RUFF

hat your safe was entered from the
om. A search will prove it."
"There will be no search there," de
amborne declared, fiercely. "I am the
mbassador of France, and my power
nder this roof is absolute. I say that
u shall not cross that threshold."
De Grost's expression did not change.
nly his hands were suddenly outstretch-
with a curious gesture—the four fingers
ere raised, the thumbs depressed. Mon-
eur de Lamborne collapsed.
"I submit," he muttered. "It is you
ho are the master. Search where you
ill."

* * * * * * *

"Monsieur has arrived?" the woman de-
anded, breathlessly.
The proprietor of the restaurant him-
lf bowed a reply. His client was evi-
ently well-known to him. He answered
er in French—French, with a very gut-
ral accent.
"Monsieur has ascended some few min-
tes ago. Myself, I have not had the
leasure of wishing him bon aperitif, but
ritz announced his coming."
The woman drew a little sigh of relief.
vague misgiving had troubled her dur-
g the last few hours. She raised her
eil as she mounted the narrow staircase
hich led to the one private room at the
otel de Lorraine.
She entered, without tapping, the room
the head of the stairs, pushing open
e ill-varnished door with its white-cur-
ined top. At first she thought that the
ttle apartment was empty.
"Are you there?" she exclaimed, advanc-
g a few steps.
The figure of a man glided from behind
e worn screen close by her side, and
ood between her and the door.
"Madame!" de Grost said, bowing low.
Even then she scarcely realized that she
as trapped.
"You?" she cried. "You, Baron? But
do not understand. You have followed
e here?"
"On the contrary, Madame," he ans-
ered, "I have preceded you."
Her colossal vanity triumphed over her
atural astuteness. The man had employ-
d spies to watch her! He had lost his
ead. It was an awkward matter, this,
ut it was to be arranged. She held out
er hands.
"Monsieur," she said, "let me beg you
ow to go away. If you care to come and
e me this evening. I will explain every-
ing. It is a little family affair which
rings me here."
"A family affair, Madame, with Berna-
ine, the enemy of France," de Grost de-
lared, gravely.
She collapsed miserably, her fingers
rasping at the air, the cry which broke
om her lips harsh and unnatural. Be-
ore he could tell what was happening,
he was on her knees before him.
"Spare me," she begged, trying to seize
is hands.
"Madame," de Grost answered, "I am
ot your judge. You will kindly hand over
o me the document which you are carry-
ng."
She took it from the bosom of her dress
De Grost glanced at it, and placed it in
is breast-pocket.
"And now?" she faltered.
De Grost sighed—she was a very beauti-
ul woman.
"Madame," he said, "the career of a
py is, as you have doubtless sometimes
ealized, a dangerous one."
"It is finished," she assured him, breath-
essly. "Monsieur le Baron, you will keep
ny secret? Never again, I swear it, will
sin like this. You, yourself, shall be the
rustee of my honor."
Her eyes and arms besought him, but
e was surely a changed man—this. There
was none of the suaveness, the delicate
esponsiveness of her late host at Por-
hester House. The man who faced her
ow possessed the features of a sphinx.
There was not even pity in his face.
"You will not tell my husband?" she
asped.
"Your husband already knows, Madame,"
as the quiet reply. "Only a few hours
go I proved to him whence had come
he leakage of so many of our secrets late-
y."
She swayed upon her feet.
"He will never forgive me," she cried.
"There are others," de Grost declared,
who forgive more rarely, even, than hus-
ands."
A sudden illuminating flash of horror
old her the truth. She closed her eyes
nd tried to run from the room.
"I will not be told," she screamed. "I
will not hear. I do not know who you
re. I will live a little longer."
"Madame," de Grost said, "the Double-
our wages no war with women, save with
pies only. The spy has no sex. For the
ake of your family, permit me to send you
ack to your husband's house."
That night, two receptions and a dinner-
arty, were postponed. All London was
ympathizing with Monsieur de Lamborne,
nd a great many women swore never
gain to take a sleeping draught. Madame
e Lamborne lay dead behind the shelter
f those drawn blinds, and by her side an
mpty phial.

* * *

nitials underneath "R. C.," a delightful
nd unique specimen of old Bristol.
This service was made at Bristol and
resented to Mrs. Jane Burke by Mr. and
Mrs. Champion on Nov. 3, 1774, to com-
memorate her husband's (Edmund Burke)
eturn to parliament as member for Bris-
ol. The covers are beautifully decorated
ith raised flowers in biscuit china.

