

HAS THE KARLUK MET DISASTER?

Find Life Preserver on Alaskan Shore

Picked Up a Few Days After Stefansson's Ship Disappeared

American Official Who Sent It to Washington Fears Explorer's Ship May Have Been Lost in Terrific Storm —Ottawa Believes No Mishap Has Occurred

(Canadian Press.)
Ottawa, Feb. 19—An explanation of the finding of a life preserver from Stefansson's Arctic ship, the *Karluk*, at Kivalinab, Alaska, last October, is given in a letter received by the deputy minister of naval affairs from the commandant of the *Albatross*.

G. S. Maguire, an official of the United States department of education at Kivalina, found the life preserver there.

An extract from Maguire's letter reads: "We have just passed through perhaps the very worst storm that has been known here for years. After the

The last authentic word received about the Karluk stated that she had broken away from the ice on September 25 at a point about seventy miles east of Point

Mr. Desbarats is inclined to think that the preserver was washed overboard when the Karluk was some distance out from Kivalinab about the middle of last August.

CELEBRATED
GOLDEN JUBILEE

Interesting Programme at St. Stephen, St. Andrews, Woodstock and Other Points.

(Special to The Telegraph).
St. Stephen, N. B., Feb. 19.—The Knights of Pythias lodges on the border are celebrating their golden anniversary of the founding of the Pythian society in grand style here tonight. The members of Frontier Lodge No. 4 are having a literary and musical entertainment at

are enjoying a banquet furnished by the Pythian sisters. Among those who delivered addresses are Judge W. C. H. Grimmer, Attorney-General George J. Clarke, M. N. Cockburn, of Seaside Lodge, St. Andrews; John Acheson, of Clatsop Lodge; Dr. W. H. Laughlin, of Border Lodge No. 8, Milltown, and C. A. Laubman, secretary of Frontier Lodge, Southern Cross Lodge, Grand

Manan, are having an excellent programme in their lodge room at Grand Harbor and the members of Seaside Lodge at St. Andrews are joining in the festivities in the shirttown.

At Woodstock.

Woodstock, N. B., Feb. 19.—(Special).—Ivanhoe Lodge, K. of P., lived up to its reputation tonight by furnishing a most excellent entertainment.

Special event of exceptional brilliancy in celebrating the golden jubilee of the order. The beautiful decorations with the red, yellow and blue predominating, made the hall most attractive, and the committee did itself proud in the transformation that was wrought. Rev. George Ross, of Florenceville, a past chancellor of the lodge, was the speaker and gave a very interesting account of the origin of the order and its first in-

production into New Brunswick and the town of Woodstock. Outside talent assist in a programme of exceptional merit.

AMERICAN REVENUE

CUTTER MAY GO TO

SCH. HERALD'S AID

Portland, Me., Feb. 19.—A request for assistance of the American schooner Herald, St. John (N. B.) for New York.

rebound in St. Mary's Bay (N. S.), was received at the custom house today. It was expected that the revenue cutter Woodbury would be sent to aid the Herald after taking on coal.

CORNER

KEEPING

GRAUEL

d Gems

how to make rusk about an inch thick cut in this slice and then the expensive and are delightful

bread dough has raised for the to make the rolls, add one egg, one tablespoon of butter and two

Place on a baking pan to rise minutes, put butter and sugar when done. Currants may be

th. Soda, with baking powder or nature. This last process is too

one cup of milk. Melt a fourth with a slotted spoon. Stir briskly

it require thirty minutes to bake, one level teaspoon of soda

in Talent

awakening. Woman is taking a new significance. She is dis-

mission in civilization. Today she is a woman, a woman, a woman

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TWO FATAL WRECKS ON C. P. RAILWAY

Head-on Collision at Bury Kills One

Three Trainmen Scalded But Injuries Will Not Be Fatal

Toronto-Montreal Flyer Struck a Broken Rail While Traveling at High Speed—Driver Killed and Fireman Badly Injured But Passengers Escaped

Montreal, Feb. 17.—A head-on collision occurred on the C. P. R. at Bury, Quebec, early this morning, resulting in the death of an engineer named Yandow, of Farnham, and the scalding of three other members of the train crew.

As a result of the wreck the service has been tied up on the Megantic-Sherbrooke line all day, and it is not likely that the track will be cleared until tonight. Several trains have been cancelled as a result. Twenty cars were derailed and the tracks torn up for a considerable distance.

It is thought that mistaken orders were responsible for the wreck. A freight train had the right of way out of Bury, and was pulling out when an incoming freight, led by a passenger train, was running on the same track.

This afternoon the debris resulting from the collision had been cleared away and traffic was resumed. The train was a Toronto-Montreal flyer, carrying 140 passengers. The engine, a 4-6-2, was running at high speed when it struck a broken rail.

The Montreal-Toronto flyer, running at a speed of forty miles an hour, struck a broken rail, the engine being derailed and the entire train wrecked. The engine was buried beneath the locomotive and its fireman was killed.

The train was a heavy one, consisting of six day coaches, two Pullmans and three baggage cars. The train was carrying 140 passengers and 140 tons of freight.

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FOUND \$50,000 STOLEN IN OTTAWA

Satchel Containing Bank Drafts and Negotiable Securities Unearthed in Lavatory of Office Building.

Ottawa, Feb. 17.—Fifty thousand dollars in checks, drafts and money orders belonging to the Union Bank of Canada, and the Ottawa post office on Jan. 8, were found today in a bag hidden in a lavatory of the Union Bank Building.

On the night of January 7, one of the bank's messengers left his bag in the post office, intending to get the mail from the bank's private box in the morning. When he returned the bag was gone and the mail box empty. It was also discovered that the Union Bank's safe was also empty and the robbery was disclosed.

The mystery has since baffled the police until the bag and its contents were accidentally found by an employee of the Canada Life Building this morning. One of the Union Bank checks was a certified one for \$25,000. The police are working on a very meagre clue, implicating a boy in the theft.

BOY SAW FATHER FATALLY CRUSHED IN EDMUNDSTON

Vital Bouchard Struck by Train on Level Crossing and Died Soon After—Leaves Eight Children.

Edmundston, N. B., Feb. 17.—A fatal accident occurred here at a quarter to 10 o'clock this morning when a train struck a boy named Bouchard, who was crossing the tracks at a level crossing.

The boy, who was about 10 years old, was crossing the tracks at a level crossing when he was struck by a train. He was killed instantly and his father, Vital Bouchard, was also killed.

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CANADA'S PARCEL POST A FROST

Rates Are Fixed So That Express Companies Need Not Worry.

Ottawa, Feb. 16.—It may possibly have been due to the sudden drop in temperature which produced snow weather over the entire country following the inauguration of Hon. L. P. Pelletier's Parcel Post system that the first trial of the new system has proved more or less of a frost.

The contract between the Canadian rates on parcel post and the rates in force in the United States gives ground for Mr. Pelletier's expectations, that there will be no very serious objections from the Railway or Express Companies.

In the United States where parcel post has become immensely popular the first zone at the start was 50 miles and it has since been extended to 100 miles. The weight of parcels in Canada is limited to 30 pounds for the first zone and after the first three months the maximum weight accepted will be 10 pounds.

Moreover, there are provincial complications in the Canadian system from which the American system is free. In the United States it costs 14 cents to send a parcel 100 miles by parcel post. In Canada under the new rates it costs 46 cents to send the same parcel the same distance. The express companies in Canada would carry it for 40 cents or 6 cents cheaper than it costs to send it by parcel post.

As a matter of practical working out the only real advantage of the present parcel post system will be within the limited 30-mile zone. Beyond that distance the parcel post will not seriously compete with existing express rates.

Perhaps the two boxes of cigars which Mr. Pelletier received via parcel post on the day the system was opened, came from an express company.

