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President and Manager.

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THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES
New Brunswick's Independent Newspapers.
These newspapers advocate British connection, honesty in public life, measures for the material progress and moral advancement of our great Dominion.
No graft
No deals
The Thistle, Shamrock, Rose and the Maple Leaf forever.

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., MAY 29, 1912.

THE LIBERALS AND THE VALLEY RAILWAY

Thanks largely to the activities of Liberal leaders in New Brunswick, the Valley Railway, the actual construction of which the Flemming government now promises to begin, will, so far as it may be built, be a road capable of handling heavy traffic, instead of a cheaply constructed electric branch of the C. P. R., such as Mr. Flemming and his colleagues advocated strenuously when they first took up the project. Thanks also to the Liberals, the road will not run from Westfield or Wolford on the C. P. R. to Andover on the C. P. R., thus employing the provincial credit merely to give that great private corporation a feeder, but will, if the Flemming government keeps faith, run all the way from St. John to Grand Falls, there connecting with the National Transcontinental.

The Standard has marked the turning of the first sod at Woodstock by publishing an alleged history of the Valley Railway enterprise, beginning three or four generations ago and bringing the story up to date. The Standard recites many facts which are familiar to the public, and many other which are unfamiliar for the reason that they should exist only in the imagination of The Standard author.

But the outstanding weakness of the Standard's narrative is its concealment of the record of the present local government with respect to this much desired railway. The Standard is right in asserting that it was Dr. Pugsley who revived the movement for the construction of a railway down the valley, and first gave it practical form, by passing legislation guaranteeing bonds to the extent of \$15,000 a mile in order to assist the Canadian Northern Railway in building from Centerville to Westfield. Subsequently Mackenzie & Mann declined to proceed with the line on that basis, asserting that construction would not be undertaken unless the bond guarantee were made much larger.

When the Haden-Flemming government came into power in 1908 it was pledged to build a railway that would serve all of the river counties. During its first session the new administration absolutely ignored its duty in this respect. The result was a series of public meetings in the river counties during the following summer, and the sending of a very numerous and influential delegation to Fredericton for the purpose of forcing the government's hand. As a result of that delegation, the government in the session of 1909 agreed to guarantee the bonds of the railway to the extent of \$25,000 per mile, provided the Dominion government would operate the road as a part of the Intercolonial and pay forty per cent. of the gross earnings to the province as rental. Although the Dominion government, contrary to Mr. Hazen's expectations, agreed to the provision for Intercolonial operation, and also consented to give a Federal subsidy of \$8,400 a mile, the local government slept over the project, and nothing was done.

Then, after wasting two full years, the Flemming government introduced legislation, in 1910, consisting of a bill in three parts, one of which provided for a survey, one of which provided for a steam road to be operated by the Intercolonial, and the third of which provided for an electric road—a trolley line—from one point on the C. P. R. to another point on the C. P. R. Mr. Hazen, then Premier, devoted a long speech to warm advocacy of the trolley proposition, contending that it would best solve the problem in hand. Then came other months of inactivity. The act passed

at the session of 1910 was not proclaimed, for reasons best known to the administration.

Meantime, Mr. Flemming and his colleagues began to hear from the country. The river counties did not like the idea of an electric road, and they wanted assurance that the railway would run all the way from St. John to Grand Falls and would be independent of the C. P. R. Having made up their minds that it would be fatal to attempt to force the electric tramway upon the province in place of the substantial steam railway that was desired, the local government finally decided to build a steam road but to have it run only as far as Centerville. The Liberals in the House, who had fought against the electric project, stoutly insisted that the line must run to Grand Falls, and connect there with the Transcontinental. In every way possible the Conservatives contended against this policy, being determined, apparently, to pledge the credit of the province for the construction of a mere "adjunct" to the C. P. R.

The change of government at Ottawa had no material effect upon the Valley project, for the Laurier government had already consented to grant Liberal aid for the construction of the heavier bridges on the Valley road, and this policy was adopted by Mr. Borden. The Standard attempts, once more, to make it appear that Hon. Dr. Pugsley caused delay by insisting upon a low grade and high class construction all the way from St. John to Grand Falls. It is well that Dr. Pugsley did so insist. The road from St. John to Fredericton will be up to the standard of the Transcontinental, and Dr. Pugsley only consented to construction of lighter character from Fredericton to Grand Falls upon learning that the Grand Trunk Pacific had decided to build a branch from its main line at Napadogan to Fredericton and to use the Valley railroad from Fredericton to reach the port of St. John.