IFICENT DOLL'S HOUSE
SOME IMPORTED DOLL
d furniture for the house and this
lovely gold-finished jewelled ring
GIRLS, THIS IS A CHANCE OF A LIFETIME. DON'T MISS IT. This magnificent doll house is a perfect little palace. EXACTLY LIKE THE DRAWING IN EVERY DETAIL, with its quaint gothic roof with two chimneys, fine porch, lovely verandah and broad handsome front steps. The outside of the house is finished in red brick, the inside is beautifully papered throughout, and every window has curtains. IT IS FURNISHED COMPLETE with the loveliest furniture you have ever seen—two complete sets, including sofas, chairs, tables, beds, bureaus, wash-stands, etc.
THE HANDSOME DOLL WE GIVE YOU WITH THE HOUSE is a little beauty. Fully jointed so that she can sit down, turn her head, move her arms and legs, and she is dressed with fine underwear, shoes, stockings, etc., complete from hat to shoes.
Girls, if you want to secure ABSOLUTELY FREE this handsome doll house, lovely doll, the two sets of furniture and the beautiful jewelled ring, send us your name and address at once and agree to sell only 25 of our delicious perfumes at only 10c. each. They come in six lovely odors—rose, carnation, lily of the valley, violet, lilac and heliotrope, and with each package we send a beautiful piece of gold plated jewellery to give free to your customers. This makes them sell like hot cakes. When sold, return us the money, only $2.50, and we will promptly send you all 6 hand some presents carefully packed, exactly as represented. We arrange to stand payment of all charges right to your door with free goods covering same. DON'T DELAY, write us to-day, and in a few days you can have the magnificent house and all the beautiful presents. Address— NATIONAL SALES CO., Ltd. Dept. H 47 TORONTO, ONT.

WANTED

WANTED—A young man with wholesale or retail shoe experience. Good chance for advancement. Apply J. M. Humphrey & Co., Factory. 1203-2-14

WANTED—At Biggar Ridge, Carleton county, School District No. 11, a second class female teacher to commence first of April and teach till first of January, 1913. Apply to W. A. Biggar, secretary. State lowest salary. Feb. 1, 1912. Address Forestor Port Office. 1085-2-17

WANTED—A girl for small family at Rothesay. Good wages. Apply, Mrs. Andrew Blair, Rothesay. s.w.

AGENTS WANTED

RELIABLE representative wanted, to meet the tremendous demand for fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special interest taken in the fruit-growing business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a permanent position and liberal pay to the right men. Stone & Wellington, Toronto, Ont. sw

SALESMAN WANTED

SALESMEN wanted for Nursery Stock, Seed Potatoes and Automatic Sprayers. Either or all. Cavers Bros., Galt, Ont. 23-5-22-sw

PERFECTED Oxygenor King NATURE'S LIFE FORCE
Cures Your Ills
No Doctors No Drugs
Oxygen (or Ozone) sustains life, prevents disease, maintains health. The perfected "Oxygenor King" is a scientific device based on natural laws. Ill health is due to the devitalization of the blood—the absence of a sufficient amount of oxygen. The Oxygenor supplies this Ozone and drives out disease. It benefits every organ of the body—invigorates the system. Almost every curable ailment in every stage yields to its effective power.
The Oxygenor will remedy or cure Heart, Liver, Kidney, Bladder and Stomach Disease; Nervousness, Sleeplessness, Nerve Exhaustion, Rush Fag, General Debility, Female Trouble, Coughs, Colds, Rheumatism, Neuralgia, Headache, Backache, Catarrh, Constipation, Nervous Dyspepsia, etc. In the treatment of Tuberculosis the Oxygenor has been wonderfully effective. Simply applied, soothing, delightful, refreshing.
Give us an opportunity to demonstrate on your own person or on any member of your family the marvelous results of our Oxygenor treatment.
Send to-day for our free 52 page "Journal of Health" illustrated. Gives full explanation. Perfected "Oxygenor King" Patented.
Beware of Imitations
The Oxygenor Co. BOX 8292 CHATHAM, ONT. CANADA.

