AIMS HARD BLOW AT FOOD SPECULATORS

Drastic Bill Up in Parliament

Would Limit Time for Many Products to Stay in Cold Storage

Provides for Inspection by Dominion Officials and Power to Destroy—Good Progress on Public Works Estimates.

Ottawa, Feb. 3.—In the house today Mr. Lewis introduced a bill "Respecting the storage of food supplies," which he appealed to the minister of agriculture to take under his official wing.

It prohibits the keeping in cold storage for more than a year of butter, eggs, fruit, fish, poultry, game and oysters and gives the dominion medical health officer authority to inspect, seize and destroy such stored commodities as may prejudice the public health.

Dr. Chisholm thought the difficulty in preserving food properly arose from the fact that the cold storage houses were frequently badly managed and the temperature was allowed to vary.

The bill passed its first reading.

Hon. Mr. Graham gave Mr. Stanfield an assurance that he would investigate and report upon the complaint of the member for Truro that the officials of the Intercolonial Railway had failed to carry out an agreement for special excursion rates on the occasion of R. L. Borden's tour of the maritime provinces last summer.

Before the house resumed its work in committee of supply Mr. Reid (Grenville), and Mr. Crosby (Halifax), entered protest against proceeding with the public works estimates before dealing with those for agriculture and marine and fisheries. They expressed the fear that the estimates of the latter two departments would be left over until the last moment when they would have to be "pushed through."

Hon. Dr. Pugsley quieted their anxiety. He was desirous of getting through the public works estimates with all proper expedition. He thought if opposition members would consent to sit later at nights this might be easily accomplished.

The rest of the sitting was devoted to public works supply for the west.

Crocket at It Again.

Geoffrey Steed, public works engineer for northern New Brunswick, was before the public accounts committee this morning and gave dates as to the Bathurst and Dalhousie dredging. He said that, owing to the mistake in the telegram, the work had been commenced at Dalhousie early in July, when it should have been commenced at Bathurst. He had discovered in August that there was no specific appropriation for Dalhousie. The work at Dalhousie was needed and had been continued until November 2.

There was a difference of opinion in the committee when Mr. Crocket declared that the witness had been given "a tip" as to an answer he should make.

Hon. Dr. Pugsley said that this was an insult to the witness.

Mr. Crocket objected to this and Mr. Carvell declared he was not going to have witnesses bullied this year as they had been last year.

CAPT. WETMORE NEW HARBOR-MASTER OF YARMOUTH

Ottawa, Feb. 5—The Canada Gazette announces the appointment of Captain George L. Wetmore, of Yarmouth (N. S.), to be port warden and harbor master of Yarmouth.

E. S. Smith, of Stratford, is made deputy judge of the county of Perth (Ont.)

Assistant inspectors of weights and measures appointed are P. H. Buote, of Winnipeg; W. A. Wilson, of Calgary, and J. I. N. Ross, of Regina.

CRONJE, FAMOUS BOER CAPTURED BY CANADIANS, DEAD

Klerksdorp, Transvaal, Feb. 4—General Piet A. Cronje, the noted Boer general, who was captured by the Canadian regiment at Paardeburg in 1900, died today.

UNIONIST PRESS BADLY RATTLED

Some Advocate Dropping Imperial Preference, Others Oppose It

Harmsworth-owned Journals Take Diverse Views on the Question—Austen Chamberlain Fears Reciprocity May Stop Canada's Progress.

London, Feb. 5—The confusion of the Unionists as a result of the reciprocity agreement has been evidenced daily by the conflicting articles appearing in their newspaper organs during the past week. One section, voiced by the Morning Post, is urging a rally of the imperialists of Canada and Great Britain to frustrate the ratification and avert the grave peril to the empire.

Another section, of which the Daily Mail is the protagonist, is rejoicing that the Unionist party is now free of the grossly unfair handicap of a food tax, and is calling upon the Unionists to recognize that imperial preference is dead, admitting that there is no enthusiasm in Canada for the so-called Chamberlain policy and suggesting a campaign in favor of the protection of manufactured goods, with a reduction in the duties on British manufactures within the empire, as likely to appeal strongly to the Canadian and British peoples and initiate imperial free trade.