N. T. R. REPORT FRAMED FOR POLITICAL EFFECT

Ottawa Hears That Original Findings Were Dressed Up Months After Completion

Government Will Make No Effort to Recover That \$40,000,000 "Wasted," Because It Has No Case—Belief That Gutelius Was Put in Charge of I. C. R. to Make Public Ownership Unpopular and Pave the Way to Hand Intercolonial Over to a Company Road.

Ottawa, Feb. 17.—Although the report on the National Transcontinental Railway will not be in the hands of the Liberal members of parliament for at least a week or so yet, pending the receipt of the printed copies containing the evidence on which the commission's conclusions are based, the government press report prepared and handed out by the government is meanwhile being exploited to the fullest extent.

Until the report is regularly before parliament in its printed form it cannot very well be discussed, and the Liberal reply to the charges of waste and extravagance will have to be postponed until then. Meanwhile, however, some things in connection with the report itself and with the motive underlying it are becoming increasingly clear.

The report changed to suit? In the first place it is reported, on good authority, that although the report was written some months ago it was amended from the form in which it was originally received from the commission. The changes were made in order to make it more favorable to the government.

In the next place it may be noted that the report is now given by the government press that there will be no prosecutions as a result of the report and that the government will make no attempt to recover any part of the \$40,000,000 alleged to have been wasted.

The conclusion is obvious that there will be no prosecutions because the commission have discovered nothing, on which to base any final charge of graft.

The report in its final analysis seems to be designed as a culminating step to the whole project of government ownership in Canada.

A series of synchronizing events will undoubtedly be referred to as giving force to this conclusion when the report comes up for discussion in the commons. It may be noted in the first place that Mr. Gutelius, the ex-C. P. R. divisional superintendent, who was selected along with Lynch-Staunton, the Hamilton Conservative lawyer, to conduct the investigation, was also recommended to Premier Borden by President Laurier.

Mr. Gutelius has evidently been given pretty free hand on the I. C. R. by the government. One of his first acts was to raise the rates. Then an agreement was entered into with the C. P. R. by which the latter company was to be pulled off by the C. P. R. taking over the whole C. N. R. system with a view to purchase perhaps a couple of years hence when the financial war has been properly waged.

There is much more in the report of Messrs. Gutelius and Lynch-Staunton than appears on the surface.

ICE PATROL ON ATLANTIC LANE

American Revenue Cutters to Go On Duty at Once With Base at Halifax.

New York, Feb. 17.—The revenue cutter Seneca, Captain C. E. Johnson, is ready for the observation duty recommended by the International Conference on Safety at Sea, following the Titanic disaster.

Stores and coal have been taken aboard the Seneca, engines overhauled and everything in ship-shape for a three month's patrol on the ice which threatens the steamship lane between New York and European ports.

The Seneca will leave here Thursday and will steam direct to Halifax. She will make the latter port her headquarters but will leave there immediately after reporting and begin a search for the great ice floes which drift down the Labrador coast at this season. At intervals of three weeks she will put into Halifax for supplies.

FIVE PERISH IN BARK'S WRECK ON CAPE COD

Captain and Four Sailors of Italian Vessel the Victims—Three Frozen to Death in Rigging.

Wellesley, Mass., Feb. 17.—Captain Garza and four seamen of the Italian bark Castagna, perished when their vessel was thrown on the outer bar of Cape Cod near the New Bedford light station, just before dawn today.

The first mate and seven sailors were rescued by life savers, one of whom, Captain Tobin, of the Goshawk Hollow life saving station, was badly injured by the overturning of the surf boat. The skipper of the Castagna was washed overboard, three men were frozen to death in the rigging, and one died in the surf of the boat on the way to shore.

The loss of life was the largest in a wreck on Cape Cod in twelve years. The Castagna, from Monterosso, Italy, was bound for Boston, with phosphate rock, struck the bar early today during a blinding snow storm and sixty miles northwest gale. The beach party, eight men in all, were taken to the Nauset and Cabot's Hollow stations shot three lines across the Castagna's deck, but the sailors were so short of the life savers, had to wait some time before they could launch their life boat and pull out to the wreck against wind, sea and biting cold.

Seven men helpless from exposure to the wintry gale were found on board and lashed to the rigging were the bodies of Captain Garza and three men who had succumbed to the cold. The life savers placed the living seamen in their boat and rowed back to shore. The survivors were carried to the Marconi wireless station, where medical attention was given them. All were so greatly overcome by exposure that none could give account of the disaster.

NEED OF LETHAL CHAMBER IS REFERRED TO

Provision of Home Under Child's Protection Act Is Urged at Annual Meeting of New Brunswick Society for Prevention of Cruelty.

Wednesday, Feb. 18.—The annual meeting of the New Brunswick Society for the Prevention of Cruelty was held yesterday morning in the board of trade rooms, when the annual reports were presented, and officers were elected for the current year. R. W. Brink presided.

The members present expressed themselves as favoring immediate action to provide a home under the Child's Protection Act. The ladies' auxiliary reported on the plans for organizing a branch of the Animal Rescue League, and providing a shelter for stray dogs and a lethal chamber. A committee was appointed to look over the premises selected for these purposes. The following are the officers elected for the current year: R. W. Brink, president; W. W. Brink, vice-president; W. L. Hamlin, Dr. Thos. Walker, W. Frank Hatheway, R. B. Ellis, Hon. John E. Wilson, M. E. Aggar, J. P. MacIntyre, H. McNeil, Dr. J. M. Magee, Judge Armstrong, A. M. Belding and Dr. T. D. Walker.

Executive committee: W. S. Fisher, Geo. O. D. City, T. H. Bertrams, R. Machum, C. H. Ferguson, Mrs. J. C. Coster, Mrs. Thomas Walker, Mrs. J. Aggar, Mrs. C. B. Allan, Mrs. del. Carrington.

Secretary—S. Merritt Wetmore. Treasurer—Leonard W. Peters. Counsel—J. King Kelly, K. C. Veterinary surgeon—Dr. James H. Frank.

The secretary reported that no new work had been accomplished, and that it was hoped to organize the Fredericton branch. He referred to the methods adopted in carrying on the society's work, and to the need of a home for children and a shelter and lethal chamber for animals. Reference was made to the subject of cruelty to horses, and thanks were expressed for assistance given in various quarters.

The great loss that the society had sustained by the death of George E. Palmer, president, and Hon. J. W. Ellis was also recorded.

Statements included in the report show that, during the year, 164 horses were removed from work for various causes, 107 of which were returned to their owners, and 57 were sold or otherwise disposed of. Medical aid failed to relieve him. He was a son of John Walls of Red Bank.

Saturday afternoon and evening four ranks of Campbellshire curriers played Newcastle here. The score was, Campbellshire 35, Newcastle 20. The curriers were banqueted at the Hotel Miramichi after the game.

After washing a while, knitted jersey, put it on a coat-hanger to dry, and hang it on a line in the air. It will keep a better shape than if pegged on the line.

REDISTRIBUTION BILL UP AGAIN

THE GUTELIUS AGREEMENT IS STILL WITHHELD

Hon. Mr. Emmerson Protests Against the Government Keeping Parliament in the Dark About I.C.R. Matters.

Ottawa, Feb. 17.—A vigorous protest against the government's delay in giving the house desired information in regard to intercolonial affairs, was voiced in the commons this evening by Hon. H. R. Emmerson. Important information, he declared, has not yet been given, though questions were put to the government at the first of the session, in consequence of it has been impossible to give proper consideration to a number of matters which are of much importance to the people of the maritime provinces.