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Our classes are much larger than ever before in our long history.
We are grateful that our efforts to do good work are appreciated, and are striving to not only maintain but to increase our reputation.
Catalogues to any address.
S. KERR, Principal

NOTICE

NOTICE is hereby given that application will be made to the Legislature of the Province of New Brunswick at the next session thereof for the passage of an Act, to be intituled "An Act to consolidate and amend various Acts of Assembly relating to the Church of England in New Brunswick."
Dated this fifth day of January A. D. 1912.
JOHN FREDERICTON,
Bishop of the Diocese of Fredericton.
291-2-9

A "New" Civic Plan

(Ottawa Citizen.)

And now the newspapers are talking of a scheme which has been carried out in Toronto, to the advantage of the city and the delight of certain believers in reform. Needing to open a new street, the city of Toronto gained control of the property immediately affected, and then when the street was made, behold, the increased value of the land paid for the expense of opening the street.

Now, isn't that just as reasonable an idea as anybody ever heard of? Why, in the name of common sense and business judgment, should a city spend its money on public improvements, and then let a lot of speculators run away with nearly all the financial benefits resulting from those improvements?

Good for Toronto. This plan that she has devised is certain to be used in every growing city in Canada. And, as it is more extensively used, it will be improved.

The only people in Switzerland who wear top hats are the chimney-sweeps. For some reason, unknown even to themselves, the silk hat—usually of respectable antiquity—has became the recognized headgear of the chimney cleaners in that country, and it is said they would feel as unprofessional without it as a policeman would without his helmet.

The largest car ferry and ice crusher in the world is doing service on the Great Lakes. It has four car tracks and can carry twenty-five freight cars of standard size.

USE HAWKER'S
Balsam of Tolu and Wild Cherry
It Will Cure Any Cough and Cold
Registered Number 1295.
None Genuine Without It.
THE CANADIAN DRUG CO., LTD.
ST. JOHN, N. B.

MARINE JOURNAL

PORT OF ST JOHN.

Arrived.

Monday, Feb. 5.

Stmr Bray Head, 1,954, Murphy, Cardiff via Halifax. Wm Thomson & Co.

Schr Ethel B Sumner, 353, Read, New York. R C Elkin, Ltd.

Coastwise—Stmr Lingan, 2,602, Paterson, Louisburg; schr Eastern Light, 40, Morse, Grand Harbor.

Tuesday, Feb. 6.

Stmr Manchester Shipper, 2542, Perry, Manchester via Halifax, Wm Thomson & Co.

Stmr Cassandra, 5228, Mitchell, Glasgow, Donaldson line.

Coastwise—Stmrs Cacouna, 931, Marsters, Louisburg; Astarte, 717, Young, Parrsboro; Granville, 49, Collins, Annapolis; Schr Harry Morris, 98, Collins, St. Martins and cld.

Wednesday, Feb. 7.

Stmr Lake Michigan, 5,340, Parry, from London and Antwerp, C P R.

Coastwise—Schrs Susie Pearl, 74, Gough, St Martins; G H Perry, 99, McDonough, St Martins and cld; E Mayfield, 74, Merriam, St Martins, and cld.

Cleared.

Monday, Feb. 5.

Stmr Bornu, 2,704, Dutton, Nassau, Havana, and Mexican ports. Wm Thomson & Co.

Stmr Rappahannock, 2,400, Hanks, London via Halifax.

Schr Moama, 384, Gayton, New York. Peter McIntrye.

Amer schr J S Lamprey, 250, Cole, New Bedford (Mass) C M Kerrison.

Schr St Anthony, 99, Gates, Boston. C M Kerrison.

Tuesday, Feb. 6.

Bark Hector, 498, Reicker, New Haven (Conn), A W Adams.

Schr Mayflower, 132, Benjamin, Lynn (Mass.), J Willard Smith.

Schr Lucille, 164, Randall, Parrsboro, C M Kerrison.

Wednesday, Feb. 7.

Stmr Sardinian, 2,786, Hamilton, for London and Havre, Wm Thomson & Co.

Liverpool, Feb 7—Ard stmr Tunisian, from St John and Halifax.

Southampton, Feb 7—Ard stmr Montrose, from St John.

Coastwise—Stmr Cacouna, 931, Marsters, Louisburg; schr Annie Blanche, 68, Newcombe, St Martins.

