

THE SEMI-WEEKLY TELEGRAPH

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

JOHN RUSSELL, JR., Mgr.
S. W. McCREADY, Editor.

ADVERTISING RATES

Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch.
Advertisements of Wants, For Sale, etc., one cent a word for each insertion.
Notices of Births, Marriages and Deaths, 50 cents for each insertion.

SUBSCRIPTION RATES

Sent by Mail to any address in Canada at One Dollar a year. Sent by mail to any address in United States at Two Dollars a year. All subscriptions must be paid in advance.

IMPORTANT NOTICE

All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company.
Correspondence must be addressed to the Editor of The Telegraph, St. John.

AUTHORIZED AGENT

The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:
Wm. Somerville

Semi-Weekly Telegraph

ST. JOHN, N. B., NOVEMBER 13, 1907

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."

THE KING'S BIRTHDAY

Recent events in other countries, both monarchies and republics, tend to throw into sharper relief the good fortune of the British Empire as regards both our form of government and the personality of the sovereign. The queenly dignity and womanly common sense of Victoria the Good are replaced by the kingly bearing and ripe diplomacy of her son, the Peacemaker. The years increase his popularity and the public recognition of his value to the nation. The first citizens of other countries are associated at times with the turmoil of politics, with folly, with questionable controversies, and even with scandal. These things weaken respect and usefulness. The British sovereign goes his way unaffected by such circumstances, keeping his own place, but steadily increasing his hold upon the affection of the people and year by year adding to his achievements as an influence lengthening the chain of Britain's friendships among the great nations.

At sixty-six the King sees an Empire whose prestige is greater than ever before, whose allies by treaty and by understanding are more numerous and more powerful, whose enemies are fewer and more impotent. To this fortunate condition of affairs his own contribution has been great. That it has been made without even a suggestion of friction between the Crown and the advisers makes it all the more noteworthy. The Queen has from the day of her marriage occupied a great place in the love of the people. King and Queen alike grew gracefully old. There is much reason for the confident hope that they will reign long.

THE PRICE OF COAL

Writing in regard to an editorial in yesterday's Telegraph on the price of coal and the importance of giving the consumer a fair deal once in a while, if only to encourage him, a prominent business man points out that cities farther from the mines than St. John get coal cheaper than we do. He says in part:

"When in Winnipeg recently I found they were buying coal at \$4.25 per ton, which the engineer, who was a Nova Scotian, informed me was equal to the Nova Scotia coal such as we are using. We are now paying \$4.50 per ton for such coal, delivered."

"In Montreal also I found that they were actually buying coal at a lower price than we are. For the welfare of the city, I think it very important that we have fuel as low as the cost of production warrant. Certainly, it seems to me, we should buy our fuel at a less price than the people of Winnipeg and Montreal."

Some years ago a Boston capitalist interested in gas production there made a contract for Nova Scotia coal at what would call a very low rate. It was much lower than anyone in Nova Scotia could get. The high fuel prices are maintained chiefly because the consumers show that they are willing to pay what is asked without making adequate investigation as to the justice of the charge. The prices we pay for coal today are extortionate considering the location of the Nova Scotia mines and the fact that the province owns them. A few years ago a strike in Pennsylvania was made the excuse for local prices more than usually exorbitant. The curious thing is that the people who have to pay do not get together on the question.

In matters of this kind the individual consumer is helpless. The consumers as a body do not know the facts as to cost of production and transportation. They do not make a common effort to get the information and to act upon it. The failure to act in common unquestionably is costing them a whole lot of money. So long as they go on merely grumbling and paying the market price, those who sell coal for profit can scarcely be expected to lower prices voluntarily. The tendency is ever upward. That is true of so many necessities today that action by the consumers is in order. Persons interested in maintaining high prices will oppose investigation. The Bourbons in the community

will warn the people that any talk of an investigation smacks of confiscation. These reactionaries believe we should all keep on smiling and paying up. But there is another side to the story, and presently the consumer will be asking awkward questions and insisting that they be answered. Then, and only then, satisfactory answers will be forthcoming.

