AT
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16 MONTREAL, P.Q.

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haven't a funnel handy when you
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nsumption
Diagnosis, Treatment and Cure
FREE
TUBERCULOSIS
FREEMAN HALL, M.D.
TREATISE ON TUBERCULOSIS
By FREEMAN HALL, M.D.,
uable medical book tells in plain, simple
how Consumption can be cured in
Home. If you know of any one suffer-
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or any throat or lung trouble, or are
afflicted, this book will help you. Even
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send you the book by return mail Free
a generous supply of the New Treat-
solutely Free, for they want you to have
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wait—write to-day. It may mean the
of your life.

B. & A. TRAINMEN NOT ANXIOUS TO STRIKE

No Action Taken on Decision to Quit

Company Refuses Offer of Employes to Arbitrate.

Governor of Maine Recommends Such a Course—Engineers and Firemen's Places Have Been Pretty Well Filled, and Most of Train Service is Being Maintained.

Bangor, Me., Feb 4—Although practically the entire force of 250 conductors in the employ of the Bangor & Aroostook railroad have voted to strike in the enforcement of a demand for a 46 per cent increase in the wage schedule all were on duty this morning and no action is expected to be taken until the men are definitely ordered to go out by the joint committee representing the Order of Railway Conductors and the Brotherhood of Railway Trainmen in whose hands the matter now lies.

The Bangor & Aroostook was notified on Saturday that the vote for a strike among the conductors and trainmen was practically unanimous, and it was expected that the men would quite before Monday morning, but nothing has developed up to the present time.

The effect of the strike of the 250 men will be to prolong the present conditions on the road which are the result of a walk out on the part of 180 engineers and firemen, who have been on a strike for the past two weeks, and will mean a great deal to the business interests of Aroostook county through which the line runs.

The railroad had the strike of the engineers and firemen well in hand and during the two weeks had secured enough new men to fill the places of the strikers and to run all passenger and most of the freight trains on regular schedule.

According to the statements given out from the general offices in this city, the railroad does not intend to accede to the demands of the conductors and trainmen any more than they did to the others, and the officials do not anticipate a great deal of difficulty in filling the places of the former if they decide to go out, which seems to be the probable action at the present time.

The committee of the conductors and trainmen had several conferences with President P. R. Todd and General Manager Stewart of the railroad, but without avail. They then went over the heads of the officers and made a direct appeal to the directors of the corporation. In a communication to the members of the committee the directors upheld the action of the president and general manager of the road in refusing to grant the increase and gave as their reason the present financial condition of the road which they claim will not warrant increasing the wages of any of the men.

Company Refused to Arbitrate.

Following this the committee made a proposal to the president that the matter be left to arbitration to be settled either by the state board of arbitration and conciliation, Judge Knapp, of the U. S. Commerce Court, or U. S. Commissioner of Labor Neil.

The road will not agree to this proposition and the committee was informed that inasmuch as it had deemed it wise to make an appeal to the directors the officials now felt that the matter had been taken from their hands and as far as the railroad is concerned it rests there.

Active preparations have been made to offset the effect of the strike of the conductors and trainmen, which may come at any moment by the hiring of new men. It is understood that this morning the company had enough conductors and trainmen to man all passenger trains with the exception of the Patten branch.

While there are enough to handle the passenger trains it will mean another tie-up of the freight business before the places are filled on these trains and the Aroostook potato shippers are worried over the outlook.

The freight embargo laid on receiving new freight for shipment still holds and will remain on until some definite action is taken by the conductors and trainmen. Had it not been for the fact that a strike from this source was anticipated it is understood that the railroad would have raised the embargo last week, as they had succeeded in replacing their firemen and engineers at that time and had already handled a great many carloads of freight.

Most of the seed potatoes that were under conract have been moved from points in Aroostook county and delivered to the Maine Central as well as to steamers at Stockton Harbor. A great many carloads of paper have also been sent down over the line from the Great Northern Paper Company's mill at Millinocket. General freight, however, has not yet been accepted, and if the conductors and trainmen add their forces to those of the engineers and firemen it will probably be some little time before the embargo is raised.

Men Hesitate About Striking.

