospect of such deficiency, but there was a tendency to grumble at restrictions.

"The people face big things," continued the Premier, "but get worried over small ones. There has been only one successful food controller in the history of the world—the One who made five loaves and two small fishes feed a multitude. I tell you what rationing means. It means that a nation in the furnace of war is becoming more of a brotherhood."

THE FRASER CO., LTD. IN NEW QUARTERS

Splendid Office Building in Edmundston Billiard Room for Employees.

Edmundston, N. B., March 13.—The Fraser Company, Ltd., moved into their new office building on Saturday, which is one of the best equipped office buildings in the Province of New Brunswick. The plans were made by Kenneth G. Rae, architect, of Montreal, Mayor Mitchell of Fredericton being the contractor for the entire work. The plumbing and hot water heating were installed by Daniel O'Brien, of St. Stephen. The electrical work was put in by William Minto, of Fredericton.

The building is constructed of brick and concrete and presents a very substantial and attractive appearance. The dimensions of this spacious office are 40x70, two stories and a basement. The basement, which is to be used as a recreation and billiard room for the employees, is well lighted and airy, having thirteen foot ceilings. The first floor includes the filing rooms, general offices, stenographers, accountants and public waiting room, toilets and vaults, also a telephone booth with switchboard. The second floor contains the following offices: General manager, purchasing department, selling department, traffic, woods department, operating department stenographers' room, filing vault and toilets. The building is lighted with an X-ray indirect system. The building is finished in native pine, natural finish, cut at the company's saw mills, Plaster Rock, and prepared by the Woodstock Wood Working Co., who did all the factory work connected with the building. The floors are polished brick throughout.

ENGLAND ON RATIONS.

[Kansas City Times]

Millions of Englishmen are now on a rationing system. The system will be extended over the whole country within the next month. It is described as the greatest social revolution in the history of England. Yet it is accepted without complaint. It did not require the test of war to convince the world that the British are a great people. But under that test they have not failed. When they have been called on to sacrifice they have unhesitatingly responded. Everything that it has been necessary for them to do they have done. The United States may count itself fortunate if at the end of the war it can look back to such a record of splendid devotion to its cause as has been made by its companions in arms.

M. AND B. DELEGATION WERE WELL RECEIVED

Given to Understand Government Will Acquire It and Other Branch Lines.

Moncton, March 13—Moncton and Buctouche railway delegations which were to Ottawa to interview the government regarding the taking over and operating the road returned this evening and report a very satisfactory interview with Hon. Dr. Reid, minister of railways and Hon. F. B. Carvell, minister of public works. The delegation consisted of F. J. Robidoux, ex-M. P., J. D. Irving, Felix Michaud, Buctouche; F. W. Sumner, J. A. Marven, F. E. Dennison, J. T. Edgett, E. G. Evans, Moncton. Mr. Robidoux introduced the delegation.

The minister of railways assured the delegation that the government was formulating a policy for the possible taking over of the branch lines, including the Moncton and Buctouche railway. He further assured them there was no question but that the M. and B. would be operated regularly from this out, either by the company or the government. The delegation was greatly pleased with the reception accorded them by both Hon. Dr. Reid and Hon. Mr. Carvell.

CANADA IN WARTIME.

[New York Evening Sun]

The magnificent quality of the sacrifice made by Canadians on the Western fighting front is pretty well fixed in the minds of all who have followed the record of the war. The offering of 10,000 lives at Ypres alone was a glorious deed, but it has been followed up by the steady support of the Dominion wherever called upon to carry arms. Moreover, the support given by Canadians in Canada is not to be considered less important than her faithful service in France. We are just beginning to realize, in the United States, how integral and necessary a part of the work of war is the industrial and economic and financial work which is done far back of the fighting front. The devotion and sacrifice of the Canadian people at home has been so great as to command unqualified admiration. Their devotion has resulted in splendid achievement, and has, incidentally, brought gratifying consequences to communities and individuals. In a word, it has paid them well, both in concrete results for war supplies of all kinds and in maintaining and bettering the general morale of the civilian.

