

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JUNE 21, 1905.

JUNE 21, 1905

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Semi-Weekly Telegraph

ST. JOHN, N. B., JUNE 21, 1905.

MORE WAR TALK

Symptoms of Europe's nervousness become acute. Paris discusses rumors of a German ultimatum, and talk of the stiffening of garriote on the Franco-German frontier becomes more definite. A curious phase of the question is the position of M. Delcasse. But the other day he was compared with Richelieu. Today he is held up as the short-sighted man who bargained with Britain for that which Britain could not give—a free hand for France in Morocco. The entente with Great Britain was spoken of as a triumph for both M. Delcasse and Lord Lansdowne. Now only Lord Lansdowne's laurels remain. For it becomes plain that while Britain comes out of the affair with added prestige, France, after all, is reckoning without Germany, an error which aroused the Kaiser to such activity and menace that France must go forward toward success in Morocco at the risk of war with the Germans, or backward, toward a do-nothing policy in Morocco, and peace. M. Delcasse believed Germany was bluffing, and would have persisted in and acted upon the belief that, England consenting, Morocco might readily become a French protectorate. But M. Rouvier and the other members of the French cabinet held that France must recede or invite war. And recession was the word.

The Kaiser's deliberate activity in Morocco in the face of the Anglo-French agreement, and the present indications that he intends to maintain his influence there, makes an awkward situation for France. It may be believed, under these circumstances, that France insistently urged Russia to terminate a war which had become hopeless, and which rendered Russia useless to France as an ally in case the German menace developed the worst features of which it is capable. German sentiment is peaceful or warlike as the Kaiser wills. France has much reason to avoid a conflict, though the nation would be quickly fired by the war spirit should Germany's aggressiveness become marked or should some unfortunate frontier incident inflame the public mind.

There are many views of the Kaiser just now. One presents him in the most sinister light, holding that he urged Russia on with the object of seeing her reduced to her present helpless condition in order to deprive France of a powerful ally, and then, seeing France alone, seized the opportunity to threaten her with war unless she abandoned her Moroccan schemes. The evidence is conflicting, but that the Kaiser has played and is still playing Mykissophiles to the extent indicated is, to say the least, improbable. Great Britain's support and sympathy are with France; but France would not expect more than moral support from Great Britain in case of war with Germany; and moral support would not greatly assist in keeping the Germans from marching upon Paris.

THE WITNESS AND THE I. C. R.

The diastal facts concerning the I. C. R. made public by Hon. Mr. Emmerson, and his pessimistic remarks in presenting them, lead the Montreal Witness (Ind. Lib.) to suggest drastic changes in the policy of the government road. Snow storms and increasing wages count for much, the Witness admits, but it points out that deficits have become chronic "and will persist until the railway is taken out of politics and administered by a small commission composed of honorable, practical men, who shall be made as independent as judges." There are two obvious difficulties about the Witness proposal, one being to discover the political party which in power will free the road from all political influence and appoint such a commission as the Witness describes; and the other being to find the commissioners who will come up to the standard described.

The railway is not like the canals, the Witness asserts. The expenditure on the canals was "a national necessity." The river (St. Lawrence) is a natural asset with imperative demands; the railway is one of many and the rest were built to pay. But, while the I. C. R. is one of many, it is not one of many government roads; and it was not built under the same circumstances that governed the construction of the company roads. We do not by any means argue that because the Intercolonial was built for political and military purposes it should forever be mismanaged and run as a political investment with constantly increasing deficits. The

Intercolonial should be run on business principles; but the rates should not be raised to prevent a deficit due to extravagance or mismanagement. Sound business management should ensure reasonable rates. The Witness is too much inclined to rule out the history of the line as having no bearing upon the rates now obtaining, but doubtless it would be content, at the country at large would, if the line paid its way. The Witness denounces the present system as "rotten" and demands a change. I. says:

"Mr. Emmerson says that the rates on the Intercolonial are fifty per cent less than on other railways. Mr. Haggart, a former Minister of Railways and Canals, who ought to know, says that the trouble is too many employees. Mr. Barker, an experienced railway man, declares that if the business of any other railway were managed after the same fashion, the directors would be subject to criminal indictment. However that may be, it is certain that the present system is rotten, and the country cannot too soon insist upon it that it must be mended or ended. Capable commercial management, with a fair schedule of rates, and drastic reforms in the system of appointments would seem to be the change most urgently called for. Let the government appoint a commission with equal powers to the Railway Commission. The mismanagement of the Intercolonial not only is an eye-sore in itself, but it is used to discredit all ownership of public utilities by the people."