Sailed.

Tuesday, Feb. 6.

Stmr Bornu, 2704, Dutton, Nausau, Havana and Mexican ports via Halifax.

Stmr Rappahannock, 2400, Hanks, London via Halifax.

Schr Luella, 99, Scott, Boston.

Schr J S Lamprey, 250, Cole, New Bedford (Mass.)

Wednesday, Feb. 7.

Schr St Anthony, Gates, for Boston.

CANADIAN PORTS.

Halifax, N S, Feb 5—Arrd, stmr Ionian, Glasgow.

Vancouver, BC, Feb 5—Ard, stmr Damara, Victoria.

Victoria, BC, Feb 4—Ard, stmr Purley, New York via St Lucia, etc.

BRITISH PORTS.

Liverpool, Feb 5—Arrd, stmr Carmania, New York.

Fayal, Feb 4—Sld, stmr Bengore Head, St John (N B)

Marlin Head, Feb 5—Stmr Tunisian, St John. (N B), and Halifax (N S), for Liverpool, was reported by wireless telegraph 155 miles west at noon.

Greenock, Feb 3—Steamed stmr Bruce, new, St John's (Nfld).

Manchester, Feb 4—Steamed, stmr Manchester Commerce, Couch, Halifax and St John.

Brow Head, Feb 5—Signalled by wireless, stmr Montrose, Kendall, St John for Southampton.

Barbados, Jan 25—Ard, schr Adriatic, St John.

Liverpool, Feb. 7—Ard stmr Tunisian, from St John.

Southampton, Feb. 6—Ard stmr Montcalm, from St John.

FOREIGN PORTS.

Eastport, Me, Feb 5—Arrd, schr Hunter, New York.

Mobile, Ala, Feb 3—Sld, schr Lord of Avon, Havana.

Newport News, Va, Feb 3—Arrd, stmr Pomaron, Baltimore for Leith.

Boston, Feb 5—Ard, stmr Malstad (Nor) Louisburg and cld to return.

Portland, Me, Feb 5—Sld, schr Oakley C Curtis, coal port.

Rockland, Me., Feb 5—Sld, schr Fannie & Fay, Stonington for New York.

New York, Feb 7—Ard stmr Oceanic, from Southampton.

Boston, Feb 7—Ard schr Ann Louisa Lockwood, from Bayonne (N J.)

Vineyard Haven, Feb 7—Sld schr Rhoda Holmes, for Rockland (Me.)

DANGERS TO NAVIGATION.

Boston, Feb 5—Stmr Esparta, from Port Limon, passed a wreck, apparently that of a schooner almost entirely submerged, Feb 3, 1 p.m., in lat 37 25, lon 75 10; a danegrous obstruction.

NOTICE TO MARINERS.

New York and New Jersey—Arthur Kills, Quarantine buoy, 2Q, yellow, second class spar, to be moved about Feb 12, 1912, to a point 58 yards northward of its present position and 147 yards westward of Middle Ground north buoy, H S, in about 20 feet of water. Ploughshare Point, tangent, 24½ deg true (NE by N mag); Ward Point, west side, tangent, 132½ deg true SE⅝S mag; Great Beds lighthouse, 159½ deg true (S by E mag).

CHARTERS.

The following charters are reported:

Nor stmr Thorsa, 683 tons, Halifax to Hamburg, apples, at or about 3-Feb.

Br stmr Nascopie, 1,021 tons, Cardiff to St John's (Nfld), coal, 9-3 Prompt.

Nor bark Svenor, 1,266 tons, Yarmouth (N S), to River Plate, lumber, $10.50.

Nor bark Romanoff, 1,228 tons, Yarmouth or Bridgewater to Buenos Ayres, lumber, $10.50, with options.

Ital bark Stelle del Mare, 1,026 tons, St John (N B), to Montevideo or Buenos Ayres, lumber, $10.50.

The Flexible Spine

(Toronto Star.)

An article telling how acrobats are made says that certain of their bones are broken when they are ten days old. Sometimes a new government becomes quite acrobatic if subjected to similar treatment when young.

HOW HE LIKED PITTSBURG.

A man who has just come back from Paris was taken the other day to view Pittsburg for the first time. He kept washing his face and hands the whole day. The friend who was with him asked him how he liked the town.

"Well," he replied, "it soots me all over."