We have now come to the turning of the first sod of the Valley railroad. What have Mr. Flemming and his colleagues been doing since March, 1908, when they came into power? Have they done anything in these four years in connection with the Valley railroad which they could not have done during the first year after they came into power? In addition to this deliberate waste of time which has inflicted unnecessary injuries upon the river counties for several years, the Flemming government has not yet satisfied the people that the railroad is ever to reach Grand Falls; for the Minister of Railways has not yet approved of the route beyond Andover, the road has not been located beyond that point, and there is no specific financial provision for the building of the bridge at Andover which is necessary if the line is going to Grand Falls.

The Liberals can well afford to stand upon their record in connection with the Valley railway. For every beneficial feature of the project their efforts are responsible. They insisted upon a trunk line rather than a branch of the C. P. R., they favored from the first Intercolonial operation and reasonable rates; and, in season and out of season, they have contended that the line must serve the whole valley and provide for through traffic, instead of mortgaging New Brunswick's credit to build a merely local road of inferior character.

THE RETORT COURTEOUS

Perhaps Lloyd George does not engage in controversies that he can avoid, but he certainly does not try hard to dodge them when they come his way. His retort to Lord Hugh Cecil, who complained regarding the Welsh Disestablishment Bill, that it was "sacriligious" to lay a hand upon the temporal possessions of the church, is not lacking in vigor.

"Doesn't he know," queried the Chancellor, "that the very foundations of his fortunes were laid deep in sacrilege and built on desecrated shrines and pillaged altars?" These charges that we are robbing the church ought not to be brought by those whose family tree is laden with the fruits of sacrilege at the Reformation. Their ancestors robbed the Catholic church, the monasteries, the altars, the shrines, the dead. Then, when we try to recover some parts of this pillaged property for the poor, their descendants are dropping with the fat of sacrilege? Which goes to show that it is not wise to chase people for what you may find out some thing you don't want to know.

Professor Pollard of Oxford followed in the press, with facts and figures showing items many and various in proof of the Chancellor's allegations. But it must be confessed that Lord Cecil's last word in the controversy is not without force. After declaring that it was absurd to hold that remote descendants are precluded from censuring immoralities which resemble those by which their ancestors benefited, he continued:

"Suppose that Mr. Churchill denounced in the House of Commons some transaction as corrupt, would it be anything but childish and ill-mannered to reply that it was too late for him to talk about corruption because the great Duke of Marlborough made illicit profits on army contracts, and Lord Sunderland freely accepted bribes? I am surprised that a man of Professor Pollard's position should be so foolish. He might as well pick a pocket and then complain that the policeman who arrested him was descended from Robin Hood."

The Cecils received many gifts of priories and ecclesiastical manors in the sixteenth century, and both Lord Hugh and Lord Robert Cecil derive much of their income today from this pillaged property. It was sacrilege to take in the sixteenth century, and this is not denied. Must there remain a little at least of this crime in keeping the values realized today from these early plunderings? If so the Cecils live in glass houses. For all that the Chancellor's policy must stand on its own feet if at all. Reference to ancient history is at best apt retort or

forensic embroidery. Fortunately, the Liberal policy seeks justice for all, and assaults upon it have failed to prove otherwise, or to suggest a better way of correcting inequality of opportunity and the redistribution of the burden of taxation.

MESSAGES FROM BEYOND

Strange, is it not? that of the myriads who Before us pass'd the door of Darkness through, Not one returns to tell us of the Road, Which to discover we must travel too? —The Rubáiyat.

Following the death of W. T. Stead, who had spent much time in investigating spiritualism, and who professed belief in his ability to communicate with the spirit of his son who died some years ago, there was pretty certain to be "news from the other world." In Great Britain considerable publicity has been given to a séance at which a medium, in a trance, delivered what purported to be a message from Stead. Here is a portion of the good woman's report of what the spirit of Stead had to say:

"I am Stead. I know where I am. I was here before, but was unable to make an appeal to all God-fearing men and women for help. I wish to break in here now. It is easier to break in here than elsewhere. Could you see the misery of the lost? I saw it; your hearts would bleed for them; called to part with all their cherished hopes and plunge into the terrors of the unknown, you would weep and pray for them."