The Intercolonial has been a national necessity and a national asset, and it remains to be seen whether mismanagement and the proposed new line from Quebec through this province will kill its usefulness. Certainly the future status of the road is uncertain, and the deficit just announced will sharpen public interest in the government's course under the circumstances. Some new light will be thrown upon the subject when definite announcement is made concerning the route and date of construction of the Grand Trunk Pacific through this province.

ROSEBERY AND THE PREFERENCE

Lord Rosebery is outspoken in respect to the fiscal aspect of Imperial unity. There are Imperialists and Imperialists. Lord Rosebery is one. Mr. Chamberlain is another. But they see Imperialism and the needs of the Empire through different glasses and from different standpoints. Writing to the Yorkshire Evening News, a Liberal journal, the ex-Liberal Premier says:

"I believe you will advocate common-sense Liberalism, which is based on the requirements of today, not of the day before yesterday, or the day after tomorrow. I am convinced, too, that you will maintain the true and liberal conception of the Empire—the free union of free peoples under the Crown, determined to fulfil the sublime mission of our race—and that you will oppose the attempt to form a mechanical bond of jarring commercial interests, chained and irritated by the friction of an unnatural tariff. The first necessity for this purpose is to oust the present government, which is both an anomaly and a danger, and which is irretrievably discredited by sinister and subterranean understandings with the party of protection."

When the Canadian manufacturers reach England will they be able to give, or to secure, satisfactory assurances that there is nothing to fear from "jarring commercial interests" and that Lord Rosebery speaks without warrant and reason when he refers to the "friction of an unnatural tariff?"

THE WOMAN AND THE HANGMAN

Several subscribers have asked a Maine contemporary, the Bangor News, whether the Governor of Vermont should intervene to prevent the execution of Mrs. Mary Rogers who is to be hanged on June 23 for the murder of her husband. The News approaches the question with visible trepidation. It would not spare Mrs. Rogers because she is a woman or because she believes she is innocent, but it says:

"It is our impression that if we had the power, which the law gives to the Governor, we should be inclined to postpone the sentence—indefinitely perhaps. . . . Somehow it is impressed upon every candid man that no court or no judge or no governor should have the ability to pass sentence of death upon any human being. That which came into the world without asking, and which continues to abide among us for a longer or a shorter period, seems to be Divinely-sent, and however much this existence may go astray, and whatever of wrong it may do, it appears to us that all other beings similarly constituted can do, is to restrain the evil tendencies. No man ever yet gazed upon the face of the dead and felt in his heart of hearts that he could sentence any human being to such a lot. In questions of life and death, something higher and less fallible than man should have the final decision. Capital punishment reaches beyond the boundaries of human law and should be vested in courts that are not swayed by human passions and mortal impulses."

Thus the News decides against capital punishment, and only incidentally in favor of Mrs. Rogers—which means only that in a state which fixes death as the price to be paid by a murderer the News should be excused from jury duty. But the News proceeds to present somewhat convincing evidence in favor of capital punishment. Here it is:

"And this Rogers murder was a most atrocious affair, without one redeeming feature of kindness about it. Luring her dotting husband to her arms under the plea that she was going to teach him a 'new game,' this female demon tied his hands, whereupon she and her waiting paramour administered chloroform to him until he was unconscious, and then threw the unconscious body into a stream. And all for a petty sum of a few hundred dollars to be derived from his life insurance."

