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That's the kind of service you
t from the "Nisco" and "New
" the spreaders that have
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CO Takes Three Whacks at the Manure
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Two levers and a foot latch
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s almost black up to the thigh. How-
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sband was of my mind. I was taken
me again absolutely helpless.

"A dream suggested Dr. Cassel's Tablets to me. I dreamt that I was told to take them, and I seemed to see myself as well and active as ever. I told my husband and he got me some. After taking the tablets for a time I felt a tingling in my foot, and found I could move it. Oh! how pleased I was. Soon I was going about on crutches, and then one day I put aside my crutches and walked out into the streets without any support at all. People came to their doors to see me. It was a modern miracle. Now I am ever so well; strong and active; and even heavier than before my illness."

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Southampton, says: "I have known
all through her illness. She was ab-
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he was taken to hospital, and I con-
live. Now to see her so strong and
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old from infancy to extreme age. For
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Tablets has been proved in cases of

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r Canada, H. P. Ritchie and Co., Ltd.

C.P.R. STEAMSHIP BILL PASSES

Commons Rejects Amendment for Clause to Control Rates

POTATO EMBARGO

Pugsley and Carvell Want Strict Inquiry Into Cause of American Action, Which Minister Promises to Do—Ex-Minister of Public Works Eager for St. John as a Port for Franco-Canadian Steamer Service.

Ottawa, March 8—At the opening of the house of commons today, A. K. MacLean moved that the correspondence between the auditor-general and the militia department relative to the expenditures under the War Appropriation Fund be referred to the Public Accounts Committee.

Sir Robert Borden asked that the motion be allowed to stand for a day or two, as there was additional correspondence to be brought down. Mr. MacLean agreed.

Sir Wilfrid Laurier asked the government to make a statement in regard to the announcement of the estimate of a tri-weekly service between Canada and France.

Sir George Foster, in reply, said that the government had been informed by the imperial authorities that eighteen vessels had been procured which would carry on a service between the Canadian ports and Havre. The sailings will be tri-weekly, and it was believed that the shipment of government supplies would fully occupy the proposed service. If the government supplies were not sufficient, however, private contractors for the imperial government would be given an opportunity to make use of these boats.

Sir Wilfrid desired to know if there was any correspondence dealing with the arrangements.

Sir Robert Borden replied that the correspondence was not complete, but it would be tabled later on. He said it was understood that a few of these vessels had already arrived. One had been loaded, and was now on the way back to France.

Dr. Pugsley Queries About Ports.

Hon. William Pugsley was anxious to know what Canadian ports would be utilized. He was told that during the winter months the sailings would be from St. John and Halifax. After that the majority of the sailings would be from Montreal and Quebec. Should it be desirable to have a number of sailings from maritime province ports during the summer months, Sir Robert thought the matter could be arranged with the Admiralty.

The American Embargo on Potatoes.

B. B. Law, of Yarmouth, asked as to the truth of the report that New Brunswick potatoes had been held up by the American authorities because of the presence of powdery scab. He asked what investigations the department had made, and if it were true that shipments of Canadian potatoes to the United States was now prohibited.

Hon. J. D. Reid, acting minister of agriculture, said it was true shipments had been stopped. A carload of potatoes, en route to Cuba, had been condemned at Boston. He had at once sent a Canadian inspector to Boston. No report had yet been received from the inspector, but the minister understood that the inspector maintains that the action of the United States authorities is not warranted.

Hon. William Pugsley said there was a feeling in New Brunswick that the American inspectors were not justified in the action they had taken.

F. B. Carvell wanted to know if any steps had been taken to have the potatoes inspected by an independent inspector after they had been condemned. He said he knew the Canadian inspector who had inspected this carload before it left Canada. He was a capable man, and he had asserted that the potatoes were not diseased.

The acting minister said that all shipments of potatoes to the United States had been closely inspected. He repeated, that as soon as he had heard of this matter he had, without delay, despatched a Canadian inspector to Boston.

Crowell Was Right.

Sir Robert Borden said he had promised to table papers, relating to the treatment of the Seventeenth Nova Scotia battalion at Salisbury Plain. He would not be able to do so for a day or two, however, because they were not complete. Referring to a statement made by Mr. Crowell, of the Halifax Chronicle, that he had never interviewed General Alderson, as stated by Sir Geo. Perley in a cable from London, Sir Robert said that this was true. It had been discovered that a mistake had been made in the code, and that the general referred to by Sir George was not General Alderson, but General Guy Carleton Jones, director-general of the Army Medical Service.

Canadian Railway Enterprises.