THE INDIANS

According to the report of the Department of Indian Affairs for the nine months ended March 31 last, Canada's Indian population increased by 931 during that period. The population for 1906 and 1907 by provinces is given as follows:

Provinces.	June 30, 1906.	March 31, 1907.
Ontario.....	23,728	23,783
Quebec.....	11,307	11,380
Nova Scotia.....	2,143	2,134
New Brunswick.....	1,732	1,764
Prince Edward Island.....	284	288
British Columbia.....	24,967	25,022
Manitoba.....	8,704	8,445
Saskatchewan.....	7,425	7,471
Alberta.....	5,612	5,661
Northwest Territories.....	3,362	3,362
Outside Northwest Territories and treaty limits.....	165	17,183
Outside Northwest Territories and treaty limits.....	20,714	3,302
Outside Northwest Territories and treaty limits.....	109,394	110,345

The superintendent says of the condition of the Indians generally that considering the altogether exceptional severity of last winter, it is gratifying to find that they not only escaped abnormal hardships, but enjoyed no small measure of prosperity, as evidenced by the fact that during the shorter period (nine months) as compared with the previous twelve) concerned their earnings did not fall short of the aggregate of those during the full preceding year. He adds that despite the general severity of the winter, which indeed in some directions seems to have had rather a beneficial influence, the general health has been distinctly better than the average, unless in New Brunswick, where there was an unusual prevalence of general ailments. "As to tuberculosis, scrofulous and kindred maladies, which together with infantile mortality unduly inflated the death-rate, particularly in the younger provinces," he says, "general progress in the direction of civilization is gradually regaining, and imparting power to resist, the conditions peculiar to the Indians which are responsible for the excessive death-rate."

BOOTH'S FAREWELL

General Booth spoke with fire and with tenderness to the people of New York Friday evening as he bade them what may be a final farewell. His mission has appeared with peculiar force to the great cities. There, owing to the pressure of the civilization we have evolved, the number tortured by sin and wrong, by failure and by the oppression of circumstances, is vast and ever growing. Instinctively it turns to the man whose humanity is as wonderful as his power to construct and to organize.

This is a wonderful man who at four score is finishing a tour of America. Since we saw him in St. John he has carried his message over much of the continent, and everywhere the hearts of men have been touched. In many places he has spoken of his successor, employing the language of one who expects soon to go on the long journey. Gratitude and good wishes follow him as he takes ship for home. The world will not readily accept his passing, and his work is nearly done. His plans are so many, and there is so much for him to do.

WHY NOT CHEAPER COAL?

What are the governments of New Brunswick and Nova Scotia doing towards giving the people cheaper coal? In a coal-producing country the consumers are altogether too ready to take it for granted that the price demanded is the price established by cost of production and conditions of competition. But read what Lt. Gov. D. C. Fraser, of Nova Scotia, said in Washington the other day to the newspaper men to whom he was explaining the glories of reciprocity. Said the frank governor:

"It seems ridiculous, though, doesn't it, that you, a people of 750,000, should appear to be afraid of a people of 6,000,000. Either you must be afraid of us, or have no confidence in your ability to hold your own against our 6,000,000. WE COULD PUT COAL INTO BOSTON AT \$1 A TON, WHILE YOUR NAVIGATION LAWS COMPEL THE BOSTON PEOPLE TO PAY \$2 FOR THE SERVICE."

The Toronto World takes Lt. Gov. Fraser at his word, and proceeds to analyze the situation from the standpoint of the people in these provinces who are compelled to pay present prices for coal. "Nova Scotia," it says, "owns absolutely every foot of coal within her borders, and, although some of it is leased out to private companies, the majority of the leases run for short terms, and some of them are falling in every year. It is entirely within the power of the government of Nova Scotia to get coal for the people of Nova Scotia as cheaply as it is offered to the people of Massachusetts."

