

THE WAR AGAINST THE GRAZING SYSTEM

A System That is on the Increase

Two Great Divisions of the Irish Lands—An Evil Long Existing

(By Timothy J. O'Connor)

DUBLIN, Feb. 1.—The war against the grazing system—the ranching system as it is called—is not an agitation against a system that is merely continuing but against one that is on the increase. The latest publication of the Agricultural Department shows that forty-five new holdings of over 200 acres had been created in 1906, the area of the land used for this purpose being 49,000 acres. This means that a number of small holdings, as a result of eviction, had been consolidated within the year and 50,000 acres of land previously devoted to mixed farming turned into grass.

The effect of this year's change in the agricultural conditions will be better appreciated by considering the question of "uneconomic holdings" for the necessary enlargement of which it is sought to acquire and divide so much of the grass lands as would be required to make them economic. Mr. Bailey, the chief estate commissioner, has defined an uneconomic holding as a farm of land so small in extent and so poor in quality as to be unable to support the tenant without other aids to subsistence. The Agricultural Department has issued a pamphlet in which its experts estimate the minimum area that will constitute an economic holding. The conclusion arrived at is—About fifty statute acres of average quality, exclusive of bog and land that cannot be cultivated or reclaimed. The department's experts further consider the case where two farmers combine in the joint use of machinery and labor in working the adjoining farms, and say—This might reduce the economic area to thirty statute acres or even if the land be of exceptional fertility and markets good, to twenty-five acres.

The number of holdings of over one acre in the country was, in 1906, 516,651; and the number of these under thirty acres in extent was 351,815. The Agricultural Department calculates that the combined area of these holdings is only five million acres—or less than

WINTER SPORTS AT CHAMOUNIX, UNDER AUSPICES OF FRENCH ALPINE CLUB.



Winter sports have long had prodigious development in France. Now the French Alpine Club, moved by patriotic purpose, has determined on creating inside French boundaries centres for the pastimes. For the present they have Chamounix for their particular headquarters and theatre of exploits. This month there was a great reunion of amateurs at that point. Among them were French, Norwegian, Swiss and representatives of other nationalities. The appearance of the large and animated throng gave the neighborhood a festive character. The sports included ski matches, including racing and leaping, tobogganning in all its phases, skating and sled races, and the most exciting of these exciting encounters. Two splendid descents are provided for skiing purposes, one much steeper than the other, thus providing additional excitement for the more daring spirits. At a little distance is the skating place, a magnificent surface of more than a hectare in extent. The great success of this meeting at Chamounix is promising in many ways. It is sure to increase the taste for such pastimes in Paris, in other parts of France and to the world at large, acquainting them with the beauties of dazzling shows, of glorious landscapes, and, above all, with the healthful value of these sports that stir the blood and rejuvenate the heart.

FREDERICTON PASTOR BLAMES THE POLICE

Should Have Arrested Brutal Hockey Players—News From Capital.

FREDERICTON, Feb. 2.—The heaviest snow storm so far this year prevailed here all last night. Snow began falling about 9 o'clock and continued until noon today. At times a strong westerly wind blew and the storm was fierce. Over a foot of snow fell on the level. The C. P. R. and I. C. R. have had ploughs at work during the past 24 hours, and have succeeded in keeping the tracks in good condition. The city ploughs got out early and made the streets passable for church goers. The attendance at the several services was below the average. Tonight has turned clear and cold. Rev. Dr. Raymond of St. John occupied the pulpit at the cathedral this evening and preached a strong missionary sermon, his text being "Be not ye the slaves of men." In the course of his remarks he referred to bribery in the city, and in the course of it was to be regretted that corruption had become so prevalent. Nothing was more pitiable, than to see a man selling himself like a slave. The province is about to hold an election, and there were rumors that in several of the contests both parties were combining to run the light on pure lines. It should be the wish and prayer of all people that these rumors would prove correct and that the political parties of the day would unite in putting down corruption. Rev. J. H. McDonald at the Brunswick street Baptist church referred to the recent hockey match between the Capitals and Victorias. He condemned in strong language the unsportsmanlike and brutal exhibition given and blamed the police for not making arrests.

GECIL COOPER DIES FROM BURNS

Accident Happened Early Saturday Morning, While Mother Was Out.