It is wonderful that honest belief in spiritualism can survive repeated incidents like this one, wherein the whole idea of communication with those who have passed on is so treated as to give it a futile and ridiculous aspect. A credulous public, and over anxiety to establish communication with the world beyond, have ever given much encouragement to impostors; they derive revenue and notoriety from the production of messages like that credited to the medium in this instance. No matter how intelligent may have been the persons who have passed from this life, the messages which purport to come back from them seem to suffer by taking on all the weaknesses of the poor channels through which they pass. Where there might be expected if messages could come at all—some deliverance marked by solemnity and super-human intelligence, the alleged messages that have come have been halting, disconnected and of trifling import.

Mr. Stead during the last years of his life frequently warned his acquaintances not to be quick to dismiss without knowledge the claim that communication with the other world was possible. He reminded them that but a few years ago they would have scoffed at wireless telegraphy. The coming development, he said, would be a demonstration of the power to communicate by thought waves over great distances, and with the spirits of those who had gone to another world. Mr. Stead's influence was perhaps weakened by the readiness with which he asserted that he conversed daily with his dead son, but a hurried and thoughtless word needed, and still needs, his grave reminder that it is foolish to discard as impossible things which we have always regarded as impossible merely because they never have been done.

There has been, as yet, no message from the other world of recognized authenticity. It is easy, and even natural enough, to assert that there never will be any such message. But to say so is to disregard Mr. Stead's warning, and to disregard it from ignorance rather than from knowledge.

THE CHURCH'S TRIAL

The American Presbyterian Church, North, reports 2,000 vacant congregations. The figures of the other churches would show probably a similar proportion. An investigation of the Bureau of the Church and Labor, in that denomination, into the conditions in seventy American cities containing more than twenty million inhabitants does not give much ground for the hope that this condition will be remedied speedily. Only one-half of one per cent. of the total of men in the churches have gone into the mission field in the past ten years, and only one-fifth of one per cent. of the men in the Protestant churches indicate their intention to become missionaries.

Statistics show that the churches are losing strength in the cities. In the last ten years the church as a whole increased in the United States by twenty-one per cent. The population of cities having more than 25,000 inhabitants increased in that time by fifty-five per cent., while the whole population of the country increased twenty-one per cent. The city will ultimately dominate the nation, but when the masses crowd into tenements and factories, the tendency on the part of the church is to move to up-town sections or to the suburbs. The church declares that she has the only solvent for the social problem, and glories in her "universal gospel," but when the foreigner moves in the church usually moves out. The belief is encouraged that her gospel is only effective for the foreigner when it is exported. The scarcity of men may be due to the fact that the church does not face all the facts. It does not confront the national and social problems that perplex the world, and other agencies are challenging the church for supremacy in the hearts of the people. Again and again it has been demonstrated that men respond to the call: "Come and suffer," in social service. Mazzini said that this was the strongest appeal to men. There is no question but Mazzini was right.

It is impossible to assign one cause for the scarcity of men for the ministry, or to give one particular explanation of the phenomena. The enormous industrial expansion of recent years is in part responsible. Many young men who would enter the ministry are seduced by the appeal of science, engineering, law, and other professions, or by business careers. With the growth of wealth there is a greater seeking for the power and the enjoyments that wealth makes possible. While wealth may

not be worshipped as the supreme good, public opinion has become surcharged with the belief that wealth is the great thing to be desired, and that success is in itself an answer to all criticisms as to the methods by which it has been attained.

The process of readjustment that is taking place in the religious and theological world today is in part responsible for the phenomena. The entire field of religious thought is being traversed by thoughtful minds. Modifications are made with a freedom that is terrifying to the conservative and the naturally timid. Many stern ecclesiastics would rather keep the young man outside than admit him if he refused to assent to propositions he did not believe. This, with the influence of large benefactors upon the spirit of the churches and colleges, works more havoc than is generally imagined. It is not so long ago that one of the most prominent New Testament scholars in the United States was forced from his position in an eastern theological seminary because of his criticism of the methods adopted by a corporation represented by a man who was ready to make large gifts to the institution, provided the professor no longer taught within it. If this time-serving spirit, which enables a man of notoriously bad business ethics to silence a social message, creeps into the colleges and churches, they are departing from their high functions, and the vacancies are not to be deplored. But fortunately that spirit shows no signs of triumphing; if it did we might despair of the finality of spiritual standards. There are many causes for the scarcity of men in the ministry, but they will gradually disappear, as the church approaches the philosophy of the teacher who once said: "He that would be great among you let him be the servant of all."