"Why cannot the people of Halifax, the people of Sydney, the people of New Glasgow, get coal at \$1 a ton? They are not impeded by navigation or tariff laws. But coal in Halifax sells for four and five dollars a ton; it certainly never sells for less than \$3.50. Coal in Sydney, at the pit mouth, sells for \$3 a ton; never for less than \$2.50. If anybody in Amherst, New Glasgow, Truro, Stellarton or any other place in Nova Scotia has bought any coal for \$1 a ton or for \$2 a ton, he has not yet given evidence."

"Charity begins at home. Let not the governor fret his kind heart out because he cannot deliver coal to the people of Boston at \$1 a ton. Let him take courage and cheer up. He should call George H. Murray, premier, upon the carpet and find out why coal in Sydney, Westville, Pictou and other places built on coal beds,

cannot be delivered at \$1 per ton. That ought to be his job this hard winter."

But the governor will prefer to attend to his other, easier, and more ornamental job; he will not care for the distinction he gained in serving the province by heading a crusade for cheap coal for the people who actually own the coal mines and who permit others to sell them the product at excessive prices. It will be a pity, however, if the governor's clear statement of fact—a most significant one—is not seized upon by an organized body of consumers as a basis for action. We hear a great deal about reducing the resources of the province. Too often that phrase means profit for the few at the expense of the careless many. Since the people of the province own the coal they have a right to ask that it be mined for the purpose of giving them cheap fuel—that this be made the prime aim of operating the mines. If agitation brings this matter into the arena of practical politics, where will give it their earnest, the politicians will give it their attention. At a time when the cost of living is rising rapidly, though already it is too high, it should not be difficult to make cheap coal a moving political issue. The bores which Boston is denied should be ours for the asking.

THE CARS AND THEIR PATRONS

Street railways promote and profit by the growth of cities if they are managed on progressive lines. The Ottawa Citizen, in discussing the growth of population and of street car transportation, tells what the Ottawa company has done in return for its franchise. The street car traffic," it says, "is not only an excellent barometer registering the growth of a city, but the street railway occupies the anomalous position of being both the cause and effect of a city's growth. A well managed road, such as Ottawa possesses, contributes materially to the growth of the city by extending its borders, permitting free communication between its remotest points, and notably by making possible the privileges of homes free from overcrowding (the base so largely of modern cities), and which can be reached from the workshop of the toiler for a three cent fare. It may be conceded that the Ottawa Electric Railway company enjoys a valuable franchise, but it has not been seriously questioned that it has given the city full value for every right conferred, and done quite as much for the upbuilding of the city as the latter does for the development of the company."

The directors and stockholders of the Ottawa street railway know the value of public confidence and approval.

COMPULSORY INSURANCE

Students of methods to provide against poverty among aged workers are giving some attention to German legislation designed for this purpose. A reviewer has taken to this say of the steps Germany has taken:

Beginning in 1883, the principle of insurance has been applied successively to sickness, industrial accident and infirmity, with which is to be reckoned old age. The first of these to come under compulsory insurance legislation was sickness, by an act passed in 1883. The German law of insurance against industrial accidents dates from 1884. The third branch of insurance against infirmity and old age came into force in 1889, by virtue of a law passed in 1889. An extension of the principle of insurance to provide for widows and orphans of wage-earners is promised for 1910. The possibility of insurance against unemployment has been much discussed, especially during the trade depression in Germany of 1902-3. But so far it remains outside the region affected by enactment.

Briefly, the policy of the German government is to make insurance for industrial emergencies compulsory, the cost being borne in the proportion of two-thirds by the employer, one-third by the employee. Sick funds exist in great numbers, and are of two kinds, voluntary and statutory. The business of the government is to secure general conditions and shall be financially sound, and that every insurable person shall belong to either a voluntary or statutory fund. The law is compulsory on the employer either to satisfy himself that his workmen are members of voluntary funds, or himself to insure them in a proper statutory fund, paying their subscriptions and deducting the employee's proportion—normally two-thirds—from their wages. If the employer neglects this duty the employee does not suffer. He draws his benefits as if he had been insured. The employer has to make the amount good to the fund. The fund is a large factory, or some other of a particular trade or group of trades in a district.

