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### THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's independent newspapers. These newspapers advocate honesty in public life. Measures for the material progress and moral advancement of our great Dominion. No graft! No deals!

The Thistle, Shamrock, Rose and the Maple Leaf forever.

### Semi-Weekly Telegraph and The News

ST. JOHN, N. B. MAY 25, 1910.

## MR. GRIMMER AND PULWOOD

Hon. W. C. H. Grimmer, Surveyor General, tells the Standard that he has "never at Ottawa or elsewhere made any statement suggesting that export of pulpwood from New Brunswick crown lands would be allowed to continue." This is in reply to the New York "Paper Mill," which quoted Mr. Grimmer as saying he had looked into the question of prohibiting the export of pulpwood and that there was "nothing in it." Mr. Grimmer is now quoted by the Standard as of opinion that New Brunswick should follow the example of Ontario and Quebec, but "he spoke subject to correction in the light of further information that he might acquire in the investigation."

Editorially the Standard intimates that nothing will be done until the next session of the Legislature—next year. Taken together, the statements of Mr. Grimmer and the Standard strongly suggest that the Hazen government has decided to ignore the unanimous resolution adopted by the Legislature last session. The resolution expressed the view of both parties. The men who voted for it did not expect that a year would elapse without any action. While Mr. Hazen and Mr. Grimmer are "seeking information" which they have already, or could have secured months ago, the stripping of Crown lands for the benefit of foreign mills goes on. To give a year's notice under such circumstances is disastrous. Premier Gouin of Quebec, once he made up his mind, acted quickly, knowing that had he set the date for some time next year tremendous efforts would have been made to ship out an immense quantity of wood before the prohibition became effective.

Mr. Grimmer's latest statement leaves unanswered the question The Telegraph asked yesterday: What is Mr. Hazen's pulpwood policy?

### HOW PROTECTION SOMETIMES WORKS

Swansea, Wales, used to sell so much tin plate in the United States that the Americans, who are ruled by high protectionists, decided to put a stop to its imports from that quarter. The New York Tribune, the foremost exponent of protection in the United States, now prints an article showing that protection does not always produce just the results anticipated. It says that when the McKinley tariff put a heavy duty upon tin plate Swansea was panic-stricken, because the United States was its best market, and for a while there was "terrible depression" there. But the competition established in the tin plate industry in the United States, affecting at first only that one market, has proved a blessing in disguise.

"Swansea, instead of being ruined," says the Tribune correspondent, "has multiplied its foreign markets, enormously increased its product of tin plate, improved its processes of manufacture, adapted itself to American requirements and prospered generally." He tells how "every improvement adopted in America has been here employed," and how the industry has expanded, and says that the tin plate of Wales is shipped to thirty-six countries, while the domestic consumption has increased. Swansea was stimulated by foreign competition to make improvements and a display of energy which would never have come while it seemed to have an easy monopoly in its chief industry, and now the United States is still its best market, notwithstanding the development of the manufacture there. Swansea imports steel plates from the United States, coats them with tin from the Cornwall and Welsh mines, and sends a large quantity back.

Commenting on these facts, the New York Journal of Commerce calls for the

abolition of the duty on tin plate. "That," it says, "is what foreign competition has done for Swansea, as the result of an attempt to shut its competition out of this country." Assuming that the McKinley duty did cause the establishment of the tin plate industry here, and it may be admitted that it stimulated and hastened its development greatly, it is established now and out of the state of infancy. It can go alone. Unless steel plates are sold more cheaply abroad than at home it can get that part of its material at lower cost than Wales and it can import the tin from various sources free of duty. It has the greatest market for the manufactured product in the world right here at home. It could stand foreign competition without any tariff shield, and we have many protected industries which could not only stand it, but would be all the better for its stimulating effect. Nothing is worse for a country or an industry than monopoly."

