

The Semi-Weekly Telegraph is issued every Wednesday and Saturday by The Telegraph Publishing Company, St. John, a company incorporated by Act of the Legislature of New Brunswick.

E. W. McCready, President and Manager. Subscription Rates: Sent by mail to any address in Canada at One Dollar a year, sent by mail to any address in United States at Two Dollars a year.

Advertising Rates: Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch.

Advertisements of Wants, For Sale, etc., one cent a word for each insertion. Notices of Births, Marriages and Deaths, 50 cents for each insertion.

Important Notices: All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company.

Correspondence must be addressed to the Editor of The Telegraph, St. John. All letters sent to The Semi-Weekly Telegraph and intended for publication should contain stamps if return of M.S. is desired in case it is not published.

Authorized Agents: The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.: H. CECIL KEIRSTEAD, MISS V. E. GIBERSON.

THE DAILY TELEGRAPH 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., DEC. 31, 1913.

THE CHANGE OF VIEW.

The man who advises others to go to war should be willing to go himself. It is within the possibilities that a few years hence no man who does not first prove his willingness and his fitness to take the field, will be permitted to advocate war, or to make speeches or write articles likely to provoke war or preparation for it. That would be a great step forward. There is nothing in the world that would be better for a great number of gun-makers, ship-builders, lobbyists for armaments, militant parsons, editors and politicians, than a few months experience in the field under the condition usually encountered by the common soldier. More of the men who make war ought to share in the sad business of fighting them; as it is, most of those responsible for the butchery will never smell powder, let alone blood. The odor of both is easy to remember, and it would be a corrective for many careless tendencies displayed by non-combatants and arm-chair strategists who enjoy their wars quietly at home.

If it were not worth examination that much of the newspaper writing about "foreign politics" today in Canada consists in an effort to convince Canadians that some nation, or some group of nations, is preparing to strike Great Britain and the Empire? This generation is plagued by a set of alarmist writers who forever represent some great Power or other as crouching for a spring. The Montreal Star, the most active and unreasonable of this set, is just now arguing that Germany's influence with Austria and Italy has transferred the "emergence" from the North Sea to the Mediterranean, or added a new emergency to the old one. The Star, in its attempt to convince its vigorous, but cautious, it prefers vague perils to one you can measure. Thus it does not set down on paper today a plain account of the sea power of Britain, and of Britain's allies, and set down over against that it says are preparing to strike Britain. If the Star's business is to create alarm, it is wise to be vague, for a thing so specific as an catalogue of the ships would be fatal to its campaign.

We have had much good, bad, and ordinary writing in support of armaments of late years, and we have come to take it for granted; that sort of literary endeavor is a habit with us. But the new and unaccustomed thing is the growth of sharp and convincing writing, not against war, but against unnecessary and unjust wars, and against the armament trusts and war-machine rings in every large country, which fatten on commercialized patriotism, and which spend a carefully calculated portion of their yearly loot in spreading alarmist reports and stimulating warlike preparation for the purpose of perpetuating their own profitable trade.

Peace being better than war, men of our day are listening to those who say that if half the money and effort spent on war and preparation for war were employed in advancing the cause of international peace, the world would soon be ready to disarm, and to maintain only an international police force to discipline

the undisciplined or the temporarily disgraced. This world of ours wants nothing so much today as that the armies should go to work in the fields or the factories, and that the money and the brains and the muscle we have devoted to preparation for war should be given to preparation for peace, comfort, and well-being. Ten years ago all this sort of talk was dismissed by the war school and their press as "an idle dream." They still say it is a dream, but the old age of confidence is gone; they speak without conviction, and the sophisticated public, smiling over the change in its old acquaintance the universal drill sergeant, feels that the world is about to substitute work for fighting; that we are going to work so that we shall not have to fight, instead of fighting that we may have the chance to work. Under the new plan there will be more workers, and more comfort, still every worker will not have to carry a soldier on his back.