Germany leads the world in producing skilled artisans. Industrially its progress has surprised and startled competitors. It is noteworthy that its industrial expansion is accompanied by legislation regarding questions like that here discussed, which have only reached the academic stage in the United Kingdom and North America.

MORE TALKATIVE SAILORS

There will be surprise, and perhaps some imperfectly smothered laughter, in England, and some fierce indignation in Berlin, over a disclosure made just as the German Emperor is due in London. At the conclusion of the British naval exercises by the Channel fleet and the first cruiser squadron Sir Percy Scott, of Lady-smith fame, ventured upon an undignified signal to the ships of his division. An order had been received to paint the vessels after their stay at sea, in order that they might be spick and span when the Kaiser inspected them. The Emperor has a navy of his own, but his cousin will derive great satisfaction from showing him one that he cannot hope to match. A fresh coat of paint for dress parade is the customary thing. But Admiral Scott appears to have resisted the order to prepare for the distinguished visitor, and he signalled his captains to paint seemed more in demand than gunnery and that they had better get on in time to look pretty by the eighth—the day on which the Kaiser was expected. Lord Charles Bessford—no longer the subordinate "Charlie" of "Condor" days

—made another signal describing Scott's message as insubordinate and disrespectful, and ordering it stricken from the log books. Sir Percy Scott is likely to lose the number of his official mess as a result of his show of pique or his desire to crack a joke at the Emperor's expense in the presence of some thousands of sea dogs among whom he no doubt suspected many would be found of his way of thinking.

There are other talkative British sailors. Admiral Sir John ("Jacky") Fisher—as if he had read a report of "Fighting Bob" Evans' recent assertions about the fitness of the American navy for a feast, a frolic, or a fight—has been talking about the recent display of naval strength in the Channel. Confidence—to employ a mild word—marks the British admiral's remarks in an unusual degree. He causes it to be known that the navy is bigger and better than ever, and he pretty clearly intimates that it could, occasion demanding, sweep the seven seas clear of foreign flags. The British public will take the Admiral's word at its face value, though the time-lapse of his piping to quarters may be questioned. These fighting men should not be allowed to talk. They might learn from Japan. Her naval men are silent. Tokio, having read all about Admiral Evans, is assuring Washington that Japan is soothed and sustained by the unfaltering hope that she may continue to deserve the good opinion of the United States which she regards as only less venerable than her own ancestors. Togo has probably perfected a plan for the seizure of the Philippines, Hawaii, Porto Rico and Panama; but he lays never a hand upon the megaphone. He seems to have no use for that instrument except when the battle flags are flying.

THE ROADS

Hon. Mr. McKeown's references to the failure of the Highway Act are much more definite and significant than those of Premier Robinson. Assuming that members of the cabinet conferred on this subject, it may be thought the conclusion was reached that it was politic to have the new Attorney-General make the government's confession of retreat from its frequently reiterated position in this matter. Mr. McKeown's constituency not being affected by the act in question. Even a government can learn, though frequently, as in this case, it too long delays acting on the conviction forced upon it. For many months the volume of complaint from the country districts has been so steady and so large as to make it evident that the government could not afford to stick to the law it promulgated as the final solution of our difficulties in the matter of country roads.

Those who knew something about the condition of the highways, the feeding of the people with regard to them, and the conduct of the men to whom the government entrusted the work, were fully aware that an about-face by the administration must come sooner or later. They knew, too, that the government would make a serious mistake if it clung to the road law until the measure had become the principal point of opposition attack and had become firmly established as a public grievance. Yet that is precisely what it now makes a conspicuous mistake, under the more than a year ago friends of the administration gave warning that unless the government selected better agents, or succeeded in disciplining those it had, the country would prove hostile. The warning was disregarded, and the roads went from bad to worse. Next spring when the frost comes out of the ground—perhaps about election time—the roads in several counties will fully justify the name of prolonged neglect. Much time and money will be required to recover the ground lost since the passage of the road law. Just what methods the government will propose to employ, we are not told.