The accident which resulted in the death of the boy happened while his mother was absent from the room. The lad, who was dressed in his night shirt, amused himself by putting pieces of paper in the stove, and in some way his garment became ignited. As a result he was badly burned before help arrived. W. A. Cooper, father of the boy, was summoned from the American laundry, where he is employed, but had to search over the boy before he could get a doctor. Dr. T. D. Walker and Dr. McAlpine attended the boy. Both Mr. and Mrs. Cooper are very much affected by the death of their son. Mrs. Cooper being almost crazed by the sad accident.

SAD DISCOVERY OF MONCTON WOMAN

MONCTON, N. B., Feb. 2.—That her few weeks old boy lay dead beside her was the terrible discovery of Mrs. George McDougall, Saturday. The child was in its usual good health when put to bed and was nursed in the morning about six o'clock. Mother and child then went to sleep again, and Mrs. McDougall awoke about nine o'clock. She noticed that the infant was exceptionally still, and on examination made her terribly sad discovery that the little one was dead.

HARRY LOVETT FOUND DEAD YESTERDAY

Harry Lovett, a hod carrier of this city, was found dead in the rooms occupied by the Hod Carriers' Union, on Waterloo street yesterday morning. The deceased is about fifty years of age and was a well known character. It appears that the body was found by R. Ross, who noticed the odd leading to the rooms open and becoming curious regarding the cause he entered and found the deceased lying on the floor. The police were at once summoned, and Coroner D. E. Berryman was also called. After viewing the body it was found that life was extinct and permission was given to have it taken to the undertaking rooms of Mr. Fitzpatrick, to be prepared for burial. Lovett, it is believed, has been indulging in intoxicants excessively during the past few days and the cause of his death is undoubtedly due to this fact. Coroner Berryman has not decided yet whether he will hold an inquest or not.

CASTORIA For Infants and Children. The Kind You Have Always Bought

Bears the Signature of J. C. Watson

one-fourth of the total area of Ireland. Thus two-thirds of the farmers occupy less than one-fourth of the land. On the other hand, farms of over 200 acres, which may be assumed to be grazing farms, are in the hands of 9,500 occupiers, and cover an area of four and a half million acres.

Thus there are two great divisions of the land of Ireland, nearly equal in extent—one, occupied by two-thirds of the farmers of Ireland, whose holdings average 14 acres each, and do not in any case extend to 20 acres, and the other occupied by only one-fifth of the holders of the land, the holdings averaging 500 acres each and in the minimum holding exceeding 200 acres in extent.

Mr. George Wyndham, M. P., Chief Secretary for Ireland under the last government, was examined before the congested districts commission and stated that "untanned land of the best, or even of good quality for grazing, cannot be brought into the market except at a price which is almost prohibitive, if it is to be used for agricultural purposes." It is well known, of course, that the best land of the country is the grazing land, and that the land in the occupation of the 350,000 English newspapers, and in Irish Unionist newspapers, that the division of the grass lands would injure the Irish cattle trade. There is no foundation whatever for such statements. Mixed farming produces more cattle than a purely grazing system, and fattens the cattle to the finish, which, except in a few places, the grazing does not and cannot do. There are three systems of agriculture, only one of which is generally suited to Ireland. The first is known as the most intensive system which cultivates small fruits, flowers and certain vegetables. Such market gardening is suitable to

a country of great cities and many large towns; the cultivation requires close spade work, and is expensive. Ireland possesses no market for such cultivation, except near Dublin and one or two other places, and even there the market is limited. This is the system of cultivation on the continent, which the agricultural department in its early days made itself ridiculous by trying to introduce into Ireland. The grazing system is, except in a few places, equally unfitted to Irish conditions. It is now admitted by all sides that the conversion of Irish tillage land into grass land was a mistake, and the efforts of statesmen profess to be directed to restore such lands to the plough.

In Ireland the cropped area is only one-sixth of the grass lands. The small farming of Belgium raises more cattle to the acre than the grazing lands of Ireland, and the cattle yield

MARITIME COAST SWEEP BY FIERCE STORM AND GREAT DAMAGE DONE

The fiercest storm of the season, and one of the worst in many years, occurred Saturday night and according to telegraphic reports and observers along the coast. Damage to shipping is reported from all over the Maritime Provinces. Wharves and piers at many ports have also been injured by wind and waves.