Canadian railway enterprises came under the searchlight of parliament today. There was some plain speaking, and practically the whole day was spent in consideration of problems involved.

Hon. Robert Rogers protested the passing of a bill fathered by his Conservative colleague from British Columbia, R. F. Green, to extend the charter of the Edmonton, Dunvegan & British Columbia Railway in the form in which it came before the house.

The minister of public works proposed to amend it by limiting the company to six months, instead of two years, for the commencement of its various lines. Mr. Lancaster, chairman of the railway committee, accepted the amendment, which finally passed, after a brisk debate. Mr. Buchanan maintained that the West was flooded with railway charters, and the country would be a good deal better off if they were allowed to lapse.

Hon George P. Graham did not see how the proposed amendment would do either good or harm. He had know railway contractors to "commence" a railway by four hours work with a horse and scraper. The important point was the period of time in which it had to be completed.

W. F. MacLean led the opposition to the Canadian Pacific Railway bill which proposed to allow that railway to sell its ocean steamers to a new company, which would be known as the C. P. R. Oceans Service Limited, and to allow the parent company to guarantee the bonds of the new company. The South York member described the measure as the first step to dismember the road. The new company was to be incorporated in Britain, and would be beyond Canadian jurisdiction, he argued. He wanted the bill to await the passage of the New Railway Act.

Mr. Turriff urged that as the C. P. R. had come to parliament for power to issue stock, at least indirect control could be exercised, while Hon. Dr. Pugsley pointed out that the C. P. R. and Grand Trunk had been given powers the C. P. R. now sought.

Major Sharpe urged that the bill be rejected. This was a war session, he said, and no new legislature should be considered.

Mr. Carroll found Mr. MacLean's reasoning "as clear as mud." If he could establish what he claimed, the Cape Breton member would vote against the measure. He failed, however, to see that as a result of the legislation the C. P. R. overseas service would be placed beyond the pale of the railway board.

Continuing in the evening, Mr. Carroll said the C. P. R. had now two competitors in the west, and that if it sought to increase transcontinental rates, it could be dealt with by the railway commission.

W. F. MacLean returned to the attack with the declaration that the time when the C. P. R. was before parliament as a suppliant was the time to secure some concession in regard to the control of rates.

Impossible to Control Rates.

Hon. Frank Cochrane said that attempts to compel the company to submit to control of the railway commission might tend to drive ocean tonnage away from Canada.

He said that several things would have to be accomplished to bring control of ocean freight rates. There would have to be an agreement with the United States for the formation of an international board to deal with the subject. There should also be an arrangement for the equalization of insurance rates, as between Canadian and American routes. Mr. Cochrane said that so many Canadian Pacific ships had been requisitioned by the British government that the company wished to add to its fleet. The increase in the number would have a tendency to reduce rates. Mr. Cochrane could see no harm in the bill.

Mr. MacDonald, of Pictou, was of opinion that ocean rates were governed largely by supply and demand. The cost of transportation had increased because there were fewer than formerly. Until an arrangement was made between Great Britain, Canada and the United States any legislation to regulate ocean rates would be practically inoperative.

English Law Very Strict.

Sir Robert Borden said that the English Joint Stock Companies Act, under which the Canadian Pacific Oceans Services Limited was to be incorporated, was very strict in regard to the returns to be made to the government. He had been struck with some of the features of the British Act, and he had brought them to the attention of the minister of justice, with the idea that some of them might be adopted with advantage in Canada.

The prime minister did not think that any company would go to England for incorporation with a view to obtaining any undue advantage with respect to its capitalization.

Sir Robert pointed out that the control of rates on the Atlantic was a very different thing from the control of rates of railways situated within Canadian territory. Legislation to regulate ocean freight rates would, he felt, have to be framed with the greatest care, and with regard to varying conditions, or it might have the effect of driving tonage elsewhere.

Sir Robert said that the government had made inquiries, and had had under consideration the possibility of joint action by Canada, the United States and other countries. It must be borne in mind, he continued, that even before the outbreak of war there had been an increase in the cost of ocean transportation, due to an increase in the cost of labor, material and supplies. The bill under consideration would not prevent parliament from exercising control over rates in the future.

Would Not Make Combine Easier.

