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Semi-Weekly Telegraph and The News ST. JOHN, N. B., MARCH 15, 1913.

MR. HAZEN AND COMMANDER ROPER

Mr. Hazen's discouraging doctrine that Canada could not build ships of war short of twenty-five or fifty years, is shared by Mr. Hazen, who represents a province particularly devoted to develop a great steel shipbuilding industry. When Mr. Hazen is asked why he takes the ground that we cannot build ships in Canada, he replies that the late government's own advisers have said that if the Cammell Laird contract had been awarded the ships would have become "obsolete" before they were finished.

Mr. Hazen's doctrine is extremely weak, considering the circumstances of the position in which he finds himself. But it is the best he can offer. And weak as his position was, Mr. Macdonald, of Pictou, subjected it to an examination in the House, the other night which made it worse, and brought out some additional facts which should be impressed upon the country, and particularly upon Conservatives, some of whom draw their knowledge of events at Ottawa from the daily distortions of the St. John Standard.

Let us quote a little of Mr. Macdonald's speech from Hazen: "Mr. Macdonald—I asked the Prime Minister whether any part of this \$35,000,000 was to be spent in Canada. He said 'no,' and I asked him if he proposed to vote the money this year for construction in Canada and he said 'no.' Henceforth, the policy of these hon. gentlemen is not to Canada for the Canadians, but Canada for the ship-builders of Belfast and the Clyde. As there are no jobs in Collingwood on the Pacific coast and on the Atlantic coast, shipyards in a comparatively small way, but still in an effective business way, where steel ships are being constructed, we believe that we can construct vessels in this country. Reputable British ship-building firms pledged their credit and reputation that they would be prepared to build in Canada, in accordance with the specifications, the ships that we were ready to contract for two years ago. If it were not for the Nationalist element in Quebec, the Premier would have seen to it that today we would have had these ships building along our maritime coasts in accordance with the tender and contract. We have had some absurd things put forward such as the statement of the Commander Roper, who coined the word 'obsolete,' which the Minister of Marine and Fisheries rolls as a sweet morsel under his tongue. I do not know what kind of people they have in the Admiralty when they send this Commander Roper to this country. They ought to keep him and people like him back in England because, if they send many more men like him to Canada, Canadians will rise against importations of that kind."

Mr. Macdonald—Not certainly. What does the House think of the treachery of a man occupying a position, such as Roper did, to pretend to have on the files of the Department of the Naval Service a letter dated the day before the last election, absolutely contrary to everything that he had written before? If that is a sample of the Admiralty people the fewer that come to this country the better for Canada and the better for the Empire.

If Mr. Macdonald properly describes the shifting attitude of Commander Roper, that officer may plead in extenuation no less distinguished examples than those of the Premier and the Minister of Marine and Fisheries, who have been shifting their ground on the naval question with great rapidity ever since it became a live issue in Canadian politics.

THE FARMER AND PROTECTION

Jefferson expressed the mind and feeling of his time when he wrote of the new American Republic: "We have new lands enough to employ an infinite number of

people in their cultivation. Cultivators of the earth are the most valuable of citizens. They are the most vigorous, the most independent, the most virtuous, and they are tied to their country and wedded to its liberty and interests by the most lasting bonds." With this view agreed the miners in the bowels of the earth, the manufacturers in the cities and fishermen on the sea. They were all at one in placing the rural toiler upon a pedestal and glorifying his occupation.

But the whirligig of time has brought revolutionary changes. Not that it has changed the disposition of the cultivators of the soil; that is as good or as bad as it has ever been. Farmers have perhaps not been better, and they have not been worse than other classes, but the yeomanry of an earlier day were certainly more considered by legislators than those of today. Then they were thought of first; today they are thought of seldom. Today it is the manufacturer first and the rest nowhere. Now the disposition is strong everywhere to worship manufacture and trade and to regard these as the only form of progressive activity worth considering in legislation. But the false notion that wealth built upon these at the sacrifice of the fundamental form of wealth on the land, cannot possibly endure.

Nearly all that the farmer buys today, and the transport and marketing of his crops, are passing under the control and influence of the monopolist and organizer of trade, while agriculture itself is the most difficult occupation to organize, so that often the agriculturist seems to have to cope single-handed with the market under the bonds of combination.