## GOOD ROADS AND BAD

The roads are a curse to the farmer who has to use them for the marketing of his produce. The wear and tear on his horses and vehicles is no small item. He loses time and temper. His property is not as valuable as it would be if the roads were good at all seasons of the year. Moreover, the extra cost of haulage makes produce more expensive to the people of Toronto; therefore, aside altogether from consideration for the convenience of motorists, there is a joint interest in the improvement of these radiating quagmires—Toronto News.

All of which is applicable to New Brunswick and its roads today. There are some fairly good roads in the province at present, mostly near the towns, but many of the country roads in St. John county, in Charlotte, in Kings and Albert, to go no farther, are extremely bad. The local government's road-making material is politics, and until there is a change in that respect the curse of bad roads will continue.

There is no bigger question before the people of New Brunswick today than this one of the roads. The present road law is bad, and the roads prove it. It is commonly recognized that there will be no relief until the public men of the province place road-making on a business basis instead of a political one. The principal highways should be in charge of a non-partisan commission, headed by a competent engineer. Then the money spent would get results, and year by year the mileage of permanent roads could be extended and they could be kept continually in good order. The cities and the towns would reap almost as much benefit from such a policy as the rural districts, and in the latter it would work a most beneficial revolution. Land prices would rise, cheap and satisfactory wagon transportation would be everywhere possible, and the people would sink immensely in pocket and in comfort. It is about time for New Brunswick to hold a representative "good roads" meeting.

## LOOKING FORWARD

Sorrowful but resolved, the people of the Empire now turn from the grave of the Peacemaker and face the future. The value of what King Edward did, and the lesson of his life of service, are in themselves a rich inheritance for the nation. His son and successor, His Majesty George V., has in his sorrow and in his duty, the warm loyalty, sympathy, and support of a steadfast race. There is peace. No foreign peril menaces the Empire, and the late King cemented many friendships with other nations—notably France—that are of incalculable value.

Because of the overshadowing eminence of King Edward and the acuteness of the strife in Home politics, there has been a tendency to exaggerate the problems now before the new sovereign. That there are difficulties is true, but properly speaking they do not touch the Throne, and no one expects that His Majesty will depart from the wise precedent of his father by intervention in party questions which would surely become more dangerous under such circumstances. The nation which gives Edward VII. credit for so much tact and wisdom will not be quick to believe that King George, with his training, his breeding, and his already great knowledge of the Empire, will be found lacking in those qualities which in a king make for the serenity and security of his dominions.

The death of the Peacemaker has given all men pause. It has sobered the partisans, though it has not removed the conflicting issues they represent. Passion has cooled, and though strenuous political warfare is to be expected—indeed it is inevitable—it will for some time lack the rancor and relentlessness that were after standing a few weeks ago. And, after all, the problems to be solved are the problems of the people at large, and they will be solved peacefully in the end; and not only peacefully, but wisely. The people of the United Kingdom are not mad revolutionists, and the people of the United Kingdom make and unmake the Aquilons and the Balfours, the Chamberlains and the Lloyd Georges.

## THE DAY OF PROSPERITY

"Sir Wilfrid said that as far as graving docks were concerned there was no place in the St. Lawrence except Quebec. But he gave the people of Quebec a much needed prodding when he said that everything in this connection depended upon the people of Quebec themselves, because the people of St. John had already organized themselves into a company.

"The winter trade of Canada would in future come to St. John, but the largest trade, the summer trade, must come to the St. Lawrence, and under the new conditions much of this must come to Quebec."

"Sir Wilfrid further said that the Government had last session passed legislation to aid shipbuilding, and in reply to the question, 'Why should not Quebec be able to build a cruiser?' he simply replied, 'Why not?'"—From Sir Wilfrid Laurier's speech at Quebec, May 18.

