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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.

Semi-Weekly Telegraph and The News ST. JOHN, N. B., APRIL 8, 1914.

A NATION'S HONOR.

Except from a Treaty to Facilitate the Construction of a Ship Canal, 1901, between Great Britain and the United States. This is the so-called Hay-Pauncefote Treaty, concluded at Washington, November 18, 1901, proclaimed February 22, 1902.

Article III.

The United States adopts, as the basis of the neutralization of such ship canal, the following Rules, substantially as embodied in the Convention of Constantinople, signed the 28th October, 1889, for the free navigation of the Suez Canal, that is to say:

1. The canal shall be free and open to the vessels of commerce and of war of all nations observing these Rules, on terms of entire equality, so that there shall be no discrimination against any such nation, or its citizens or subjects, in respect of the conditions of charges, traffic, or otherwise. Such conditions and charges of traffic shall be just and equitable.

President Wilson has carried through the House of Representatives the repeal of the legislation granting to American coastwise shipping exemption from Panama Canal tolls. Notwithstanding the plain language of that part of the treaty quoted, there was still opposition to the President among many Democrats, and the President, using such powerful forces as Mr. Underwood and Champ Clark.

The fight is now to come in the Senate, and the vote will be closer there, although friends of the administration say that the President will win his fight for the honor of the nation.

President Wilson has been attacked fiercely by the anti-British element in the House of Representatives, charged with subservience to London, and with betraying his country. One of his advocates has replied to these attacks by quoting the following paragraph from Washington's farewell address, saying that it sounds almost as if it had been written in support of such a course as President Wilson is now arguing upon Congress.

"Observe good faith and justice towards all Nations; cultivate peace and harmony with all. Religion and Morality enjoin this conduct; and can it be that good policy does not equally enjoin it? It will be worthy of a free, enlightened, and at no distant period, a great Nation, to give to mankind the magnanimous and too novel example of a people always guided by an exalted justice and benevolence. Who can doubt that in the course of time and things, the fruits of such a plan will richly repay any temporary advantages which may be lost by a steady adherence to it?"

If President Wilson's forces in the Senate are successful he will have done much to remove the feeling in other countries that the United States is disposed to view its treaty obligations lightly. If the Canal question is cleared up in the right way, Great Britain and the United States together will more than ever constitute a tremendous force for peace and amity throughout the whole world.

THROUGH FREIGHT.

Mayor Frink, who has been looking into the matter of Grand Trunk Pacific freight via the Valley railway, points out that there is already a connection between the Transcontinental and the Valley line by way of McGivney Junction.

The old Canada Eastern, now a part of the L. C. R., runs from McGivney's to Fredericton. He suggests that as this line is already in operation it could be utilized instead of building a new line from Napadogan to Fredericton.

Mayor Frink's suggestion directs attention again to the importance of definitely arranging for a satisfactory connection between the Transcontinental and St. John now, instead of leaving the matter up in the air until after the Legislature has guaranteed another \$2,000,000 of bonds.

When Grand Trunk Pacific east-bound traffic reaches Napadogan on the Transcontinental, about fifty miles above Fredericton, it will be coming east on a railway with a maximum grade of four-tenths of one percent, of practically level, and that grade is maintained all the way to Moncton. To bring that traffic to Fredericton would necessitate one of two things: either building a new line from Napadogan to Fredericton, a distance of fifty miles, and building it up to the standard of the Transcontinental, with the same low grades, or going on to McGivney Junction, twenty miles farther, and then going to Fredericton over the Canada Eastern.

The Canada Eastern in its present condition is a local railway of light construction, and while it is down hill from McGivney's to Fredericton, it is very much up hill from Fredericton to McGivney's, and as trains must travel in both directions the Canada Eastern would have to be practically rebuilt and the trains going west would have to be either split in two, or a pusher grade would have to be established between Cross Creek and McGivney's. The Canada Eastern follows the Nashwaak valley from Fredericton to Cross Creek, but there the railway leaves the river and climbs the ridge to McGivney's which is practically on the watershed between the Nashwaak and the South West Miramichi. From Fredericton to Cross Creek is twenty-five miles, and from Cross Creek to McGivney's eight miles. It would cost a pot of money to bring the Canada Eastern up to the Transcontinental standard, and no doubt it would cost more to build a new line from Napadogan to Fredericton with a four-tenths grade.