The question is one that appeals strongly and directly to the great mass of electors. Hon. Mr. McKeown's nomination day speech as a complete admission that the opposition criticisms of the government in connection with the road law have been well founded. And when the electors in the various parishes call to mind the men whom the government selected to carry out the law, the reasons for their election, and the result, they will shake their heads over the idea that the government can patch up a new scheme which will give the province good roads. The whole thing must create an impression very damaging to the government. It is more folly to say that the opposition had a hand in framing the law. The government majority perfected it, and what is more to the point, the government administered it, and in this its failure was absolute.

A FRANK PROFESSOR

A despatch from Ann Arbor, the seat of the University of Michigan, gives some of the reasons advanced by Prof. Joseph H. Drake of that institution in urging the people to crown Mr. Roosevelt as Theodore I. Some of the students, who do not follow public affairs and therefore are not aware that Mr. Roosevelt is already an autocrat, were at first inclined to think Prof. Drake was joking. He undeceived them, saying that he seriously advocated the elevation of Mr. Roosevelt to the throne because of the wisdom he has displayed in handling the problem of corporate regulation. He urged that a free hand be given to Mr. Roosevelt for the solution of the corporation menace. Prof. Drake declared that it was one of the follies of the nation to suppose that the present industrial efficiency could be maintained without the organization of great corporations. Their destruction would mean the ruin of the nation, and the solution, he said, rested in efficient control and regulation by the government. The short and simple way, he concludes, is to let Mr. Roosevelt run the country.

In some respects Mr. Roosevelt has stolen a march upon the professor, for in regard to many matters of importance he is already running the country. It is he who has ordered the fleet to the Pacific, for example. To the statement that an

extra appropriation by Congress will be necessary to pay the expense of the voyage the President jauntily replies that there is money enough in hand to get the fleet to San Francisco. As for getting it back again, he adds significantly, that is for Congress. Recently, too, a tentative announcement was made to the effect that plays would be produced at the White House by leading theatrical organizations, as before royalty. This news did not elicit great public applause, and the plan may be dropped.

If Mr. Roosevelt should appeal to the people for a third term they would give it to him, and the gift would be some approach to the scheme Prof. Drake proposes. And the Americans might do worse. Given full power Mr. Roosevelt could head off several threatening developments which will make trouble for the Republic before long. Appearance, however, indicates that Mr. Roosevelt will step aside for one term, confident that the occurrences of the next four years will lead to an overwhelming popular demand for his election in 1912.

NOTE AND COMMENT

On a 1,200-mile trial trip the new Cunarder Mauretania averaged more than twenty-six knots an hour. In this performance there is a pretty reliable indication that she will prove even faster than the Lusitania. The last named ship is due in New York today, and wireless reports last evening promised a remarkable voyage. The British have just turned out a torpedo boat destroyer, which ran thirty-nine and a half land miles an hour—the fastest craft in the world. If one compares this with the speed of what we call a fast railroad train he will get some idea of the pace of this wonderful engine of war. "McAndrew's" prophecy about "the loco-boiler next and thirty knots an hour" is more than realized. The British are showing their heels to the world.

In a communication to the Municipal Engineering Magazine, Mr. William D. Marks argues from the testimony presented in the recent gas cases in New York that the charge by gas companies to cities for gas used for street lamps should be materially less than that for private consumers. He shows that the expense of meters, which is not chargeable to street lighting because the lamps are not metered, is \$7.78 per meter or fifteen cents on each thousand cubic feet of gas, computed on the average consumption of gas per lamp post. He points out that the actual cost of gas in New York was \$3.12 cents per 1,000 cubic feet delivered, and the cost of gas for street lamps would therefore be \$3.12 cents per 1,000 cubic feet. If the charge for gas to private consumers is eighty cents, as allowed by law in New York, the charge to the city should be sixty-five cents or about \$7.60 per post per year, each post using about 11,800 cubic feet a year.