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New Highway Act Brought Down in the Legislature

The Patrol System Advocated by the Opposition Embodied In the Measure---Considerable Increase in Taxes for the Farmer-- Road Supervisors to Also Act as School Trustees-- Other Provisions of the New Act

The bill to enable cities, towns and municipalities to contribute aeroplanes to His Majestys government was read a third time and passed, in the Assembly, which met at 3 o'clock yesterday afternoon.

Mr. Hetherington presented the report of the Committee on Contingencies.

Mr. Hetherington, from the committee appointed to present the Address to the Lieutenant-Governor, submitted his report and His Honor's reply which was as follows:

Mr. Speaker and Gentlemen of the Legislative Assembly:—

I thank you for your Address, and beg to assure you that I entertain the fullest confidence that in all your deliberations you will be guided by a most earnest desire to promote the happiness and prosperity of the people of the province.

(Sgd.) WILLIAM PUGSLEY,
Lieutenant-Governor.

Notices of Inquiry.

Notices of inquiry were given as follows:

By Mr. Murray (Kings), for Wednesday next, as to salaries paid, and the number of officials of the Agricultural Department; also as to expenditure made by the Farm Settlement Board during the year; and also as to how many applications for land had been made by returned soldiers.

By Dr. Crocket, for Monday next, as to the cost of the Sanitary Survey and Investigation, conducted by John Hall, and as to whether Mr. Hall is a British subject.

By Mr. Smith (Carleton), for Tuesday next, as to the amount spent on ordinary roads last year, and as to the total amount charged to Permanent Road Account, since last session and after the close of the fiscal year, and the number of permanent highways constructed.

Hon. Mr. Robinson presented the petition of W. O. Swartz, praying for the passage of an Act to enable Wm. Lloyd Swartz and Wm. Alden Swartz to change their names.

Dr. Crocket presented the petition of the Fredericton City Council praying for the passage of a bill relating to the valuation of assessment of Frasers Limited.

Hon. Mr. Roberts presented the petition of the City of St. John praying for the passage of a bill to amend the St. John Assessment Act of 1909. He also presented the petition for the passage of a bill relating to certain short term debentures of the City of St. John.

New Highway Act.

Hon. Mr. Veniot presented a bill entitled "An Act Relating to Highways." In doing so he said he felt it to be his duty to explain for the benefit of hon. members the changes it was proposed to make with respect to the administration of the highways of the province. He proposed only to deal with the subject in general terms at that stage, but promised when the bill came before the House for discussion at a later stage to furnish hon. members with ample reasons for the proposed changes. He was having the bill printed, and hoped to have it ready for distribution within a short time, so that hon. members would have an opportunity to study and digest it before it came up for second reading. He wished to say that the bill embodied in its provisions the programme relating to highways which the then Opposition had adopted prior to the last election and on which they were returned to power by the people. Speaking for himself and colleagues, he wished to say that they were perfectly willing to accept any suggestions of hon. members opposite put forward with the view of making the Act more perfect. He regarded the Road Act as one of the most important pieces of legislation that could come before the House. Although he had only been in office a short time, he had managed during the last year to visit nearly every section of the province. He had travelled 9,800 miles in automobiles and had an experience with all kinds of roads, so he might claim to be more familiar with the roads than many hon. members of the House. Acting upon the knowledge that he had gathered during his travels, he had endeavored to place in the bill certain sections to meet the conditions as he saw them. One section of the bill proposes to divide the roads into two classes, trunk roads and branch roads. This division was to be made by the Minister of Public Works, and, before acting, it was his intention to discuss the matter fully with his colleagues on the Government side, as well as with the hon. members opposite. Having adopted the principle of road divisions, it was only fair that those familiar with conditions in the different sections of the province should be consulted and their views obtained. While he differed in politics from the hon. members opposite, he did not propose to allow that fact to interfere with his accepting any suggestions they might have to offer, with the view of making the Act more workable.

Supervisors as School Trustees.

In 1916 the then Opposition had adopted the principle that to make highway legislation successful it was necessary to get as close to the people as possible. They had also taken the ground that Road Supervisors should be elected as School Trustees are now elected. Therefore, to carry out this principle, Section 6 of the bill provided for the election of Road Supervisors for branch roads at a public meeting of the ratepayers called for the purpose. With regard to great roads the Supervisors would be named by the Minister of Public Works. It might be asked why a distinction should be made? In reply he might say that the Government had adopted a policy for the construction of permanent roads and it was provided that the work shall be done under the supervision of the Minister of Public Works and the road officials named by him.