The foregoing remarks of Sir Wilfrid

Laurier are taken from a report of his speech at Quebec last Wednesday, at a dinner following conferences regarding the site for the Grand Trunk Pacific terminals in that city. Sir Wilfrid, Hon. William Pugsley, Hon. G. T. P. Graham, President Hays of the G. T. P., Hon. S. P. Parent of the Transcontinental Commission, and representatives of the city, took part in these conferences, which were long and difficult, extending over two or three days and almost as many nights. In Quebec two sites were in view and each was favored by a strong group of influential men. One held that the G. T. P. terminal should be on the flats in the vicinity of the C. P. R. station, and the other that the site should be at the old Champlain market, directly below the Chateau Frontenac. This latter spot is the one selected.

Quebec is to see stirring changes as a result of the coming of the G. T. P. That portion of Lower Town below Dufferin Terrace will be made over, old landmarks giving place to the new station and other buildings. Wharf extension, a remodelled custom house and other improvements are to go. Mr. Parent announced that the G. T. P. station, and shops would cost \$2,000,000 and that work would soon be begun, while during the next few years the Dominion Government would make improvements along the water front, between Champlain Market and the Quebec bridge, costing between \$4,000,000 and \$10,000,000. The speech of Sir Wilfrid, from which we have quoted, was made at a private dinner at which the result of the conferences was announced. The decision as to the site was unanimous. The Transcontinental Commission is to purchase the land from the city. Hon. Messrs. Pugsley and Graham also spoke, both dwelling upon the Dominion Government's determination to keep Canadian trade in Canadian channels, and showing how the working out of the government's transportation policy would bring this about. Dr. Pugsley referred to the great part that Quebec and St. John would play in handling the traffic, one in the summer, the other in the winter.

Sir Wilfrid's references to St. John, and the statements of the other ministers in regard to transportation and shipbuilding and kindred matters, together with the immense development to be brought about by the coming of the G. T. P. to Quebec, tend to give one some idea of the fine position in which St. John now stands with respect to future growth. The G. T. P. has selected its terminal site here, and bought it. The expenditures to be made at Quebec will be repeated here. The Conservative newspapers and politicians who today are trying to persuade the people that the Grand Trunk Pacific is going to ship its freight through Providence should give the Quebec situation hard study. They will find it hard to make anyone believe the Providence story in the face of the evidence. Like the C. P. R., the Grand Trunk Pacific wants a New England connection and ultimately a connection with New York, but the freight of the Canadian Northwest, and much American freight with it, will go through Quebec and St. John.

For this port the coming of the new transcontinental will be a tremendous impetus. And it will be followed in due season by the trains and the steamers of Mackenzie & Mann. St. John is coming to its own. The new railroads and steamship lines will be of immense benefit to the whole province. Business makes business. The day of the East is here. In this city and province it is time to buy property, not to sell it, in town or country. The New Brunswickers who are rushing to the West to get rich will discover that in leaving this province they ran away from prosperity.

## THE KIPLING POEM

Kipling's lines on King Edward have elicited a wide range of comment much of which is already at hand, in our exchanges. In the main it is favorable, but by many a note of disappointment is sounded, as if a greater thing had been expected from the Imperial singer upon an occasion so moving. Thus the Toronto Star says:

"Perhaps the most charitable view to be taken of Mr. Kipling's eulogy of the late King is that he was magnanimously unwilling to write anything too obviously superior to the tribute paid by Austin. But while the Kipling verse, as verse, is not up to the Kipling standard, it contains, with all its inaptness of meter, some rather aptly expressed thoughts. To rule as a ruler is the task of British kings of today. Nor can fault be found with the dignified and sincere utterance with which the poem closes:

"Simply as any that serve him, he served, And he perished.  
All that Kings covet was his, and he flung it aside for us.  
Simply as any that died in his service, he died for us."

A noteworthy feature of the general comment is the marked unanimity of the newspapers as to the failure of Mr. Alfred Austin to strike any enduring note in an hour when much—doubtless too much—is expected from the poet laureate.