Sir Robert could not see the force of the argument that the passage of the bill, and the creation of a new company would facilitate the formation of a combine. In fact, in the United States companies were being compelled to do the very thing which the C. P. R. was asking permission to do. If the proposed steamship company had been organized years ago by capital provided by the Canadian Pacific railway, or those interested in it, and if it were to be proposed that that company be merged with the railway company, there would be a greater outcry than against the bill now before parliament. The C. P. R. had invested a certain portion of its capital in steamship lines. It could legally dispose of those steamships. It proposed, however, to form a new company under the English Companies act, to carry on the ocean carrying trade. He thought that insofar as the control of railway rates was concerned the separation would be an advantage, because the railway commission would be able to determine what profits were made in railway freight rates and what in ocean transportation.

After the bill was passed the Canadian Pacific would still own the stock of the steamship company which represent the ships. It could not distribute that stock among its shareholders without disturbing its control of the new corporation.

Sir Robert said that it was a common thing for a railway company to guarantee the bonds of a company it purchased. In the present case the idea was to secure the money required for additions to the C. P. R. fleets at a low rate. This would be to the advantage of the public as well as the company. The bill simply meant a change in the manner in which the C. P. R. owned its ships. It would not affect the value of the company's assets or capitalization.

Hon. Mr. Graham.

Hon. George P. Graham said that when ministers of railways he had been criticised for not reducing freight rates, but that evidently the present administration was having just as much trouble with the matter. It could not be solved by Canada alone. He did not think it could be solved even by Canada, Great Britain and the United States. He thought it would be a good thing to have the C. P. R.'s steamship service separated from the railway since it would give the railway commission an opportunity to find out just what a fair return on the capital invested in the railway would be, and thus to fix rates.

Sir Robert Borden here stated, apropos of some discussion as to whether or not the C. P. R.'s rates were now subject to the railway commission, that in November, 1913, Sir Thomas Shaughnessy, of the railway company, had agreed that it was subject to such control. Formerly it had accepted the jurisdiction of the commission, while reserving the right to withdraw if it chose.

Mr. Graham continued that in the present unsettled financial situation, he thought it a good thing that the C. P. R. should be allowed to guarantee the bonds of its offerings. He had no fears for the interests of the shareholders, since it was well known that the C. P. R. never neglected its shareholders.

Mr. Turriff stated the prime minister had made it clear that the C. P. R. was not incorporating its new company in Great Britain, because it could obtain any advantages from such incorporation. This proved there must be some other reason for the move, and he thought it was that the railway desired to anticipate the coming into force of the new railway act which would give the railway commission control over its capitalization, and also future control of ocean freight rates.

Major Sharpe also thought the bill was in anticipation of the government's railway act. There was no doubt the new company would mean an increase in C. P. R. capitalization, as was proved by the fact that the company had refused to accept an amendment to the effect that it keep the stock of the subsidiary company in bulk in its treasury.

Mr. Turriff then moved an amendment to the effect that all rates to be charged by the new steamship company be subjected to the railway commission. This was declared lost, and the bill was reported by the committee.

When the third reading was moved, Mr. MacLean moved that it be referred back to the committee for the insertion of a new section, declaring that the transfer or sale of steamships should be subject to the conditions imposed by the railway commission; that the company should not invest in, or guarantee, the securities of the Canadian Pacific Oceans Services, Ltd., without the leave of the railway commission, and that the railway commission might specify the purposes for which the proceeds of the sale or transfer of vessels might be used.

The motion was declared lost, and the bill was read a third time.

Ottawa, March 9—At the opening of the house of commons, Hon. Dr. Reid, acting minister of agriculture, stated that the shipment of Canadian potatoes which had been condemned by United States inspectors in Boston as tainted with powdery scab, and which the Canadian authorities had since endeavored to obtain for re-examination, had immediately been bought by another purchaser in Boston, and shipped to Cuba. Samples of the shipment had been sent to the United States plant pathologist at Washington, who had also condemned the potatoes. Dr. Reid said the Canadian agriculture department would endeavor to obtain samples of the shipment in Cuba, for re-examination.

Sir Robert Borden stated that official information had been received that the 4,000 Canadian troops despatched some time ago had arrived safely in England. They were now stationed at different points, where suitable arrangements had been made for their accommodation. This statement was greeted with cheers.

Budget Debate Resumed.

George Bradley, of Selkirk, resumed the debate upon the budget. He urged that the government should endeavor to provide employment for the unemployed in Canada. He reiterated his belief that the artisans of the dominion were not looking for charity, but for work. Hence he believed that every municipality, and every province and the federal government, "should spend every dollar that it honestly could on legitimate public works."

He asserted that the present government had been compelled to carry out undertakings started under Liveral rule. It had had to pay out money for the construction of the National Transcontinental, and to implement the guarantee of bonds of the Grand Trunk Pacific. It had spent $9,000,000 on the Hudson Bay Railway, and $10,000,000 to replace the Quebec bridge. Nevertheless had it not been for the war, he said, the government would have been able to reduce the public debt.