THE COMING ELECTIONS

Newspapers friendly to the Flemming government make the semi-official announcement that the elections will take place on June 20, or about that date. Meantime, the local government party is calling a convention for this week in St. John to select candidates, having to fill up vacant places on the ticket caused by the illness of Dr. MacInnes, the desire of Hon. Robert Maxwell to secure a public office, and the determination of Mr. Frank Hatheway to separate himself from his former associates by reason of dissatisfaction over their conduct.

So far as the city and county of St. John are concerned the local government finds itself in a position of great weakness and uncertainty. Of the original city ticket Mr. John E. Wilson alone remains, and it is known that he is not very heartily in sympathy with the administration, but that the removal of Hon. Mr. Maxwell will finally give him a place in the government forecast. So far as filling the vacant places on the ticket is concerned, the names thus far suggested cannot be said to add brightness to the Flemming party's prospects here. The did ticket was never a strong one, but the aspirants thus far mentioned indicate that the new ticket will be much weaker than the old.

Hon. Mr. Flemming has evidently made up his mind to give the province as little time to prepare for the elections as the law will permit him to give. Fortunately the Liberal party expected the contest soon, and its preparations for the day of battle are well under way throughout New Brunswick. In several counties strong tickets are already in the field in the Liberal interest, and during the next week or two candidates will be nominated in all the remaining constituencies. In many counties the opposition is sure of victory, and in many more reasonable preparation will give it the advantage, so deep and widespread is the public discontent over the Flemming government's failure to keep its promises and to give the country sound and economical administration. At this writing the indications are that Mr. Flemming will not be able to carry a single seat on the North Shore. Indeed, with the exception of one or two counties the administration faces a losing fight everywhere. Every day strengthens the opposition.

Such influence and support as the Conservative government at Ottawa can give Mr. Flemming will be forthcoming, and to some extent Conservatives are relying upon Federal prestige. It is well to remember, however, that the electors of New Brunswick have a way of making up their minds for themselves. After Mr. Hazen carried the province by an overwhelming majority in the provincial elections of 1908, Conservatives thought the Liberal forces in New Brunswick would not rally. To their astonishment and chagrin, when the Federal elections came a few months later, the Liberals carried every seat in New Brunswick except two. That is sufficient to show what the Liberals of New Brunswick can do when they are united and bound to win.

If Mr. Flemming has finally made up his mind to bring on the elections less than a month hence, he will find the Liberal party quite ready for the struggle.

GRACEFUL CONCESSIONS

President Taft might learn some lessons even from monarchs who were not generally considered as sensitive to the popular will. When a ruler has to surrender to the will of the people it is wise for him to do it heartily and completely. Through the years of his power he has been fighting the popular demand for tariff reform and protecting the forces of reaction. William might learn something from Elizabeth of England. When she and her ministers fell into a controversy with the House of Commons and the nation, over the question of monopolies, the Queen knew how to retreat gracefully. Macaulay describes the incident:

"There seemed for a moment to be some danger that the long and glorious reign of Elizabeth would have a shameful and disastrous end. She, however, with admirable judgment and temper, declined the contest, put herself at the head of the reforming party, redressed the grievance, thanked the Commons, in touching and dignified language, for their tender care

of the general weal, brought back to herself the hearts of the people, and left to her successors a memorable example of the way in which it behooves a ruler to deal with public movements which he has not the means of resisting."

Mr. Taft has persistently resisted the public demand for redress from tariff inequities; on flimsy pretext he vetoed the reduction in the iniquitous wool tariff, and he promptly came to the rescue of the sinister interests by vetoing the free list bill. He is receiving his reward. The people are opposing him in the primaries, not because of their love of his rival, "the better," but because of their thorough dissatisfaction with his attitude toward their desire for reform. It is for this reason that his short and somewhat ignominious reign threatens to come to a disastrous end. He would have been greeted with loyalty in his present campaign had he not been so grudging and ambiguous in his attitude toward the tariff which Mr. Havesomey described so aptly as "the mother of the trusts."