## FARMERS AND RECIPROCITY

A Montreal paper, discussing reciprocity, states that it is difficult to see where the Canadian farmer stands in any great need of a market in the United States for his produce; and it quotes the following comparative average of prices for the second week in May of 1908, 1909 and 1910 and the same week in the period 1901, 1902 and 1903:

	1908-10.	1901-3.	Inc.
Creamery butter.....	\$ .28	\$ .21	13
Dairy butter.....	24.13	17.13	28
Top export cattle.....	6.58	5.62	17
Top butchers' cattle.....	6.05	4.92	23
Sheep, ewes.....	5.75	4.68	23
Lambs.....	7.42	5.83	27
Hogs.....	8.05	6.72	30
Fall wheat.....	1.05	.76	38
Oats.....	.59	.38	28
Eggs.....	18.23	13	43
Chickens.....	.18	.09	50

Our contemporary notes the fact that the great advance in prices here shown has been caused by a greater demand in the home market, and not by export de-

mand, except in the case of wheat. Less of butter, eggs and bacon is exported to Britain now than in former years. Hence: "The farmers in the busy portions of Canada are being kept busy attending to the wants of the home market. Dairy butter, which is not exported, has increased more in value than the exportable creamery; butchers' cattle, which are consumed at home, have increased in price more rapidly than export. The home demand has not only, in many instances, carried the price for exportable goods beyond the limit the exporter can afford to pay, but it has also carried the values of the non-exportable to nearly the same level. In fact, the situation is rapidly becoming one in which the country's concern is more as to the ability of the farmer to supply the home demand than as to the quantity we will have for export. When Northwest cattle are being brought to Montreal and slaughtered for home consumption there is proof that the farmers of Ontario and Quebec are not taking full advantage of a nearby and most profitable market. When Eastern Canada is regarded as a possible market for New Zealand mutton it is about time to take stock of the situation. It surely does not indicate any great necessity for looking for new markets for the farmer."

No doubt this conclusion is in large measure well founded, but there are some farm products not mentioned. New Brunswick would be glad to get a larger market for potatoes. Hay is an article of export. And there are others. But, after all, the farmer's chief interest in reciprocity might not be so much in what he could sell to advantage as to what under reciprocity he could purchase more cheaply than at present. This is especially true of the western farmers, who will soon be sufficiently numerous to speak with a voice of considerable authority.

The price comparisons made by the Montreal paper are, however, of great value. They reveal the fact that good farming is today a very profitable avocation, and that instead of abandoned farms there should be a far greater number of them under scientific cultivation.

## FUTURE OF MONTREAL

Will Montreal be a city of a million inhabitants within ten years? Mr. W. D. Lighthall, K. C., believes that it will, and that ultimately the city will contain from three to five millions. He bases his views on a general principle which he applies to all Canada, as follows:

"It is that since Canada is of about the same area as Europe, somewhat larger in fact—and taking it altogether is about as rich as Europe in capacity for supporting population—its conditions, when developed, will bear a considerable resemblance to those of Europe. Consequently the city in Canada which promises to be situated at that time like any particular large European centre, will resemble it ultimately in numbers. Winnipeg, for example, should have a population something like St. Petersburg, Toronto like Vienna, Montreal like London. The latter analogy was recently urged as his own view by Lord Northcliffe, who gave a similar reason for his belief. Such ultimate figures are, of course, in the distant future—let us say at least half a century off. But in that connection remember that in 1800 the population of New York was only 60,000."

Presumably Mr. Lighthall would liken St. John to Liverpool. It is clear that if Montreal is to enjoy this great development, and the statement seems reasonable, St. John must also increase notably in population within the next ten or twenty years.

An interesting portion of Mr. Lighthall's address, delivered last week, dealt with the racial elements in the enlarged city of Montreal. No single element is at present in a majority over all the others. The English-speaking and Jewish element slightly outnumber the French. Of the Jews he says:

"The Jews now number over 40,000, and are growing so as to introduce a new factor in the population. Their children form over a third of the total in the Protestant public schools of the main city. If not too numerous, so as to reproduce the conditions of New York, where they number over a million, they will prove a valuable element. At the present time they are displacing the French in the older and less healthy districts, and also in much retail business, and the English in the clothing and metal business and some other lines."