There is no doubt that the Manufacturers' Association in recommending a tariff commission during the last session of Parliament did so in the hope of increased protection. The invariable experience is that a man once having eaten at the tariff trough never willingly turns away. Those who benefited by the tariff were fully aware of the fact that, during the inquiry conducted some years ago by the Ministers of Trade and Finance, the sentiment of the rural communities was overwhelmingly in favor of freer trade and a tariff for revenue only. This sentiment was dominant in the West. But the manufacturer still urges increased protection. He is urging it upon Mr. Borden, and Mr. Borden is committed to that policy as firmly as it is possible to commit him to any policy.

The manufacturer has experienced no change of heart or mind. He still thinks that the tariff should take care of him, no matter what other interest suffers. With a delicious sense of humor we are sometimes told that the increased protection he seeks is for the benefit of the farming classes, though it is never explained just how a man is benefited by legislation that increases the price of nearly every article he buys while the price of the products of his soil—wheat, butter, beef, etc.—is determined by the open markets of the world.

All signs multiply that if this government continues in its troubled life much longer, the next pressure will be brought to bear upon it, not by its Nationalist allies, but by the manufacturers for increased protection. The Nationalists have already induced Mr. Borden to risk his political life in an unworthy effort to save the precious person of the French habitant at the expense of the British workman; and if he recovers from that effort the manufacturers are united to induce him to line their pockets at the expense of the farmers and toilers. The country can well dispense with the barter and juggling and the carnival of self-interest that the predatory interests would lead us into. What it needs and what a great majority of the people desire is a tariff for revenue with such incidental protection for particular industries as will put them on their feet.

But that protection cannot always be continued. Some day the evils of this bad business will have to go. They will go when the sturdy yeomanry of the country are ready to unite in bringing them to an end.

WHICH MR. BORDEN IS RIGHT? Mr. Borden, on January 10, 1910, said that "the Empire was confronted with an emergency which may rend it asunder." Note the date: January 10, 1910. On October 16, 1911, Mr. Borden became Prime Minister. If he believed what he said at the beginning of 1910 it is reasonable to suppose that he would have taken some immediate action with respect to imperial defense. What did he do? Nothing. The speech from the Throne made no mention of defence. The whole session passed; more than a year elapsed, without any steps being taken to meet the situation which he had described as extremely critical. Yet in this year 1913 Canada is asked to give serious heed to Mr. Borden's statements about emergencies.

Perhaps of all of Mr. Borden's public utterances with respect to naval affairs this country remembers best his ringing assertion that Canada must build its own fleet, that out of our own materials, by the instructed skill of our own people, must we build the ships. He said that to his constituents in Halifax, and he made the same statement in effect at the Dominion Day dinner in London.

That was before he fell into the hands of the advance guard of the Imperialist protectionists in the Old Country who converted him to the policy of centralization which he is now advocating.

A CHEAP SENSATION

The "tariff bombshell" which Mr. Borden, according to the more excitable Conservative newspapers, exploded in the House of Commons yesterday morning, turns out, on examination, to have been by no means formidable, and much more likely to injure the government than the opposition. Mr. Borden was not proud of it, had little faith in it, in fact, and so timed the fuse that the "explosion" would occur in the absence of Sir Wilfrid and other Liberals who were attending a dinner at Ambassador Bryce. There were, however, more than enough Liberals present

under Mr. Cavell's fighting leadership to hold the enemy in check until its new ammunition could be tested and its comparatively harmless character exposed. And the fight goes merely on, the government being unable to advance a foot without slouching, and already realising that the introduction of closure would inevitably invite obstruction. It is getting to be Hobson's choice with Mr. Borden; he must go to the country—and the campaign fund is not yet arranged.

As to the Borden-Churchill "bombshell" we publish this morning a searching interview on the subject from Hon. William Pugsley, in which the open-minded reader will find proof and to spare that the powder in this particular shell was damp or damaged.

If we accept the inferences Mr. Borden seeks to draw from the Churchill letter we are face to face with the fact that it is of no use to talk about a permanent policy embracing the building of Canadian warships in Canada. If Mr. Borden's conclusion from the Churchill letter is right, there is nothing left for Canada but a policy of contribution, not only this year and next, but indefinitely. And Canada is not going to set back the clock and go in for "ship money." Mr. Borden, if he is serious now in regarding the Churchill letter as conclusive, could not have been serious a month ago in saying that a Canadian shipbuilding policy would come later. But, as to that, the country knows Mr. Borden's real attitude; it is that it would take Canada from twenty-five to fifty years to learn how and prepare to build real ships. Was there ever a more dismal example of Little Canadianism?