FREE TRADE AND AGRICULTURE

Bonar Law and his friends are declaring that what Ireland needs is not a measure of self government but a tariff that will protect her natural products. Under protection, they say, she would have such a security in farming that she would be able to supply the British market in butter, eggs, bacon and other foods of animal origin which are now secured in enormous quantities from Denmark. Sixty per cent. of Denmark's total foreign trade is with Great Britain. She flourishes under free trade in agriculture. If free trade is adversely affecting the agricultural industries of Ireland, it is marking those of Denmark to prosper exceedingly.

Thirty thousand Danish farmers signed the following declaration on the fiscal question a few years ago: "We Danish peasants do not want a duty upon grain or fodder. We do not ask for protection at the cost of others, nor do we wish by artificial means to make food dear to our countrymen." When it comes to a question of protection, the Danes know what they are talking about. Agriculture employs about two-fifths of the entire population and their experience in making food dear by artificial means is one that they are not anxious to repeat in a hurry.

Before she introduced free trade the commercial legislation of Denmark was to such a degree restrictive that imported articles had to be delivered to the customs, where they were sold by public auction, the proceeds of which the importer received from the customs houses after a deduction was made for the duty. To this restriction as regards foreign intercourse was added an effective system of inland duties impeding the commerce of the different provinces with one another. If they were going to make the country rich by obstructing imports from outside, why not make each province rich by imposing a fine on each interprovincial trader according to the extent of his trespass? There is no defect in the reasoning. If the theory of protection is good, it should work out satisfactorily. Why should not the New Brunswick farmer be protected from competition in such goods as he supplies, from Ontario and Quebec as well as from Newfoundland? Why should not the Sydney steel manufacturer be protected from the competition of Hamilton? The idea of protection is to shut the country up to the home market, to make the people of the country a market for the protected few who have erected the fence. The Danes believed in protection and applied it to restrict foreign and interstate trade in an effective way.

But wealth did not come. Food was made dearer by this means. Rent was raised, and instead of benefitting the farmer it increased the price of all his materials, from fodder to fertilizers, from machinery to clothes. Denmark then discarded the system. Instead of trying to live within herself, several commercial treaties were concluded with the different European countries. The state acquired many of the railroads, encouraged intercourse and communication in every direction, gave over seeking to secure protection at the cost of others, and making food dear to the people.

No country is more prosperous agriculturally today than Denmark. She has a large commercial fleet engaged in carrying trade with foreign ports. The government assisted development by experiments in scientific farming; formed a rigorous system of inspection for the prevention of adulteration, and encouraged co-operation in all her industries. Nearly all her butter-making, poultry-raising and raising of swine is co-operative today. And in butter, eggs and bacon, as well as many other articles, she is in a position to compete on equal terms with any country on earth. She has almost completely stopped emigration, and her rural population is increasing. In 1892 the number of immigrants to trans-Atlantic places rose to 10,422, but in 1900 it was only 3,570, and the number is continually diminishing. Instead of the full application of a false fiscal system, she eagerly joins with other nations in opening up new facilities for mutual intercourse; and her citizens have found it very profitable.

NOTE AND COMMENT

The additional taxation necessary to clear Fairville and vicinity of its Saturday drunks would not be great, and that growing suburb would find the investment good.

Survey parties and men clearing the right of way represent Mr. Flemming's way of "rushing the Valley railway to completion." For much of the distance the road has not even been located.

If the new bridge at the Falls is to be of any use as a political structure Mr. Flemming had better issue instructions to hurry. As a matter of fact the local government ought to set a date for the com-

pletion of the bridge. Work should have been begun long ago.

During the last ten years Canada's population increased by 1,921,023; Australia's by only 119,000. Or, as the London Express puts it, for every two persons added to the Australian aggregate Canada has added thirty-three. Yet Australia is as large as the United States, excluding Alaska.

That very excellent institution, the Old Ladies' Home, is unable to accommodate a long list of deserving applicants for admission. The need for money to enlarge the institution is one which demands immediate attention. This is true also of other institutions. The whole question presses for solution.