Of course, the main thing to keep in mind is that, so far as through heavy traffic is concerned, some provision must be made for bringing that traffic to St. John. This Transcontinental traffic is the only thing that can give the Valley line a reasonable revenue. The railway is valuable to the seaport, but the seaport is more valuable to the railway. Those in other parts of the province, who sometimes complain that there is too much talk about St. John, should keep in mind the fact that the Grand Trunk Pacific connection alone can put the Valley project on its feet in the end, and the G. T. P. should seek the shortest way to tidewater.

This was discussed by the late Mr. Hays of the Grand Trunk Pacific, and had he lived it is probable that the National Transcontinental Commission would have undertaken to build a line from Napadogan to Fredericton as a part of the Transcontinental, on which the Grand Trunk Pacific is to pay rental to the government. Mr. Hays saw that he must have a short connection with St. John over a road of the transcontinental standard. In order that heavy traffic might be handled both ways economical-ly, and it is to be remembered that a standard engine can haul 1,600 to 2,000 tons as easily over a four-tenths grade as it can haul one-half that much over many of the grades on the L. C. R. and C. P. R.

Unless a low grade connection is provided between the Transcontinental and Fredericton the natural tendency would be for heavy trains to go to Moncton and the government is now engaged in double-tracking a large portion of the Intercolonial between Moncton and Halifax and bringing the grade down to sea level. The object of these extensive improvements can easily be surmised in view of recent developments. The Grand Trunk Pacific is to have running rights over the Intercolonial from Moncton to Halifax, and the country has recently had evidence that Mr. Gutelius favors Halifax as the terminus for all kinds of traffic.

The natural route for traffic bound to the seaboard is from Napadogan or McGivney's to Fredericton and then to St. John. To haul it the other way, either to Moncton and thence to St. John, or to Moncton and thence to Halifax, is to follow a longer and more expensive route; but one of these routes undoubtedly will be used unless early provision is made and binding guarantees are entered into for a low-grade connection between the Grand Trunk Pacific and the Valley railway at Fredericton. The local and federal governments should have arranged, long ago, a matter long ago with the Grand Trunk Pacific company. Proof that it has been arranged is necessary before more bonds are guaranteed at Fredericton. Unless the Grand Trunk Pacific is absolutely committed to the use of the Valley line it is preposterous to propose further financial aid. And certainly before further aid is given it will be necessary to show what has been done with the money already provided for the building of the 117 miles nearing completion between Gagetown and Centreville. To show that is the prime requisite before the Legislature is asked to tap the treasury again.

WHAT THEY READ.

At a banquet of the Bookellers' League in New York Mr. Hiebsch, the President, drew this picture of the general reading public:

"Only a handful of people ever read books worth while. There is, of course, quite a demand for trash, but the fact remains that the masses read absolutely nothing; there is an alarmingly wide

chasm, I might almost say a vacuum, between the high-brow, who considers reading either as a trade, or as a form of intellectual wrestling, and the low-brow who is merely seeking for gross thrills. It is to be hoped that culture will soon be democratized through some less conventional system of education, giving rise to a new type that might be called the middle-brow, who will consider books as a source of intellectual enjoyment."

In spite of the multiplicity of books today those who are looking for good ones will grow weary in the fruitless quest, and the reason may be that the seekers are few. Writers and printers cater to the taste of the majority of readers, and of the making of indifferent books there is no end. The present tendencies in education may be to blame for this. High schools and universities do not give a low for books and reading. They have their own vocational values. Only too often they regard education as a means and means alone for profit and profit alone. Those who think otherwise have but little influence upon conditions and no power to stem the tide. The ideal is numbers and the numbers have taken control with their unlettered zeal and their unfettered authority.

But while the colleges have failed to create a love of knowledge and of books they have succeeded in professionalizing athletics. Football and baseball have been changed from exhilarating pastimes for the many into professions for the few. In this way sport has been spoiled. The ninety and nine who do not play are not particularly benefited by watching the one who does. The difficulty seems to be due to the fact that the university has adopted the aims of the community instead of setting ideals for it. There is today a general slighting of the older culture and the classics, and the tendency is to regard education as little more than a means of securing a meal check. We cannot ignore the heritage of the past if we are to escape from the materialism of the present. Man is the child of the ages, and if he neglects the ancient classics, he will neither appreciate nor produce modern literature. A noted educator in the United States, Professor Gayley, says truly:

"To the abandonment of the classics with their sweet simplicity and their majesty, their orderly restraint and their severe regard, I attribute in no small degree the declining ability to think clearly, to speak and write lucidly, precisely, effectively, the declining love of noble letters and arts—the declining respect for tradition and authority, for the heritage and the faith—the declining splendor of the ideal. Shall man, who is the heir of the society of all the ages, experience no quiver of historic sense, have no glimpse of that liberal art and life, which led his rude forefathers to the enlightenment of civilization?"