HOW TO PREVENT FOREST FIRES

(Continued from page 3.)

thorough organization backed up by public opinon. Different sections require different laws and the reason the Nova Scotia system is efficient is because all parts of the province are organized territory. Preventive measures are needful, and public opinion must be so aroused that persons guilty of causing fires may be properly punished.

The three main causes of forest fires are railroads, settlers and persons, like sportsmen and prospectors, passing through the forest. Regarding railroads, safety there should be sought in improved equipment of locomotives, clearing of the right of way and patrol. In regard to settlers the first suggestion is an educative campaign. Quebec is congratulated in that the clergy under the direction of the bishops read letters of caution from their pulpits. Times should be fixed in which settlers must burn the slash from their clearing operations and in each case a permit to burn the same should be secured from the fire warden of the district. Regarding those whose business takes them into the woods, it is suggested that persons like tourists and prospectors passing through the woods should not be allowed to start fires for any purpose without having a permit from the proper officer. Such permits should be for a short time only and renewable upon good conduct. To reduce the danger from lumbering operations the report recommends the burning of the slash, while the logging operations are going on, or the "downing" of tops and branches so that they may lie close to the ground and rapidly decay. Upon the important question of organization the committee report that it should be central and permanent, and should at the same time co-operate with municipalities and timber limit holders. The organization should have an experienced head with large discretionary powers, and a body of permanent paid rangers. During the danger season this body should be assisted by additional patrol men. The country should be divided into inspectorial districts and each officer and patrol man must be held responsible for his unit. The equipment of districts at proper points with lookout stations, trails and telephone lines is recommended.

H. R. McMillan.

A paper on A Progressive Forest Policy Requires an Investment of Capital was read by H. R. McMillan, M. F., forestry branch, department of the interior, Canada.

He said in part: The object of this paper is to show that forestry is really only begun when non-agricultural lands are set aside as forest reserves. After this beginning, in order to secure results, it is necessary to appropriate money and engage trained men to administer these reserves. That Canada has not done this already can only be explained by a lack of knowledge of the possibilities of timber production. For example, the Riding Mountain forest reserve in Manitoba contains 982,000 acres. If this were managed as are the average state forests of Germany (producing 58 1-2 cubic feet of timber per acre per year) it would produce 57,000,000 cubic feet or 250,000,000 board feet of timber each year. This would mean that this one reserve would produce sufficient timber to supply in perpetuity the sawmills of Ottawa and Hull, and yet leave wood for thousands of settlers. Similarly, if properly handled, the forest reserve set apart last year on the eastern slope of the Rocky Mountains would produce yearly more timber than is manufactured in the two great timber provinces of British Columbia and Ontario. This reserve would supply one-half of Canada's timber trade, and be none the worse. It has been proven through centuries of forest management that the financial return per acre is in direct ratio to the amount spent in protection and management of the crop. This is exemplified by Prussia which in 1880 spent $1.09 per acre in forest management and derived a net revenue of 92 cents; and which spent $1.54 per acre in 1902 and reaped a net return of $1.66 per acre. Canada should be encouraged in her investments in this field by the history of similar investments in Germany, France and British India. The expenditure per year per acre is: Prussia, $1.90; France, 9 cents; British India, 6 cents. Canada does not yet spend one cent per acre on her forest reserves. When increased appropriations are asked there will naturally be a demand to know what they are for. The first need for expenditure is to make forests fire proof. The best way to fight fire is to prevent its getting started. Fires on reserves fall into three classes: 1, those started near railroads; 2, those started in clearing land, development work, logging operations, etc., and 3, those started in the interior of the reserve by lightning, prospectors and sportsmen. Fires along railways will be prevented by patrol and good locomotive equipment, fires in settlement and development districts by requiring rangers to live in those districts. To secure efficiency, however, the reserves must be made accessible by trails, and rangers must be able to summon assistance in case of large fires by the use of the telephone. This means the cutting and making of trails and the erecting of telephone lines. These will aid in stopping fires in the interior of the reserves, and this equipment must be supplemented by lookout towers at suitable places, connected with the outside by the telephone system. The cutting regulations when the timber is sold must be such that the forest will not be left a fire trap, but in a condition that will provide for the natural seeding of valuable trees in the cut over land. Slash must be disposed of so as to remove fire hazard and favor the young growth. In order to pursue this successfully the governments must make a scientific study of the forests so as to say what methods should be followed in logging in each district. They must make experiments in the utilization of sawmill waste and other waste, in the possible extension of the pulp industry, and in fact do everything to make the forests more productive and forest products more valuable. Throughout it all this fact must not be overlooked, that money intelligently put into forestry is not spent but is invested for future revenue.