"It is especially regrettable," Mr. Emmerson said, "that the copy of the Gutelius-Bowthorpe agreement has not been given the house. As long ago as last October the prime minister had promised the agreement to a delegation from St. John. The minister of marine and fisheries had given a similar promise. The house has had no opportunity of production of a copy, but it had not been brought down. In other cases as well the serious and inexcusable delay of the government in giving information regarding railway matters has been too clearly evident."

A somewhat similar complaint was made by Hon. George F. Gahan, who pointed out that there was marked delay in answering questions which he put to the minister of railways in regard to Transcontinental railway affairs.

To both complaints, Premier Borden replied that he would direct Hon. Mr. Cochrane's attention to the matter.

TELLS OF WORK TO PRESERVE THE FORESTS

James Lawlor, Secretary of Canadian Association, in City Tuesday After Mission to Nova Scotia—New Brunswick's Advantages.

Wednesday, Feb. 18.—James Lawlor, of Ottawa, secretary of the Canadian Forestry Association, who was in the city yesterday on his way from Halifax to Fredericton, gave an account of the work which is being carried on by the association of which he is the secretary.

Mr. Lawlor has been in Halifax in connection with the annual convention of the Canadian Forestry Association which is to be held in that city next August. The convention will deal with the peopling of Nova Scotia which differs from every other province in Canada in so far as lumbering operations are concerned, for the timber land is largely divided into small holdings, there being practically no crown lands.

The Canadian Forestry Association is an independent organization which exists for the purpose of arousing Canadian opinion to take stock of the whole of Canada in order to have those parts fit for agriculture put under the plow as soon as possible and the areas fit only for growing trees handled in such a way as to give the best returns possible. At least 50 per cent of habitable Canada if fit for forestry, according to experts' reports, and the country produces some of the most valuable timbers in the world.

The idea of the Canadian Forestry Association, Mr. Lawlor said, is to take the land which the farmer cannot use and to promote the lumber industry which helps every other industry immensely.

There are at the present time four agencies dealing with the forestry problems of the dominion, namely the crown lands departments of the different provinces, the dominion forestry department, the forestry committee of the Commission of Conservation and the Canadian Forestry Association. The latter alone is a body independent of the government. It consists at the present time of some 8000 members, persons of all classes interested in the patriotic object of turning the second greatest asset of the country to good account.

Mr. Lawlor pointed out that the province of New Brunswick produces the most useful timbers for general purposes, namely, spruce, pine and hard woods, and that estimates made showed that this province could be made to yield at least twice as much lumber as it does at the present time under more scientific management without falling back on the capital, so to speak, but merely cutting the annual increment of timber as it grows.

Mr. Lawlor left last night for Fredericton, where he will consult with the officers of the department about the general work in this province. Premier Fleming is one of the territorial vice-presidents of the Canadian Forestry Association.

Women and Marriage. North London, Magistrate, to women complaining: "You marry a man like this, and then come here and bother me. I believe that some women would marry a kangaroo."

Laurier Appeals for Fair Play

Warns Government Not to "Play Politics" in P. E. Island

Ottawa, Feb. 17.—Premier Borden's redistribution bill stands over for a few days. It was presented for second reading at today's sitting of the commons, when a largely attended house heard Sir Wilfrid Laurier, the Liberal leader, in an earnest deliverance, almost entirely freed from anything of a contentious character, and which at times drew expressions of approval from both sides of the house, commend the action of the government in following the Liberal precedent of a decade ago and appealing for the same devotion on the part of the members of both political parties to considerations of equity, justice and fair play.

"Let us have the measure so framed," declared Sir Wilfrid, "that we will have through it at the proper time an absolute and unreserved expression of the people's mind without any consideration as to who may win or who may lose."

The Liberal chief submitted that one criticism, he deprecated any attempt to "play politics" with the province of Prince Edward Island by nominally referring the question of the reduction of the representation of that province to the committee, when it was really a question of the committee had neither jurisdiction nor discretion in the matter and upon a fair and honest facing of conditions as they were.

Sir Wilfrid also submitted the suggestion that the membership of the committee be increased from three to five, in order that every part of the dominion might be represented by the minority as well as by the majority.

Last Redistribution Fair. During the deliberations of the committee which did the work in 1903, said Sir Wilfrid, there were very severe criticisms and some hot discussion, but I claim now to its credit that when it was in the main accepted as fair, but two of its dispositions were greeted with severe criticism, those of the county of Hastings and those of the county of Waterloo. The latter was a case of two cases in the house, I will not say that I am altogether satisfied that the objections taken by the then opposition were well founded, but I believe that it was better to err on the side of an exceptional manifestation of the spirit of fair play and justice, and the bill was amended accordingly.

Now within the judgment of both sides of the house when I say that no criticism has been heard as to the fairness of the redistribution of 1903. (Applause.)

"I know that there is always brought to bear upon the members of the majority very severe pressure both from within and without the house to the scales weighted, but I know that there is nothing real and lasting to be gained except by the operation of the principles of justice and fair play" (Re-echoed cheers.)

Debate Up Again Thursday. Premier Borden spoke at the evening sitting replying briefly to some of the points that had been raised, particularly with reference to the question of Prince Edward Island. He moved the adjournment of the debate to Thursday next.

Mr. Borden defended his course in leaving the selection of Prince Edward Island's representation to the committee. It was desirable, he thought, that the situation in that province should be carefully considered. If there had been any departure from the Confederation compact, as had been charged, it must have been under the regime of the present leader of the opposition.

Replying to E. M. MacDonald's suggestion that the right way to deal with Prince Edward Island would be to secure an amendment to the B. N. A. Act, Mr. Borden said that there were cases where legislation had been passed by this parliament subject to the ratification of the imperial parliament.

With respect to Sir Wilfrid's suggestion that the committee consist of nine members, Mr. Borden said he saw no special reason why it was necessary to have a member from every province. In 1903 there were seven on the committee, but three of these were from Ontario and two from Quebec. He thought the smaller the committee the better, but he would be quite willing to confer with the leader of the opposition on the suggestion.

Cookie cutters are now made which cut the cookies as fast as you roll it over the dough.

Anything on your feet that shouldn't be thrown away, or that is better, use Putnam's Extractor and the work will be done quickly and without pain. Putnam's Extractor costs 25c. per bottle, sold and recommended by druggists.

Putnam's Extractor is a small, portable, and efficient device for removing corns, calluses, and other foot ailments. It is made of metal and is easy to use. It is sold in bottles of 25 cents each.

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

Important 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. All letters sent to The Semi-Weekly Telegraph and intended for publication should contain stamps if return of M.S. is desired in case it is not published. Otherwise, rejected letters are destroyed.

Authorized Agents
The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz:

H. CECIL KEIRSTRAD,
MISS V. R. GIBSON.

THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES

New Brunswick's Independent Newspapers
These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion.
No graft!
No deals!

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

Semi-Weekly Telegraph
and The News

ST. JOHN, N. B., FEBRUARY 21, 1914.

MR. BORDEN'S UNCLE

Loud cries of acclaim were sent up by the government press some days ago over a despatch from Ottawa containing the announcement that Premier Borden's uncle—or one of his uncles—had been discharged from the government service for "offensive partisanship." It sounded good.

Just as the Conservative newspapers began to enlarge upon this alleged incident and to portray the Rt. Hon. Robert Laird Borden as a Spartan who would not allow even the sacred tie of blood to prevent him from smiting any civil servant who dabbled in politics, the Montreal Herald came forward with the draft facts. Said the Herald:

"An uncle of Right Honourable R. L. Borden has been fired from his government position for offensive partisanship. Loud and prolonged cheers from the government press greet the announcement. We learn that the premier is so charmed of the sanctity of the public service that even blood ties will not stand in his way when said sanctity is violated. Let even his next of kin take part in politics while at the same time drawing pay from the public chest, and Borden becomes Brutus and down comes the axe."