Section 6 of the bill provides for the publication annually of the accounts of Supervisors. Under that section he is required to post his accounts in public places throughout the district and to submit a copy to a meeting of ratepayers. The same principle would apply to any supervisor who is spending money on the trunk roads of the province, and in addition to posting his accounts he must forward a copy to the Public Works Department.

Statute Labor will be made optional under the new act, differing in this respect from the present law. At a meeting of the ratepayers to be held in the month of April, they shall decide the matter by a majority vote on a resolution, a copy of which is attached to the bill. If they vote to adopt statute labor, it will be carried on the same as under the old Act. If they vote against statute labor, there will be none performed in that particular district. Provision is also made for the adoption of statute labor with respect to trunk roads. A meeting may be called on the petition of fifteen ratepayers and the matter decided by a majority vote of those present.

Road Taxation.

Section 16 of the Bill deals with the matter of road taxation. Under the existing law the road tax on property is 20 cents on the $100; the new Act proposes to increase this to the extent of one-quarter of one per cent., or 5 cents on the $100. The poll tax is now $1.50, but the new Act will increase it to $2.00. It was scarcely necessary to give in detail reasons for the increase. The cost of labor was much higher now than was formerly the case. A few years ago they could hire men to work on the road for $1.75 a day; but last year they paid $2.25 and $2.50—and in some cases as high as $3.00. Where men on the roads get increased pay, it would only be reasonable that there would be an increased tax to provide for the upkeep of the highways. While the Road Tax had been increased, it was also proposed to increase the allowance to those who performed statute labor. The bill allowed 20 cents per hour for labor; 30 cents for a man with a horse and proper tools, and 40 cents per hour for a man with a team. The bill also changed the method of collecting the Road Taxes. Under the existing law the collecting was done by the Supervisor and paid over to the men who performed the work. In his travels through the province last year he had studied this method and arrived at the conclusion that a different plan would be adopted. In many cases under the existing Act there was a duplication of accounts, and whether it was intentional or not, he was not in a position to say. The Supervisor sent in accounts, chargeable to the Municipal Fund, which were paid by the Secretary-Treasurer. Frequently, accounts for the same work were charged to the provincial fund, which meant that province and municipality paid for the same work. Although he had acted with great care in separating these accounts in his department, he felt that the law should be changed.

Collecting of Rates.

The bill provided that the collecting should be done by the Collector of Rates, who, after receiving the money, would place the same in the hands of the Secretary Treasurer, who would deposit it to the credit of the province. He was hopeful that under the change in the system, the delinquent taxation list would be done away with. At the present time he was safe in saying that the sum of $50,000 was outstanding in delinquent Road Taxes. He thought that the ex-Minister of Public Works would bear him out in the statement that a change in the system of collecting was essential. It was proposed under the new system to have the Supervisor report monthly to the Department of Public Works and he wished to add that money collected in a particular district would be expended for the improvement of the road in that district.

In regard to Section 79 of the bill, he said it gave authority to the Minister of Public Works to inaugurate a patrol system. This would probably cause his hon. friend from Carleton to smile, but he wished to say that it made no difference to him from which side of the House the idea had originated, as it was undoubtedly a good one. He had given it a trial, in a small way, last season, and had got the best results. That factor determined him to ask the Legislature to adopt the system similar to that which prevailed in Maine and other States. He had visited Maine last summer and had travelled over 500 or 600 miles of roads, in order to investigate the patrol system. He had also asked his road engineer to go there and study it. It had taken four years to perfect the system in Maine, but he was hopeful of having one in this province equally as good at the end of two years.

Changing Rule of Road.

An agitation has been going on in this province for several years with the object of changing the rule of the road. In the Maritime Provinces, as was well known, the rule was to turn to the left, while in Ontario and Quebec they turn to the right. He had got in touch with Hon. Mr. Armstrong, Minister of Public Works and Mines, of Nova Scotia, on the subject, and was informed by that gentleman that there was also an agitation on in that province to change the rule, but that no definite decision had yet been reached. It was an important matter and he did not feel that he should take it upon himself to make the change without taking the opinion of the Legislature.