From the very earliest times India absorbed and hoarded silver; she is now doing the same thing with gold. It was thought that her poverty would prevent her from doing this in any marked degree, but it has not done so, and that country has absorbed a very large amount of the surplus production. With the greatly increased production of gold, it is possible that the cost of living would have mounted considerably higher than it is at present were it not for the hoarding propensities and hoarding capacities of the people of India.

The money is absorbed and hoarded that other countries put into trade and commerce. The great problem of India is how to develop her resources. The chief obstacle in doing so is the lack of mutual confidence among the people. Hindus do not trust Mohammedans in one another, so joint stock companies are rare. But never was there a country that promises greater returns to wise development. Sir Gullford L. Moleworth, who is thoroughly familiar with the conditions—a familiarity which is the result of long residence in the country—says:

"India possesses enormous natural wealth and resources, agricultural, mineral, or industrial, but she is to a great extent undeveloped. Her soil fields, so far as they have been explored, cover an area of 35,000 square miles, and are estimated to contain twenty billion tons of coal. Some of the seams are seventy to 100 feet thick. In Bengal and Assam there is coal nearly equal in evaporative power to Welsh steam-coal, though inferior to Aberdeen. In some parts of India the supply of iron ore is on a scale of extraordinary and unparalleled magnitude, whole hills and ranges of it being of the purest variety. There is chrome-iron capable of making the finest Damascus blades, steel, petroleum, gold, silver, aluminium, lead, tin, copper, plumbago, lime, manganese, mica, gypsum, salt, soda and asbestos. There are immense forests of valuable timber. There are food grains of every description, soft wheat equal to the finest Australian, hard wheat rivaling the best Kabanka, oil-seed, rubber, tobacco, tea, coffee, sugar, spices, dyes, cotton, jute, hemp, flax, fibres of every description—in fact products too numerous to mention."

The traditions of the past are against development, and the great masses of the people prefer digging mines in which to board gold to risking money in seeking for the wealth of the mine, the forest and the farm. There are many radical reforms in the country, but the reformers demand seem hopelessly inadequate and unambitious. Still, when one considers the spirit in that land which resists every change—the immobility of the caste and admiration, the task of the progressive in that country is always difficult and often dangerous.

FACTS ELECTORS OUGHT TO KNOW Those who are arguing that a majority can do no wrong—if it is a Conservative majority—ought to examine the nature of the majority Mr. Borden has in Parliament at this time. Strictly speaking, his out-and-out Conservative followers represent a minority of the electors of Canada. His other followers are holding their seats under false pretences. The Liberal Bureau of Information at Ottawa has issued an analysis of the situation, in reply to the question, "Why is the Opposition justifi-

ed in asking that the country be consulted on the permanent policy of tribute imposed by Mr. Borden?" The Liberal reply here follows: "The Opposition is justified in demanding an election 'because the government, if its supporters had voted according to their pledges to their constituents before the election of 1911, would have had a majority of but six instead of thirty, while had Hon. Mr. Monk been in the House their majority would have been only five. That is, while they have a House majority, they have not a popular majority. This also in a Parliament which is thirteen members short of the constitutional requirements according to last census. It is therefore evident that the government has not a popular majority behind it on this question."

"On February 27, when the second reading of the Naval Bill was carried, the government had a majority of thirty—114 to 84. "In Parliament there are twenty Nationalists who are members of the House of Commons and who are pledged to Parliament to oppose any kind of taxation for a navy."

"These twenty Nationalists are Messrs. Astlin, Barrett, Bellows, Bonney, Blondin, Codrera, Forget, Gauthier (Gaspé), Girard (who ran as a supporter of a Canadian navy, and suddenly at the end of the election turned against it), Guilbault, Lalvalle, Lesperance, Lemarche, Mowden, Monk, Sevigny, Nantel, Paquet, Pelletier and Rivallée."