AN EXPLODED "SCANDAL"

If the Conservative leaders hoped to drag Sir Wilfrid Laurier down and discredit him and his associates by means of the Gutelius-Staunton "investigation" they were foredoomed to failure. How complete and how dishonorable that failure is became more and more evident as the debate on the "report" of the investigation proceeded in the House of Commons. The climax of the Liberal triumph was reached at the conclusion of Sir Wilfrid Laurier's speech on Thursday. The honored Liberal leader never spoke with greater effect. When he finished the government and its tools were left shamed and discredited. He reviewed the evidence proving the falsity and designedly partisan nature of the Gutelius report and the baseness and hollowing of the allegations Mr. Borden and his lieutenants sought to found upon it. He spoke with noteworthy power and sincerity. In closing he used words that will not soon be forgotten, the words of an honorable man falsely accused of folly and of evil and so accused from the basest motives. He said:

"In the lengthy course of the debate I have had the privilege of having been taken to task more than once, and held responsible for the construction of this railway. The statements, charges, reproaches, stigmas—all them what you will—accept, yes, accept as an honor. (Cheers.)

"I hold myself largely responsible for concealing and carrying off by means of an undertaking, an undertaking conceived to secure for this Dominion a transcontinental railway, all on Canadian soil, the best and shortest on the American continent. (Renewed cheers.)

"I had high aspirations. I sought to bring the western farmer closer to the markets of the world; I sought to do my share to open up the great fertile plains of northern Ontario and Quebec; I planned to link the producing lands with the great Atlantic and Pacific ports; I aimed to be in the van of those who courted the new and great possibilities of the dawn of a new era. Yes, all these considerations impelled us to construct the best railway that science could devise or money could build. (Cheers.)

"And I use the words in a far nobler purpose than they were ever used before. We felt before our heads was committed the completion of the work. We have our responsibility on this side; you have the responsibility on the other side. We have the responsibility of building; we accept it gladly. They have the responsibility of destroying; they cannot escape it."

If ever there was a case of "the engineer hoist with his own petard" the Conservative leader's launching of the Gutelius-Staunton slander is surely an example. Never in Canadian politics was a leader or a party so shamed by the recoil of the weapon after the discharge as in the case of Mr. Borden and the Conservative party today.

SIR MELVIN JONES DESERTS.

Sir Melvin Jones, it seems, was a Liberal for revenue only. He announces that he has left the Liberal party

because of its decision, when possible, to remove the duties from agricultural implements and farm machinery. The Liberal party owes Sir Melvin Jones thanks, first, because he has been outspoken, and secondly because his desertion calls attention to the difficulty of taking the protection of farm implements and still keeping the tariff on the raw materials which the implement manufacturers use in great quantities.

Sir Melvin Jones says that if the Liberal party had proposed to reduce the duties on steel, iron, nuts, bolts, and other material used in the making of agricultural implements, he would have been in favor of a slight reduction of the duties on implements. This declaration shows a tendency to consider rather Sir Melvin Jones than the Liberal party or the country at large, and of course the tendency is a natural one. In a sense, while Sir Melvin Jones is not on safe ground, the Liberal party is blameworthy. That party should abolish the duties on agricultural implements for the benefit of those using them, but it should be just to the manufacturers and should make their raw material duty free, abolishing instead of reducing the duties on those articles referred to by Sir Melvin.

It is awkward and illogical to take a link or two of the chain of protection, shortening it but not breaking it. The people who enjoy most protection in Canada are not necessarily those who need it most; in fact, in some instances they are those who need it least. Those who are most highly protected are those who are most strongly and who were successful in bringing most influence to bear upon the tariff makers.