In discussing the comparatively small risk of ocean travel, a contemporary notes that only ten passengers had been lost on British ships crossing the Atlantic in ten years, out of a total of 6,053,382, up to the time of the Titanic disaster. It remains a fact that the passenger on an ocean steamer occupies about the safest place in the world.

The by-law against forestalling in the market, which has long been violated, ought to be either enforced strictly or repealed. Enforcement will serve to show whether or not there is any good reason for repeal. There is no doubt that the violation of this law has worked injustice to the public which built the market and has paid for maintaining it.

The hunger of the Conservatives for patronage leads the Montreal Witness to compare them with certain unpleasant denizens of the deep. In speaking of the recent disturbance over the loot in Halifax the Witness says:

"With hungry man the sharks swarm open mouthed looking for bait. It is a horrible sight. They would eat at the very heart of their own party to obtain an easy and secure living."

The first trip of Hon. Frank Cochrane over the completed section of the National Transcontinental Railway in Quebec and New Brunswick has resulted in declarations by the party of expressions of gratification at the manner in which the road has been constructed. It is beginning to look as if the best vindication of the Laurier railway policy will come from the men who criticized and misrepresented it—Ottawa Free Press.

The road is well built, but why let it rest? It is ready for the train. How long will Mr. Cochrane let this \$15,000,000 lie idle?

In his recent address at the dinner of the Worshipful Company of Shipwrights in London, Mr. Winston Churchill referred briefly to the Titanic catastrophe, saying: "I cannot omit a reference to the good and seamless behavior which was displayed on the occasion of the sinking of the Titanic by the officers and seamen of the British merchant service, on whom the Royal Navy will count so much and draw so largely in time of war. It is not for us to prejudice the findings of the Court which is now investigating the causes of the catastrophe and endeavoring to assign responsibility so far as human responsibility for it can be said to lie. But I venture to think that I am expressing the opinion and sentiment of this distinguished gathering if I say that the story of what happened after the accident has occurred is one to which the men and women of our stock will often be content to recur. It is a story which shows that even in these modern times, when we are asked to believe that there is much to be learned in danger or pursue a man in adversity." (Cheers.)

IMPOVERISHED BLOOD

A Common and a Dangerous Trouble—You Must Enrich the Blood to Escape Danger

Anemia is simply a lack of blood. It is one of the most common and at the same time most dangerous diseases with which growing girls suffer. It is common because the blood so often becomes impoverished during development, when girls are too frequently allowed to overwork and suffer from a lack of exercise. It is dangerous because of the stealthiness of its approach, often being developed before its presence is recognized, and because of its tendency to grow so steadily worse, if not promptly checked, that it may run into consumption.

The value of the tonic treatment with Dr. Williams' Pink Pills should be known to every mother in the land. These Pills make new, rich blood, tone the organs and nerves, bring a glow of health to pale, sallor cheeks, and drive away the weakness, headaches, faintness, heart palpitation and loss of energy so noticeable in young girls who are suffering from anemia. To all such Dr. Williams' Pink Pills are an actual life savior. Miss Mabel McTavish, Prince Albert, Sask., says: "In my case I can only say that I had lost my magic; all work was a trial, and I pleasure only a task. When I went up a flight of stairs I was ready to drop from sheer weakness, and I had begun to think life would be a continued burden. But all this is now changed, thanks to Dr. Williams' Pink Pills. These were recommended to me, and after taking them for about a month I found my health renewed. I could sleep better, my appetite returned, and I was so strong and well that housework was no longer a burden to me. My sister seemed to be going the same way last summer and Dr. Williams' Pink Pills were at once sent for and boxes made her as well as ever. Dr. Williams' Pink Pills are now the prized medicine in our home, and doctor bills have been fewer since we discovered the virtues of this great medicine."

Sold by all medicine dealers or sent by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

GETTING EVEN.

Ere long the city people who in winter entertain Their rural cousins, John and Sue and Rubie and Cy and Jane, Will journey to the country where they'll stay a month or more, For that's the only way they have to even up the score.

So country people soon may look for relatives from town; They're sure to be remembered clear from second cousins down.

Of course the city people might to Bath or Newport go. But then, the farm is most as good and cheaper, don't you know? —Christian Science Monitor.