THE "NEW SCANDAL"

Mr. P. P. Gaudin and Mr. Lynch Stanton, who were appointed by Mr. Borden to investigate the building of the Transcontinental from Winnipeg to Montreal, are about to report to their paymaster, and the Conservative newspapers say that they will charge the National Transcontinental Commission, which built the road, with a carnival of financial irregularity resulting in a loss of some \$44,000,000 to the public treasury. Those who know the investigators, their instructors, their methods, and the determination of the government to provide itself with a scandal, will not be astonished by the size of the sum mentioned, but rather by the moderation of the discoverers. So long as they had the thing to do they might as well have made it \$88,000,000.

Naturally, effective reply to the charges must await their complete disclosure, but the Tory forecast of them may as well be made now as later. The principal allegation is that hard and fast construction rules as to curves and grades added immensely to the cost of the railway. Undoubtedly, the plans called for a grade not exceeding four-tenths of one per cent coming east or six-tenths of one per cent going west, and not a few good railroad men today are of opinion that a maximum of four-tenths both ways would have been better, and that the extra cost would have been justified. It is a simple, if not a logical, proceeding to step in now and charge waste and extravagance because the rule about curves and grades was not changed before construction was begun, or relaxed during construction, in the interest of economy; but that amounts to no more than a difference of judgment between those who planned the road and their opponents who now criticize it for political purposes. This, as will probably appear, is the crux of the whole question. The low grades and easy curves meant a heavy first cost, but they were decided upon deliberately, nevertheless, and the whole country was made aware of it, the governing reason being that over such a railway trains can be hauled more economically than over a road less nearly straight and level. On a four-tenths grade, a locomotive can haul at an increasing rate of speed all the load it can start on a dead level. The yards and sidings are level. The result is that a locomotive on the G. T. P. east of Winnipeg can haul a train about twice as heavy as the same locomotive could haul over any 1,800 miles of the C. P. R., or the Canadian Northern, or the L. C. R. Economy in operation will steadily offset the high cost of construction. And all sound modern railroad practice favors the men who planned the Transcontinental rather than their accusers.

The second general charge in the indictment has to do with "over-classification," which means that contractors were paid for rock, or for something more difficult than "common excavation," when only "common excavation" was needed there. Here again there is needed sheer proof of dishonesty if the charge is to become anything more than a difference of opinion as between engineers who actually did the work and other engineers, hostile in intent, who examined it after it was done in the attempt to discredit those who did it. This classification charge has already occupied much space in Hansard, without injury to the Liberals or to their Transcontinental Commissioners who built the road; but a more important point remains, which is that though some contractors have lost money through lower classification since Mr. Borden got into power these losses have, as a rule, been made up to them in other ways, and there will be no proof that these men, who were said to be unduly favored under the Liberal regime, have really lost a dollar that they otherwise would have retained, because of the intervention of Mr. Borden's virtuous administration.

The "new scandal" is of ambitious proportions, but if the forecast does it justice it will give the Liberal party little concern. That Mr. Borden and his friends are sorely in need of a scandal, or two to occupy public attention just now is universally recognized; but that the Transcontinental man's nest will suffice to save them is highly improbable. They should have done better.

STANDING UP FOR PEACE.

No doubt we ought to be suspicious of Dr. David Starr Jordan, Chancellor of Stanford University, of California, for the agents of the armament trust recently denounced him as one hired to preach peace. They meant that his salary for travel, and possibly his salary as well, is paid by the Peace Foundation. That is shocking, to be sure, but in these days of revolt against militarism one never can guess what the desperate advocates of peace will do next.

In England last week Dr. Jordan delivered a lecture on "War and Manhood," some sentences of which are likely to stick in the minds of those who heard him. From an English contemporary we reproduce a part of the speech and some indications that it was heard gladly.