Mr. Bradbury said that Liberals had talked blue ruin before 1896; they would no doubt be heard in the near future preaching that the country was going to the dogs—because they were not ruling. (Laughter).

Mr. Bradbury argued that the tariff changes now proposed would not, in fact, materially affect the British preference.

People Must Pay for Tory Extravagance.

Thomas McNutt, of Saltcoats, stated the Liberal party was behind the government in its war expenditures. But the direct taxation now imposed was not for the war but, in great part, to cover up the results of mismanagement and extravagance. Under the new tariff the farmers of the west would have to pay more than their share of taxes. Mr. McNutt argued that the proposed tax on agricultural implements would be even higher than it appeared, since the duty was based on an arbitrary valuation of the goods. There had been no real reduction in the duty during the past few years, because of the fact that this arbitrary valuation had been raised.

Mr. McNutt said that the government would have been well advised had it obtained the revenue it required not from stamp taxes and extra customs duties, but by means of a graduated income tax and a tax on land. The tariff changes were more protective than revenue-producing, and would discourage the greater production of foodstuffs.

The change in the British preferential tariff he considered a direct blow to the British connection. Canada was borrowing money to pay the cost of the war, and at the same time increasing the tariff against British goods. There was every indication, he said, that the higher protection would be maintained after the war.

Richard Blain.

Richard Blain, of Peel, was the first speaker in the evening. Mr. Blain pointed out that Hon. W. S. Fielding, late finance minister of the Liberal government, had stated that Hon. W. T. White with his new tariff had made the best of the difficult situation resulting from the war. He continued, that the Liberals after announcing that they would assist the government, had attacked the administration through Hon. Dr. Pugsley as soon as the house opened.

The junior member for Halifax had made the statement that trade conditions in the country and particularly the iron and steel industry, had not been affected by the war. In this regard Mr. Blain read an article in a Montreal paper setting forth how the war had greatly diminished the business of the Nova Scotia Steel Company. He also pointed out that in Mr. MacLean's own province, Premier Murray was imposing what he designated as a war tax, thus proving that the war had affected revenue there.

J. H. Sinclair stated that the war had benefitted business for the Nova Scotia Steel Company, because of the large war orders it had received, while Mr. MacLean did not think the new Nova Scotia tax was a war tax.

Mr. Blain said he was ready to take Premier Murray's word for that. He went on to state that Canadian manufacturers did not propose to increase their prices because of the new tariff, for the reason that they intended to capture, if they could, a great part of the trade formerly done in goods imported into Canada from Germany and other countries. He had the price list of one manufacturer woh had actually reduced prices.

A. K. MacLean said he had been informed the price of fertilizers had gone up.

Mr. Blain said, in reply to an interruption by Dr. Pugsley that the member for St. John would probably prefer to have fertilizers imported from the United States, or even Germany, than made in Canada.

Dr. Pugsley said it would be necessary to import the raw materials, in any case, nitrate, potash, etc.

Dr. Edwards—"What about squid?"

Dr. Pugsley remarked that the interjection was hardly worthy of the member for Frontenac.

Would Limit Aid to Britain.

Roch Lanctot, of Laprairie-Napierville, said that Canada's contribution to the war should be proportionate to her resources, and parliament had no right to enter upon unregulated and uncontrolled expenditures.

"It is recognized," continued Mr. Lanctot, "that England has all the money necessary. Are we then justified in leading the country into bankruptcy? No, at least not until it is demonstrated that this participation is the only guarantee of the certain success of the Allies. The interest we have in this war is great; but it is far from being equal to the interest of England, or of the other independent nations which are fighting. We are only an autonomous colony, and we are not bound to fight for the preservation of our sovereignty, and this constitutes an enormous difference."

Mr. Lanctot referred to the statement by Lloyd George, chancellor of the exchequer, that England had sufficient to carry on the war for five years, and the statement by Lord Kitchener and General Joffre that they had 4,000,000 men in reserve. He then stated:

"In the presence of these things, which we should take as facts, considering the responsibility of those who make the statements, will the people of this country be justified in spending our last drop of blood I believe that the most practical means of giving assistance in the war is to allow our population to confine itself to the encouragement of production so as to ward off the famine which is menacing a great part of the universe."