E. A. Sterling.

A paper on the Attitude of the Railroads Towards Forest Fires, was read by E. A. Sterling, Forester Pennsylvania Railroad Company. He said in part:

Although doubtless over-estimated, the number of fires caused by railroad locomotives is large, therefore the attitude of the railroads toward fires and the possibilities of reducing this source of danger are important. While for many years railroads showed little interest in this subject they in this erred in common with all other interests from the governments down to the woodlot owner. Practically all accomplishments in forestry in the United States and Canada have taken place in ten years and the most important within the last five years. Our forests are still far from safe, but governments and individuals are now active, and another ten years should remove the fire menace. There are various reasons why railroads have been too frequently the cause of forest fires. No spark arrester has yet been designed which will check all sparks and yet give the locomotive free draft. Logically all inflammable material should be removed from the right of way, but this is very difficult, especially in new railroads through forests. The right of way is too narrow for a safe fire belt even in cleared to mineral soil. There is no reason for the belief that railways deliberately permit fires to start. They are the heaviest losers when forests burn. They lose freight, tourist travel, and are beseiged with damage claims. Under the impetus of the conservation movement in the United States, the federal and state governments, the timber owners and railways are now co-operating to reduce this loss. The most effective methods are the removal of debris from the right of way, regular patrol, systematic reporting of fires by train crews, trackmen, etc., the use of oilburning locomotives, the keeping of ash pans and spark arresters in good condition. The clearing of land adjacent to the right of way with a fire guard on each side 200 feet from the tracks has been very successful. During 1911 only one fire was reported as having been caused by the Pennsylvania Railroad Company, and this was found to have occurred beyond the range of sparks. Mr. Sterling closed by quoting the resolution of the Forest Fire Conference held in Portland, Oregon, in December, 1911. These recommended the clearing of all debris from rights of way, the establishment of a track patrol both night and day during dry seasons; increasing of efficiency of spark arresters and the use of oil burning locomotives in forest districts where practicable; that no ashes be dumped from trains in motion; that the furnishing of men from section crews to fight fires be expedited; that fires be reported by train crews at the first station passed; that there be co-operation between governments and railways both in preventing and fighting fires, and also in securing data as to conditions and as to best methods of meeting the problem in each locality

LETTERS TO THE EDITOR

[The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letters received. Unsigned communications will not be noticed. Write on one side of paper only. Communications must be plainly written; otherwise they will be rejected. Stamps should be enclosed if return of manuscript is desired in case it is not used. The name and address of the writer should be sent with every letter as evidence of good faith.—Ed. Telegraph.]

THE SHAD FISHERY

To the Editor of The Telegraph:

Sir,—In your issue of Feb. 2 you published a part of a communication I sent you in regard to shad fishing, calling the attention of the minister of marine and fisheries to Nos. 1 and 2 of the recommendations of the Dominion Shad Fishery Commission, 1908-1910. You published No. 1, and comment thereon, but failed for some reason to publish No. 2 which is the most important to the fishermen on the river, and which reads as follows:

"The use of nets for the taking of shad and salmon to be prohibited from Aug. 15 to July 1 in the year next following, and during three consecutive seasons thereafter."

Now Sir, if recommendation No. 2 becomes law it virtually says to the fishermen on the St. John river:

"No shad for three years."

The loss of all nets and other fixtures will follow; hence the need of having to call out the militia to enforce such an unreasonable regulation.

Yours, etc.,
I. T. HETHERINGTON.

Jenkins, Feb. 3, 1912.

OLD AGE PENSIONS

To the Editor of The Telegraph.