The News is a very merciful journal. If

it were not it would favor capital punishment in some cases. For all that most people will join the Bangor paper in the belief that few would willingly undertake the responsibility now resting upon the governor who must bid this wretched woman live or die.

THE TRAGEDY ACROSS THE BAY

Evidently the Nova Scotia authorities have a murder mystery to solve. Enough is known to show that someone wished to be rid of two children, and that they were carried to the woods, bound and gagged, and left there to perish. One died; the other was rescued. A confused and suspicious story is told by the person who was responsible for the welfare of these unfortunate young ones. It is of importance that this story be subjected to every possible test, for someone has been guilty of a crime of peculiar repulsiveness and atrocity.

The information at hand suggests many awkward questions. One, which perhaps interests the authorities most is: Who could have had any object in disposing of the children? The answer may not be hard to find. There are circumstances in connection with the matter which tend to recall the Gee case in our own province. The tender age of the children in itself makes the occurrence an unusually shocking one.

IN FORTY-FIVE MINUTES

Admiral Togo's official report of the Battle of the Sea of Japan discloses the amazing fact that the Russian fleet was beaten within forty-five minutes of the time the Japanese fired their first gun. The action lasted much longer, but between eight minutes past two, when the Russians opened fire, and a quarter of three, three of the most formidable Russian battleships were in flames and helpless, and such ships of the remainder of the fleet as were not too badly injured to make speed, were in confused flight. The Russians began the battle, the Japanese reserving their fire until the range was about four miles, at which distance the main batteries were highly effective. This range was soon decreased by the Japanese, who were superior in speed. Though they could bring fewer 12-inch guns to bear than the Russians, they had more 8-inch and 6-inch guns than the enemy and, unlike the battle of August 10 off Port Arthur, the greater action appears to have been fought at a range over which the 6-inch and 8-inch guns could be used with deadly effect.

Superior gun-fire won the battle. The Japanese fleet was at all times under the direction of the flagship. The Russian flagship was soon useless, and there apparently was no well understood plan on the Russian side. As in accounts of the land operations of the Japanese, the words "as previously planned" figure in Togo's account of the action. The Russians were soon at sixes and sevens, and the accuracy and weight of the Japanese fire prevented any of the Russian ships from making the resistance to be expected from vessels of the most formidable class. The story of Togo's supplementing what was already known of the battle, shows not only that Russia's naval power has been eliminated but also that though she can build another great fleet in time it will never be formidable in action until reforms at home have raised the standard of efficiency in her navy. The Russians are not natural sea-fighters, which is in itself a great handicap, and conditions in the fleet were evidently much worse than was suspected even after the first few months of the Port Arthur campaign. Admiral Togo "approved of the surrender" of Admiral Nebogoff and permitted him to return to his country. This is in his opinion that in his opinion they are taken to mean that further resistance appeared useless. But Russia would have preferred more desperate fighting and fewer survivors.

DRUNKEN GOTHENBURG

Occasional mention of the Gothenburg system is made in the Canadian Senate where the temperance question is sometimes discussed in rather aimless fashion between frequent vacillations. Senators, and even more practical persons who are ready to promote the Gothenburg system in Canada, should be interested in these statistics, furnished by the secretary of the British Temperance League:

Years.	No. of Convictions.	Proportion per 1,000 of Pop.
1892	5,881	47
1893	6,210	50
1894	6,764	54
Annual average, 1893-94	6,285	48

These figures demonstrate that Gothenburg is a very drunken place. Relatively to population it is six times more drunken than Liverpool and London, where the convictions for drunkenness are in Liverpool, 8.2 per 1,000, and about eight in London. The Gothenburg Municipal Liquor Shops are very numerous. There are in Gothenburg, a round figure, 90 drink shops of all kinds. Of these twenty-two are the model public-houses belonging to the company; over 30 others sell beer and wine for consumption on the premises, whilst some 700 shops sell strong drink for consumption off the premises.