There were other provisions in the act to which he would like to direct the attention of hon. members. He had noticed when travelling through the coal districts of the province that mine operators, when carrying on excavations, did not give much concern to the roads which might be injured by their work. The bill proposed to hold the Coal Companies responsible for any injury resulting to the roads, and if they declined to make repairs, in order to do so, the Public Works Department could have the work done and made a charge against the companies. A similar plan would be adopted with respect to railways. It was proposed to have the railways give more attention to the condition of the roads at level crossings and a clause had been inserted in the bill dealing with the matter. He had noticed also that when railways, in changing grades of lines running parallel with highways, were inclined to disregard the affect such changes would have on the roads. He had inserted a clause in the bill which he hoped would bring about an improvement in regard to this important matter.

More Care Exercised.

While the people of the province were clamoring for good roads, it might not be out of place for some of those who have occasion to use them to exercise a little more care. There were some manufacturers of lumber who take no heed of the damage that might result to roads early in the spring, so long as they can haul heavy loads over them. A clause would be inserted in the bill to meet this condition of affairs. He regretted that some automobile owners did not have the regard for the roads which they should have. Some owners of heavy cars seemed to take delight in driving over the country roads early in the spring, when the frost is coming out of the roads. He hoped, with the aid of his colleagues and the hon. gentlemen opposite, to be able to find some means to give better protection to the roads of the province.

In conclusion, the Minister said he recognized the right of hon. members opposite to criticise, but he wished to say that if they had any suggestinos to offer, which would have a tendency to better any clause of the bill, he would be only too happy to accept them.

The bill was read a first time.

Annuity Proposed.

Hon. Mr. Foster introduced a bill to provide for the payment of an annuity to Jane Dickson, relict of Joseph Howe Dickson, late Clerk of the Executive Council.

Hon. Mr. Foster introduced a bill to authorize the province to loan certain monies to the Board of Public Utility Commissioners. He explained that the board had asked for a loan of $4,500. The plant of the St. John Power Company was now being examined and the law authorized the board to make a levy upon the company. This levy will be made in a short time and will cover a period of two or three years. The money to be loaned by the province was needed now to defray the cost of the appraisal. The bill was read a first time.

Hon. Mr. Tweeddale laid on the table of the House the report of the Director of Elementary Agricultural Education.

Mr. Campbell presented a petition for the passage of an act relating to the General Public Hospital, St. John.

The House went into committee, with Mr. Legere (Westmorland) in the chair, and agreed to the bill to enable cities, towns and municipalities to assess for aid granted to the City of Halifax. The bill localizes all municipal grants made in aid of the sufferers from the disaster of Dec. 6th.

The House adjourned at 4.30 p. m.

Agriculturists Spent Very Busy Day Yesterday Dealing With Important Matters

(Continued from page three)

will show that New Brunswick seed produced a much greater yield:

Irish Cobbler, Fredericton seed, yielded 360 bushels to the acre; the Ottawa seed yielded 68 bushels; a difference of 292 bushels. In the case of the Green Mountain potatoes the Experimental Farm seed at Fredericton yielded 345 bushels, while the Ottawa seed yielded 99 bushels, a difference of 246 bushels. In the case of Gold Coin potatoes the Fredericton yield was 356 bushels as against 22 bushels.

Evening Session.

At the evening session, the attention of the delegates was taken up with an address by Prof. John M. Trueman, of the Agricultural College, Truro, on the subject of breeding and feeding dairy cattle, and which proved most interesting and instructive.

At the outset he said he presumed that all present were there for the purpose of gaining information, but most of them after listening to what they had heard, had probably come to the conclusion that they had heard or read about the same information many times before. The benefit of meetings such as this present one came about by reason of the enthusiasm which was engendered among those who heard the addresses, and resulted in their going back home so encouraged that they determined to do better with their own operations at home. Coming to the subject on which he was to speak, he did not thing the cattle of New Brunswick were anything like as good as they should be. Many farmers laid the blame for this on some of the agricultural instructors, who came down to the province from other places. These instructors apparently did not properly understand local conditions.