The Liberal party was not defeated on the trade question, but on a popular misconception of the trade question, which was in no way affected by the Liberal platform. It is better to have Sir Melvin Jones desert now than on the eve of the next election, and it would be wisdom on the part of the Liberal party to make its tariff attitude sufficiently radical and explicit to cause more men like Sir Melvin Jones to step out. The Liberal party cannot win by trimming. The interests will fight the Liberals tooth and nail in any event, but hard and fast. If Mr. Borden cannot muster up enough courage to raise the tariff, he will be at least restrained by the interests from lowering it, no matter what the needs and demands of the country are. But because Mr. Borden will not consent to a general revision of the tariff, downward in tendency, and because the country realizes that the interest rate him and his ministers, his reign cannot be long.

THE ADVANTAGES OF TRAVEL.

Mr. Wallace Broad, who has been traveling extensively of late, encountered the Hon. George Eulas Foster in Shanghai or elsewhere on the yellow rim of the world, and he had the result of that meeting in Mr. Broad's interesting address before the Canadian Club in this city on Thursday evening.

It has been said that "home keeping youths have ever homely wits," and those of us who have not enjoyed Mr. Broad's opportunities for observation abroad, and who did not meet Canada's commercial traveler, Mr. Foster, in China, probably lack Mr. Foster's good-gauge judgment in Imperial affairs. If that is a matter to be regretted, Mr. Broad's wit is not homely, for he tells us that he has always felt responsible for the demise of the old Institute lecture course. He was one of the lecturers—the last.

But that is not all. Mr. Broad's theory ought to remind the Canadian Club of the danger it encountered by inviting him here. The Canadian Club is probably sufficiently robust to survive Mr. Broad's contribution. We must hope so, at all events. Still, it would not be a bad plan for those who make up the list of speakers for the club to ask themselves how it is that when these speakers introduce controversial subjects, particularly politics or allied topics, it always happens that they are found to be hostile to the Liberal side. It would be well to relieve the monotony by introducing an occasional speaker who is not under the spell of that peculiar brand of Imperialism which this country saw so much in the campaign of 1911, and which the exiled George Eulas Foster distributes as he follows the British drum-beat round the world.

WILL THE GOVERNOR AGT?

Why should grave and dangerous legislation be crowded into the last few days of the legislative session? Two millions is a lot of money. Why not show that it is legitimately necessary before voting it?

Lieutenant-Governor Wood has a reputation for prudence and conservative methods. If he lacks the requisite facts in the present case it will take but a short time to get them, and he knows where to begin.

There is no doubt in the world—as the evidence will show—that the proceeds of the provincial bond guarantee of \$25,000 a mile, plus the Dominion subsidy, will build the Gagetown-Centreville line and leave a margin of profit. It is already possible to show what has been actually spent on 117 miles. It is a simple matter to tell, within a few hundred dollars a mile, how much more money is necessary to finish this portion of the road. But, as a matter of fact, while more than enough money has been provided to do all the work, it is found that the work has not been done, that it will take \$800,000 more to finish it, and that \$200,000 more is owing to the contractors. Where is this \$800,000?

Everybody will agree that it is criminal to guarantee \$2,000,000 more in bonds if any such sum is unnecessary, and if the manner in which the millions already provided have been disposed of

has been loose—to use no harsher term. Surely the first thing to do is to show what has been done with the vast sum already spent. In no other way can the merits of the proposed \$2,000,000 guarantee be determined. This is a case where pious but vague assurances will not serve. The facts in detail are needed, and they will interpret themselves.

THE TRAGEDY ON THE ICE FLOES.

For almost two centuries the seal fishery industry has taken its toll in the ice floes in Newfoundland and the Straits of Belle Isle, and the disaster of last week is among the worst that has overtaken the fishermen in the history of the industry. The chief danger of the seal fishing is in just such sudden storms of snow and blizzard, making it impossible for the men to get back to their ships.

The steamers are not allowed to leave port for the ice before March 15, and the seal may be killed before the 14th. The young seals are then about three or four weeks old, but they mature so rapidly that they are in excellent condition. The industry does not employ many men and nearly two per cent. of the whole were lost in this storm. The steamers carry from 200 to 300 men each, and a catch of from 80,000 to 40,000 seals to a ship is not uncommon in the season.