DID HON. MR. FLEMMING SNUB HON. MR. McLEOD?

It Is Reported That the Premier Curbed His Lieutenant's Desire to Speak At Sod Turning and a Wordy War Followed.

Woodstock, May 24.—While a fight is typical of Tory politics, the reported furious attack of Provincial Secretary McLeod on Premier Flemming at the sod turning is somewhat out of the ordinary and the subject of much comment around town.

Mr. McLeod who was, or thought he was, billed to speak was bluntly told, it is said, that his services were not required. In a rage he turned on the premier and reminded him that York had as much right in the sod-turning as Carleton, and that he did not come there to be snubbed and ignored at, and the premier had not a divine right to be chief actor at all the exhibitions.

Mr. Flemming's efforts to calm his excited colleague, it is reported, were fruitless. The local committee tried to smooth matters by inviting Mr. McLeod to address the convention in the evening. This he rather foreborely declined to do, and at once left for Fredericton by auto.

Efforts to hush up this feature of a disappointing day failed and the affair is the talk of the town.

Lovers of griddle cakes and waffles may now have them made on aluminum iron, which cooks them better and need absolutely no grease.



Don't you feel good when you get out of a store where you nearly bought some thing? Constable Plum asked Lem Span what states he was in when he traveled with a circus, an' Lem said: "How'd I know? We traveled at night."

A COLLEGE ON WHEELS

The Better Farming Special Train in New Brunswick

With a full line of exhibits illustrating the best methods of farm practice and with experts from Macdonald College and the Dominion and Provincial Departments of Agriculture will run on the following schedule:

JUNE, 1912

Saturday, 8th		
Harvey	9.00 a.m.	11.30 a.m.
Fredericton Junction	1.00 p.m.	3.00 p.m.
Welsford	4.00 p.m.	6.00 p.m.
Westfield Beach	7.30 p.m.	10.00 p.m.
Monday, 10th		
West St. John, Rodney Wharf	9.00 a.m.	6.00 p.m.
Tuesday, 11th		
Musquash	9.00 a.m.	11.00 a.m.
St. George	1.00 p.m.	4.00 p.m.
St. Andrews	7.30 p.m.	10.30 p.m.
Wednesday, 12th		
St. Andrews	9.00 a.m.	12.00 noon
Rox Road	1.00 p.m.	3.00 p.m.
St. Stephen	4.30 p.m.	10.00 p.m.
Thursday, 13th		
Moore's Mills	9.00 a.m.	11.30 a.m.
Lawrence	1.00 p.m.	3.30 p.m.
McAdam Junction	4.30 p.m.	10.00 p.m.
Friday, 14th		
Canterbury	9.00 a.m.	11.30 a.m.
Debec Junction	1.00 p.m.	3.00 p.m.
Woodstock	4.30 p.m.	10.00 p.m.
Saturday, 15th		
Hartland	9.00 a.m.	11.30 a.m.
Florenceville	1.00 p.m.	3.30 p.m.
Bath	4.00 p.m.	6.30 p.m.
Sunday, 16th		
Edmundston	2.00 p.m.	6.00 p.m.
(Cars open for inspection.)		
Monday, 17th		
Edmundston	9.00 a.m.	11.30 a.m.
St. Leonards	1.00 p.m.	3.30 p.m.
Grand Falls	4.30 p.m.	10.00 p.m.
Tuesday, 18th		
Ortonville	9.00 a.m.	11.00 a.m.
Aroostook Junction	11.45 a.m.	1.45 p.m.
Perth Junction	2.00 p.m.	4.00 p.m.
Wednesday, 19th		
Millville	9.00 a.m.	11.30 a.m.
Zealand	1.00 p.m.	3.00 p.m.
Keswick	4.00 p.m.	6.00 p.m.
Thursday 20th		
Fredericton	9.00 a.m.	10.00 p.m.

Everybody is invited to visit this train. Special instruction in Dairy and Poultry work will be provided for ladies. Nature Study and Insect Lessons will be given for Teachers and School Children.

Excursion rates from nearby stations to the various points above mentioned.

H. P. TIMMERMAN,
 Industrial Commissioner
 Canadian Pacific Railway.

D. V. LANDRY,
 Commissioner for Agriculture.