The committee of the conductors and trainmen held a meeting Sunday, but when it was over Vice-President Berry, of the Order of Railway Conductors, stated to the press that there was no definite action. He said that the men would remain at work pending some decision. He could not tell when the committee will get together again to settle the matter.

Vice-President Murdock, of the Brotherhood of Railway Trainmen, said that it is uncertain when the men will quit work. He said that the B. & A. trainmen and conductors were asking for the same rate of wages that are being paid by the other railroads in the eastern part of the United States. They are now getting, he said, 23 per cent less than is paid by other roads.

Since the beginning of the strike on the B. & A. the trouble has excited widespread interest. The state legislature which is in session, has discussed the matter and the state board of arbitration and conciliation, at the request of the governor, has made an investigation of the situation.

NORTON MAN FELL FROM HIS WAGON AND WAS KILLED

Patrick McGinnis Had Been Hauling Deals and Was Returning Home When Fatality Occurred.

Norton, N. B., Feb. 4—Patrick McGinnis was killed last evening by falling from his wagon, and the wheel passing over him. Mr. McGinnis had been hauling deals to Norton and was returning home, which is about four miles from Norton, with the empty wagons, sitting on a plank which was placed on the running gear, and in some means slipped off, falling on the frozen road, and the hind wheel passed over him.

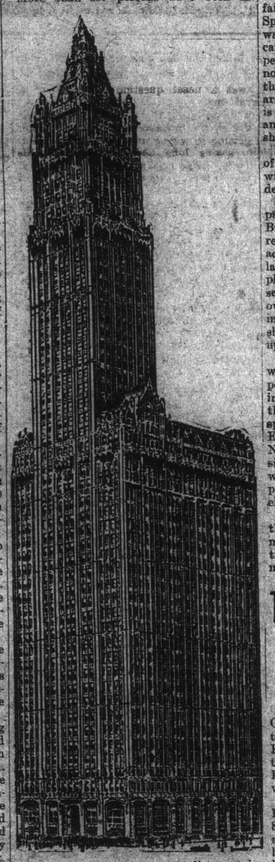
John McCarron, who was in the team ahead, saw him fall, and he was at once picked up and carried into Benjamin Cummings' house near by and Dr. Folkins sent for, but when the doctor arrived, he was dead.

Mr. McGinnis was a good and industrious man and greatly respected in the community, and general sympathy goes out to the bereaved family. There is left to mourn a widow, two sons, John and Thomas, at home, and four daughters, Mrs. Michael Cummings, Mrs. Thomas Bagley, Nora and Mary at home. The funeral will take place at the Sacred Heart church, Norton, Thursday morning.

THE WORLD'S TALLEST OFFICE BUILDING

New York, Feb. 4—The completion of the highest office structure in the world, the Woolworth building, is to be celebrated late in March with a banquet to be given in honor of the architect, Cass Gilbert, one of America's foremost projectors of difficult engineering feats.

More than 500 persons have been invited to attend and the guest list contains the names of the governors of all the eastern States and of many prominent Canadians, now in this country.



The Woolworth building rears its tower 750 feet above the sidewalk, has fifty-five stories, will accommodate 10,000 tenants, and be used daily by 50,000 people.

The state board having no power to take any action reported to Governor Haines, who in a letter to the legislature stated that the road should submit to arbitration the demands of the men in order to relieve the situation in regard to the movement of freight along its line.

The Canadian Pacific Railway and the Maine Central are both benefiting by the strike, and Bangor wholesalers, who furnish Aroostook county with the bulk of the supplies, are shipping via the M. C. R. R. and the C. P. R. to all points that are available. This does not only include those in Aroostook, but also in Pascataquis county.

It has been reported, in contradiction to the statement that the strike ballot among the conductors and trainmen was practically unanimous, that some of the older employes are adverse to the strike, and that there was a division of feeling on the matter. This may be the reason that the committee has hesitated to call the strike.

Unless the conductors and trainmen go out the general impression is that the road has defeated the firemen and engineers. It has filled all places with new men and is operating both freight and passenger traffic on both divisions.