Mr. Lighthall regards the Jews as an English-speaking people, and is of opinion that the city of the future will be predominantly English in language; and also believes that the Catholic, Protestant and Jewish religions will be increasingly liberal in type, working together, while a large element of free-thinkers will break off from all of them. His counsel to the present citizenship of the city that is to become so great in extent and population applies to other cities as well. He says:

"We should keep an eye on the problems of making life livable for these people, which I venture to say would be a large factor in the growth and advance of the city—I refer particularly to proper rapid transit, to parks, health spaces, recreations, and good building regulations. It is the duty of every intelligent citizen to take an interest in obtaining these things for the working classes."

## SUPERSTITIOUS FEARS

Superstition dies hard and slowly. Some almost incredible stories are told of the fears of some persons in relation to the appearance of Halley's comet. Even in St. John fear had its victims. Such manifestations were not unusual a century or two ago, but the spread of knowledge has not yet wholly eradicated this kind of fear from the human mind. The Boston Transcript gives an account of an interesting exhibition of superstitious fear in the last decade of the eighteenth century in New England. It says:

"One hundred and thirty years ago today, the people of New England had no comet to arouse their superstitious fears, but they had something almost as good.

That was the famous 'Dark Day,' whose memories have been preserved to us through tradition and legend, when chickens went to roost before noon and prayer-meetings were held in families that ordinarily were unaccustomed to them. It was called Black Friday, not in a financial but in a physical sense. It was afterward learned that the cause was a combination of cloudiness with the smoke from forest and prairie fires. We have had black days and yellow days since but none of them has made the impression upon the popular mind that that one did. Now as then they are generally caused by a state of the atmosphere that arranges the smoke from forest fires in a cloud layer or pall. But the forests have been diminished to such an extent in this section that it is almost impossible to repeat the terrifying blackness that so alarmed our ancestors. Some such fires as far away as the Great Lakes have sent their signals even to New England, but the telegraph sends its messages faster than smoke can travel and what can be naturally explained fails to produce much excitement."

## MEAT PRICES

There has been a further advance in the price of meat in the St. John market. Since so much of the supply comes from the upper provinces the conditions there are reflected here. Our own farmers do not pay enough attention to stock raising, which at present prices, and those likely to prevail for some years, should be extremely profitable. In Toronto the fear is expressed that a combine will be formed between the wholesale dealers and proprietors of abattoirs to put up the price to the retail dealer, who in turn would be compelled to advance the price to his customers. The Toronto Globe declares that the price is too high at present, and that any further advance would cause a reaction against the use of meat that would seriously affect the trade. That journal suggests a way out of the difficulty, as follows:

"Toronto has a municipal cattle market now; it would make the situation interesting for both the abattoir men and the wholesale dealers if the city were to erect one or more abattoirs and let retailers slaughter their own animals which they have bought in the cattle market. There is no great obstacle in the way of carrying out such an undertaking, and there is no great risk in the experiment. The abattoir premises could be kept in perfect condition, and the slaughtering could be done under the authority of the health department. The charges made for the use of the municipal abattoir might be reduced to the lowest amount consistent with avoiding pecuniary loss. The whole subject is well worthy of serious consideration apart altogether from the threatened combine."

## NOTE AND COMMENT

The Standard's Ottawa correspondent hears (or says) that the Laurier government is on its last legs. The comet must have affected the young man's head.

"No conclusion reached as to pulpwood export."—The Standard.

The Legislature decided, unanimously, in favor of stopping the export of Crown land wood. Members of the Legislature will be asking why Mr. Hazen and Mr. Grimmer do not act.