"Twelve of these formed part of the government's majority for the Naval Bill—Messrs. Blondin, Nantel, Paquet, Pelletier, Rivallée, Forget, Gauthier, Girard, Lalvalle, Lesperance, Sevigny—being directly contrary to the pledges under which they were elected."

"Had they been true to their pledges and really represented their constituents they would have opposed the Naval Bill, and reduced the government majority to six. Had Mr. Monk been in the House, he has since stated he would also have opposed the bill, which would have reduced the majority to five."

"Therefore had the members of Parliament all been present and voted according to the dictates of their constituents the government's majority would have been but five—and the opposition would have represented a large majority of the popular vote. And this in a House thirteen members short of what the constitution calls for according to the last census."

"The opposition position is that a government so situated has no right to attempt to force through Parliament a measure making so great a change in the constitutional procedure of the country without appealing to the people. Therefore in the interests of the people, a majority of whom they really represent on this question, they are in duty bound to use every means in their power to see that the voice of the people is heard. It is because of the very force of these arguments that the government is so determined to force the measure through, and even to invoke the closure to shut off the voice of the people."

And that is by no means all of the story. When the Laurier naval policy was introduced Mr. Borden and his lieutenants, who voted for the principle, soon afterwards began to assert that the country should be consulted. To go ahead with the shipbuilding before consulting the people was wholly unwarranted, said the Conservative orators, and the Conservative newspapers shouted "Yes." But today Mr. Borden and his ministers are trying to rush Canada into a contribution of \$35,000,000, to be followed by other "ship money," without giving the people an opportunity to pass upon the proposal—a proposal that reverses the whole scheme of Imperial development. Mr. Churchill is brought forward to assist in the dragging process, though every British leader of note has repeatedly expressed the view that there is no desire to exert pressure as to the form which overseas contribution to Imperial sea power shall assume. Mr. Asquith has said so, and Mr. Balfour, and many another. Doubtless Mr. Churchill will say so, in all sincerity, when he realizes the use to which his letter was put by Mr. Borden.

Mr. Churchill's intervention will result in an interesting discussion presently in the British House of Commons. Meanwhile the net result of his letter is to show that the Borden policy, if adopted, will commit Canada for an indefinite period to the contribution plan, to the "hiring out of its fighting and of preparation for its fighting," and to the definite abandonment of the self-respecting policy of constructing, manning, and maintaining its own quota of ships.

CITY IMPROVEMENTS We have not taken the problems of municipal government seriously in this country as they have in Europe. No hurry generations tread us down, and the same need for thrift and economy has not been felt in any department of life as in the densely populated old land. Using our natural resources lavishly as nature has given them, a slight increase in the rate of taxation passes unnoticed, or with little protest and so scrutiny as to how the increased revenue is to be spent. We give away valuable franchises without a thought of what benefit there might be in them for all the people. This is not possible in Europe where every farthing counts.

Such experience, and the necessity for economy, have brought forth amazing results in many cities of Europe. A good example of the principal care of the citizens is found in the German city of Ulm, in the principality of Wurtemberg. That city neglects no matter touching the good of its citizens. So well has it solved the problem of homes for its working men and clerks that social-political students, not only from other parts of Germany, but from England, Japan, Italy, Norway, Austria, Russia and Switzerland, have gone there for light on the "home" problem, says the New York Evening Post.

Extending over a period of nearly a quarter of a century the city has acquired ownership of large tracts of land with the aim of securing for the poorer classes of the population cheap, good and healthy homes. Land in an outlying part of the

city was bought, small but good houses, each with a garden, were built upon it, and then sold to persons of moderate means in the most reasonable way, so that a person could, after a number of years, own his own home. The aim has been achieved to the extent that orderliness, cleanliness and happiness are the rule in Ulm, and workmen and clerks are provided with well-built, cleanly and cheap homes. The tax rate is lower than in any other city in Wurtemberg. So there is no protest when the city goes on increasing its functions and securing more land.

St. John is as well governed as any city in Canada, but all thinking men are beginning to believe that our present methods of city government are but provisional and elementary. There are hundreds of duties which the government owes to its citizens that none of our municipalities has begun to discharge. There are men who live in flats and tenements, that are unsanitary, ill-ventilated and unfit for self-respecting citizens. Their children, reared in these conditions, grow up weak and sickly, taking the unclean and unsanitary conditions as a matter of course; and, not knowing or desiring any other, they become a serious public menace. That there are many such tenements in St. John, all who are in any way familiar with the conditions will testify. It is exceedingly difficult, too, for the working man, professional man, or clerk, to own a home, and when they have continually to pay rent, and very often high rent, they make but slow progress in citizenship.