Dr. Jordan said that at the end of the American Civil War General Sherman, the greatest general of the North, used the words: "I confess as a soldier, and without shame, that I am sick and tired of war. Its glory is all moonshine." "In going about the world," Dr. Jordan proceeded, "I find everybody is sick and tired of war. In England I have found no one who wants war. Men I know to be sound, making money out of wars, do not want war; they only want war to be over. (Laughter.) Once in a great while I find men who have never fought saying that war gives the nation its destiny—that through war come all the manly virtues. But most of those who seem to want war don't want it, they want the war to be over. (Laughter.) They want it somewhere at a long distance, even though it enables a nation to find its own destiny. I have been said to want peace at any price. Well, I want it, but I want to see your price list. (Laughter.) For the kind of peace we have now a thousand million pounds a year is too high a price to pay. (Cheers.) Bulgaria has farming people on the richest land in Bulgaria, the bottom lands of the Danube. She has gained a population along the Tigris are crowded with about 100,000 Bulgarians from Macedonia, naked and starving and cholera-stricken. I think Bulgaria paid too high a price. (Hear, hear.) I would like to live long enough myself to see the models of our Dreadnoughts in their proper places, and museums (laughter and cheers)—and to see their guns arranged in the parks at such an angle that birds could nest in them." (Renewed laughter.)

War, the lecturer continued, was wicked, demoralizing, futile, expensive, and preposterous, and such incidents as that at Zabern, in Alsace, were making the peoples begin to see that its necessity was ridiculous. The recipe for peace was an unwarmed boundary, a civil tongue in our Foreign Office, and a disposition to play fair. (Cheers.) It was a cheap recipe. Canada and the United States had not patented it. (Laughter.) They were willing it should be adopted by every other nation. Where there was good land, good government, and good company other things were minor questions. There was no value in any patriotism that had any design to exalt one nation or group of people at the expense of others. The costliest thing in the world was impersonal hate—hated of people we did not know anything about, to whom we had never been introduced; and it was part of the greatest evil of the war system that through the ages it had poisoned and perverted our teachings of history, patriotism, and even religion. Because of war not a single nation in Europe today was what it might have been. (Cheers.)

Whatever was the source of the money expended in paying Dr. Jordan—some say Mr. Carnegie made it out of arrearage—it probably is producing better results than if it were paid out for guns and ships. To pay a thousand millions of pounds a year for the sort of peace we have now is not only to pay too much, but to commit the world to further extravagance without any promise that security is in sight. Fortunately Mr. Asquith and his associates appear to be striving, with some hope of success, to interest the leading statesmen of other countries definitely in the question of international good will and tranquillity. When two individuals act as the nations have been acting for many years their neighbors thrust them into a prison or an asylum. All the world wants peace, but only a part of the world sees that it is quite possible to have it. After a while the greater part of the world will be astonished and indignant that the lesser part should still think war inevitable.

THE OLD STORY.

There has been going the rounds of the Conservative press of Canada—and at last it has reached St. John—an argument intended to show that the tariff has no bearing upon the cost of living. A protectionist writer in Montreal revived a very old and very simple plan of proving it. Let us examine his plan. He figured up the amount of the duties paid on eggs, butter, coal, and certain other articles, during one whole fiscal year, and divided this sum among the whole population of Canada. Then he announced, proudly, that if the duties were lifted from all of these articles the benefit would amount to only a few cents in the case of every Canadian.

This triumph of fiscal logic was promptly copied in a large number of Conservative journals, which accepted it without examination, or which were hungry enough for any protectionist argument to accept it even if its weaknesses were clear to them; and, the other day, this form of argument was repeated in the St. John Standard as if it had some serious bearing upon the questions which have arisen with respect to the tariff and the high cost of living.