TORIES SILENT ABOUT THAT EMERGENCY NOW

Take No Part in Naval Debate

Liberal Members Riddle Government's Absurd Contentions, But They Sit Dumb—Warning to Jingo Imperialists Uttered by Member for Qu' Appelle—Mr. Turgeon Makes Effective Speech.

Ottawa, Feb. 4—The policy of silence which Premier Borden enjoined upon his followers in the house on the bank act discussion is apparently being continued in connection with the much delayed and many times adjourned naval debate. The emergency proposal again emerged this afternoon, and occupied the attention of the house until adjournment. But there was no word spoken from the government benches, and the weight of debate in consideration of the many important phases of the question fell entirely upon the Liberal members, three of whom added valuable contributions to the speeches already made.

The government has apparently exhausted its arguments on the matter, and will say no more.

Mr. Turgeon, of Gloucester, who resumed the debate this afternoon, quoted from many authorities against the idea of a contribution, including Lord Milner and Balfour. He declared that the British government had not accepted the principle of contribution and that it would be much better for the empire and for Canada to have a Canadian navy. The development of overseas navies, to replace the vessels withdrawn by Britain, was necessary in order to provide protection for trade routes.

Mr. Turgeon ridiculed the idea that an emergency existed. "If there is such a thing," said he, "it must be a very accommodating emergency, but it can be postponed from time to time to meet the convenience of the premier and his government."

Levi Thompson, of Qu'Appelle, followed. "If the British Empire is ever destroyed," said he, "its destruction will be caused by the ultra-imperialists and jingoes. The empire is not strengthened by centralization. The old plan of dealing with the colonies was a plan of force, and in every case it failed. It failed with Rome, it failed with Spain, and it failed with Britain until it was changed. The great colonizing time came when the British government dropped the policy the Borden government is now contending for. The tighter you draw the bonds of empire, the more liable they are to break. That is true or else history is false. Why will men here in Canada, and why will men of influence in Britain shut their eyes to history?"

Hon. Charles Marcil, the last speaker of the day, dealt eloquently and effectively with the constitutional aspects of the Borden naval bill.

The government had no mandate and parliament had no authority under the British North America Act to make a direct cash contribution to Britain, but the act did authorize parliament to maintain land and naval forces. The Canadian people, he believed, wanted to settle for themselves their own destinies and control their own expenditures. If a vital departure in imperial policy were made the people should be given an opportunity to declare upon it.

The ex-speaker briefly pointed out what was involved in Premier Borden's proposals to have Canada take a direct part in the foreign policy of Britain. It meant that Canada would have to become responsible for the integrity of the Ottoman Empire, of the Soudan, of Switzerland, of Norway and Sweden, of Portugal, of Persia and of Abyssinia. For this meddling with the affairs of Europe no member of parliament had any mandate from his electors.

Mr. Marcil moved the adjournment of the debate at 10 o'clock in order to give members opportunity to catch the night trains so as to leave the capital over tomorrow's holiday (Ash Wednesday.)

THE G. T. P. AND ITS ENTRANCE TO ST. JOHN

A. M. Bouillon, chief engineer of the Grand Trunk Pacific eastern division, is in the city and is registered at the Royal. Mr. Bouillon has just returned from Fredericton, where he had an interview with Premier Flemming in connection with railway matters.

It is understood that the Grand Trunk Pacific is considering the idea of reaching St. John via the St. John Valley railway, and that the project to make connection between that railway and the St. John Valley railway from Nappadogan to a point in the vicinity of Fredericton, is under discussion once more. It was said some time ago that there were two possible routes for the connecting link between Nappadogan and the St. John Valley railway, one via the Keswick valley to cross the St. John river eight or ten miles above Fredericton, and the other to use the Stanley branch of the York and Carleton line and the Canada Eastern division via the Nashwaak valley to meet the St. John valley, by crossing the St. John river over a new bridge at Fredericton.

"What has become of that newspaper man who was always pleased to call himself 'the Nestor of Jouralism?'"

"Oh, he has started a poultry paper."—Christian Science Monitor.