The comet showed itself on Friday evening. The people were disappointed. There was a rather poor sort of comet, without any tail worth talking about. People who expected to be dead were as able to find fault with the show as any of the rest of us.

In an interview last week Mr. F. W. Summer claimed that the New Brunswick Telephone Company is so magnanimous in its treatment of the public that it has practically no margin of profit. This is not the view of the St. John Board of Trade. There is now a Public Utilities Commission, and it is to meet in this city. One of its members is reported to have said that it would probably have nothing to do. The telephone committee of the Board of Trade should disabuse his mind of this impression by preparing its case without delay. If it fails to do so the public may be led to assume that it had no case.

Suggestions advanced at last night's dinner, concerning the protection of our fish, game and forests, should receive attention; but, as a matter of fact, they will lead to nothing unless the organization presses them upon the local government. Everybody knows that there are abuses in these matters, that the game laws, and the fishing laws, and the laws against stream pollution are broken constantly, but the government will not try to detect and punish offenders until it sees that the public is going to make a row about its neglect. In the matter of its wonderful streams alone this province is steadily neglecting a priceless heritage.

Colonel Watterson, who spoke before the Canadian Publishers in Toronto on Wednesday evening, made this timely and interesting reference to the late King Edward:

"I had the great pleasure of meeting the late King at Washington when a lad of his same age, and I was not only struck by his personality, but I formed a very great admiration and attachment to his person. When he ascended the throne and took up the responsibilities of Kingship, my admiration deepened. To me he seemed the most useful and benign figure in the world. His qualities were illustrated in the last eight or nine years, when, invested with great power and authority, he showed to the world what could be done by a simple, unassuming gentleman. He was ever anxious to use his influence to secure peace, and he was known in history as Edward the Peacemaker. I nourish no fears for the future peace of the Empire, now that he is gone. The day of great wars is over for great people. I have the hope that the influence of this great and good man has done its work, and great nations will henceforth live in peace."

## MOMENTS WITH MARCUS AURELIUS

Apply thy thoughts to what thou hearest, and let thy understanding enter into both effect and cause.

Of death. It is but dispersal, if the universe be atomic; or, if it be unity, extinction and change.

Retire into thyself. It is the nature of the ruling faculty to find complete content in justice of action and the tranquility that follows in its wake.

Is a cucumber bitter? Cast it away. Are there briars in the path? Turn aside. No more is needed. Do not proceed to ask: "Why was the universe burdened with creatures such as these?"

Of pain. The pang that cannot be borne soon ends itself. That which drags on its course becomes bearable, the mind suspends judgment and preserves its calm, and the rational principle remains unscathed. As for the parts that suffer, let them give evidence if they can.

When sleep is hard to leave, remember that it is a law of thy being and of man's nature to act as befits a member of the community of living creatures, sleep being merely a faculty we share with the beasts of the field; and, furthermore, that what is in harmony with the nature of any individual is, to that individual, nearer and dearer than aught else, more suitable to him, and withal more pleasant in every way.

Forget not that it is no less consistent with true freedom to change thy purpose, and follow him who corrects thee than it is to persist in error. The activity is thine, not his; for it is the sequel to an act of conviction and judgment on thy part, and is exerted to pleasure thy mind.

Of glory. Look at the minds of them that seek it, and observe their nature, with the character of the objects they pursue and flee. Reflect that, as on the seashore, one layer of sand is buried from sight under another, so in life the exploits of one age are submerged by those of the next.

Look around on the stars in their courses, as one who has part in their revolutions, and ever ponder the changes of the elements cast into other. For these thoughts purify a man from the dross of his earthly existence.

It is not given thee to rise to the heights of science, but it is given thee to check arrogance, to gain the victory over pleasure and pain, to rise above all paltry desire of glory, to curb thy anger at the fool and ingrate—nay, to do what thou canst to serve them!

## THE EPIGRAMS OF NEITZSHE

Life is a well of delight, but where the mob drinks there the fountain is poisoned.