Playing Both Ends.

The climax of this diversity of views was reached today when the Harmsworth-owned Observer attacks its fellow Harmsworth organ, the Daily Mail, for "the political development, which is as needless as it is amazing."

"At this particular moment in the critical situation," continues the Observer, "the Daily Mail thought it well to devote itself to a campaign against imperial preference, to the joy of every German journal that hated Chamberlain's policy, to the utter contentment of the American apostles of annexation, to the dismay of Canadians who have given the best of their lives to the fight for imperial union."

The Observer concludes its analysis of the "extraordinary argument of the Daily Mail," with the proposition that imperial preference can be perfectly well combined with Anglo-American reciprocity, and declares that in the present instance Canada has given its grave warning, adding, however, that if the Unionists adhere to preference, keeping their hands free to negotiate with Canada and the United States alike, the empire may still be saved.

Austen Chamberlain, speaking at Birmingham last night, said that the reciprocity agreement was the greatest commercial feat since the German zollverein. The blow to English trade must be serious. The hold of the Americans on the Canadian market, he predicted, would become firmer and Canadian development would be jeopardized. Whatever the result, he said, it cannot affect the policy of preference, which the Unionists cannot drop.

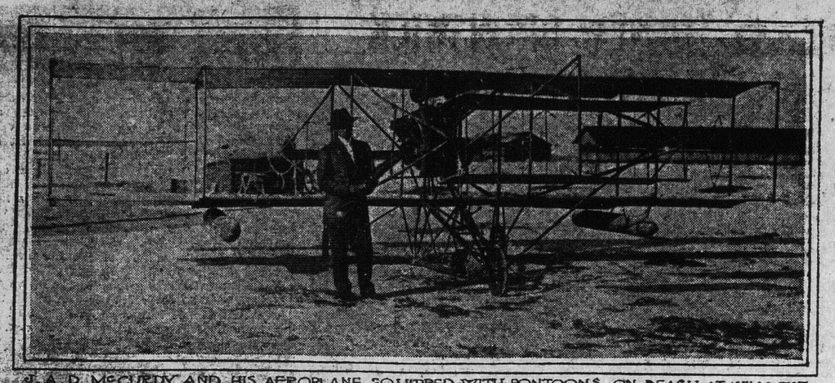
McCURDY GIVES CUBANS ANOTHER FINE EXHIBITION

Havana, Feb. 5—With practically the entire population of Havana looking on J. A. D. McCurdy, who recently crossed the Straits of Florida in a biplane, made a magnificently spectacular flight today from the drill grounds at Camp Columbia to Morro lighthouse, which he circled and returned.

A few minutes after 9 McCurdy's aeroplane was seen topping Principe Hill at a high altitude. It was coming at great speed against a stiff easterly wind. Passing over San Lazaro hospital, the aviator left land behind and swept across the shallow outer bay at an altitude of 300 feet straight for Morro. He circled the great lighthouse fifty feet above the lantern. Swinging to the left McCurdy darted seaward, then wheeled again and circled the tower once more and straightened out gracefully on the return course. He was saluted by the batteries of Cabanas and the cheers of all Havana.

The official time for the round trip was sixteen minutes twelve seconds. The estimated distance was eleven miles. The machine used by McCurdy was a 50 horsepower biplane and the prize for the flight was $3,000, offered by the city. This, however, is open to competition until February 28. A great reception was accorded McCurdy this evening at the Albisu theatre. Vice-President Alfred Zayas presided and presented McCurdy with the purse of $5,000 given by the Havana Post for his flight from Key West to Havana.

CANADIAN AVIATOR READY FOR FLIGHT TO HAVANA



J. A. D. McCURDY AND HIS AEROPLANE EQUIPPED WITH PONTOONS, ON BEACH AT KEY WEST

The accompanying shows J. A. D. McCurdy, the famous bird man, with his aeroplane on the sands at Key West (Fla.), just before his brave flight to Havana, Cuba. Mr. McCurdy will make another flight in a short time and hopes to complete the journey next time.