The average citizen who reads that sort of thing will not find it convincing, or even amusing. The ordinary school boy probably knows that the effect of the tariff upon the Canadian consumer cannot be measured by the amount of duty paid upon our importations of articles or products which are manufactured or grown at home. It would be a very simple matter to "pile" the duty on eggs, by coal, or clothing, or body and shoes, so such a point that importations would absolutely cease. Then the Conservatives could argue that the removal

THE OLD BORDEN AND THE NEW

In replying to the Christmas greetings of the American committee in charge of the proposed peace celebration, Mr. Borden set the following: "Neither nation ever won a nobler victory than that which is embodied in this century triumph of friendship and good will over every temporary difficulty and discord." "United by the ties of kinship, possessing like institutions and a common language and literature, inheriting like liberties, duties and responsibilities, each nation owes not only to the other but to itself for the cause of civilization and humanity the solemn duty and obligation of preserving and keeping constant that tradition of friendship and peace in the centuries to come."

Note that Mr. Borden speaks of Canada as a nation; also, that the American people had not in 1911, although they "traded and trade with the Yankees," has grown immensely since Mr. Borden and his friends got into power. Our form of government, their form of government, the temper of our people, the temper of the American people, have changed not a whit since the elections of 1911—but in place of the Tory thunderings about annexation and the wreck of the Empire, we have the honeyed message quoted. When next Mr. Borden appeals to the country and seeks to hide the real issues of the hour by whipping up the spirit of fear, of race prejudice, of alarmed patriotism, the American peril will be trotted out once more, along with the German peril and many another flapping scarecrow. But the electorate will remember.

THE ILLS OF DEMOCRACY.

President A. Lawrence Lowell, of Harvard University, in discussing the function of parties, has the following comment to offer on the Boss: "Although much has been thought of late in connection with the boss and his methods of operation, there is still abundant opportunity for some political philosopher to study his natural history, explain the real causes and limitations of his power, and expound more fully his relation to the precise conditions in which he thrives." There is, indeed, a large field for that philosopher to explore. Several books have been written during the last decade in an effort to explain or condemn the boss—more to condemn than to explain. To his friends the boss does so often represented. On the contrary, their attachment to him is due in part to their belief that he is a beautiful public providence, remembering the poor at Christmas, bringing cheer and color into very drab conditions, ministering to wants and relieving distress. They forget about the alliance of the boss with predatory wealth and the fact that favoritism leads inevitably to corruption. He is a political broker whose business relates chiefly to private benefits, the distribution of minor offices, the granting of privileges great and small which are beyond the ordinary reach of public opinion. And his camp-followers are rewarded.

of the duty could not benefit the consumer in the home market at all. The duty on importations in most cases enables the Canadian grower or manufacturer to raise his price just a point where the outside grower or manufacturer cannot compete with him owing to the duty and the cost of transportation. The duties on many of the articles mentioned by the Conservative newspapers have been sufficient to discourage importation, and not only that but to permit the home market to be manipulated.

The test of the whole matter is this: If the duties on food and other necessities do not make the prices in the home market higher, why is there any objection to removing such duties? If the Conservative newspapers will answer that question the issue will be considerably simplified. And everybody would be interested in reading their answer if it is direct and clear.

THAT "SCANDAL"

The Standard newspaper is disposed to stand by the alleged Transcontinental "scandal" set forth in one of its Ottawa despatches recently. It says it has a first rate scandal and that it will be defended to the last ditch. This anxiety is natural enough. The government is in grave difficulties over the tariff. Its "emergency" is dead. Its leaders are at grips over the plunder in every province. The Senate is its master, the opposition is strong and aggressive. But, making due allowance for the Standard's desire to stir up and justify any scandal, however poor the lead for it may be, it becomes necessary to point out that the Gaudin-Stanton report on the National Transcontinental Railway has not yet been issued, and that no authoritative forecast of it is available. Of course it is a perilous matter to attempt to stand between the Conservative newspaper and its desire to misrepresent the opposition, a task comparable with the enterprise of the man who takes the curb away from a she bear or the bone from a dog, but we may perhaps go so far as to direct the attention of the more excited scandal-mongers to certain grab remarks on the Transcontinental made by the Ottawa correspondent of the Toronto Globe. This correspondent appears to be a most matter of fact person. He says, among other things:

It may be noted that similar surprising statements in regard to the waste of public money in the construction of the road were repeatedly made by the Conservative press and by Conservative members of parliament before the change of government. A searching parliamentary investigation lasting for months, and the evidence of expert engineers on every side, showed that the road was built at a cost of \$44,000,000 more than it should have cost. It is judged by the standards of the Toronto Standard, it is sufficient to point out that conditions of construction in the two cases were entirely different. The location of the government road, hundreds of miles away from the nearest railway, the character of the country it traverses, the lower grades and the higher standard of construction generally, were not the same. It is not fair to compare the two cases before any such comparison can be properly made.