Dr. Morse's Indian Root Pills

are made according to a formula in use nearly a century ago among the Indians, and learned from them by Dr. Morse. Though repeated attempts have been made, by physicians and chemists, it has been found impossible to improve the formula or the pills. Dr. Morse's Indian Root Pills are a household remedy throughout the world for Constipation and all Kidney and Liver troubles. They act promptly and effectively, and

Cleanse the System

BRING THE LINE ACROSS NAVY ISLAND BY MEANS OF A HARBOR BRIDGE, SAYS THIS UP RIVER CORRESPONDENT

To the Editor of The Telegraph:

Sir,—Having noticed a number of letters of late in the press of St. John in regard to the several courses suggested for the Valley Railway, if you will kindly allow me space I would like to give four strong and, I think, convincing, reasons, why the Valley Railroad should follow the west bank of the river to Westfield, and either go into St. John on the C. P. R. rails, or by a line of its own, and cross the harbor at Navy Island:

1. It is admitted by engineers who have made borings at the Mistake, and at Gorham's Bluff, that it is impracticable, and almost impossible, to build a railroad bridge across the river at these points, on account of the river bed, where soft mud and springs were found to exist at a depth of 150 feet below the bottom of the river.

2. If such bridging were done it would involve too great a liability on the finances of the province, as it would cost about $1,250,000 to bridge the St. John river alone, to say nothing of the cost of the bridge at the Kennebeccasis.

3. The lumber industry ,one of the chief assets of the province, would receive a severe blow by having to be subjected to cutting the large rafts (which are towed to the mills in St. John) in sections in order to allow them to pass through the St. John river bridge, and then have to be put together again, causing additional expense. Also, at the Mistake, there is no natural harbor for rafts to put in to, and hence they would be exposed to rough weather at all times.

4. If St. John is to become the great city which we are led to believe it will be in the future, the Long Reach from Westfield to Oak Point affords one of the finest, if not the best, places on the North American continent for the suburbs of a large city, and is pronounced so by all tourists who have had the pleasure of a sail up the beautiful river.

Now, Mr. Editor, I do not wish to occupy too much of your valuable space, but I could not help laughing at the suggestions of my old friend, S. L. Peters, who discusses, as if with the vision of second childhood, the great chances for a Valley Railroad bridge to cross the St. John river at Hog Island. And this bridge is to be nearly two miles long (!) with an unlimited quantity of mud at the bottom. I fail to understand why Mr. Peters and the Gagetown board of trade are willing for us in this old parish of Gagetown to be cut off from communication with the city all because of a few miles extra fare that they would have to pay.

But, sir, in spite of Mr. Peters and the Gagetown board of trade, when the cost of millions of dollars for bridges and tunnels are taken into consideration, I am of opinion that the Valley Railway will be skirting the beautiful shores of the Long Reach, giving this, the oldest settled part of New Brunswick, the accommodation that has been looked forward to for so long.

Thanking you for space, I am,

Yours, etc.,

O. A. FLEWELLING.

Oak Point (N. B.), Feb. 4, 1913.

CANADA AND RECIPROCITY

Hon. W. S. Fielding Points Out Weaknesses of Austen Chamberlain's Criticism.

London Times, Jan. 16.)

To the Editor of the Times:

Sir: Into questions between the two great political parties or between the two sections I the Unionist party respecting food duties I have no desire to enter. I am not one of the Canadians who feel that they have a mission to come over here to instruct the people of the United Kingdom how to manage their own affairs. But when leading men in this country, to whom the public may properly look for reliable information, are found misrepresenting the views and actions of a great part of the Canadian people on questions touching the relations between the Mother Country and Canada, then surely any Canadian citizen may claim a right to be heard in correction of the errors.

A few days ago I had to ask the privilege in the Times of entering what seemed to me a necessary protest against the grave misconceptions existing in certain quarters as to the attitude of the Canadian people on imperial questions. I regret that I am now obliged to renew the protest against some remarkable statements to be found in the speech of Mr. Austen Chamberlain at Acocks Green, which is published in yesterday's newspapers—statements which are the more remarkable because they emanate from a gentleman of such a very high position in public affairs, and one whose utterances are usually marked by care and moderation.