The city is the hope of the future, but it is also the problem of the future. Already the burden of mere existence taxes to the utmost the energy of an ever-increasing mass of the people. This burden arises through the increased cost of living, and this increased cost is due to increased rent, to transit, to light, and to other great natural monopolies whose value the city creates. The crowding of mankind together has created a social fund, but this fund it almost invariably used for the benefit of some monopoly that is growing rich in carrying on activities that should be in the hands, or at least under the control, of the city. With the growth of the city the value of the land increases, but the growth in value of franchises for transportation, gas and electric lighting, is due to the same causes. The right to make use of the street for private purposes is in all respect like the right to make use of a building site. For rights of way upon the streets are but site values. Their value is created, as are those of the corner lot, by the growth of society. These franchises should remain the property of the city, and they offer a ready-made source of revenue for municipal purposes.

WHO PAYS? When you buy an imported article, you pay a part of the price to the Federal government in the form of customs duty. But, as a rule, what you buy is, not the imported article, but a domestic article, the price of which the manufacturer has been able to raise to a point equal to, or higher than, the price of the foreign article plus the duty. But who gets the tariff tax in this case? The government? Oh, no; not at all. The manufacturer. The American manufacturer, who says that while he can't sell goods as low as the foreign manufacturer, all good Americans ought to buy of him and pay him a tax on every article for the privilege.—From "The New Freedom" by Dr. Woodrow Wilson, President of the United States of America.

NOTE AND COMMENT The "head tax" is of little consequence as a matter of civic revenue. It is worth so little from that standpoint that there should be no hesitation in throwing it overboard because of the valid objections urged against it. It is the worst sort of advertisement for a growing city which is inviting men and capital to come here. The tax is a form of restrictive legislation wholly opposed to the spirit of the day. If the legislature should kill it, or take some action convincing the city of the wisdom of proving it, there would be general approval.

Mr. Bonar Law, leader of the Unionist party, speaking in July last in the House of Commons, said: "I am quite sure that if this country really believed that there was danger they would refuse no possible sacrifice. (Cheers). But in spite of all that has been said, does the country, do the House of Commons, do any vital danger? (Cries of 'No, No, No.') I confess that I have the greatest difficulty in believing myself, (Ministerial cheers). I confess it."

The Crown Lands are the principal asset of the province—all the people. The crown land policy should keep in mind one thing mainly, and that is the necessity for deriving a steady revenue from the forests without diminishing the asset. In striving to give this group, that group of lumbermen fairly, legislators should keep in mind the fact that it is the lumbermen alone. The price of standing timber is what it will bring in the open market. Every year, on the average, its value goes up owing to the diminution of the world's supply. There is no danger that our trees will ever go begging.

In the House of Commons on February 28 Sir Wilfrid Laurier cleared up a matter which should interest the Standard. Mr. Davidson, of Annapolis, asked if the Cammell Laird Company would have received the contract to proceed with the construction of ships at St. John if the Laurier government had been returned to power. Sir Wilfrid replied that the contract would have been called for shipbuilding plants both at St. John and Miramichi, and that the ships certainly would have been built if his government had been returned. Although the Standard could scarcely have overlooked Sir Wilfrid's public statement it goes on day after day repeating the fa-

miliar assertion that there is a conflict of testimony between Sir Wilfrid and Dr. Pugsley as to the Cammell Laird contract. It is just as well to keep the record straight. St. John would have had a big shipbuilding industry but for the unfortunate intervention of the present Minister of Marine and Fisheries. It was he who sent back the Cammell Laird Company's deposit.

"Such aid and comfort as our high-tariff men were getting eight or ten years ago from the alleged collapse of free trade in England are wholly wanting now," says the New York Evening Post. "The sneers at the effect dogmas of the economist in which the smart set of British journalism and politics was so freely indulging at that time have gone completely out of fashion. A few years of hard times, a little setback in commercial expansion, sufficed to satisfy them that neither the day nor the men of Mill's and Cobden's day nor the experience of half a century was worth a moment's consideration on the part of the superior intellects of today. The statistics of unemployment were, for a time, held up to the horrified gaze of the British public as the final proof of the total depravity of free trade. But all that is past now. In spite of the tremendous strain and loss produced by the strike in the past two years, the home business and industry in the United Kingdom are in a highly prosperous state, unemployment has come down to a very low figure, and wages are rising. The opponents of the tariff reduction which the people of the United States are now demanding will have to fight it without the aid of England as a horrible example."