Who has conceived the full depth of modesty of the vain man?

Some men will, but most are willed. For the mediocre it is a happiness to be mediocre.

If you are to love your neighbor as yourself, you must first of all love yourself.

Freedom is the will to be responsible for one's self.

Liberal institutions cease to be liberal as soon as they are attained.

A minority only is capable of independence.

Those who say "Virtue is necessary," really only believe police to be necessary.

The Christian resolve to find the world evil and ugly has made the world evil and ugly.

Mortality is the herd instinct in the individual.

Love of humanity is practically preference for the feeble and the suffering.

What is good is easy: Everything divine requires the knowledge of the law.

Woman is not yet capable of friendship; she knoweth love only.

Marriage is a splendid lie; it affirms the eternity of a passion which experience declares to be of all passions the most transient.

## BIG GUNS.

"The agitation for 14-in. guns on the 26,000-ton battleships to be built by the United States navy, and the decision of the British Admiralty to mount 13.5-in. guns on four of the ships authorized in 1909, draw attention to the fact that British battleships of the past carried guns of even larger bore. Nearly thirty years ago 13.5-in. guns were introduced in the British navy, while the Bellerophon, completed in 1885, carried two 16.1-in. guns, each weighing 248,640 pounds, and firing 1,800-pound projectiles with a powder charge of 960 pounds."—Popular Mechanics.

## DOES FARMING PAY?

(Christian Science Monitor.) In reply to the question "Does farming pay?" David Buffum, a practical Rhode Island farmer, while admitting that for a majority of the country men brought up on a farm it may be true that "as a financial proposition farming does not pay," says it is equally true for most of those who leave the farm that there is nothing that pays any better, and very little that pays so well.

"I suppose we will soon be hearing the joke about the big fish that got away?" "My friend," replied the fisherman, "with food at present prices, the fish that gets away is not a joke. It is a calamity."—Washington Star.

There were 150,000 children at school in India sixty years ago. There are 4,000,000 now.

## The Work of the Kidneys

Every drop of blood in your system has to pass through the kidneys. They are the great filters of the body. If they are in good condition, blood is clean and rich. If they are not in good condition, they allow the impure blood to be sent all over the body again. The result is the whole system is poisoned and stomach, liver and bowel troubles, headache, dizziness, pimples, salt-water skin, bad breath, and that tired feeling, make the almost unbearable.

Wheeler's Botanic Bitters will cleanse out the system, purify the blood, and restore the various organs to their original state of health. Get one bottle from your druggist. He sells it for 25 cents (full 6 oz. bottle). Manufactured by The BAIRD CO., Ltd., Montreal, Canada, and Wodstock, N.B.

## FROM ALL OVER THE MARITIME PROVINCES

(Continued from page 3.)

and it is hoped may be able to be brought home this evening.

E. W. Manaton and R. Cummings, of Miramichi, visited town this week.

Miss Gertrude Amiraux returned home last week from Boston.

Mr. and Mrs. D. H. Leger, Grand Digue, were in town last week, being guests at Hotel LeBlanc.

Very large catches of herring have recently been made, but it is now thought that they are about done.

Will Murray went to St. John on Tuesday and witnessed the foot races in Victoria rink that evening.

Rev. J. B. Millar, of Bass River, is in town this week.

Dr. T. J. Bourque has returned from St. John, where he was attending a meeting of the Provincial Board of Health.

James Irving launched another large boat on Monday. It will be fitted up with gasoline power and used for towing purposes on the North Shore.

A game of base ball has been arranged between the Richibucto Clippers and the Stars of Chatham, to take place on the grounds of the latter on Victoria day. Two members of the Clipper team are away, which will necessitate the taking of two new players.

Rev. Mr. Smith, of Halifax, has been in town yesterday and today.

The schools assisted by the Richibucto orchestra, will give an Empire day entertainment in the Temperance hall on Monday evening.

William Barnard had a finger badly injured on Saturday when loading barrels.