What about harbor commission? What chance, if any, is there that the city will be able to borrow money from the government at a nominal rate to carry on extensive harbor improvements here? The Council is to vote today on what expenditure which may reach another half-million. There is no definite understanding with the government about taking over the harbor at a fair price. The new wharves are needed, but before they are built there should be an arrangement with the powers at Ottawa. If St. John asks for money and gets it every other harbor of note, and some of another kind, will demand similar treatment. The government's nationalization policy is still indefinite. The report of the Transportation Commission is yet to be dealt with. It would seem in these circumstances that the Corporation might ask for some explicit assurance from the Minister of Public Works. The city taxpayers have gone as far as they can afford to go, if not farther.

THREE P. E. ISLAND MEN LIKELY DROWNED

Charlottetown, P. E. I., Nov. 8.—(Special)—Great anxiety is felt for the safety of James Stewart, a miller, Howard Poole, aged 17, and a man named Reeves, aged twenty, who left Souris Wednesday night at nine-thirty in the midst of a furious northeast gale in the schooner Halcyn, for Georgetown, twenty-two miles distant. The Halcyn was only thirty tons and carried no ballast. The men on board had little knowledge of seamanship. The trip should have been made under ordinary conditions, in five or six hours, but no tidings of the missing vessel have yet been heard. It is feared the capsized while attempting to clear Boughton Island reef. Wreckage of the same color as the schooner has been seen in the Argus river. The missing men all belonged to the Woodville Mills, Lower Cardigan. Stewart is middle aged and leaves a wife and six children.

LARGE ATTENDANCE AT F. W. DAVISON'S FUNERAL

Sussex, N. B., Nov. 10.—The funeral of the late F. W. Davison took place this afternoon from his late residence, Maple avenue. Notwithstanding the downpour of rain, the funeral was largely attended, showing the high esteem in which the deceased was held by his large circle of friends. A short service was held at the home, conducted by Rev. Mr. Alton. Special music was furnished by the Sussex quartette. A large number of the members of the I. O. O. F. lodge, of which deceased was a member, preceded the hearse, also about thirty-five members of the Barons Bible class, of which deceased was a teacher.

The pall-bearers were S. H. White, H. B. Price, H. H. Dryden, W. J. Foster, G. H. Perry, Gordon Mills. The floral offerings were: Pillow of roses with the word "Father" from the family; a large casket, Mr. and Mrs. H. B. Price; floral tributes on base, from I. O. O. F. lodge; casket, star and bar, Sussex Mercantile Company; white roses, Mr. and Mrs. C. H. Herritt, of Petrolia; large anchor, employees of Sussex Mercantile Company; large wreath, Barons Bible class; spray, Mr. and Mrs. H. B. Price; spray, Mrs. Mabel Duffy and Miss Nellie Simons; bouquet, Mrs. John Mace.

Spanish Sovereigns' Visit Stirs Paris

Paris, Nov. 8.—The visit in Paris of the Spanish sovereigns was remarkable for two things, the precautions taken by the authorities for their safety and the interest of the public in the baby picture of the Asturias.

President Fallieres set the fashion by sending a present to the baby, a box containing mechanical toys, doubtless appreciated. The rule of etiquette which prevents kings from accepting gifts from private individuals was ignored and many anonymous presents were sent.

Beautiful dolls and a profusion of flowers were left at the Meurice Hotel for the baby, even workgirls bringing a tribute. The police regulations were such that a soldier was stationed every one hundred yards along the whole railway track. Even King George of Greece, in mufti, calling at the hotel, was watched by detectives.

The queen visited many shows, making numerous purchases, including a novel, a brooch and a pendant. Like the ancient British sheriff's badge. These are now in great demand. Several Americans who have been jewellers asked for replicas.