MUCH CHILD LABOR IN MONTREAL

Technical Commission Hears Evidence in Regard to It and the Proposed Remedy.

Montreal, Feb. 3—That child labor in Montreal is more extensive than is usually conceded, was the sum of the evidence given this morning at the sitting of the royal commission on industrial training and technical education at the Monument National. The principal witness was Rev. Father John Charles Beaudine, curate of Hochelaga, who has himself instituted an investigation into the prevalence of child labor. At the close of his evidence he made the following recommendations:

That every child, before entering any employment, be required to produce his or her baptismal tract showing the age to be at least fourteen years.

That women and young girls should never be allowed to work after 6 o'clock at night.

That the working hours for women and children be lowered from fifty-eight to fifty-five a week.

Most of the evidence submitted today was given by members of the National Federation of St. Jean Baptiste, and in a statement which the commission was invited to consider, the following recommendations were made:

That the public authorities should enact protective legislation in favor of the working women subject to consultation of their wishes as to the efficacy of such legislation.

That an obligatory insurance should be enforced on the husband's life in favor of his wife.

BRITAIN'S FAMOUS CHIEF JUSTICE

Lord Alverstone, who heard the libel suit brought about by King George. Lord Alverstone was the judge in the Cripper case.

THIS IS FUNNY

A large eight-sheet poster has made its appearance on the billboards about the city bearing this inscription in red and black type, large enough so it can be readily seen from a distance: "Patronize Your Home Industries; Out of Town Goods and Prices are No Better; Work for a Greater City." To enforce claims of the argument of those responsible for the poster, the name of a Toronto firm of printers appears on the bottom.

P. E. I. ELOPERS MARRY AT AMHERST

Girl's Father, Balked in Effort to Stop Ceremony, Has Young Son-in-Law Arrested on Perjury Charge.

Amherst, N. S., Feb. 3.—Three days ago a young couple named Joseph Murphy and Miss Warren arrived in Amherst from P. E. Island and took up quarters at the Brunswick House, Church street. The day following their arrival the stork paid a visit to them.

The young couple were anxious to get married but there were legal difficulties in the way. One clergyman refused to join them in wedlock on account of the girl not having attained the age of twenty-one years.

Yesterday the stern father arrived on the scene and was doing his utmost to prevent the two from becoming one. During the day the young man called upon W. M. Read, issuer of marriage licenses, and made the necessary affidavit that the girl was twenty-one years of age, and while the father was engaged consulting lawyers he brought a clergyman to the Brunswick House and had the knot firmly tied.

This morning the father, who was still unreconciled, laid an information against the young husband for perjury and his arrest followed. The preliminary examination will probably be held tomorrow.

From what can be learned it would appear that the young man was is the employ of her father. The girl is a Protestant and the young man a Catholic.

HOW THE CANADIAN WATER ROUTE TAKES THE GRAIN TRAFFIC AWAY FROM AMERICAN PORTS--THE FUTURE

(New York Journal of Commerce).

In the hearing before Commissioner Prouty, on the complaint of the Produce Exchange that the railroad charges on export grain from Buffalo to this port constitute a discrimination against New York and in favor of Montreal, the main facts appear to be placed beyond dispute. It is stated, and apparently demonstrated, that the cost of handling and transporting the grain between Lake Erie and tidewater has been considerably reduced in the last ten or twelve years, while the rate charged has been advanced from four to five and a half cents a bushel. It is also demonstrated that during the last five seasons of shipment by lake and rail, or canal or river, there has been a continuous increase in the proportion of export grain going by way of Montreal and a corresponding, or more than corresponding, diminution of the proportion coming to New York. The quantities, and to some extent the division of the traffic between the two ports, have fluctuated in different years with variations in the crops, but in 1908 14,000,000 bushels of wheat went from the lakes by way of Montreal and 8,000,000 by way of New York, while in 1910 the proportions were 20,000,000 from the Canadian port and 6,000,000 from here. The change was in some measure due to the development of surplus production in the west of Canada and the relative decline in the west of the United States; but, as these are common sources of supply for export by lake and rail, the difference in the rail rates was a chief factor in determining the course the cargoes would take.