The Laws of Heredity.

There are certain laws upon which success in breeding stock depends, and unless these laws are adhered to, it would be idle to expect success. In breeding cattle for dairy purposes, statistics went to show that a cow whose milking record was slightly below the average of her ancestors, would produce calves that would be better than themselves, while those whose performances at the pail were above the average of their race, usually gave calves slightly inferior to themselves. The same principle applies to the human race also, for it more often than not happened that the sons of an unusually clever man do not measure up to the standard of their father. It was all in the law of heredity and is governed by the average of the family ability. So that breeders who give a big price for a heavy producing cow should not be disappointed if her calves were not all as good as or better than the cow, but it could be depended upon that they would all be good producers, for the reason that the cow came of a good producing family. It was idle to expect much success in breeding really good stock as long as only average animals were made use of. It was perfect nonsence for the average farmer to use nothing but pure bred stock, for the simple reason that it cost too much money, and as long as the stock was all pure bred farmers would never weed out their animals as they should. The average farmer would do better to use well bred cows with a pure bred bull of proven quality. There would never be a sufficient supply of really good bulls as long as animals are sent to the butcher at three years old, before they have time to prove their excellence. To work up a herd of high producing cows would take years, but it paid to do it.

Feeding Methods.

Coming to the matter of feeding, it was poor economy to underfeed stock. It might be and usually was rather expensive to feed cattle as they should be fed, but it paid better to feed a cow that brings in a return of $200, at a cost of $100 a year, than to feed a cow that brings in only $100 a year at cost for food of $50. Some cattle would eat and eat and show no advantage from the food, whereas others would the best use of all the food they get. A good cow cannot eat enough to keep her milk flow up to the standard she started with when she first freshened; she is bound to fall off gradually.

Mr. A. J. Gaudet, an ex-vice president, followed with an address in French, which was heartily applauded even if it was not very generally understood.

Co-operation.

An address by Mr. J. D. McKenna of Sussex on Co-operation followed. The most striking example of the success of co-operation the world had ever seen, he said, was that of the Central Empires, which had held half of the world at bay for nearly four years, and it was only recently that the Allies had learned the leson and had come to co-operate in their efforts

Farmers of New Brunswick had already seen the benefits of co-operation through the working of the agricultural societies united, as a result of which they were able to get fertilizer at considerably lower cost than they could otherwise do. The efforts which that society had put forward in the past would be continued, and he hoped farmers would take advantage of them. Co-operation is gradually extending its influence through all grades and classes, manufacturers were banding together, labor was doing the same thing, but the farmers seemed to fight shy of it. He begged of them to get rid of old-fashioned ideas and stand in together, be farmers first and Grits and Tories afterwards. If they would do this they could make their power felt and would then get somewhere. Let them take pattern by the western grain growers, who by standing together swept the western provinces at the late election.

Attacks Food Controller.

Continuing, the speaker said the Agricultural Societies United were anxious to extend their co-operative methods so that other lines of the farmers' requirements could be dealt with. Particularly they wanted to get cheaper millfeeds. For this purpose he had gone direct to the millers and asked for terms. The millers would supply the millfeeds required, but only on condition that the society bought flour also. Well, the society didn't want flour, and said so, but the millers refused to alter their terms. He (McKenna) then went and laid the matter before the food controller, who appeared to be very indignant and said he would soon change such conditions. What happened? The millers refused to budge, and the food controller shut up. That was the measure of that official. People all over Canada were asked to use less flour, so that it might be conserved for the use of the people overseas. Yet why were the farmers of Canada to have flour pushed them when they did not want it simply to get millfeeds? The people overseas did not want feeds. They want flour, and common sense would seem to dictate that the millers would be glad to get rid of their feeds at home when they had an assured market for their flour overseas. The food controller's method of doing business made his position a farce.

The meeting then adjourned.

Opening of Parliament on Monday Next is Awaited With Considerable Interest

Three Laurierites Mentioned for the Position of Deputy Speaker—Recently Appointed Sergeant-at-Arms Will Not Reach Ottawa in Time for Opening of House.