The contention that the Gothenburg system, which has been in force for forty years, has neither prevented nor diminished drunkenness, is strongly supported by facts and figures. The trust or municipal houses in Gothenburg, though they number but twenty-two as against 878 other beer and wine stores, are responsible for eighteen per cent of the convictions for drunkenness. It is asserted that the Gothenburg plan breaks down in a most important respect, in that it fails to abolish the element of private profit and materially improve the conditions under which

liquor is sold and consumed. It is, of course, a plan which temperance advocates oppose as recognizing the liquor trade as necessary and accepting it as permanent. While the keeper of a trust or municipal public house derives no personal profit from the liquor sold, the British Temperance League charges that the system has produced "additional evils." "The additional evils produced by a State drink shop system are of moral considerations subverted by those mercenary. In Norway, Sweden, Russia, South Carolina, this has resulted, producing scandal in civil life. Messrs. Rowntree and Sherwell guardedly refer to some of these scandals as abuses and 'irregularities,' and say of them: 'It may be asked what were these abuses and irregularities? The answer is exceedingly suggestive. They consisted in carrying on the local drink trade for profit, instead of with a view to restriction and control. That is to say, the abuse of the Company's system in Sweden was identical with the ordinary traffic methods in non-company countries. That is, the money element has not been eliminated. Public cupidity and greed have been substituted or added to private, whilst drunkenness is most appalling.'"

Göteborg, apparently, would have been better off if it had had no "system" but had enjoyed forty years of effective temperance education. Temperance people, as a rule, pay too much attention to the present and too little to the future. The Gothenburg system does not appear to promise much benefit to the present generation or to the generations to come. Education is better than these experiments.

THE FATE OF THE INTER-COLONIAL

The change in the attitude of Liberal newspapers toward the Intercolonial becomes more marked. In the Liberal press, as among the Liberal members at Ottawa, the present administration of the road finds many critics and few out and out defenders. Reference already has been made here to editorial utterances of the Montreal Witness and Toronto Globe, following Mr. Emmerson's announcement of a two-million dollar deficit. The St. John Globe is among the journals which give the I. C. R. up as hopeless. It said yesterday in part:

"There were exceptional circumstances which contributed to make the deficit larger than the normal condition. It is a condition of deficit, and there is a steady fixed opinion in parliament that so long as the government operates the road there will be deficits. The opinion of the public is that if responsible persons can be found who will take the road and run it satisfactorily easy terms should be allowed them, inasmuch as their doing so would save to the people what they now have to tax themselves in order to make up the deficiency."

In other words, we suppose, turn it over to one of the big companies and let them make it pay by hoisting the rates, in the same instance eighty per cent. The people would pay the bills just the same. The Globe's frankness in pronouncing the present management a failure and in seeing no hope for the future if government control continues, is interesting if it reflects Liberal sentiment at Ottawa as it professes to do. The Senator's opinion of the Minister of Railways is doubly interesting if it is shared by influential Liberals of the cabinet circle.

According to the Toronto News we might regard the Globe's utterance as part of a plan to present the I. C. R. in the worst possible light and so discredit it as to prepare the public in these provinces for the delivery of the road to a corporation. The News, in the course of a bitter article lamenting Ottawa's lack of influence at Ottawa, says:

"Any strong group of independent Liberals could force an early and thorough reform of methods on the Intercolonial Railway, and restrict this province to its former position of influence in the national council. It is scandalous and criminal to continue the administration of the Intercolonial according to present methods. Long ago the road should have been put under the control of a strong commission with authority over appointments, promotion, and traffic charges, independent of the politicians, and responsible only to the people of Canada. If this is not done the road must go from bad to worse, and it looks sometimes as though this was the deliberate intention of the ministers, and as though it was designed to ruin the property in order that the carcass could be fed to one of the great private railways."

The Ottawa Free Press favors an independent commission, but also quotes at getting rid of the road entirely. It says in part:

"Many people think that if the railway were administered by a small commission composed of practical men who would be given a free hand, it would be possible to eliminate the worst features and eradicate the most objectionable characteristics. 'It is in such a commission that the immediate practical hope of the future success of the system lies; but the question arises, where are the commissioners, and what will be their powers, and how much freedom will be given them in the management?'"