It is hardly reasonable to suppose that the New York Central or any other American railroad would advance this ex lake rate on export grain with the deliberate purpose of discriminating against New York for the benefit of Montreal, but it has had that practical effect. It has turned the current of the export grain trade to the St. Lawrence route instead of that through this state. Presumably the railroad management has been guided by what it regarded as its own interest, without regard to benefit or injury to one port or the other or to the trade of one country or the other. That is the enlightened and public-spirited way in which railroad management has been too much in the habit of regarding its interest. The grain trade from the lakes has become of less importance than formerly to the railroads, while other traffic has been absorbing more of their capacity, and possibly it was not considered sufficiently profitable at the old rates. At all events, the export part of it, upon which lower rates have long been granted than upon that for the domestic markets, seems to have been regarded with growing indifference; and as the volume tended to fall off the rates were raised to help divert its flow over a different course to a different exporting point. In the meantime our system of water communication from the lakes by the Erie canal and the Hudson River has been almost "out of commission" on account of the condition of the canal and its equipment and the pending work of improvement.

While this has been going on Canada has been devoting her energies to bringing the tide of the export grain trade through her channels to the port of Montreal. Her government and her railroads have been working together in this effort, and railroad management has been sufficiently enlightened and public-spirited to see that it was for the interest of the roads to help rather than to hinder the development of waterways between the lakes and the river, for the result is sure to be such a growth of production of industries and of trade that they will have their full share in the benefits. Upon the waterways the Canadian government is especially bestowing its attention and preparing to devote its energies. It has two $100,000,000 schemes in contemplation. One of them is the enlargement of the Welland and St. Lawrence canals to a depth of 25 feet and the other the construction of a new canal from Georgian Bay on Lake Huron to the Ottawa River and thereby in an almost direct line to the St. Lawrence close by Montreal. Last month two large delegations visited the dominion capital to urge the government to begin work upon these long-talked-of projects, one specially favoring that from Lake Erie and Lake Ontario and the other that from Georgian Bay, but neither opposing the other. They were assured by Sir Wilfrid Laurier that the government was in favor of both, and that the financial problem was the only thing that deterred it from beginning the work. Both canals, he said, were wanted and "eventually must be provided to meet the growing commerce of the dominion."

What this will mean to the grain trade of this continent and ultimately to a large part of the general export trade, if the United States interests do not bestir themselves to hold their own in the means of transportation from the interior to the sea, it is not difficult to discern. Canada has a waterway of 14 feet depth by the Welland canal from Lake Erie to Lake Ontario and from the latter to deep water in the St. Lawrence by the St. Lawrence canal. It is proposed to deepen the Welland to 25 feet at an estimated cost of $25,000,000 and to give the channel a similar depth from Kingston on Lake Ontario to Montreal at a cost of $75,000,000. But the shortest of all waterways by several hundred miles between the Lake Superior ports and Europe is that projected from Georgian Bay by the French River, Lake Nipissing and canal, to the Ottawa River and thence to the St. Lawrence at Montreal. The canal construction and canalizing of lake and stream is estimated to cost about $100,000,000 for a continuous channel of 32 feet depth throughout, making a route shorter by 800 miles from Fort William or Duluth to Liverpool than by way of New York. That gives us something to think about.

MISSING DOROTHY ARNOLD FOUND

New York, Feb. 4—John W. Arnold, brother of Dorothy Arnold, who disappeared on Dec. 12, and for whom detectives and members of the family have been searching over two continents, returned from Philadelphia early today, after having declared that he had found Dorothy. Mr. Arnold would not discuss the matter further.

SUSSEX LADS BROKE INTO STORE TO "GET A DRINK OF WATER"

Their Story is Doubted, and Both Were Arrested and Locked Up.