Sir,—I am anxious that this subject be brought before the thousands of Telegraph readers. The man who says that old age pensions are a disgrace to any country is a man who never felt real hungry; nor was ever face to face with the stern realities of life; and has never taken the trouble to see or investigate the absolute needs of the unfortunate thousands who have no means of making provision for old age. The churches, the Salvation Army, and other religious organizations have tried to ameliorate the sufferings of the infirm, for which, to them praise is due. But organized charity is a failure. What we need today is a legislative scheme that will take away the stigma of the word pauper being applied to any man or woman who, when they come to ripe old age, have no means to support them. If by a system of taxation we can raise money enough to give every boy and girl an education, keep up a system of police, detectives, and a standing army, why can we not have legislation of a similar character so that when a man or woman reaches say seventy years of age, they could draw a small pension? I fail to see how such a system would destroy the spirit of thrift.

JOHN LENNOX,
Presbyterian Minister.

Norton (N. B.), Feb. 6, 1912.

Political Rumors.

(Amherst News)

The latest rumor from Ottawa is to the effect that Senator Wood of Sackville will be appointed governor of New Brunswick in succession to Hon. Mr. Tweedie. Dr. Daniel, ex-M.P.P., will be appointed to the senate. N. H. White, ex-M.P.P., for Shelburne, who was appointed to the senate during the last days of the Tupper government in 1896 and whose appointment was cut out by Lord Aberdeen, is also to be called to the senate. The News also has it on excellent authority that Mr. Stanfield of Colchester is to take the seat in the senate, made vacant by the death of Senator McKay. We have received this information from a leading conservative who has just returned from Ottawa and in the main the above statements may be accepted as correct.

BIRTHS

HAMILTON—In New York, on Jan. 30, 1912, to Mr. and Mrs. Fred Hamilton, a daughter.—Formerly of Gagetown (N. B.)

WILSON—On Feb. 8, to Mr. and Mrs. T. L. Wilson, at their residence, 126 Chesley street, a son.

DEATHS

HUMBERT—At 92 Elliott row, this city, on Feb. 4, Eliza, widow of Thomas C. Humbert, aged 79 years.

LYNCH—Suddenly, in Fairville on Feb. 3, Catherine, widow of Patrick Lynch, in the 67th year of her age, leaving one son and three daughters to mourn.

MITCHELL—In this city, on Sunday, Annie, beloved wife of David Mitchell, in the 74th year of her age, leaving a husband, three sons and two daughters to mourn.

SNODGRASS—Montreal, at her daughter's residence, Mrs. W. H. Willis, Jan. 6, ult., Hannah Long, wife of Samuel Snodgrass, 72 years of age.

Remains will lie in receiving vault till spring at Fernhill cemetery, St. John, N.B.

Dear mother is at rest, after a long and patient illness

KERR—In New York City, on Saturday, Feb. 3, in the 72nd year of her age, Sarah A., beloved wife of Alexander L. Kerr, formerly of this city, leaving a husband, two sons and one daughter.

SCRIBNER—At Hampton, Feb. 4, 1912, Robert D., in the 91st year of his age leaving one son, Herman, of Hampton, and one daughter, Mrs. W. F. Bachtel, of Cambridge (Mass.)

Don't let repairs eat up your profits
Whether they represent actual cash outlay, or only the time of yourself and your help, repairs are *waste* just the same. When you make an improvement—no matter how small its cost may be—let it be *permanent*. Then it is a real investment, something on which you can realize in *cash* should you decide to sell your property; and something that will pay you constant dividends in convenience, sightliness and comfort as long as the farm remains your own.
Concrete Improvements Are Permanent
They last as long as the very hills themselves. They do not require experts to build them. Their first cost, in most cases, is no more than for inferior materials.
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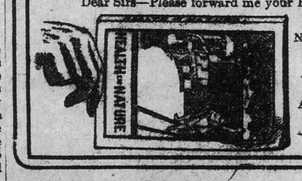

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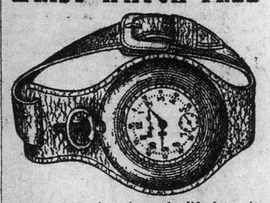
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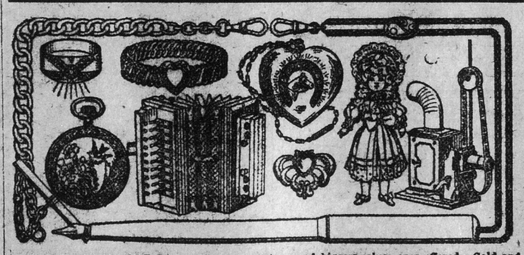
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