Mr. Bellemare, of Maskinonge, advocated the supply of seed grain to the farmers of Quebec, Ontario and the maritime provinces at cost. He thought this would be preferable to the making of further sacrifices in the way of sending soldiers across to France. Canada has already made great sacrifices in this regard and instead of sending more men he thought the wiser policy now would be to encourage production. He quoted from an article published in the Westminster Gazette which referred to the fact that Canada was supposed to be preparing to send 150,000 men to the front, and stated that this would be a mistake, since Great Britain had sufficient soldiers, but was depending on Canada as a granary.

"Scheme to Rob the Consumer."

Levi Thomson, of Q'Appelle, declared that the "Made in Canada" cry, and the tariff boost, in essence meant simply a scheme to rob the consumer, and to give it an air of respectability it was rolled up in the Union Jack. The net result of the tariff increase ad stam taxes, he argued, would be a profitable addition of $80,000,000 to the revenue, while at the same time the protected interests would collect about $50,000,000 additional from the general taxpayer and consumer.

J. H. Fisher, of Brant, replied for the Conservative side, urged favorable consideration of the proposal to allow Canada's soldiers on active service to vote, in cases there should be an election before the war is over. From his own constituency 1,000 men had enlisted, and they should be enabled to exercise their rights as electors while fighting for national liberties.

Mr. Fisher vigorously defended the government's efforts to promote the "Made-in-Canada" campaign, and justified the tariff increases, both on this score and on revenue-producing grounds.

B. B. Law for Prohibition.

B. B. Law, of Yarmouth, dealt at some length with contrasted revenues and expenditures under the Fielding and White financial regimes. He referred to Premier Borden's pre-election promises of economy, as compared with the practical doubling of expenditures under the present administration, and maintained that instead of raising more money by taxation the full expenditures should be cut to meet the present revenue.

Mr. Law, adverting to Mr. Bradbury's reference to prohibition, declared that he would unequivocally support a prohibition measure, if the government would introduce it.

H. B. Tremaine, of Hants, the last speaker of the day, declared his opposition to party recriminations and strife while the war is on. After the war is over, the crisis passed, it would be time enough to revert to the strife of petty politics, and talk election.

If necessary, he said, the life of the present parliament would be prolonged until the war was definitely decided. Mr. Tremaine believed that the farmers of Canada would not object to paying the additional taxes proposed by the finance minister, and that it was bad partiotism, as well as bad politics, to attempt to raise class distinctions on the tariff issue. The interests of farmers and manufacturers in the general prosperity of all classes was identical.

Sir Wilfrid Laurier will be the first speaker tomorrow, and will be followed by the finance minister.

Tribute to Mr. Richards.

Just before the adjournment of the house, Hon. George P. Graham rose to make reference to the death, in Ottawa tonight, of Hon. J. W. Richards, Liberal member for Prince county. Mr. Richards, said Mr. Graham, had come to parliament with a ripe experience of public life. Elected to the legislature of Prince Edward Island, he had occupied a seat in that body for thirty years, and had been a member of the government of that province. He had been elected in 1908 to a seat in the house, and of his career here, it might be said that those who knew him best esteemed him most.

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CENTREVILLE RED CROSS BRANCH CONTRIBUTIONS

Centreville, N. B., March 6—The Red Cross Society wish to thank all who have contributed money.

Mrs. LeRoy and Miss O'Hara collected $9.50 from the following: Miss Burpee, Mrs. Alexander, Mr. and Mrs. B. Estabrooke, Le Roy Lee, Mrs. Jack Lee, Mrs. H. W. Peppers, Mrs. A. Gibson, Mrs. Kinney, Mr. and Mrs. A. J. Lee, Mr. and Mrs. O'Hara, Mr. and Mrs. Chas. Cliff, Burtt Cliff, Dr. and Mrs. George Burtt, Mrs. Porter, Dr. Brown, Miss Brown.

Miss Mary Harold collected $5.45 from the following: Dr. B. R. Field, Mr. and Mrs. R. W. Balloch, G. E. Wilson, Sydney Niles, Mrs. W. Harold, Mrs. A. Simonson, Mrs. McKenzie, Rev. J. W. Williams.

Mrs. Howard Reid collected $3.75 from Howard Reid, Mr. and Mrs. Gartley, Mrs. C. M. Reid, Mrs. Wm. A. Reid, Mrs. Hamilton Reid.