Sussex, N. B., Feb. 5—Two young boys named Bardon and Thomas, better known as Monday, aged twelve and sixteen years respectively, were discovered this afternoon in the grocery department of the Sussex Mercantile Company store, and not being able to give satisfactory explanation as to why they were there, are now in custody of the chief of police and will be brought before Justice Folkins tomorrow morning on a charge of attempted robbery.

They gained admittance to the store through a cellar window in the rear. The janitor, in coming to the boiler room this afternoon, noticed the window out. He immediately notified Mr. Heustis, of the firm, who went to the grocery department and found the boys hiding behind the counter. When questioned why they were there they said they came into get a drink of water. It is quite evident that they went to a great deal of trouble to get a drink. Nothing was disturbed except a cash drawer, which was broken in and in which there was only a few cents.

Give the Forest Another Chance.

(Collier's Weekly.)

Ontario's lumber cut of $30,000,000 almost equals the aggregate output of British Columbia, Quebec, New Brunswick, Nova Scotia, and Saskatchewan. Ontario has always been and still is Canada's greatest lumber producer. White pine was her salvation when the public treasury was low, and her diversified forests give her a small annual cut of almost every wood grown in the country. The Ontario Minister of Lands, Forests, and Mines seeks to resume the old timber lands, licensed from twenty-five to fifty years ago, and cut over as often as the lumberman saw a sizable stick. The government wants to give nature and scientific reforestry another chance on these limits, but the lumberman claims that his nominal ground-rent of five dollars a mile gives him cutting rights in perpetuity. Of course it does not. No government ever handed out a perpetual timber license. The new licenses have a five-year time limit, while the old ones are renewable, and therefore revokable, from year to year, like a license to sell liquor. Minister Cochrane always has it up his sleeve to edge the lumberman out by raising the ground-rent on him, but it should not be necessary to proceed to strong measures. All Ontario asks back is a seed or two from the scooped melon. Although old timers have seen timber rise from fifty cents a thousand to five dollars, any lumberman will tell you that he can not make a profit and borrow money at high interest from his mills alone. His profit lies in the accumulating value of his timber as a diminishing asset. Timber should be a constant asset, but that is another story. As things stand, British Columbia timber is being capitalized for the British investor as high as fourteen dollars a thousand. With the increasing use of steel and concrete, the British investor will have to wait quite a while before timber touches that figure.

When next scrambled eggs are served make a tomato sauce, adding to it a few Spanish peppers, chopped fine. This will be a delicious accompaniment to the eggs.

Paraffin rubbed on the heels of stockings will cause them to last much longer without wearing out.

SIX MEN KILLED IN TRAIN WRECK

CARLETON COUNTY FRUIT GROWERS MEET AND ORGANIZE

Neglect of the Hazen Government Causes the Present Action

Statistics Quoted to Prove That the County is the Only Apple Producer in the Province That Amounts to Anything.

Woodstock, N. B., Feb. 3—This afternoon a number of gentlemen representing the fruit growing and allied industries of Carleton county met and organized the Carleton County Fruit Growers Association. They elected as officers: President, S. A. Thomas, of Lindsey, fruit grower; vice-presidents, Sheriff John D. Tompkins, of Florenceville, and Harry Cochrane, Victoria county, fruit grower and shipper; treasurer, Jarvis J. Bull, managing director of the Maritime Cooperage Company, Woodstock; secretary, Edwin Tappan Adney, representing the Sharp fruit interests, and as additional members of the executive board, Coles W. Dugan, Woodstock, shipper of apples, and Judson Briggs, Lindsey, fruit grower.

The objects of the association are the collection of information regarding the fruit improving industry and its dissemination in quarters, where it will not only encourage the home grower, but cause the intending settler or investor to perceive the superior advantages of Carleton county, the only present commercial apple section of New Brunswick.

The promotion of exhibitions of fruit at such times and where it will serve to illustrate the present production and resources of Carleton county.

The promotion of fruit growing in the county by encouraging the formation of co-operative fruit growing, packing and marketing associations.