After alleging that much benefit in the way of increased trade between Great Britain and Canada has come from the Canadian preference—a claim which I, from my connexion with the preferential tariff movement, would be the last to question—Mr. Chamberlain says:—

"To the Liberals the idea of treating your kinsmen better than strangers, of doing more for your friends than you do for rivals, is anathema. To us it is the kernel and the essence of the whole question. To Liberals a reciprocal arrangement with our kinsmen across the seas is but a sordid bond. To us it is a pledge of brotherhood and a tie of unity. By Liberals the conclusion between the late government of Canada and the United States of America of a similar reciprocal arrangement from which the Mother Country was excluded was hailed as doubly blessed. By us it is felt to be a calamity from which the patriotism and the Imperialism of the people Canada have happily delivered us. Yet the Liberal who will not consent to consider for a moment a proposal for preference, even in tobacco and wine and tea, with our own kinsmen, hailed with rejoicing the conclusion of an agreement between the governments of Canada and the United States which was intended by the American negotiators to divert the food supplies which Canada sends here to the markets of the United States, and would have had the effect, in President Taft's own words, of making Canada, the oldest, the greatest, the most prosperous of our dominions, an 'adjunct' of its southern neighbor.'"

I have purposely extended my quotation a little beyond what is necessary for my immediate purpose, because I wish Mr. Chamberlain to have the benefit, if such it is, of whatever help he can obtain from President Taft's words. Mr. Taft evidently anticipated the conflict between Mr. Roosevelt and himself which a little later became so acute. No doubt Mr. Taft was well aware that in some sections of the United States the contemplated arrangement would be regarded as too favorable to Canada, and would consequently be unpopular, and he wished by commiting Mr. Roosevelt to the project of prevent any later attack on him in these portions of the republic. To this end the president, in a letter to Mr. Roosevelt, which came out in the course of their quarrel some months later, employed what he supposed would be an effective argument, but which in reality had no foundation in fact or in reason Mr. Taft's words, written under such circumstances, and with such a manifestly party purpose, are hardly entitled to the consideration which Mr. Chamberlain seems to accord to them. Mr. Chamberlain, I presume, will admit that the reciprocity agreement is to be judged not by what Mr. Taft said of it, not by what I say of it, not by what its friends or its enemies say of it, but by the terms of the agreement itself. If Mr. Chamberlain can find anything in the agreement that he thinks can be successfully attacked from the imperial point of view I shall be much pleased to have him indicate it. He makes no attempt to do so, but indulges in general statements which clearly show that he has been misinformed.

Mr. Chamberlain says the agreement was "intended by the American negotiators to divert the food supplies which Canada sent here to the markets of the United States." Let me repeat that the agreement is to be judged by its terms and not by its alleged intentions. But let us assume that the effect of the agreement may have been as stated. Only one thing could divert the Canadian food supplies from Great Britain to the United States, and that is the payment by the United States buyers of higher prices for the supplies than could be obtained in England. Would Mr. Chamberlain wish to deny to the farmers of the Canadian West the right to get the best price for their wheat that is possible in the world's markets? Let Mr. Chamberlain apply his argument to things closer at home, and see how it will appear. If he could by some action of his own, or by some co-operation with others, shut out the wares of Birmingham from desirable foreign markets, would he consider it a good thing to do? Would the manufacturer and the workman of Birmingham love him the more because of his successful efforts? Mr. Chamberlain virtually says to the Canadian farmer: "We know that the United States is the best market for your products, but we, the ultra-Imperialists of England, in conjunction with others have determined to exclude you from that market and oblige you to sell your products in markets that are less remunerative." Does Mr. Chamberlain suppose that such a declaration will make for the cultivation of good relations between the Mother Country and the Overseas Dominions? Does he imagine that the "Imperial ideal" can be promoted by a statement that the Canadian farmer shall not be permitted to enjoy the best fruits of his labors?

After speaking of "reciprocal arrangements with our kinsmen across the seas," Mr. Chamberlain describes the reciprocal agreement with the United States as "a similar arrangement from which the Mother Country was excluded." It is to be regretted that Mr. Chamberlain has allowed himself to be led into such a misrepresentation of the Canadian-American agreement. It is not true that the Mother Country was excluded from the benefits of the agreement; there was not a word in the agreement to justify or excuse such a statement. There was not a word in the agreement which touched the right of Canada to make whatever arrangements might be deemed desirable with the Mother Country, and in the explanations and resolutions which I had the honor to lay before the Canadian parliament with the agreement it was distinctly declared that whatever concessions Canada granted to the United States should be granted also not only to the Mother Country, but to every part of the British Empire.