We are sorry indeed to shatter the myth, but the truth must be told. A condition precedent to decapitation, the victim must be a Liberal. Reconstruct your hypothesis and you state the case more fairly. Let but Mr. Borden's next of kin—provided he be Liberal—take part in politics, etc. Mr. Borden is no Brutus."

It will be remembered that there are Borden in Nova Scotia who are Liberals. Recollection of that fact should have caused the Conservative newspapers to suppress their cries of triumph. They should have known that if any Borden in Nova Scotia had been removed from the government service under the present administration it must have been because he was a Liberal.

Thus, in place of the inspiring spectacle in which Mr. Borden's Conservative uncle was butchered to make a non-partisan holiday, we have merely Mr. Borden's Liberal uncle whose neck went under the Conservative axe and whose head went into the basket along with hundreds of others whose sole offence was that they were Liberals and so voted.

"WESTERN REAL ESTATE"

There is a new townsite across the ridge of the Rockies, on the line of the Grand Trunk Pacific, that is being advertised extensively all over Canada by the land department of the Grand Trunk Pacific. Some of the advertising matter now being scattered over Canada contains a map of the Grand Trunk Pacific showing Prince Rupert at one end and Halifax at the other.

Here is a specimen paragraph from the advertising literature referred to:

"Every day adds dollars to the bank books of investors in towns that are getting nearer the steel. The Grand Trunk Pacific's great transcontinental line is nearly completed. With one outpost at Prince Rupert, British Columbia, and the other at Halifax, Nova Scotia, the giant steel artery will soon be opened to the commerce of the world. The Pacific and the Atlantic will be brought closer together than ever before."

It is, perhaps, worthy of remark that this advertising matter, which purports to be official, overlooks the fact that St. John, and ignores the fact that the Grand Trunk Pacific owns a large area

of terminal property at this port, but none in Halifax. The National Transcontinental Railway ends at Moncton, and freight at Moncton can reach the water at St. John much more quickly and easily than at Halifax.

If the Grand Trunk Pacific Railway's land company is bound to sell lots in these western cities it might at least give the port of St. John something approaching fair play in its advertising literature.

RUSSIA AND THE ORIENT.

Ten years have elapsed since Japan administered such a beating to Russia as has seldom fallen to that Empire.

Out of Japan's victory many conjured up the spectre of Europe buried under an Asiatic avalanche; Asia was soon to overwhelm Europe by sheer weight of numbers.

But an Orient awake and in arms would find at present a population of about 140,000,000 in Russia. If the present rate of increase continues—and there are no reasons why it should not, land being abundant and fertile—Russia in the middle of the century will contain at least 300,000,000. China and Japan combined would hardly give themselves to war against a nation of such numbers.

Russia will always stand between Europe and Asia, and there is never any danger that the Russian people will be submerged by the yellow races. It is true that the Slav spread eastward under the delusion that the forces opposing him need not be reckoned with. The potential power of Japan did not come within his ken before the terrible awakening of 1904. Now he feels that so far from securing new territory in the Orient, it will be no easy matter for him to hold Siberia when China and Japan begin to stretch out for new territory to support their teeming millions that are now confined within comparatively narrow limits.

But at present Japan is turning her attention to other matters. She is engaged in the problem of co-operation with Russia to do the world's work in those regions of the Pacific where her responsibilities seem to lie. She has had to pay dear for the luxury and honor of becoming a world-power. The burden of taxation borne by the Japanese citizen is twice that weighing on the shoulders of Frenchmen or Englishmen. Retrenchment and reform will be necessary for a generation. She is still borrowing money abroad to pay interest on loans previously contracted, and continued retrenchment will be necessary to enable her to look to the future without dismay.

In the meantime she is co-operating with Russia so that the hinterland of the eastern shores of Asia may be laid open to the play of economic and financial forces. The whole country is being criss-crossed by railways, and in their building Japan and Russia are co-operating—railways that will discipline a great population in civilizing ways and enable them to take part in world trade.

Russia and Japan were thrown together after Britain's revision of the Japanese treaty, when in the hope of being able to conclude a general arbitration treaty with the United States she had inserted in that revision the clause providing that "if either contracting party concluded a treaty of general arbitration with a third Power, nothing in the agreement should entitle upon such contracting party an obligation to go to war with the Power with whom such treaty of arbitration was in force." This was a concession to President Taft, but the Senate threw out the treaty, and Britain, grasping at the shadow lost the substance. She lost Japanese good-will; the latter, at once turned towards Russia for material support, and the former enemies rushed into each other's arms. It is a logical and desirable condition. By the time, or at least shortly after, the Panama canal is opened, railways from the Caspian across Siberia to the sea of Okhotsk, and from Tiberan to the Yellow Sea, will be built. The Russian government is transforming its Asiatic possessions. It is building feeders to its railways across Siberia; another railroad from the shores of the Caspian along the frontier of Afghanistan to Samarkand; still another linking the Volga to the Sea of Aral; and another opening up Turkestan as far as Tashkent. Whatever the motives in building, projects like these make for the peace of the world and for prosperity of the nations. Not since Peter the Great at the close of the seventeenth century discovered by experience that "Commerce is like a timid maiden who is scared by rough usage and must be won by gentle means," have projects of such importance been undertaken by Russia. Japan is heartily co-operating. Already the trans-Caspien railway, linking the Russian station at Kharbine to the landing stage at Fousan, is completed, and a contract has been signed with the "French Sleeping Car Company" for the organization of a direct bi-weekly service between Paris and Tokio. Manikind is living amid a contagion of adventure. "The world do move."

ANXIOUS ABOUT THE FARMER.

The farmer is a great man, politically, because he controls so many votes. No body recognizes this quite so clearly as the politicians who have in their power today the tariff-making machinery of the Dominion. They realize that the agricultural vote is decisive. If the farmer realized that as fully as certain Conservative politicians, there would soon be a change in the tariff outlook at the Capital. At the present time Conservative papers are filled with anxious articles, the purpose of which is to persuade the farmer that he "enjoys"—"enjoys" is usually the word—a large amount of protection under the present tariff, and that he would be gravely injured by the removal of the duty on food stuffs. It is asserted that if Sir Wilfrid's plans were accepted the Canadian farmer would be placed in direct competition with the United States farmer, thus robbing the Canadian agriculturist of the protection he now enjoys." Recognizing this—the Conservative papers say—the farmers are "up in arms" against the Liberal policy.

Well, the farmers of Maine have for many years been placed in direct competition with the farmers of all the other American states. The farmers of Maine are not protected by any tariff against the products of the other states. Yet the farmers of Maine have not only survived this terrible competition but have prospered under it. The thing that has made them prosper has been long and steady free entrance to a great market which guarantees them competitive prices the year around for all that they may raise, whereas the farmers of New Brunswick, not having enjoyed free entrance to that market, have frequently found that they have had to accept low prices for their surplus crops and have thus been discouraged from a scale of production to which they would naturally attain if all of the available markets were constantly open.

Thus it may be observed that the farmers of this country are only up in arms in the Conservative newspapers. The Liberals propose to remove the duties from agricultural implements. The farmer is not up in arms over that; nor is he up in arms over the proposal to remove the duty from wheat and flour, cement and soft coal, and other articles the price of which is enhanced unduly by the tariff policy which the Conservatives advocate.

Conservatives in various places are again reviving the story that the Liberal party, when it was in power, did not provide any tariff relief. The Liberal party at least introduced the British preference, and at the time of its defeat was engaged in bringing about the greatest measure of tariff relief ever proposed in our history. Today the growth of low tariff sentiment is the one outstanding movement in Canadian politics. Mr. Borden went into office with the understanding that he would raise the tariff in the interest of those forces which had financed his campaign. With a few minor exceptions he has not had the courage to raise the tariff, and while the pressure for a reduction in several directions is great and is increasing, the powers which made Mr. Borden's election possible have compelled him to stand pat. His administration will have to face the electors before long on this tariff issue, and the country will then discover to what extent the farmer "enjoys" the protection which the Conservative newspapers assure him he is receiving.