Against the cutting away of the privileges that they have enjoyed for a generation the maritime provinces would probably at first protest, and yet one would think that they would see the advantage of replacing an admitted faulty service by one that would be productive and efficient, under capable management with a fair schedule of rates, and such reforms would ensure that, since the employees on the Intercolonial insist upon receiving remuneration equal to that given on other systems, they shall give the equivalent in the way of service that those on other systems are required to render."

The Free Press says there is natural

Boys' Clothing

Clearance of Odd Lots

Prices on boys' clothing are reduced, so that there'll be nothing to carry over—we have no wish to start a stock room: better a loss instead. We never had such selling of spring and summer clothing for boys, and a natural result is that there are



Odd Lots, Ends of Lines and Small Groups--

All to Go

and these bargains are in clothing that can be worn right into autumn—excepting perhaps the washable blouses. All new. Will you get your share?

Not all the stock, you understand. These—

Boys' Two-Piece Suits

The materials are navy serges, fancy Tweeds, and chevrons, in good serviceable colorings. Norfolk and Double-Breasted styles for boys, ages 6 to 12 years. Former prices \$2.50 to \$4.50.

To clear at \$1.85

Boys' Washable Blouses

Russian style in fast color Gingham. Plain white, blue and white and red and white stripes for boys 2½ to 6 years only. Regular prices, 75c, to \$1.00.

To clear 3 for \$1.00

Boys' Three-Piece Suits

The materials are serges, tweeds, chevrons and worsteds in all the newest patterns and colorings. Sizes for boys aged 9, 10, 11 and 12 years only. We have quite a number and have put them in groups priced as follows:

All \$3.75 to \$5.00 Suits now \$2.85

All 5.50 to 6.75 Suits now 3.85

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hesitation to suggest turning the Intercolonial over to one of the big companies. The St. John Globe has no such hesitation. When we know more about the Grand Trunk Pacific case of Quebec—and there is much yet to be disclosed—we shall have more light upon the probable fate of the I. C. R. In Liberal circles, evidently, the impression grows that present conditions cannot be permitted to continue much longer. There are interesting chapters ahead.

TWO PRISONERS—ONE MAY TALK

Although the coroner's jury which investigated the tragedy near Digby directly accused only the woman in the case, the man with whom she lived has been arrested also and will be put upon his defence.

The verdict accusing the woman is in line with public opinion and was inevitable in view of the conflicting stories she told and of the medical evidence. The jury-men evidently believe her statement about the food eaten by the children and the hour of their disappearance, is disproved by the autopsy. The authorities may have more evidence than has yet been disclosed, or more may be available. If not, the man is apparently held on the supposition "that he must know more about it than he has told"—a supposition for which there may or may not be good grounds. Such suppositions are of little value unless evidence to sustain them are forthcoming.

If the verdict is just, the motive leading to the crime are not yet clear. Strong motives are usually sought for in such matters. Here, damning as the circumstances appear, there is no suggestion of any motive such as we are accustomed to regard as essential in a case of cold-blooded, wanton murder. In cases like this one the average citizen is sometimes inclined almost to regret the absence of the more rigorous police methods of examining suspected persons in private and, in a sense, extorting from them such information as they may possess. Our own methods are more humane, and we would not exchange them for the questionable practices referred to as the "third degree"; but when the victim of a crime is a mere baby and the associations suggest unusual depravity, the thought of an indignant public may be inclined toward impatience with the common processes of criminal investigation.

In this instance the prompt double ac-

rest may be expected to lead to good results. The Nova Scotia authorities have acted with celerity and decision, and no doubt they will search quickly and vigorously for such evidence as is still lacking. People who know anything are much more likely to talk while the sensation lasts than after the first horror of the affair has passed.

THROUGH OUR WEST TO EUROPE.

(Boston Journal.)