The fisheries of Newfoundland are of the first importance but they have not always been an unmitigated blessing. For a century and a half the traders and fishing ships of Devonshire discouraged the settlement of the country, in order to retain the harbors and fishing coves for their servants and to retain also a portion of the fisheries. So early as 1623, 100 vessels were annually dispatched from Devonshire alone, and the fisheries proved very lucrative. The British government was enlisted in defense of their monopoly and stringent laws were passed forbidding settlement within six miles of the shores, enjoining the fishermen from remaining behind at the close of the season and forbidding the building of a house even, without a special license. This policy was persisted in for over a century to preserve the island as a fishing station and a nursery for British seamen. As a result of this short-sighted policy, at the end of a century and a half after its discovery the island only contained about 150 families.

The risks of life in the fisheries is one which no mechanical device can remove. With all our skill in conquering the land and sea, harnessing steam and electricity, speaking across empty air, the dangers of the seal fishery have not been greatly decreased. Each year will demand its toll of victims, in spite of the advances of science.

NO CONFUSION.

The Standard is attempting to confuse the cost of the bridge over the St. John River at Dunham's Wharf for which the Dominion government is expected to pay) with the proposal to guarantee another \$2,000,000 worth of bonds. If the Dominion government is going to pay for the heavy bridges it is all the more necessary for Mr. Fleming to explain in detail why he thinks it necessary to give Mr. Gould another \$2,000,000.

Mr. Fleming can only do that by demonstrating that the 190 miles now approaching completion from Gagetown to Centreville have actually cost as compared with the vast sums of money provided for the work by the province and the Dominion government.

The more money the Dominion government provides for the bridge at Dunham's Wharf the less necessary will it be for the province to mortgage itself to the tune of another \$2,000,000 for the benefit of Mr. Gould and his associates.

If the present contractor were to throw up his hands tomorrow, does anybody believe that it would not be easy to secure another reputable contractor to build the section from Gagetown to St. John within a reasonable time and at a reasonable cost? In thinking of this part of the problem, keep in mind the fact that Dominion aid for the bridges will go to the support of a subsidiary company of which Mr. Gould is the head.

The question before this province is: "Why should the province provide another \$2,000,000 until those who have had the millions already given have accounted for their expenditure?" The road above Fredericton is of light construction and it is known that heavy grades have been introduced very frequently. What reason is there to suppose that this section cannot be built out of the provincial guarantee and the Dominion subsidy already provided—if the money all went into construction.

The more the question is studied the more reasonable does it seem that the Lieutenant-Governor would not be warranted in giving his assent to further financial legislation until every salient successor to Gladstone, with particular reference to Home Rule. The following dialogue took place:

"I said: 'Well, there is Asquith. He is a coming man. Some people say he is the Liberal leader of the future.' "Parsons—'Yes, Mr. Asquith is a coming man, a very clever man; but (looking me straight in the face) do you think Mr. Asquith is very keen about Home Rule?' "Do you think that he will risk anything for Home Rule? Mr. Asquith won't trouble about Home Rule, take my word for that.' "Parsons' estimate sounds odd enough in the light of recent events.

HOW THE GOVERNMENT "COOKS UP" ITS SURPLUS

Bills Contracted During Year Held Back Till After Accounts for Fiscal Year Are Closed—Some Glaring Instances—Estimates on Small Bridges Exceeded Fourfold in Some Cases.

Fredericton, April 8.—How easy it is to have money on hand if you don't pay your bills. That accounts for the government surplus October 31st of \$12,007.88. And yet the department of public works alone in the month of November following the presentation of this statement paid out nearly \$80,000 for work done on roads and bridges.

Nearly \$80,000! Think of it! In one department of the government this very large amount was paid out as soon as the accounts for the year were closed.

No one, not even the most enthusiastic supporter of the government, can imagine for a moment that this amount of work was performed, the bills sent out checked, and the warrants issued all in the month of November. The people of New Brunswick know that but little work is done upon roads and bridges in any one year. And yet that was what their strong plea for public support when they sought power. "The expenditure must not exceed the income," was one of their campaign cries, and notwithstanding the fact that they have half a million more revenue every year, the sum total of their deficits is far in excess of their surpluses.

To give another example of their keeping back accounts. The Duke of Connaught was entertained in Fredericton in August, 1912, at a cost of more than \$2,000. Was this expenditure included in the accounts which closed Oct. 31 following? No. In great part they were not included until after the close of the fiscal year, and this year's report of the auditor general shows how the accounts are juggled to show surpluses. The new provincial secretary in his budget speech boasts of his new system of bookkeeping—the absence of suspense accounts, etc. In the light of the facts what are his words worth? If ever the province needed an independent audit of its accounts it is today. If all the bills were in and settled during there would be no need of any such necessary audit, 1914, and have a clean sheet.