THE CANAL ISSUE AT PRESENT.

There has been no correspondence between the United States and Great Britain on the question of the Panama canal tolls since President Wilson came into power. This troublesome question has been inherited from the preceding administration. It is nearly two years since the controversy on the subject first arose.

The matter at issue depended on the interpretation of the Hay-Pauncefote treaty. The United States Congress passed an act empowering the president to fix and alter tolls to allow American vessels to use the canal without tolls, that is, vessels engaged in the coastwise trade.

Britain's protest urged that a subsidy, direct or indirect, calculated specially with reference to the use of the canal would not be in accordance with treaty obligations, and that it would be impossible to frame regulations for the exemption of ships engaged in the coastwise trade that would not be in the nature of a preference to American shipping and therefore an infraction of the treaty. There the matter rested when President Wilson came into power.

It must be said that from the beginning opinion in the United States has been very much divided on the issue. Many have held seriously with President Taft that the terms of the treaty were being observed in the action of Congress, and others that the conditions attending the building of the canal had so changed since the signing of the treaty that the treaty itself should be regarded as practically lapsed. Then there was the large class who believed from the first that the act of Congress was in defiance of treaty obligations, and that it should be rescinded. This class was represented by many of the leading journals of the country and by distinguished publicists.

It is with this latter class that President Wilson now aligns himself. Will he succeed in getting Congress to act? Congress is as reluctant as any other body would naturally be to confess a mistake. If it has blundered or been betrayed into a false position, it is just as difficult to retreat from it as if it had gone in with deliberate intention. This is one of the things that makes President Wilson's task difficult; the other, is this statement in the Democratic platform: "We favor the exemption from tolls of American ships engaged in coastwise trade passing through the Panama canal."

If he fails in securing the action of Congress it will be because the difficulties are so formidable. It was a simple matter for Mr. Taft to act before the exemption was granted, when the project was first made; it is a matter of very opposite of simple, after both Houses voted for the exemption clause by large majorities. But Mr. Wilson has made a very forcible appeal to the honor of the country, and there is great directness and effectiveness in his methods. He has given a moral elevation to the whole question, which stands in the greatest contrast to the pettifogging defence which Secretary Knox offered to Britain's charge that the Americans were proceeding in violation of a treaty.

MR. SINCLAIR AND MR. HAZEN.

A rather amusing incident turns up in connection with the Standard, Hon. Mr. Hazen, and Mr. J. H. Sinclair, Liberal M. P. for Guysboro. The Standard a day or two ago had an editorial intended to convey the impression that the Liberal party in the House of Commons this year contains neither judgment nor parliamentary capacity. The Standard pursued its ordinary course of reasoning in this matter. That is to say, it openly misrepresented all of the prevailing conditions and went on to assume that its case had been proven. It referred to Mr. Kite, of Richmond, and Mr. Carvell, of Carleton, as "bluffers," because these members are both very effective critics of the government. Then it mentioned Mr. Sinclair, of Guysboro, as "a supine academic person" who occasionally gives a "brief exhibition of wind-jamming" which is usually greeted with polite indifference by the government.

But it appears that the supine and academic Mr. Sinclair cannot be dismissed so lightly. The Standard would have us suppose that Mr. Sinclair had been merely supine and academic the Standard would have been content to let him alone, but Mr. Sinclair put a spoke in Hon. Mr. Hazen's wheel.

He spoke in the House of Commons the other day, and that brought upon him the wrath of the Standard, which, as usual, employed many adjectives, but not one of them fairly applicable.

Here follows an Ottawa despatch showing just what happened between Hon. Mr. Hazen and the supine academic Mr. Sinclair:

Ottawa, Feb. 19.—Hon. Mr. Hazen's Government bill respecting shipping, under which it was proposed to adopt the conventions determined by the International Maritime Conference at Brussels in 1910 in regard to salvage from collisions in all Canadian coast waters, came to a sudden halt today.

The Minister of Marine moved its second reading and said the measure had been passed upon by the Department of Justice. Mr. J. H. Sinclair, Liberal member for Guysboro, directed attention, however, to the fact that the Government bill repeated all clauses which in all Canadian coast waters, came to a sudden halt today.

The adoption of the Government bill in its present form would have left navigation on the Great Lakes without any regulation as to observing the rules of the road, liability in collision and salvage. Upon Mr. Sinclair's pointing out the oversight, Hon. Mr. Hazen abandoned his bill, and will later present another measure.

The House spent the balance of the day upon the marine estimates.

Here we have an example of Mr. Sinclair's activities which Mr. Hazen and the government did not brush aside with that bored air of dismissal which the Standard is fond of attributing to the great statesman whom it serves. The daily Conservative assertion that the enemy is weak and disorganized is not borne out by an examination of the facts. And the public knows.

AT OTTAWA.

While most of the Conservative newspapers are telling their subscribers that the government is carrying everything before it at Ottawa, the Conservative Toronto World, in its Ottawa correspondence, tells a different story. In speaking of the first division in the House of Commons the World's correspondent speaks of the curious silence which greeted the announcement of the vote. He says:

"Usually a government majority upon the decision, after a long debate, is welcomed with hollering applause, but for some reason the Conservative members sat in their seats silent as statues after their first victory of the session."

The World's correspondent gives us an independent Conservative view of the discussion about free wheat and flour. He says:

"The amendment offered by Sir Wilfrid Laurier to the address, that illiteracy is going to make progress more difficult, they are eager to learn to read and write. And teachers tell stories of almost incredible facility on the part of some foreigners in acquiring new knowledge."

In Pittsburgh, 300 foreigners are in a class under the auspices of the Y. M. C. A. One teacher tells that in a class of forty Hungarians, in an hour after the lesson began, they were speaking fifteen sentences of the English language intelligently though none understood English when the lesson began. In one small class of Italians the following were found: "One painter, one carpenter, one pharmacist, one clothes presser, one baker, one stone-setter on fancy combs, one case maker, one laborer in a box factory, one barber, one ice-wagon driver, one maker of artificial flowers, two machinists, and one out of employment."

Uncle Sam will be compelled to draw in his latch string from many who are seeking and hoping to find it out, but to draw in the latch string from all who have this common and easily overcome disability is to run the risk of excluding many who are worthy, and of doing great injustice to a large class who already have had too few opportunities.

A GOOD PLAN.

Bangor is having a municipal campaign. One of the candidates sets a good example by taking a generous advertising space in the Bangor newspapers, and explaining in it his platform for "a bigger, better, busier Bangor."

Somehow that phrase seems familiar. The practice of conducting a campaign through advertising space is growing in several Canadian cities, Toronto and Ottawa being noteworthy examples. The advertiser is thus enabled to set forth his views at length, and in his own language, and through the news-

free wheat is granted in the budget speech, but he won't. Free wheat is not to be granted, at least this session, and the Manitoba Conservatives will have to do the best they can about it.

He regards a part of Hon. Mr. Rogers' speech as clearly indicating that the government is not going to reduce the tariff in any direction. Mr. Rogers said at the conclusion of his speech:

"I do not know that there is anything else for me to say, except to add that even when the discussion of such an important matter as this does take place on the budget speech, we shall need to have the very best and soundest reasons—reasons more sound than those which the hon. member for Humboldt has been able to present to the house—before it would be wise for this government to deal with any tariff changes which would affect important industries."