The circulation of information among members and others concerning the proper varieties of fruit to plant, methods of cultivation, etc., most suitable to our climate and local conditions.

Promotion of the interests of existing allied industries in the county that depend in whole or in part upon the fruit growing industry.

The meeting was enthusiastic and adjourned until Feb. 10 for preparation and adoption of a constitution and by-laws.

It was shown at the meeting that Carleton county produced the first barrel of apples grown in New Brunswick for market; that the county's export of apples for thirty-five years past was 350,000 barrels.

Vigorous protest was unanimously made at the attempts of outside foreign influences to change the name of the native apple, the "New Brunswicker," to that of a foreign much inferior variety, the "Duchess of Oldenburg."

The immediate cause for organizing is the seeming neglect of Carleton county and northern New Brunswick in the late activities of the horticultural department of the local government, and to demand recognition as the only present commercial apple section of the province.

MONTREAL CHILD BURIED AT GAGETOWN

Gagetown, Feb. 3—On Monday afternoon the funeral of little Charley Barnett, aged five years and five months, elder son Mr. and Mrs. Percy H. Barnett, of Montreal, took place from the residence of his grandparents, Mr. and Mrs. T. S. Peters, Short but impressive services were conducted at the house and Episcopal church and interment made in the Episcopal cemetery, Rev. A. G. Smith, rector, officiating. Mrs. Barnett, with her father, T. S. Peters, accompanied the body from Montreal, arriving here via Fredericton, on Sunday afternoon. The pall-bearers were Roger Scovil, Adrian Gilbert, Willie Kelley and Percy Murray.

Hanley, Sask., Feb. 5—A. G. Ferguson, manager of the Dominion Bank, shot himself with a revolver on Thursday and was found in the coalshed with a wound in his left temple. He died soon afterwards.

The act is attributed to overwork in a desire to have the bank affairs in good shape. Mr. Ferguson was married last January. He had been unable to obtain leave of absence, although in the service of the bank five years.

Collision at Paris, Ontario

Grand Trunk Express Crashed Into Light Engine

Mail Clerk Crushed to Death in Car—Wreckage Caught Fire and Burned—Four Others Were Badly Injured.

Paris, Ont., Feb. 5—Six lives were lost and four men seriously injured in a head-on collision about 9 o'clock Saturday night on the Buffalo-Goderich branch of the Grand Trunk, when train No. 96, running from Buffalo to Goderich, met a light engine running east, three miles northwest of Paris.

The baggage car was piled on top of the wrecked engines, and the mail car broke in two. The wreckage caught fire and was entirely consumed.

The Dead.

Fireman D. J. Smith, lived in Stratford, survived by wife and family.

Engineer A. Turner, Stratford, leaves wife and grown up family.

Mail Clerk Tye, of Goderich, leaves wife and grown up family.

D. J. Crozier, passenger, Drumbo.

J. Whitelaw, express messenger, Goderich, formerly of Whitby.

Peter McFarland, Goderich, baggageman, married but no children.

The Injured.

W. T. Penderson, city solicitor, Brantford.

William McIntosh, customs clerk, Brantford.

Robert Errett, engineer on light engine.

W. J. May, mail clerk, Sarnia, badly burned, but will recover.

The coaches remained on the track, and the passengers, except one, the conductor and the brakeman escaped with a shaking up, as did the crew of the light engine.

Tye, the dead mail clerk, leaves a wife, two sons and two daughters at Goderich.

McFarlane, who had been in the service of the company over fifteen years, leaves a wife. Whitelaw was a young man and had been recently married.

Light Engine Blamed.

Stratford, Ont., Feb. 5—From what can be learned here, the blame for the fatal wreck at Richwood rests with the crew of engine 629. Movements of trains on this division are controlled from Stratford despatcher's office, and it is understood that the light engine was to have stopped at Drumbo to let the passenger train, No. 39, west bound, go by. The engine referred to had been in the Stratford shops for repairs, and was on its way back to Fort Erie, Engineer Eckert in charge.

Mail Clerk Has Close Call.