Mrs. H. E. Hagerman and Mrs. Rex Beckwith collected $32.05 from the following: W. Cuningham, J. E. Stoddard, F. D. Tweedie, G. H. Briggs, S. A. Perkins, Rex. Beckwith, Geo. Wilkinson, Chas. Wilkinson, Dr. Perkins, Lee White, Mr. Stevens, G. L. White, Mr. Baldwin, H. E. Wagerman, H. Clarke, Rev. H. F. Rigby, S. W. Butt, J. R. D. White, C. J. Saunders, Harry English, Mr. Downie. Mr. Nelson, Wm. R. Reid, L. Clarke, Mr. London, Rev. H. Penna, Dr. E. R. McClintock, Miss Bradley, Chas. Long, W. B. Webbe, Mrs. Simonson, Mrs. Wm. Webbe, E. L. West, John McLean, Mrs. Campbell, Miss West.

Receipts from Red Cross tea, $120.60. Other donations from the following, $15.25: Frank Buchanan, Mrs. Lifford, Mrs. H. W. Peppers, Mr. and Mrs. McDonald, Mr. and Mrs. E. Savage, Mr. and Mrs. Geo. Beckwith, Mrs. Miles Peterson, Miss Pauline Bulloch, W. C. T. U., A Friend, Mrs. Porter, Samuel Cogswell.

A. L. RANKINE, Sec. R.C.S.

Queen's County Patriotic Funds.

Gagetown, N. B., March 8—Further contributions to the Belgian, Red Cross and Patriotic funds are as follows:

Welford, for Belgian Fund.

H. W. Woods, $10; J. S. Gregg, $10; William O'Neill, $10; W. S. Harding, Jr., F. W. Howe, J. E. Howe, Mark Farnole, P. R. McKenzie, Rev. D. Jenkins, A. T. McKenzie, Mrs. Q. C. Orne, E. C. Armstrong, each $1; P. J. McDonald, 25c.; total, $39.25.

Welsford, for Red Cross.

J. S. Gregg, $3; Anthony Woods, $1; Rev. D. Jenkins, 50c.; J. Willis Jacoby, 25c.; total, $6.75.

Welsford, for Patriotic Fund.

H. W. Woods, $10; J. S. Gregg, $5; Henry Johnston, $1; G. A. Scott, $1; Rev. D. Jenkins, 50c.; total, $17.50. Collector for Welsford, C. J. Soule.

Cody's, for Belgian Fund.

Balance from concert, $8.05; J. E. Hetherington, $5; G. M. Thorne, $2.25; C. A. Hetherington, $1; Mrs. Bliss Perry, $1; Mrs. Frank Hetherington, Lottie Roberts, J. D. Leonard, each 50c.; Mrs. S. Moore, Emmerson Roberts, each 35c.; Mrs. Paul Hetherington, Mrs. W. D. Cody, each 25c.; total, $20. Collector, Miss N. Clark.

Hampstead, for Patriotic Fund.

I. O. G. T. Lodge, Hampstead, per G. B. Slipp, $5.

Cole's Island, for Belgian Fund.

William J. West, $2; J. R. McLauchlin, Clarence V. Pearson, A. H. G. Vradenburgh, William Stewart, each $1; A. E. Long, Eldon Cole, each 50c.; Absalom Cole, Douglas Northrup, E. J. Wright, Albert Boyd, Edward Chapman, John Perry, each 25c.; Stirling Northrup, 10c.; total, $8.60.

Cole's Island, for Red Cross.

W. A. West, $1. Collector for Cole's Island, Clarence V. Pearson.

Broad Road, for Belgian Fund.

Patrick Donovan, John Costelow, Matthew McCarty, Edward Barry, Daniel Connors, Terence McGuire, John H. Gallagher, Edward O'Neill, Mrs. Bernard McGuire, John F. Donovan, Timothy Donovan, P. H. Kelly, T. E. McCarty, Joseph Kelly, John Duplissea, John O'Neill, John R. Sulpsoie, J. S. Butler, Mrs. J. S. Butler, each $1; Mrs. Jerome Arseneau, 75c.; Francis Kegan, Miss Susan McMahen, John Blakely, each 50c.; total, $23.25. Collector, Patrick Donovan.

South Clones, for Belgian Fund.

Henry Ferguson, $1.50; John Petty, George Barnett, Harry A. Cooper, Rebecca Corbett, John Cooper, James Cooper, each $1; George S. Pettie, John Chittick, Thomas W. Pettie, Roy L. Cooper, each 50c.; Hedley Cooper, Charles F. Cooper, each 25c. Total, $10. Collector, Roy L. Cooper.

Polleyhurst, for Belgian Fund.

W. A. Machum, $1; R. Hepburn Adamson, $1; M. W. Bogle, R. A. Howe, Mrs. W. R. Fisher, each 50c.; J. N. Inch, 25c. Total, $3.75.

Polleyhurst, for Red Cross.