It is not difficult to see that the World regards the tariff issue as one of grave importance, and is by no means persuaded that Mr. Borden and his ministers can safely adhere to the policy foreshadowed by Hon. Mr. Rogers. The World says that Mr. Rogers sneered at the proposal to remove the duty from wheat and flour, and that the sneer was pointless.

ILLITERACY AS A TEST.

The immigrants and their children of the first generation furnish about thirty per cent of all the workers in United States industries. In certain industries they form more than seventy per cent of the labor force. Many of these, herded together in colonies, remain foreigners; others living in the atmosphere of the saloon, degenerate, while still others absorb and express right ideas and become good citizens.

It is a statistical fact of importance that there are 2,275,000 illiterate males of twenty-one years of age or more in the United States. The New York Evening Post says: "What ought to be done about it is a question worthy of attention. But the additional statement, made in the report of the House Committee on Education, that this number is enough to determine any national election at any period of our history is childish nonsense. It would, perhaps, not be worth commenting on were it not an example of a vicious custom, extremely common among reformers of all sorts in our time, of blowing great bubbles of imaginary evil out of the figures relating to whatever thing the particular reformer is interested in. The evil of illiteracy is what it is; why try to make it of what it is not?"

To make illiteracy a test to exclude intruding immigrants seems unreasonable. Illiteracy may be regarded as a misfortune, but it certainly cannot be regarded as a crime. There are men who cannot read or write carrying on large business activities in this province, and their exclusion would leave the communities in which they live very much poorer. Illiteracy is a misfortune that might be removed in a land where the fountains of knowledge are open to all eager to take of their potential wealth. Every nation should seek to exclude the illiterate, the feeble-minded, the criminal, and those afflicted with disease, but to make ability to read and write a test is to run the risk of excluding some of the best of the great army of toilers who are daily seeking their shores. If many immigrants are illiterate the persons who exploit the immigrants are not, and a large proportion of the criminal class are suffering from too great facility in writing.

As a matter of fact the criminal class among immigrants is not relatively numerous. The great number in this army of toilers are those who, having worked up from the straw-bale brick yards of the old lands, are seeking in the new a greater reward for thrift, frugality and industry. It required enormous courage for them to break with their old life, and the most that the great proportion are asking is the opportunity to make a fresh start unaided. When they find after the long trek that illiteracy is going to make progress more difficult, they are eager to learn to read and write. And teachers tell stories of almost incredible facility on the part of some foreigners in acquiring new knowledge."

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papers he reaches many more electors than can be addressed at public meetings, although public meetings may well be used to supplement an advertising campaign.

Doubtless there are in St. John many prospective candidates to whom this method of presenting their views to the public will appeal strongly, particularly if they have observed its prevalence and success in other cities.

SUGAR IS CHIEF FOOD NEEDED IN ANTARCTIC

Never Catch Cold in Icebound Regions, Shackleton Says

Southern Winter Turns Face Green—Some of the Hardships That Explorers Experience on Journeys.

London, Feb. 14.—Sir Ernest Shackleton has been describing some of the hardships which he and his comrades will have to face on their forthcoming expedition to the Antarctic. Dealing with the subject of food, he said that the men would be carrying enough food for the journey, but that the value of sugar, the craving for which, he said, is most acute. Sir Ernest Shackleton added:

"To show you how valuable to the explorer sugar is, there was an occasion when we marched 321 miles, drawing laden sledges, in 14½ days. Every two hours we took two or three lumps of sugar each. Within ten minutes of eating this we could feel the heat going through our bodies. The highest temperature of that march was 52 degrees below zero."

Talking of temperature, it is a remarkable fact that while high up on the plateau our thermometers would not register any body temperature except just after we had finished eating. Just after a meal the mercury rose to within a point or two of the normal.

"This curious circumstance has suggested an arrangement of the hours of march. Night and day in the ordinary sense will not exist for us. On the coming expedition a nineteen-hour day is to be adhered to. On awakening one hour will be devoted to preparation for the march. The day will be a four-hour march, followed by another hour's rest; another four-hour march and a second hour's rest. Sleep time, which formerly lasted from 1 o'clock to 4 a.m., will be shortened to eight hours—the period after which loss of sleep becomes more important than gain in rest. We shall by this means save thirty-five hours in a week, and do about eight hours of marching a day. The arrangement will be better for both men and dogs."

"We shall take with us no stimulants except tea and cocoa. We drink the tea at midday to refresh us for the 'afternoon' march. The cocoa is taken last thing at night to preserve body heat during the hours of sleep. The greatest temptation which assails an Arctic explorer is the desire to drink on the march. At his feet lies plentiful food in unlimited quantity. But the snow is 40 degrees below zero, and must be melted in the mouth. The heat required to melt it is much too precious to be thrown away, representing as it does strength and energy."

"It was extraordinary how we used to crave for different kinds of foods at different times. When eating starchy food to counteract dysentery on one occasion we longed for meat on another occasion when eating meat exclusively we craved for starchy food. Seal blubber, which in winter quarters would have been as much as gold, was scarce on the march. A man who found a piece of blubber in these circumstances believed he had discovered a prize. We liked thick fat puddings. Light articles of diet, such as jam, into which we could not get our teeth, were useless to us."

"One of the finest dishes we ever tasted on returning to winter quarters consisted of the contents of ten tins of sardines laid out on fat bacon and covered with pastry. This chef d'œuvre concluded a twelve course meal. Never once did our thoughts turn to alcohol."

"Catching cold is almost unknown in the Antarctic. The only time we ever suffered from a cold was just after we had opened a bale of English clothes to serve them out for winter wear. The garments apparently were lying dormant, having been inhibited by the cold. They 'woke up' on being heated. The men whose duties took them into the open recovered in a day. The others suffered during four or five days."

Polar explorers commonly set bad colds on returning to civilization. The reason, in Sir Ernest's opinion, is that the white blood corpuscles, "phagocytes"—whose duty it is to kill hostile germs—become atrophied or "lose their life" in the pure Antarctic air. He added:

"There was an interesting illustration of this when the Nimrod anchored near an island to the south of New Zealand. The men went ashore and ran about naked on the beach. When they came aboard they found themselves bitten all over the body by sandflies. Their bodies swelled up terribly. We reached New Zealand three days later, and then were surprised to find that while all those who had not been bitten contracted colds, those who had been remained unaffected. Apparently their white blood corpuscles had 'wakened up.'"

"Absence of sunlight has a most peculiar effect on the human complexion. When we emerged from four months of night our faces were green and yellow. The sun, however, soon restored our normal color. Another curious point noted was that all the fifteen men of the shore party were discovered to have blue-gray or blue eyes."

"The Antarctic explorer is not so favorably situated as the Arctic. In summer 100 different kinds of flowering plants are to be found within 500 miles of the north pole. The tracks of the Arctic hare are met with 100 miles from the pole. In the case of the south pole, on the contrary, no flowering plants are met within 1,700 miles. Within 750 miles all animal and plant life is non-existent."

White Slaves Get Nine Years.

Beuthen, Prussia, Feb. 18.—A Russian, Lubelski, was today sentenced to nine years' imprisonment for engaging in the White Slave traffic. Lubelski had been arrested in a general search of the city, and was being taken to the prison when he was discovered by the police.

Lubelski, detached from the gendarmes by the police, after they crossed the frontier.

ANSWERS ARE AWAITED WITH GREAT INTEREST

Hon. H. R. Emmerson Asks for Information Which Suburbanites Were Unable to Obtain from Mr. Gutelius in St. John.

At their meeting with Mr. Gutelius in the board of trade rooms the suburbanites tried to obtain some information from him as to the receipts from the suburban trains in the summer as well as the winter months. They were not successful and many of them could not understand why the information was withheld.