Ottawa, March 13—Under the personal direction of Hon. E. N. Rhodes, who will be re-elected to the Speakership, when the House meets, arrangements are being made by the staff at the museum building for the opening of parliament on Monday. The task is considerably lightened by the circumstances that, apart from the ministers of the crown and the opposition front row, members will not have seats assigned to them. Sir George Foster will continue to be the deskmate of the prime minister, and it is likely that Hon. N. W. Rowell will sit on his immediate left, with Sir Thomas White as his deskmate, the latter occupying his customary seat. There is no definite indication as yet as to who Sir Wilfrid's new desk mate will be in place of Hon. George P. Graham, who was not a candidate at the last election, but Hon. Charles Murphy may sit at the left of the opposition leader and Hon. Rodolphe Lemieux across the aisle to his right.

Increased Membership.

The capacity of the temporary chamber will be taxed to its utmost to accommodate the increased membership of the new House. In recent sessions when there was a large attendance for divisions, the majority of the seats were occupied, although the membership of the House was reduced by vacancies. There will be a considerable overflow of government members on the opposition side and it is not improbable that many of the Liberal Unionists will choose this group of seats.

Major Bowie, the recently appointed sergeant-at-arms of the House, will not be here for the opening on Monday. Major Bowie, who has been overseas with an Ottawa battalion, sailed for home on Monday, and will arrive at the capital some time next week. Captain Charles Panet will be acting sergeant-at-arms until he returns. Nothing has yet been definitely decided as to the appointment of a deputy sergeant-at-arms.

New Deputy Speaker.

The choice of a new deputy Speaker and chairman of committees still remains an unsolved problem for the government, because of the fact that Dr. Chabot, member for Ottawa, and the only French-speaking member supporting the government, continues to decline to accept the post because it would interfere too much with his personal duties. An agreement with the opposition for the appointment of a French Liberal appears to be the only solution of the difficulty. Such an arrangement will probably be reached when the members arrive next week. The election of a deputy Speaker is made by the House on the nomination of the prime minister after the conclusion of the debate on the address in reply to the speech from the throne. Three names mentioned for the post are those of Hon. Charles Marcel, ex-Speaker of the House, Mr. George Boivin, member for Missisquoi, and Mr. Ernest Pacuad, member for Megantic.

MAKES RUN TO SAVE DAUGHTER'S LIFE

C. B. Hickman, of Dorchester Rushes With Doctor and Nurse to Rothesay.

Moncton, March 13.—In order to save the life of a young lady who is a student at the Rothesay School for Girls, if possible, a special train was made up at Moncton yesterday afternoon and a quick run was made to that suburb. Miss Doris Hickman, the young daughter of C. B. Hickman, a well known resident of Dorchester, is the girl who is ill, and her condition was considered serious last night.

When Mr. Hickman was apprised of his daughter's condition he hastened to Moncton and engaged the services of Dr. Ferguson and a nurse. With them he boarded the special, which made the run to Rothesay, a distance of 81 miles, in one hour and forty minutes, or at the rate of approximately 50 miles an hour.

Miss Hickman was removed to the waiting train and then the run to Moncton was begun. The patient stood the journey very well, it was stated last night. Her many friends are extremely anxious as to the outcome of her illness.

Arrangements have been made for an operation by Dr. Ferguson at the Moncton Hospital today for peritonitis. The disease, which is an exceedingly dangerous one, occasionally develops from appendicitis.

GAVE AN HOSPITAL.

Bathurst, N. B., March 13.—All classes are giving a welcome to Bathurst this week to one of the town's benefactors, James Hamit Dunn, of London, England, formerly of Bathurst, the man who a few years ago through his generosity and kindness of heart established the J. H. Dunn Hospital the first and only institution of the kind Bathurst ever had. While welcoming Mr. Dunn all were grieved to learn that the occasion of his visit now is the illness of his mother, Mrs. R. H. Dunn. Her numerous friends wish for Mrs. Dunn a speedy and complete recovery.

Odors from boiling ham, cabbage, onions, etc., may be prevented by putting a piece of charcoal into the kettle.

If stove polish is mixed with very strong soap suds the lustre appears at once.