Frank Yates, Mrs. W. A. Machum, George E. Machum, Donald Adamson, each $1; P. A. Inch, J. A. McKinney, each 50c.; Mrs. J. B. Pender, 25c. Total, $5.25. Collector for Polleyhurst, Percy A. Inch.

Elm Hill, for Patriotic Fund.

Howard McIntyre, $2; Edward McIntyre, $1; C. E. Johnson, J. D. McIntyre, James Hanes, James Holmes, each 50c.; James Hopewell, Edward Hanes, Charles E. McIntyre, E. S. McIntyre, 10c. Total, $6.35. Collector, James Hanes.

Highfield, for Patriotic Fund.

Robert Ward, James D. Ward, Mrs. J. W. Giggey, each 50c.; David M. Pearson, 30c.; Mrs. T. H. Pearson, Mrs. Thomas Pearson, B. M. Pearson, Isaac Pearson, Mrs. John Langley, Wilbur Ward, Emily Fulton, Winifred Williams, each 25c.; Mrs. Eliza O'Regan, 20c. Total, $4. Collector, Mrs. Roy M. Pearson. Total for Belgian Fund, $104.85; for Red Cross, $13; for Patriotic Fund, $32.85. Grand total, $150.70.

Yarmouth Crews Rewarded.

Yarmouth, N. S., March 10—The collector of customs has received from the deputy minister of naval service seventeen checks $25 each for the crews of the steamers John L. Cann and Westport III. for saving the passengers and crew of the steamer Cobequid. Ten checks go to the Cann's crew and seven to the Westport III.

What is an Internal Bath?

By R. W. Beal

Much has been said and volumes have been written describing at length the many kinds of baths civilized man has indulged in from time to time. Every possible resource of the human mind has been brought into play to fashion new methods of bathing, but, strange as it may seem, the most important, as well as the most beneficial of all baths, the "Internal Bath," has been given little thought. The reason for this is probably due to the fact that few people seem to realize the tremendous part that internal bathing plays in the acquiring and maintaining of health.

If you were to ask a dozen people to define an internal bath, you would have as many different definitions, and the probability is that not one of them would be correct. To avoid any misconception as to what constitutes an internal bath, let it be said that a hot water enema is no more an internal bath than a bill of fare is a dinner.

If it were possible and agreeable to take the great mass of thinking people to witness an average post-mortem, the sights they would see and the things they would learn would prove of such lasting benefit and impress them so profoundly that further argument in favor of internal bathing would be unnecessary to convince them. Unfortunately, however, it is not possible to do this, profitable as such an experience would doubtless prove to be. There is, then, only one other way to get this information into their hands, and that is by acquainting them with such knowledge as will enable them to appreciate the value of this long-sought-for, health-producing necessity.

Few people realize what a very little thing is necessary sometimes to improve their physical condition. Also, they have no conception of how little carelessness, indifference or neglect can be the fundamental cause of the most virulent disease. For instance, that universal disorder from which almost all humanity is suffering, known as "constipation," "auto-intoxication," "auto-infection," and a multitude of other terms, is not only curable, but preventible, through the consistent practice of internal bathing.

How many people realize that normal functioning of the bowels and a clean intestinal tract make it impossible to become sick?

"Man of today is only fifty per cent. efficient." Reduced to simple English, this means that most men are trying to do a man's portion of work on half a man's power. This applies equally to women.

That it is impossible to continue to do this indefinitely must be apparent to all. Nature never intended the delicate human organism to be operated on a hundred per cent. overload. A machine could not stand this and not break down and the body certainly cannot do more than a machine. There is certainly too much unnecessary and avoidable sickness in the world.

How many people can you name, including yourself, who are physically vigorous, healthy and strong? The number is appallingly small.

It is not a complex matter to keep in condition, but it takes a little time, and in these strenuous days people have time to do everything else necessary for the attainment of happiness but the most essential thing of all, that of giving their bodies their proper care.

Would you believe that five to ten minutes of time devoted to systematic internal bathing can make you healthy and maintain your physical efficiency indefinitely? Granting that such a simple procedure as this will do what is claimed for it, is it not worth while to learn more about that which will accomplish this end? Internal Bathing will do this, and it will do it for people of all ages and in all conditions of health and disease.

People don't seem to realize, strange to say, how important it is to keep the body free from accumulated body-waste (poisons.) Their doing so would prevent the absorption into the blood of the poisonous excretions of the body, and health would be the inevitable result.

If you would keep your blood pure, your heart normal, your eyes clear, your complexion clean, your mind keen, your blood pressure normal, your nerves relaxed, and be able to enjoy the vigor of youth in your declining years, practice internal bathing, and begin today.