In regard to profits to original contractors through subletting, this happened in the construction of every road way. And before net profits can be gauged there must be considered contractors' risks, outlay for plant, interest on deposits with the government for security of fulfillment of contract, etc. In some cases the original contractor involved millions of dollars, and a profit of 10 per cent, even after subletting, would not be considered unreasonable.

Finally, it is sufficient to note that the Grand Trunk Pacific, which is vitally concerned in the cost of construction, since that will constitute the rental basis, has had its own engineers on every side, keeping close watch to remove division, keeping close watch to remove any gross or extravagant. It is absurd to think that the G. T. P. engineers would not have raised an outcry if one of the money which was being spent on the road represented graft or waste.

Until the commission's report is available to parliament a reliable and correct report of its findings will not be available. In the light of these rather sad observations it will be well to wait until the Gaudin-Stanton report is available before leaping to the conclusion that the National Transcontinental Commission was composed of a band of plunderers. It is very unlikely that the Liberal party in Parliament will be unable to make effective answers to any allegations their opponents may put forth; and it is safe to predict, also, that this latest effort to sidetrack discussion of the tariff issue and the Borden naval policy will prove conspicuously unsuccessful.

NOTE AND COMMENT.

As the year closes citizens will be asking whether or not taxation reform is shelved for good at City Hall, and if not, when it is proposed to take it up. Montreal's misfortune in connection with its water supply will increase interest in the proposed examination of our own situation in that respect. How much water is now taken from Loch Lomond? How much will it cost to bring the distribution system up to date, and how long would the work occupy? Light on these points, and many others, should be forthcoming.

The newspapers of Toronto and Montreal are not agreed as to what Mr. Borden is going to do about his "emergency" policy at the forthcoming session of Parliament, but they all appear to realize that the "emergency" business has been overdone and that Mr. Borden will have to disclose his permanent naval policy or consent to further delay. The Senate is no more likely to pass the \$35,000,000 ship-money proposal in 1914 than it was in 1912.

What some people call the failure of

democracy is the failure of the citizen to do his duty. No mere formula of politics or scheme of government will give the average man a sense of public duty and of individual responsibility, but both may come out of the evils in public life when he realizes that they are due to public apathy, and that there is no cure for them short of political activity and independence on his part and that of his neighbor. So long as the honest men let the blacklegs deal the cards they must expect to be cheated. Since they will not, never be content with being cheated, they must in time deal for themselves.

THE LIBERALS AND ROAD BUILDING (Toronto Globe). A most unorthodox and unfair campaign leaflet, issued by the central office of the Conservative party, is in circulation in East Middlesex and the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

THE LIBERALS AND ROAD BUILDING

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it. It is a leaflet in which the Liberal party is against it.

POTATO HITS

Cellars in Carleton Place

Estimates Bushels

Growers have Fair Inspection Boundary So Hostile

tation—W. Fair Ground Exhibition

Woodstock, N. B. of the Agriculture yesterday afternoon

mittee was asked for to be on the ground building operations as possible.

The second Tuesday was fixed as the first exhibition. The dates will not be kept the same as last year, but a careful estimate is being made of the country, and this is a small area of the country.

Orders for hand tilled have been ordered heavily in big crops and shelled in the market. It is expected that the crop will be a good one.

Doctors Find Died from Matter Subney General

Grand Falls, Dec. 29—Dr. J. J. Cyr, who was killed by the Blackville-Newstead branch train on the embankment near the Quarryville bridge, yesterday.