I need hardly say that I, of course, acquit Mr. Chamberlain of any intention to mislead the British public. His high character gives abundant assurance that his desire would be to deal with the question fairly according to his knowledge. The misfortune is that for the promotion of party interests here and in Canada the reciprocity agreement has been systematically misrepresented, to such an extent that even a leading statesman like Mr. Chamberlain has been deceived and misled. Yet candor obliges me to say that such statements as those I have quoted, far from promoting the good cause of Imperial unity, are most mischievous, inasmuch as they are unfounded in fact, offensive to practically one-half of the Canadian people, and calculated to destroy that respect for and confidence in British statesmen, without which it is certain the Imeprial ideal will never be realized.

Yours faithfully,

W. S. FIELDING.

Brown's Hotel, Dover Street, W., Jan. 15.

"I met my fiancee in a department store."

"That's where Adam first met Eve."

"What nonsense you're talking."

"Not at all. It's just been discovered that Adam met Eve at the rib encounter."

LLOYD GEORGE DRAWS TORY FIRE

THINK THE MEN "HIGHER UP" WILL BE KNOWN SOON

New York Prosecutor to Summon a Police Inspector as Result of Patrolman's Confession.

New York, Feb. 5—As a result of further disclosures in the police graft situation made to the district-attorney today by Eugene Fox, the policeman who has confessed to levying tribute as collector for superior officers, it was decided with the consent of Supreme Court Justice Goff to hasten the investigation of the extraordinary grand jury by having that body convene tomorrow instead of next Monday.

District Attorney Whitman conferred with Justice Goff after Fox and a relative had been questioned all the afternoon and it was agreed to subpoena a police inspector, mentioned by Fox, to appear as a witness before the grand jury tomorrow.

A direct trail to the much-talked-of "men higher up" in the police department is thought now to have been struck by the prosecutor.

A BREAK IN THE DAM

Those Who Wept or Raved Over the Dangers of Reciprocity—What Do They Say Now?

(Montreal Witness).

Canada is to have all the reciprocity treaty would have given her without having to make any concessions in return. A great shout is going to go up all over Canada from those who opposed that treaty, as though they were thus proved to be entirely in the right in having done so. But if our memory goes back rightly over a year and a half, the argument by which the treaty was chiefly fought was based not so much on the harm cheaper food from the United States would do us, but on the harm we should get from access to the United States markets. The United States would buy up our food products and increase the price on our own people. They would buy up our raw materials and sell us the finished products. The trusts that controlled the producing markets of the United States would annex ours. We would become an adjunct and have to do our banking at Chicago and New York. These succinct phrases were furnished later by Mr. Taft, but were seized on by the opponents of reciprocity as rightly stating the case. But all these were very minor matters. Annexation would be sure to follow our admission to the United States market, and every one was a traitor, conscious or unconscious, who favored it. We heard a very intelligent reader of a neighbor journal who in tears declared his determination to defend his bit of land against foreign armies with his gun. It was in vain that we responded day by day that the United States could open her markets to us any day she chose, and we could do nothing to hinder her. We are now told that she is going to do it, and lo! we rejoice.

What was really feared by those who opposed the treaty was the beginning of tariff reduction. They realized that if duties were taken off natural products entering Canada, nothing would satisfy the producers of these but the removal of other duties the burden of which falls upon them. They were similarly afraid of a break in the United States tariff, knowing how our tariff was born of that one, how the United States tariff has been the one argument that has sustained ours, and with what avidity we follow United States notions. Well, the time is now alleged to have come when that stately and well-knit structure has to give way. How long shall we be able to withstand the Canadian demand for released markets? When the change comes, it will not come as a concession to another country, which is bad tactics. It will come, as it seems to be doing in the United States, as a demand from our own people to be released from burdens which they resent.