A smile of incredulity is quite likely to appear on the face of many a newspaper reader who sees the announcement from Omaha that a number of capitalists there have under consideration a scheme to tunnel Behring Strait, with the intention of building a railroad through Alaska to meet one on the Asiatic side, thus joining New York and Paris by rail. But fanciful and difficult as the thing looks, it is bound to become a reality. There must and will be a uniting of the great continents by other means than sea voyages, and air-ships are not yet giving promise of such stability. On the other hand, the making of a sub-way under the Behring channel is entirely practical.

We do not know the railway plans of the syndicate, but a little study will demonstrate that by far the easiest and least expensive route would be from Edmonton, in Alberta, northwest to the Mackenzie river, down that stream to Fort McPherson, over or through the Rockies there, down the Yukon part way, and then on to Cape Prince of Wales. That route is only about 2,500 miles long, and almost wholly escapes mountain work. On the Asiatic side the distance from East Cape to the trans-Siberian railway is about the same, so that 5,000 miles of new road-making would connect the whole world with steel rails.

It is to be feared that the new line will not be completed soon enough to suit the wishes of those to whom our ocean trip is a horror, but others will receive the sweet boon, if we do not for the American-Asiatic Consolidated is inevitable.

Lumber Land Sale.

A. H. Sawyer, of Calais, has sold his mill at Hartland (N. B.) to F. E. Sayre, of St. John, and has retired from business. With the mill were sold 16,000 acres of timber lands, which Mr. Sawyer owned, and 100 miles of valuable land leased from the government. Mr. Sayre is now operating the mill, and the lumber is being shipped from St. John.

Forester's Field Day at St. Andrews.

St. Andrews, N. B., June 19.—(Special) At a convention of delegates from the Independent Forester Courts of Charlotte this afternoon it was decided to hold a grand Forester's field day at St. Andrews on the 30th of August.

FREDERICTON NEWS

Fredericton, June 19.—(Special)—A resolution has been passed at Mecklenburg Junction to memorialize the government to have compulsory education brought into force in certain districts in this province.

David J. Douglas, house at Stanley was destroyed by fire last Friday. There was no insurance. The loss is \$800.

The identity of the woman found in the water at Kingstons has not yet been established. Governor McNally has not yet received an answer to his inquiry made to the authorities at Ashland (Me.).

It is thought that the lower set of false teeth belonging to the woman was turned out by Dr. W. D. Chambers of Woodstock. He has been communicated with, but an answer has not yet been received. In the police court today the examination of George Riggs on the charge of writing letters to Bessie P. Clark, threatening to kill her, was commenced. Miss Clark testified to Riggs having followed her about town. Two letters were exhibited in court. In one Riggs said he was madly in love with her and wanted to marry her. In the other he wrote of his great love for Miss Clark and pressed the idea of marriage. If Miss Clark did not marry him he would kill her and then kill himself.

A Woodstock Wedding.

Woodstock, June 19.—A quiet wedding took place at 5.15 this morning in the Episcopal church, the contracting parties being Robey Page Cunningham, of Guysboro, N. S., and Miss Alice Gertrude O'Brien, of Fredericton, who were the very efficient teacher in the St. John school here. Archdeacon Neales performed the ceremony, and the couple were married. The bride was given away by William Dickinson, manager of the Royal Bank. The happy couple left on the morning express and will enjoy a honeymoon tour embracing Quebec, Montreal and Buffalo, after which they will reside in Truro, where the groom is employed as a train despatcher.

Mrs. Metcalf Leaves Home Again

Mrs. Amelia Metcalf, who, with her child was held here a week ago, on information from Oxford (N.S.), saying she was abducting her child, and that her husband wanted her detained, passed through the court yesterday with the child. It will be recalled that Mrs. Metcalf returned to her home with her husband, but evidently there has not been harmony since. It is thought that Mrs. Metcalf was on her way to her father in Attleboro (Mass.).

The Marriage of Robert Stewart, of Stellarton (N. S.), and Miss Anna Laura Fawcett, of Campbellton (N. B.), took place last evening at the residence of the bride's uncle, R. M. Currie, 33 Lecklenburg street. Rev. A. A. Graham officiated, Mr. and Mrs. Stewart will reside in Stellarton.

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