Goderich, Ont., Feb. 5—Mail Clerk Jack May, Conductor Ausebrook and Brakeman Scheifle, all that were left of the crew of Grand Trunk train No. 39, which was wrecked last night near Paris, arrived at their homes here about 5 o'clock this morning from the scene of the wreck.

May is in a serious condition from his burns, and can give no detailed account of the accident. He cannot remember how he got out after the collision, but knows that he crawled through the bottom of the mail car, which practically split in two just in time to escape the flames, which consumed the entire train inside of a few minutes.

Conductor Ausebrook is suffering considerably from nervous shock and will not be able to take his train out tomorrow. He has been on the road about thirty-five years, and this is the first wreck in his experience.

He walked back through his train, he relates, a few minutes before the wreck occurred, and sat down in one of the coaches to talk to the brakeman.

"There's a whistle," said the brakeman suddenly.

"No, it can't be," Ausebrook replied.

"There it is again," his companion insisted.

Then the crash came, and both men were thrown from their seats.

Brakeman Scheifle, who was talking with the conductor, says he is fairly sure that there was no one in the smoker at the time of the collision. If there was any person in there, it is certain that he never escaped.

MR. HAZEN AND THE "GOOD" ROADS

To the Editor of The Telegraph:

Sir,—I read in the Standard of January 27 Mr. Hazen's speech on the subject of roads and the highway act. Mr. Hazen says that the roads have been improved from fifty to a hundred per cent. Where are those good roads? Does Mr. Hazen call a road from seven to nine feet wide, with such a ditch on either side that it is impossible for two teams to pass, a good road?

Again, Mr. Hazen says that in many cases the money voted for roads used to be stolen or put in the pockets of party grafters. I think if Mr. Hazen was to drive over the road from Apohaqui through Erb Settlement to Norton and back to the starting point he would have to agree with me that if the money is not stolen under the present system it must be buried somewhere.

Take, for example, a brook which is a lake outlet that needed improvement. Whereas one man offered to build good stone abutments and a suitable bridge for $40 that was not done and now you will find the bed of the brook dammed by about two feet containing an eighteen-inch pipe which overflows the road at high water and backs the water up over a spring, thus entirely depriving a man of his water privilege. Also there is a bad hill on the road where they have neglected to clean out the roadside ditches and thus the flat above the hill is in such a condition as to allow the water to flow in the centre of the whole road, making it almost impassable in some places.

These are a few examples of the condition of the roads at present.

Thanking you for your valuable space, I remain,

AN INDEPENDENT VOTER.

Erb P. O., Feb. 1, 1911.

THE FARMER AND CEMENT

The Canadian Cement Company has issued a highly interesting booklet entitled What the Farmer Can Do With Concrete.

Concrete, as is commonly recognized, is being devoted to new uses daily, but any one examining the finely illustrated publication referred to will be surprised at the number of useful things for which concrete can be used about the farm.

In most places in New Brunswick clean sand and good gravel are easily and cheaply obtainable, and with these, and the proper amount of cement, the farmer can build cheaply and well a score of things that will greatly improve his farm yard and buildings, and that will wear as long as stone. The booklet tells how the work should be done.

CHILDREN BURN TO DEATH WHILE MOTHER IS AT THEATRE

Mrs. George Marlow, of Montreal, Left Her Little Boy and Girl Alone While She Went to Moving Picture Show, and They Perished in Flames of Flat.

Montreal, Feb. 3.—Mrs. George Marlow went to a moving picture show this afternoon, leaving her two children, Donald and Anne, six and seven years of age, in the flat occupied by the family on Chatham street.

Boys playing in a yard in the rear noticed smoke pouring from the windows and summoned the firemen. A few dashes of water extinguished the blaze. The children had taken refuge in a cupboard off the kitchen and were both dead when the firemen managed to gain access to the place.

Chief of Police Campeau stated tonight that it was his intention to see if criminal proceedings could not be instituted against the mother for leaving such small children alone. There was too much of that sort of thing going on in the city, in his opinion.