FOOD TAXES MUST GO

The rising tide of opposition to the food taxes cannot be ignored by the government of Canada. Mr. Borden and his colleagues have discovered that the greatly-increased cost of living does not fall upon Liberals only, but that the most ardent Conservatives who opposed the removal of the food taxes in 1911 because they believed free trade in commodities would greatly increase our exports to the United States, lessen the cost of living, and weaken the ties of trade binding Canada to Britain, are beginning to question the wisdom of their attitude on that occasion.

It is shown every day that the removal or material reduction of the duties on food animals and dairy products entering the United States has changed the course of our exports materially. The government is powerless to prevent exports from going south instead of across the Atlantic. With two open markets for its produce, one in Britain and one in the United States, the Canadian farmer has a means of escape which he would have derived from the adoption of the reciprocity agreement.

The grain-growers of the west, who are still prevented from selling their wheat duty free in the United States because Canada imposes a duty on wheat and flour from the United States, are demanding that Mr. Borden remove our wheat and flour duties and thus automatically wipe out the countervailing duties against Canadian wheat and flour exports to the United States. To this movement for the removal of food duties we find the food producers themselves taking the lead, because they believe that in the case of wheat, as in the case of sheep, hogs, eggs, cream, etc., the removal of the United States

duty will give the Canadian producer a higher average price for what he has to sell. But what of the Canadian consumer? How does he fare? Obviously if the tariff on wheat and flour is removed, the price of breadstuffs will be lowered, and the price of foodstuffs will be lowered. The farmer will be hurt by this as well as the man in the town, for the farmer nowadays buys much of his food in prepared form. He does not take his wheat to the mill and pay the miller for grinding it. He sells wheat and buys flour. He sells cattle and buys meat. He sells his surplus of northern fruit and buys tropical fruit. In many other ways he exchanges the foodstuffs he grows for finished food products, the prices of which may be and frequently are controlled by combinations that hold their up to the level permitted by the tariff.

The farmer's interests therefore are calculated to prevent the improper use of the highways fund, and to require that it should be handed over to the provinces to be spent.

CAMPBELLTON HAD BEST CHRISTMAS TRADE IN YEARS

Campbellton, Dec. 26—An unusually good holiday season is the general verdict. Merchants say, "The best for many years." The winter thus far has been uniformly mild and free from heavy storms. Old Borden has evidently retired from business in this section of the country and the snow that has fallen has lain undisturbed. The slight storm of the 24th doubtless interrupted the Christmas trade somewhat, but the stores had a good trade.

Appropriate services were held in the churches Christmas day. Midnight mass was celebrated in the church of Our Lady of the Snows, and public worship was observed in St. Andrew's Presbyterian and Christ church, Anglican, at 11 a.m. A concert with Christmas tree was conducted in the school room of the Baptist church.

In connection with the concert held in the Baptist Sunday school room prizes were delivered for attendance, proficiency and memory work during the past year. The first prize, a gold eagle, was won by Maria Stevenson; second, a half sovereign, to Winnifred Delaney; third, a half sovereign, to Avis Miller; fourth, a gold dollar, Vera Lebens; fifth, a gold dollar, Estelle Lebens; sixth, a gold dollar, Bernice Miller. These girls recited the books of the Bible, the commandments, Beatitudes, 51st Psalm and 14th Chapter of John's gospel. The play contest was decided at the Opera House tonight, and Paul Martin, son of Dr. Martin, is the winner.

Always push a new lamp week through the top of a burner, wet the lighting end in kerosene, turn low and allow it to stand a day before using.

NORTH SHORE MAN KILLED BY TRAIN

Newcastle, Dec. 25—Daniel MacDonald, of Quarryville, a widower, aged 74, was killed by the Blackville-Newstead branch train on the embankment near the Quarryville bridge, yesterday.

Putting a coat of varnish on the trim yearly will make it last for years and look bright and new.

There's allus plenty o' room in th' wrong car. One o' th' poplar ways o' burin' money is toadyin' after th' great.