Locally the gale did considerable damage both in the city and on the harbor front. The telephone and fire alarm systems were seriously interfered with and street lights and lights in private houses were made useless during part of Saturday night by breaks in the wires caused by the wind. The snowfall which accompanied the gale early Saturday evening changed to rain at eleven o'clock, and in the morning the wind veered from southwest to southeast and gradually died down. Yesterday was fairly calm with a moderate temperature which fell toward evening.

At 6 p. m. on Saturday the wind velocity here was 31 miles an hour. This gradually increased until at midnight the highest velocity, 52 miles an hour, was reached. Sunday morning the wind shifted first to the west and then to the northwest. At 9 p. m. Saturday the temperature was 28 degrees above zero.

HURRICANE AT DIPPER HARBOR

At Point Lepreaux and Dipper Harbor the fury of the gale was felt much more than in St. John. Between 7 and 8 o'clock Saturday evening a hurricane raged at Lepreaux, the wind velocity being 84 miles an hour. The same velocity was observed at Dipper Harbor, where two wharves and fish houses were sent adrift and the highway bridge was washed away at both ends.

The frame house which was in course of erection and owned by Stephen B. Austin, 158 St. James street, was also destroyed by the strong gales. The building was partially finished and considerable of the frame work erected. When the storm was considered strongest, a crash was heard by the residents living near the building, and afterwards the complete structure was found lying in the centre of the street. For some distance boards and large timbers were strewn about. The house was located in a position where the wind would reach it with full force, and on account of not being completed, fell in easy prey to the storm.

Several of the wharves were badly damaged by the severe wind. Both in the east side and west side

began to drag and she started to drift for the harbor.

For a short time it looked as if she would smash into the Dahome, which was lying at the Pettibone wharf. She was successfully rescued from that difficulty and then nearly went ashore on Navy Island, she finally managed to get good anchorage and rode out the gale until the morning, when she was docked at the International wharf.

The severity of the storm, combined with the fear of colliding with the Sardinian, put the ferry boat out of commission on Saturday night. She left the East Side on the 8.20 p. m. trip, and after reaching the West Side floats with considerable difficulty, she died in there to wait for the storm to abate. As conditions did not improve materially before midnight no further trips were made.

A large number of people on both sides of the harbor were put to great inconvenience by this. Some of the East Side people who were stranded in Carleton telephoned for cabs to come around the bridge for them. A couple of cabs started around, but both turned back at the bridge, the drivers refusing to venture across the bridge.

At midnight there were about a hundred people assembled in the East Side waiting rooms waiting for a chance to get home. When it was seen that the ferryboat would not make another trip consternation reigned in the crowd. By that time the snow had turned to rain and the wind was lashing the rain along the streets with force that no clothes could resist.

Those who had friends started out to seek their hospitality. Those who had the price went to hotels. A few determined souls who decided that their West End homes was the only place for them proceeded to walk around by the bridge. Among these were a couple of women. One man who got home that way said that he would not take that trip again for a five dollar bill. He said that when they got on the Suspension bridge it was swinging and pitching like a ship at sea and he was afraid that it might go down at any moment.

SAXBY GALE BEATEN

At St. Martin's the storm was said by Capt. Cox of the Fay Shore Lumber Co. to be even worse than the Saxby gale. The principal damage done was the carrying away of about sixty feet of the eastern breakwater and the destruction of the lighthouse. The latter was actually reduced to kindling wood. Fred M. Cochrane, who has charge of the lighthouse, yesterday notified the marine department of its destruction, while Wellington Hals the wharfinger, communicated news of the damage to the breakwater to E. T. P. Sheehan of this city, the resident engineer of the public works department. The loss will be not less than \$10,000, and may, if the repair work is not undertaken soon, be greatly in excess of that amount.

among those who were watching the spectacle, and while so engaged a huge breaker came rolling in from the southeast, it struck it, and it shouted to the other two men to protect themselves. They were able to grasp the mooring post pier in time.

His plight was observed by William Barker, the principal of the school, who was standing near, and Mr. Barker at once shouted encouragingly to him, and was aided in the work of rescue by Mr. Walsh, Robert Connolly of the Bay Shore Lumber Co., who was on one of the boats, and Mr. Hatfield was brought to land.

Another St. Martin's man who narrowly escaped death during the storm was Whitehead McIntyre of the St. Martin's Trading Co.

While at Green Settlement driving towards home, he attempted to take a short cut and lost his way. When he reached Berry's Hill he was nearly exhausted and had practically given up in despair when his feet were caught by Wilfred Brown, who found Mr. McIntyre in an unconscious condition when he reached home.