The following questions asked by Hon. Mr. Emmerson on the floor of parliament will probably elicit the facts when the answers are given:

1. What were the receipts from passengers, express, etc., on the suburban trains Nos. 122, 126, and 156, running between St. John and Hampton, on the Intercolonial railway for the different months in the years 1910, 1911, 1912 and 1913?

2. What were the receipts from the same sources as well as from the transportation of milk on Nos. 7 and 8 trains, running between St. John and Sussex on the I. C. R. for the different months in the years 1910, 1911, 1912 and 1913?

3. What was the expense charged against these several trains each year, and the totals for each month of each year?

4. What were the receipts at both St. John and Torriburn stations, from passengers and freight, respectively, during the years 1910, 1911, 1912 and 1913, and the receipts for each month of each year?

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The following questions asked by Mr. Emerson on the floor of parliament will probably elicit the facts in the answers given:

What were the receipts from suburban passengers, express, etc., from suburban trains Nos. 102 and 106, running between St. John and Hampton, on the colonial railway for the different years in the years 1910, 1911, 1912 and 1913?

What were the receipts from the suburban sources as well as from the suburban sources on Nos. 7 and 8 trains, running between St. John and Sussex on the I. C. R. for the different months in the years 1910, 1911, 1912 and 1913?

What was the expense charged for these suburban trains each year, and the totals for each month of each of the years?

What were the receipts at the St. John and Hampton stations, for passengers and freight, respectively, during the years 1910, 1911, 1912 and 1913, and the receipts for each month of each year?

THE SUBURBANITES AGAIN COMPLAIN

Register Protest Against Holding Halifax Express for Boston Train.

Thursday, Feb. 19. A delegation of indignant suburbanites called at the residence of L. R. McNeil, terminal agent for the I. C. R., at midnight last night and registered strong complaint because the Halifax train was held up at 11:30, on which they were returning to their homes, was held up until the arrival of the Boston train, which was three quarters of an hour late, and did not arrive until 12 o'clock.

The meeting with Mr. Gutelius explained again, they understood the late Halifax train was to leave time and make stops of the evening train, so that the suburban passengers could arrive home at reasonable hour. The suburbanites explained vigorously once before when the train was held until 1 o'clock.

ENIES C. N. R. LINERS WILL ABANDON MONTREAL PORT

Ottawa, Feb. 18—George H. Shaw, general traffic manager of the C. N. R., is in Ottawa today, denies the report that the C. N. R. steamships Royal George and Royal Edward will dock at St. John during the navigation season on the St. Lawrence. He said that the C. N. R. boats and that the company has no intention of making a change.

WHO HAS A COPY

The Editor of The Telegraph. Sir—I have been trying to get a very interesting little story of early settlers in Brunswick "Dennis McCarthy," by late Miss Rosa Ruel. It has long been out of print, and her relations in St. John have one copy which they lent me.

I want one to give to the Public Library of St. John and another to lend to many people here who are interested in the history of the province.

It has struck me that some of your readers may possess a spare copy, and so should be glad to hear from them to price.

Yours faithfully,
ANNIE ST. JOHN GRAY.
Inverness Gardens, London (Eng.)
Feb. 4, 1914.

ABE MARTIN

Th' applause for mother songs allus comes from th' gallery. What's he me o' th' ole time landlady who used say "I kin feed you, but I can't feed you?"

AGRICULTURE

Short Course Held for Durham Farmers—Unique Competition for Young Men—Three Hundred Farmers Attend.

("Timothy Spray," in Toronto Globe). The stranger dropping into Bowmanville on Thursday of last week would experience astonishment at the number of hickory-drawn cutters flying gaily hither and thither, each carrying more fur-coated men. For an ordinary town, in a "tight-money" season, Bowmanville bore an air of unseasonably activity. Did the stranger succumb to his sense of curiosity, he must needs follow the crowds to the large iron-sheeted hall on the agricultural grounds, where the bustling bespoke fair-time rather than the easy-going Christmas season. Inside the hall he would find himself face to face with about 300 farmers seated on improvised plank galleries around three sides of a sawdusted square, wherein stood another farmer and four Holstein cows. The 300 were watching and listening, while the one talked, illustrating his points from the living animals.

A Three-day Short Course. What was it? Just the second day of the three-day short course on stock and seed judging, being conducted at Bowmanville by the district representative, R. S. Duncan. The 300 were farmers from the neighborhood, devoting that particular afternoon to a lesson on dairy cows, taught by the one, H. R. Harding, of Middlesex county. Not that Mr. Harding knew all about dairy cows and the 300 knew nothing; far from that. He gave his opinions, and his reasons therefor, then he listened, and an opportunity to differ from him if they saw fit to do so.

Three hundred men, in for all afternoon and all the afternoon of the previous day! Yet back they came, eager, and in a receptive frame of mind. Little wonder that the speaker felt "the call" to a spirited address. Little wonder that Durham is a progressive county!

Going Over a Dairy Cow. When I stole in and took a seat the lecture was rapidly going over the essentials of a good dairy animal. I caught the word "pure-bred," that signified well, so I prepared to stay a while.

Gentlemen, don't be content to buy and use a sire simply because he is a pure-bred," said the speaker. "That has nothing to do with the points of a dairy cow, but I want to mention it. Satisfy yourself as to his ancestry, his conformity and his quality, as well as to his pedigree. I wouldn't use a dairy sire if he had whose dam registered lower than three per cent. Then, don't go to the other extreme and go entirely by his dam's record. Too many men will buy a bull without seeing him because his mother gave 20,000 pounds of milk, which is also wrong." But he went back to his living model in black and white.

Not to be a Meat-carrier. "Now, gentlemen, we want a large animal, a broad chest, and a lot of meat. The muscle can't be too broad. We want large, open nostrils. If they are contracted, so are the vital organs, heart and lungs. The chest must be clear from the nostrils to the eyes, not loaded with meat and the eyes must be large, kindly, and prominent, with no trace of viciousness.

The forehead, the seat of nervous energy, it must be broad both ways. The jaw must be firm and clean-cut, and the back of the neck must be so shaped that it will carry a load of meat. The same applies to the shoulder, it must not be loaded down with beef. "Wouldn't you like a Holstein to feed his calves?" asked a young man. "No, not any broader than this cow's. A broadness there simply means a mass of fat. The part that can't be hollow, it is full of meat, and energy that should go into milk goes toward the keeping up of that meat.

From the shoulder the animal must wedge two ways, out and down. Be exceedingly particular about the heart and lung room. If the heart girth is small the vital organs must be correspondingly inefficient. members, large nostrils and large lungs go together. The ribs should be wide and well separated. They should be well sprung, but not arched. If arched, they are meant to carry meat, and meat we don't want. They must be well sprung to provide ample space for the flowing away of roughage. The dairy cow must assimilate a great deal of food and she must have the organism for the work. For this reason the ribs cannot be too long or too well sprung. Now for the back, boys, the vertebrae should be set apart, the line of the back should be regular.

"How about the length of a cow's tail?" What has that to do with her milking ability? asked someone, amid laughter. "Perhaps more than some imagine," he replied. "The tail is a continuation of the backbone, and the width and distance apart of the tail vertebrae correspond with those characteristics of the back vertebrae which have a bearing upon the animal's conformation."

"Isn't that cow too high at the point where the backbone and tail meet?" asked another. "There is no doubt of that; I would not like to clip that off; I would like to take it off with an axe, if I could. Now, to proceed. The cow should be broad in the hock bones. The pelvic arch is not point and beam, but of advantage, and the pelvic bones should be well raised. You can get the dairy animal too long in the quarter. If she is not well muscled in that region, she can't support her udder. In the calf, the escutcheon is an indication of the udder-to-be. The higher up on the hump and the further ahead on the hump the escutcheon extends, the larger will be the udder.