Now that your attention has been called to the importance of internal bathing, it may be that a number of questions will suggest themselves to your mind. You will probably want to know WHAT an Internal Bath is, WHY people should take them, and the WAY to take them. These and countless other questions are all answered in a booklet entitled "THE WHAT, THE WHY and THE WAY OF INTERNAL BATHING," written by Doctor Chas. A. Tyrrell, the inventor of the "J. B. L. Cascade," whose life-long study and research along this line make him the pre-eminent authority on this subject. Not only has internal bathing saved and prolonged Dr. Tyrrell's own life, but the lives of multitudes of individuals have been equally spared and prolonged. No other book has ever been written containing such a vast amount of practical information to the business man, the worker and the housewife. All that is necessary to secure this book is to write to Dr. Tyrrell at Room 635, 280 College Street, Toronto, and mention having read this article in The St. John Telegraph, and same will be immediately mailed to you free of all cost or obligation.

Perhaps you realize now, more than ever, the truth of these statements, and if the reading of this article will result in a proper appreciation on your part of the value of internal bathing, it will have served its purpose. What you will want to do now is to avail yourself of the opportunity of learning more about the subject, and your writing for this book will give you that information. Do not put off doing this, but send for the book now, while the matter is fresh in your mind.

"Procrastination is the thief of time." A thief is one who steals something. Don't allow procrastination to cheat you out of your opportunity to get this valuable information, which is free for the asking. If you would be natural be healthy. It is unnatural to be sick. Why be unnatural when it is such a simple thing to be well?

British Army Gains Important Success

Whole Village of Neuve Chappelle Taken With 1,000 Prisoners—German Losses Otherwise Heavy.

Paris, March 10, 11.50 p.m.—The following official statement was issued by the French war office tonight:

"In Belgium the town of Nieuport has been very violently bombarded with 42-centimetre guns.

"Between the Lys and La Bassee the British army, supported by French heavy artillery, has gained an important success. It has carried the village of Neuve Chapelle, to the east of the road from Estaires to La Bassee, and has progressed to the northeast of this village, in the direction of Aubers, and to the southeast, in the direction of the Bois De Riez.

"It has taken 1,000 prisoners, among whom are several officers, and has captured also some machine guns. The German losses were very heavy.

"In the Champagne region the enemy, on various occasions on the night of March 9-10, and in the day of the tenth, counter-attacked with great violence, but did not gain an inch of ground. We have consolidated and broadened our positions on the ridges which we seized, inflicting very heavy losses on our assailants.

"On the heights of the Meuse our artillery has completely demolished a number of the enemy's trenches.

"There is nothing to report on the east front."

Canadian Dies Of Meningitis

Ottawa, March 10—The casualty office today announced the death on March 8th of Private Gerald Stewart Paterson, Fourth Battalion, at No. 10 Stationary Hospital, St. Omer, from cerebro spinal meningitis. Next of kin, Rev. R. S. Patterson, Sanderstead, Surrey, England.

LIEUT.-COLONEL GIBSON SHOT THROUGH LUNGS ON BATTLEFIELD.

Hamilton, Ont., March 10—Sir John Gibson, former lieutenant-governor of Ontario, has received a cablegram from Lieut.-Colonel Gory, on General French's staff, stating that his son, Lieut.-Colonel Gibson, of the Royal Fusiliers, has been shot through the lungs, and is now in a hospital in France. His condition is satisfactory.

ACHING BACK GETS RELIEF QUICK!

ONE RUB WITH "NERVILINE" CURES

Every Bit of Stiffness and Soreness Goes When "Nerviline" Is Used

Pain in back or side is awful hard to reach. Deep in the tissue is a congested or strained muscle. It is a long way for a liniment to go. Liniments you have used have not reached it, and the pain bothers you, whether moving or lying down.

What a pity you haven't tried Nerviline! Penetrating, you ask? Yes, and powerful, too. Nerviline strikes in far deeper than any application you have ever used. You might pay a dollar, ten dollars, a hundred, for that matter, but you could not equal Nerviline, either in strength, quickness of action, or permanency of relief.

If you think this too much to say for Nerviline, try it, and be convinced.

If you receive from Nerviline even a little less relief from pain than this advertisement induces you to expect, you can get your money back.

The only pain remedy in the world sold under a guarantee is Nerviline—surely it is safe to try it.

Nerviline is sold by druggists everywhere, 25 cents or 50 cents a bottle, or direct from The Catarrhozone Co., Kingston, Canada.