TORIES TO MAKE HAY WHILE SUN SHINES

Ottawa, Feb. 4—Members and senators are likely to be drawing considerably larger allowances next session. They are now paid $2,500 a session. It is understood that the government is disposed to increase this amount to $4,000. An increase in the pay of the cabinet ministers which for many years has stood at $7,000 is also contemplated.

GOOD PROGRESS

Tuesday, Feb. 4.

John Henderson, manager of the Minto Coal Mines, Limited, came in last night on the Boston express. He said that they were making fine progress at Minto, and were now producing 100 tons of coal a day. Of that they were supplying fifty tons to a big firm of contractors in St. John, who had expressed themselves as being very well pleased indeed with the New Brunswick coal. Hitherto they had been using Nova Scotia, but with the New Brunswick coal they found that they could save money. Mr. Henderson said that the prospects were very bright for the development of the local industry. The laying of the rails from Minto to Gibson, Mr. Henderson said, was receiving consideration just now, and it was likely that the road would be finished fairly early this year.

Land Reform Scheme Condemned

Say British Laborer is Better Off Than Overseas Ones

Blow Aimed at Landlordism Bids Fair to Provoke the Stormiest Fight Yet Between the Masses and Classes.

London, Feb. 5—The land policy of the chancellor of the exchequer has sounded the rock bottom of the Tory hatred of Liberalism and all its ways. At first the necessity of land reform was vigorously denied, then it was ridiculed, next it entered the realm of practical politics and now it is accepted as a leading plank in the Liberal programme.

The Conservative party, are tumbling over each other in order to show that the rural life of England is ideal, and the lot of the laborer is such that he is contented and happy. His perquisites are extolled and his lot compared with that of his brothers in the dominions overseas—to the disadvantage of the latter.

Landlordism is up in arms against Mr. Lloyd George and all his wicked ways, but the Pall Mall Gazette frankly admits that if the laborer is left to choose between such a policy and no policy at all, the contest will be waged on terms which must take the heart out of the Unionist party. Thus there is hope for rural England.

LOOK UPON CITY AS FRIEND WORTHY OF TRUST

James Lowell, in Letter Read at Meeting of Lancaster Board of Trade, Expresses Appreciation of Treatment Received.

Tuesday, Feb. 4.

At a large and enthusiastic meeting of the Lancaster Board of Trade last evening the following letter, which explains itself, was read by Mr. Nelson, solicitor of the board:

To the Parish Councillors:

I must say to the people of Lancaster and the Lancaster Board of Trade, that they must appreciate the kindness of the common council of St. John for the generous way with which they received the committee of the Lanaester Board of Trade. After hearing what we believe was a reasonable argument on the water rates they were willing to reconsider the whole matter and not only reduce the proposed increase but place the people of Lancaster on the same footing as the city residents.

Lancaster need not look upon the city of St. John as an opponent, but as a best friend and one whom the people of Lancaster might well trust.

JAMES LOWELL.

Mr. Lowell's letter was received with enthusiasm.

Councillors Bryant and Golding spoke during the evening and thanked the Lancaster Board of Trade for the valuable aid it had given. They said that they could not have accomplished their object without the strong, united assistance rendered by the members of the Lancaster Board.

There will be a meeting the latter part of this week of the Lancaster Board of Trade bye-law committee and it is the intention of the members to get down to business.

PROVINCIAL PERSONALS

Chatham Commercial: L. G. Babineau, while in St. John last week, successfully passed the examination before the provincial board of censors, and received his certificate entitling him to operate a motion picture machine. David Dickson, who has been visiting his parents, Mr. and Mrs. Geo. J. Dickson, Napan, left for the west again Thursday morning via St. John. Mrs. Winslow returned to St. John Saturday morning. A. B. McKinnon left yesterday for St. John.

Woodstock Press: James Carr, president of the Carleton County Good Roads Association, attended the provincial convention of that association in St. John on Wednesday. John Kenney, of St. John, building inspector, was in town Tuesday and inspected the moving picture shows. Frank Young, the popular traveler for Schofield Pipe Co., St. John, called upon the Press on Wednesday.

Tooth brushes should be dried in the open air and the sun should shine on them.

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