THE KING AND QUEEN OF SPAIN AND PRINCE OF ASTURIAS

Paris, Nov. 8.—The visit in Paris of the Spanish sovereigns was remarkable for two things, the precautions taken by the authorities for their safety and the interest of the public in the baby picture of the Asturias.

President Fallieres set the fashion by sending a present to the baby, a box containing mechanical toys, doubtless appreciated. The rule of etiquette which prevents kings from accepting gifts from private individuals was ignored and many anonymous presents were sent.

Beautiful dolls and a profusion of flowers were left at the Meurice Hotel for the baby, even workgirls bringing a tribute. The police regulations were such that a soldier was stationed every one hundred yards along the whole railway track. Even King George of Greece, in mufti, calling at the hotel, was watched by detectives.

The queen visited many shows, making numerous purchases, including a novel, a brooch and a pendant. Like the ancient British sheriff's badge. These are now in great demand. Several Americans who have been jewellers asked for replicas.

Lands as Securities.

(Montreal Star).

William Pearson, of Winnipeg, who the other day addressed the Real Estate Exchange of that city, advances some reasons why western lands should receive more attention from the banks. He said:

"Nobody, not even the most conservative financier, but admits that loans on western lands, up to any reasonable percentage, are absolutely a safe investment. All economists assert that land is the basis of all wealth. But in Canada this security, which is the most permanent kind, and of all securities the least liable to shrinkage, has not been recognized as security for loans by our banks. Bank managers are prohibited by the banking act from so doing. Loan companies will lend upon this security, but only for long terms, consequently a man having a title to property cannot secure money advancement thereon for short terms with the facility he should expect in view of the excellent nature of the security he can offer. I think it my duty to point out that there exists a gap in our Canadian financial fabric in the hope that some effort would be made to bridge the gap."

After 79 chickens had been disposed of he came to a house and made the usual inquiry.

"I'm boss of this ranch," said the man. "Got to show me."

So the wife was called, and she affirmed her husband's assertion.

"Take whichever horse you want," was the boss's reply.

So the husband replied: "I'll take the bay."

But the wife didn't like the bay horse, and she called her husband aside and talked to him. He returned and said:

"I believe I'll take the gray horse."

"Not much," said Missouri; "you'll take a chicken."

Apocryphal of vanity. Secretary Root told at Yale about a politician who the day before he was to make a certain speech sent a forty-one page report of it to the press. On page twenty appeared this paragraph: "But the hour grows late, and I must close. (No, no. Go on.) Go on!"—Argonaut.

THE NEW KNIGHTHOOD.

(James Oppenheim in New York Times.)

In the dust of the noonday's Realness our newer Knights go out. No moans to lend bewitchment, no love-lace of forest route.

Glitters on "all and gather the searching, sword sun.

Real people. Real with realer realness! Earth's War that is never won!

Of old did they tumble the villain's "The enemies of the very young woman."

Of old, with clatter of armor, they hunted the Superhuman.

Love and song and enchantments lured them from lairs to lairs—

But these—these traitors! For a Microbe up at the head of the stairs.

They are swift in the fifth of the hallway, they pour such Light as they harbor, that they swirl through the street with the people, and settle in people's throats.

They are there where the United hunger, and there where the Unclashed shake.

With the dead they watch with the weak they walk; with the sick they wake!

Or, in the white-walled schoolrooms their pestilence labors draws

Slowly Thought from the thoughtless, out of child-chaos, Law!

Yes, they share as the sculptor the soft wax-clay of the child.

They lead young souls to the Clearing out of the waste of the Wild!

Or, on the sheets of the Paper shot thousandfold through the street by harbar, that the breakfast of man be sweet.

That the morning bring him his Planet to inspect from New York to Japan.

That Man may walk million-hearted in the million-thick Earth of Man!

Little of Fame and of Flowers, and less of Gold and Ease.

The music that lends them is Service to the limitedness of these.

The reward is heart-throb to the Human-O Knights of the Silent Strife.

Have you seen the Graft where if he were have you drunk the fulness of Life?