SEVENTH JUDGE ON SUPREME COURT BENCH Frederickton, N. B., March 11.—There will be seven, instead of six judges, necessary to carry out the provisions of the Judicature Act introduced by Attorney General Grimmer today in the legislature. Some years ago, when the old government was in power, and there were plenty of appeal cases, a judicature act was brought in and passed which would have, when in force, called for the appointment of another supreme court judge. But the Hazen government came into power within a few months, and the act was not put in force, in fact it was amended and there seemed in the opinion of the government of that day no need to reorganize the supreme court.

There are no more appeal cases, in fact many people say there are not so many, and yet the necessity for reorganization of the supreme court and the appointment of an additional judge seems very urgent under the amendment to the Judicature Act, as in the bill introduced today the court shall consist of three divisions, the appeal which shall consist of the Chief Justice of New Brunswick and two judges; the Chancery, which shall consist of the same judges as in the appeal division, and a King's Bench Division which shall consist of a chief justice and three other judges.

It will be noted that there is a chief justice of New Brunswick and a chief justice of the King's Bench Division of the court. The Judges of the Court of Appeal and two judges of the King's Bench Division shall reside in St. John, and one judge of the King's Bench Division shall reside in Fredericton. The chief justice of the Court of Appeal shall be the chief justice of New Brunswick, and shall have precedence and rank over all other judges of the courts of the province.

The Chief Justice of the King's Bench Division shall rank and have precedence according to seniority of appointment. The Court of Appeal shall be always open, but shall hold five sessions during the year in Fredericton.

In New York They Think This Strange (New York Sun). In a subway train in the rush hour a few evenings ago three young girls moved closer to make room for a little kindly faced old lady bearing unmistakable marks of New England antecedents who entered the car at the Fulton street station. When she had taken her seat she turned to her handbag, and to the surprise of those about her removed from it two balls of worsted, one pink and the other white. By the time the train had reached the Bridge station she was busily engaged in finishing up what her three seatmates said was the "cutest and dearest of baby socks."

At Fourteenth street the girls were in conversation with her, and when she left the train at 110th street they had learned quite a lot about the making of baby socks on big bone needles.

It is a convenience, to hang on the best post, a simple bag with a yawning mouth held open by a wooden ring. Into this bag a handkerchief is slipped for night use.

ABE MARTIN

and waste it by using boat vessel with a Thomson A which drags no water when under sail. T Write for circular at NOYES U. S. A. So. Portland, Me.

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ALSO A PRIZE OF \$50 IN GOLD Write the names of the State BRITISH PREMIUM

FRIEDMANN OF CUR

Claims Serum a Prevent

Treats 37 Tuberc Sufferers Be Doctors

Relates His Long tion Before He D What He Wanted Turtle—Is Pres the Duke of Conn Latter Gives Som Advice About Battl Plague.

Ottawa, March 12.—Before a case, consisting of members of profession from Ottawa and points, nurses and prominent the Canadian association for Tuberculosis, Dr. F. F. gave a demonstration of his for tuberculosis, at the Gene today.

Dr. Friedmann reached shortly after noon. Thirty in all stages of the disease his article, hoping to be treated these doctor selected ten, were inoculated.

It was in many respects a which furnished the setting for the hall admitting to the sta which the demonstrations were lined with patients, path most of them, many in the m stages of the disease. The first article, hoping to be treated these doctor selected ten, were inoculated.

No Criticism of His Work Dr. Friedmann's methods were wise and he lost no time in per- spective actions. After the the first few minutes of the smoothly. Noticeable in it methods was the quickness with worked. The least sign of wav part of the attendants brought sharp exclamations, and no soon patient attended to them for the next. He worked for part in silence and scarcely e finished their work. When the op Association of the Prevention of loss in the Russell Theatre, w received by Hon. Adam Be produced to the Duke of Con

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