WANTED

WANTED—A second class femal or third class male teacher, trict No. 3, Petersville, Queens co B. School commence March 1. Wellington Kirkpatrick, secretary tees, Gaspereaux Station, Queens N. B. 838-2

WANTED—By pensioner, sm suitable for market gardenin good house, water, etc. Part price terly instalments. Give fullest p to Pensioner, this office. 71

WANTED—A second or third male teacher for North Clone parish of Petersville (district rate Apply, stating salary, to W. L. Po retary, Clones, Queens county, N. 238-t

MEN WANTED—We want a man in each locality to introd advertise our Royal Purple St Poultry Specific and other good to the consumers as well as to chants. $15.00 a week salary penses or commission. No ex needed. The largest advertised Canada. Write at once for pa W. A. Jenkins Mfg. Co., London

AGENTS WANTED

AGENTS, Photographers and Enlarged portraits, frames, on china placques, catalogue and free. Credit given. The Portrai Co., 220 Dundas street, Toronto. 547-2

AGENTS—The sale of Pelham less Fruit and Ornamental Shrubs, etc., has increased forty in New Brunswick because we deli to contract grade. Our agents mak in proportion. We want now agents in every unrepresented Pay weekly. Write for best term ham Nursery Co., Toronto, Ont. 3-7-1911-sw

SPLENDID OPPORTUNITY f liable and energetic salesman t our line of First Grade Nurser Big demand for trees at prese Thirty-two years in shipping to Provinces puts us in position to quirements of the trade. Pay week manent situation. Stone & We Toronto, Ont. 2

PORTRAIT AGENTS, write u liable men we start in busi their own and give credit. Merchan trait Co., Ltd., Toronto.

FOR SALE

LAND FOR SALE—Farms stones; farms without bushl fair prices, and terms of payment the purchaser. Write us and we w you particulars as to size, location cality, nature of soil and kind of Address T. Hetherington & Co., P 21, Lumsden, Saskatchewan. 548-2

NOTICE is hereby given that app will be made to the Legislative A of New Brunswick at the next thereof for an Act to incorporate pany under the name of the JOHN RIVER ELECTRIC COMPANY" for the purpose of and maintaining a dam across th John River at or near Hawkshaw in the Parishes of Southampton a ries in the County of York, in th ince of New Brunswick, and to electricity for Light, Heat and Po poses and to transmit the same purchase, expropriate or otherwise rights, easements, franchises and p necessary for the efficient operatio company.

Dated at Saint John, N. B., 31st, 1911.

POWELL & HARRIS Solicitors for Appl

841-3-1

NOTICE OF LEGISLATIO

NOTICE is hereby given that ap will be made at the next Se the Legislature of the Province Brunswick to amend the Act 9 VII, Chapter 101, intituled "An Incorporate the Saint John Val way Company" so as to extend allowed for the commencement a pletion of the building of the said and to increase the number of Dir the said Company.

Dated this twenty-sixth day of A. D., 1911.

652-2-25 sw J. J. F. WINSL Sec

WE wish to than public heartil the most prosperous in our history.

We will begin our 44t Tuesday, January 3rd.

THE St. John Business College

S. K Prin

BOYS LOOK THIS BEAUTIFUL WATCH

This Genuine, Nickel C Winding and Setting, D anteed Watch will be given any boy or girl devoting a selling 24 packets of "Emp Bluing at 10c. each Send us your n address plainly wr we will mail the Bl our instructions how When sold send us t and we will send t prepaid. Write for Empire Household Suite 522 Board of T Montre

ONLY 10 CENTS

to quickly introd fashionable jewel logue, we send Ladies' 14K Gold Ruby Set Ring, Prayer or Initial free. Send size. JEWELRY CO Mfg. Dept. 6, C Ky., U. S. A.

DEATH OF SECOND CHILD IN FEW MO

The death took place early morning of Dorothy Marion, th year-old daughter of Mr. and Mrs S. Orchard. The little one was suddenly on Thursday last and terday. The blow is a particularly to the parents, who scarcely six ago lost their eldest child, at years of age.