But there won't be an accounting until the people change their minds and place new men in control. Only the people in office and what a record of helplessness and extravagance! They were going to make all things right with a million of revenue, as the old government, and today with only \$200,000 more in the treasury, and resorting to such petty subterfuges as are shown above to make the expenditures appear within the income.

The members of the old government had their faults but as adepts in deceiving the people they were in the kindergarten class with the gentlemen now in control.

There are only two men in opposition in the house and they are able to speak but little English. Yet they have made over 100 inquiries of the government respecting transactions which the people are entitled to know. They have been asked for information and the ministers, with the exception of the attorney-general, replying frankly and fully to their questions. But in spite of this they have persisted and much information has been obtained in the course of their office and what a record of helplessness and perhaps it is natural for a government to avoid giving facts that will damage it in the eyes of the people.

It will come out some time—if not when they are in power when they are out of power. The reason why there are so many inquiries of the government is so many suspicious transactions. Not one-tenth of them have been inquired into.

To show how loose and extravagant are the methods of the greatest spending department look over this information giving the estimated cost of the work done on certain bridges and the actual cost of the work to date. It may astonish you to see that the cost of the work has been brought out by one of the inquiries made at Bear in mind that there is no statement that the work is yet completed but that the expenditure is \$2,000. Perhaps "the work is yet to come."

Estimates and Cost of Bridges.

Table with columns: Name of Bridge, Estimated Cost, Actual Cost. Includes entries for Horn Brook bridge, North River, Marquis, etc.

How a Surplus is Shown. If any one will take the trouble to check off the names he will find that Mr. Asquith is a coming man.

Here is an interesting story about the man of the hour: "Before Mr. Asquith was forty," says the Evening Post, "he was associated with Sir Charles Russell in defence of Mr. Parnell. This recalls the opinion of him which Parnell expressed to Barry O'Brien in 1891. They were discussing various English statesmen, as possible successors to Gladstone, with particular reference to Home Rule. The following dialogue took place: 'I said: 'Well, there is Asquith. He is a coming man. Some people say he is the Liberal leader of the future.' 'Parsons—'Yes, Mr. Asquith is a coming man, a very clever man; but (looking me straight in the face) do you think Mr. Asquith is very keen about Home Rule?' 'Do you think that he will risk anything for Home Rule? Mr. Asquith won't trouble about Home Rule, take my word for that.' 'Parsons' estimate sounds odd enough in the light of recent events.

AGB

Brooding Season All is Mortality Varied Ratio Can't Be Correlated

(Prof. F. H. Stoneburn, It has long been recognized that the greatest leak in the poultry industry is the heavy mortality of chicks. The brooding and the most trying and exacting year's work. Moreover, which in large measure important matter of profit made then cannot be traced later, so as a business policy the chick adopt all measures which success of this critical work.

We have previously discussed the importance of using chicks and giving them comfort. The remaining factor is and it is a most important one. It is the matter of much stress is laid upon probably recalls seeing chicks reared on general staple feed which were inclined to think that they were inclined to adopt methods of feeding which conditions always at primitive feeding system well where the chicks are in small broods, with field and garden, barnyard. Under such conditions it is most of the things when mature chicks are or are confined in lines poultryman must furnish since he denies the you show of finding chicks in chick feeding the p considered are the composition, its quality and method and how it is supplied. In general proper stated that chicks require and one which is well latter term should not be used. The composition of the ration ratio nor just the ration of carbohydrates and from the grain, especially in a realization of a growing chick requires a mineral matter and an exacting nature of the ration must be given in some best results are demanded. Among the most used, but overlooked, peas and meal valuable. Of course such diets as bran, middling and so on are not recommended. The green food may be clover, lawn grass or alfalfa. It is usually material which they require large number of chicks given access to the open air in small yards or pens regularly supplied. It may be pointed out that the ration of a growing chick requires a mineral matter and an exacting nature of the ration must be given in some best results are demanded. Among the most used, but overlooked, peas and meal valuable. Of course such diets as bran, middling and so on are not recommended. The green food may be clover, lawn grass or alfalfa. 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