He was revived, and after starting again on his journey got his horse up and started to walk, but he was again overcome by the storm and was in a dazed condition and almost perished when discovered by Grant Bradshaw.

Robert Connolly, of the Bay Shore Lumber Co., said that while the storm was very severe at Salmon River, little damage was done.

FIERCE OVER BAY

LUNenburg, N. S., Feb. 2.—A violent hurricane raged here all Saturday night and caused heavy loss both in the town and along the shore, many vessels being badly damaged. The wind blew 45 miles an hour and the tide rose to a great height. The schooner Defender was torn from her moorings and crashed into a salt store, wrecking the side of the building, carrying away the schooner's flying jibboom and damaging her bow. Eisenhauser's wharf was demolished and the schooner Margaret E. Schwartz, which was lying alongside, had her rials smashed and she was badly strained. The brigantine Leo, lying at the opposite side of the same wharf, had her bulwarks torn

away and a large hole stove in her side.

The schooner Lillian, lying at anchor in the harbor, was driven ashore on a small island at the head of the harbor.

The schooner Acadia, at anchor at the Battery, dragged her moorings and crashed into the schooner Transvaal. The Acadia had her bowsprit by the caldrons smashed, and the Transvaal also sustained some damage to her headgear.

Fifty crates of live lobsters owned by Levy Brothers and ready for shipment to Boston were swept away. The tempest caused heavy loss to the owners.

The schooner Mary Duff, owned by the Atlantic Fish Co., had her rials smashed and thousands of feet of lumber on the company's wharf were swept into the sea. The whole shore is strewn with wreckage.

LIVERPOOL, N. S., Feb. 2.—A terrific south east gale raged last night causing much property damage. A new unoccupied dwelling owned by John Millard was lifted from its foundation and reduced to kindlingwood. The schooner Etlic Vaughan, from Halifax for Shelburne, with a general cargo, was driven ashore near Brookfield during the height of the gale and will probably become a total loss. Damage at St. Andrews.

ET. ANDREWS, Feb. 2.—The storm last night was one of the severest in this section since the Saxby gale. The lighthouse at the lower wharf was so badly demoralized by the waves that Keeper Pendlebury and his aged mother fled from it fearing it would wash away.

The foundation posts of the light were knocked down, while the adjoining portion of the factory wharf in front of Gardner and Don's factory is standing. This was kept in place by two large buoys which the Kitchener placed there a few weeks ago. The Frontier line wharf at Robinson's was also swept out of existence. The whole harbor front is strewn with wreckage.

A SAFE MEDICINE FOR ALL CHILDREN

All so-called "soothing" syrups and most of the powders advertised to cure the ailments of babies and young children contain poisonous opiates, and an overdose may kill the child. Baby's Own Tablets are absolutely safe. You have the guarantee of a government analyst by the use of this statement. Good for the new born babe and the well grown child. The Tablets positively cure such ailments as colic, sour stomach, constipation, indigestion, diarrhoea and teething troubles. They also cure simple fever, break up colds, prevent cough and destroy worms. Every mother who has used this medicine praises it highly. Sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

TWO HORSES PERISH IN ST. JOHN RIVER

Plunging through a piece of thin ice, the fragile nature of which was concealed by a covering of snow, two horses belonging to John McDonald of Hibernia, who was driving down the river to St. John, perished in the water Saturday afternoon.

Mr. McDonald was accompanied by his young son, but neither of them followed the horses, but remained on the solid ice.

The point at which the accident occurred was opposite Balsley's Rock, and the horses crashed through without any warning whatever. The portions of the river known to be dangerous are "bushed off," but this spot had escaped notice. Mr. McDonald says that if he had had any assistance the horses could have been saved, as their heads did not go below water, and they perished more from cold than anything else.

LIPTON'S REPRESENTATIVE IN AMERICA KILLED

NEW YORK, Feb. 2.—David Barrie, Sir Thomas Lipton's representative in this country, when the Irish baronet raced Shamrock Land Shamrock II, for the America's cup, was killed last night in the Jersey Central depot, in Jersey City, by slipping on the ice and falling in front of a locomotive which crushed him. His body lay in the morgue until today when it was identified. Mr. Barrie was on his way home to Cranford, N. J., at the time of the accident.