Appearances Alone No Guide. "Don't go too much by the udder! It may mislead you. The winner of the dairy test at the last Ontario Winter Fair had a very mean udder; one test was so because she had stepped on it. The winner leading to the udder are important; they should be long and crooked.

"We want a cow that stands straight on her legs. The straighter she is on this respect, the longer she will endure milking. Now, a cow may have all the desirable points I have quoted and be a very poor cow. I want to repeat that in concluding."

As soon as Mr. Harding had "gone" the animal, and this he did in much shorter time than it takes to dictate his manner of exposition, eight young men from the crowd voluntarily entered the arena to place the four Holsteins as their judgment dictated.

The boys were given strict orders by Representative Duncan that they must not use the word "better" anywhere in their written judgment. Thus one of them might not say "this cow has a better udder." The student must explain why the udder was better, without the use of that vague term.

Twenty minutes' time was allowed and the boys took full advantage of it. Each cow was gone over in turn, and the points of similarity or contrast were noted on a sheet provided. When time was called, each case handed in his sheet and then Mr. Harding invited a general discussion from the whole audience. Speaker after speaker told why he supported the classification made by a certain boy, or why his choice differed from the placing made. Finally Mr. Harding placed the cows and was not called on. The audience was crowded in the hall did not occur in his opinion.

Dairy cows were followed by beef cattle, and the same routine was followed. The placing of the beef cattle occasioned considerable friendly rivalry among the many judges, and the delighted audience was treated to unusual "why's" and "wherefore's" as veterans differed with veteran over the animals on exhibition.

Record Cows Turned Out. In the forenoon of Thursday a large crowd of men gathered to hear Dr. Sinclair of Canington talk on "Light Horses." The speaker made himself a genuine favorite with his hearers, and it is a tribute to his handling of the subject that a hundred or more men stayed till nearly one o'clock listening to his pointers on hackneys. The day previous Mr. T. G. Raynor of the seed branch conducted a course in seed judging, and then, too, the turnout was most gratifying. The council chamber was crowded to the doors, while Mr. Raynor showed the necessity of pure seed in cropping, and described the various bad seed, which are to be found in seed grain. Here again judging contests were carried on, even elderly farmers entering into the spirit of the game with genuine zest. On Friday heavy horses were shown for material for demonstration work, and again the attendance was extremely good. Everywhere about, but never usurping the privileges of the speakers, was the moving spirit of the whole scheme, R. S. Duncan, and the frequent references to him made by elderly farmers showed one, without questioning, the place held by him in the esteem of the people of Durham, especially those who voluntarily attend a three day short course.

TIMOTHY SPRAY. Will C. Barry, of Mount Pleasant Farm, Galt (Ont.), says Conservation, has forwarded to one of the agricultural experts of the Commission of Conservation, an interesting report showing the magnificent results obtained on an illustration farm. The following extracts from the report are of interest.

"In comparing the plots sown with the different thicknesses of timothy, we find that the plots sown with six pounds per acre have much the best results. The plots sown with four pounds per acre are much better than the plots sown with two pounds per acre. The plots sown with eight pounds per acre are much better than the plots sown with six pounds per acre. The plots sown with ten pounds per acre are much better than the plots sown with eight pounds per acre. The plots sown with twelve pounds per acre are much better than the plots sown with ten pounds per acre. The plots sown with fourteen pounds per acre are much better than the plots sown with twelve pounds per acre. The plots sown with sixteen pounds per acre are much better than the plots sown with fourteen pounds per acre. The plots sown with eighteen pounds per acre are much better than the plots sown with sixteen pounds per acre. The plots sown with twenty pounds per acre are much better than the plots sown with eighteen pounds per acre. The plots sown with twenty-two pounds per acre are much better than the plots sown with twenty pounds per acre. The plots sown with twenty-four pounds per acre are much better than the plots sown with twenty-two pounds per acre. The plots sown with twenty-six pounds per acre are much better than the plots sown with twenty-four pounds per acre. The plots sown with twenty-eight pounds per acre are much better than the plots sown with twenty-six pounds per acre. The plots sown with thirty pounds per acre are much better than the plots sown with twenty-eight pounds per acre. The plots sown with thirty-two pounds per acre are much better than the plots sown with thirty pounds per acre. The plots sown with thirty-four pounds per acre are much better than the plots sown with thirty-two pounds per acre. The plots sown with thirty-six pounds per acre are much better than the plots sown with thirty-four pounds per acre. The plots sown with thirty-eight pounds per acre are much better than the plots sown with thirty-six pounds per acre. The plots sown with forty pounds per acre are much better than the plots sown with thirty-eight pounds per acre. The plots sown with forty-two pounds per acre are much better than the plots sown with forty pounds per acre. The plots sown with forty-four pounds per acre are much better than the plots sown with forty-two pounds per acre. The plots sown with forty-six pounds per acre are much better than the plots sown with forty-four pounds per acre. The plots sown with forty-eight pounds per acre are much better than the plots sown with forty-six pounds per acre. The plots sown with fifty pounds per acre are much better than the plots sown with forty-eight pounds per acre. 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The plots sown with sixty-eight pounds per acre are much better than the plots sown with sixty-six pounds per acre. The plots sown with seventy pounds per acre are much better than the plots sown with sixty-eight pounds per acre. The plots sown with seventy-two pounds per acre are much better than the plots sown with seventy pounds per acre. The plots sown with seventy-four pounds per acre are much better than the plots sown with seventy-two pounds per acre. The plots sown with seventy-six pounds per acre are much better than the plots sown with seventy-four pounds per acre. The plots sown with seventy-eight pounds per acre are much better than the plots sown with seventy-six pounds per acre. The plots sown with eighty pounds per acre are much better than the plots sown with seventy-eight pounds per acre. The plots sown with eighty-two pounds per acre are much better than the plots sown with eighty pounds per acre. 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ELECTION REFORMS DEBATED IN HOUSE

Want Borden's Pledge Carried Out

Liberal Motion For a Select Committee Introduced

Would Prohibit Corporations and Contractors From Con- tributing to Campaign Funds and Make Can- didates Furnish Sworn State- ments of Amounts They Spent and Its Source.

N. T. R. REPORT COST THE PEOPLE OVER \$63,000

Ottawa, Feb. 18.—According to an answer given to Hon. Geo. E. G. Graham by the minister of railways at the opening of the commons today afternoon, the total cost of the work of the National Transcontinental Railway investigation commission has been \$63,888. Mr. Gutelius received \$27,466 and Mr. Lynch Staunton \$36,422. The balance went for clerical assistance, etc.

Mr. Cochrane announced that the commissioners had concluded their labors and that all accounts presented had been paid.

Ottawa, Feb. 18.—On the initiative of A. K. MacLean, the Liberal member for Halifax, a select committee of the house will inquire into the laws relating to elections and electoral corruption with a view to making those laws more effective in checking corruption, and in dealing with election petitions.

On the suggestion of the minister of justice, the committee will be one of seven members instead of nine, as proposed by the Liberal member, and it is hoped that a report will be presented at the present session.

The motion by which Mr. MacLean brought up the matter was couched in large part in the words of the pledge which Premier Borden gave to the people, when in opposition, but which has not yet been acted upon by the government. The motion pointed out the desirability of more effective provisions to punish bribery and fraud at elections, to ensure publicity as to expenditures by political organizations, to prevent the accumulation of campaign funds for corrupt purposes and to prevent campaign contributions by contractors, corporations and promoters.

With one exception, the other speakers in the debate followed the same impartial course. The one exception was A. C. Boyce, of Algoma, who made an impassioned and unnecessary attack upon the sincerity of Mr. MacLean. Perhaps by way of rebuke to Mr. Boyce, Premier Borden, in his own speech, lauded the honesty of Mr. MacLean's moderation and firmness.

Hon. Mr. Doherty laid stress upon the necessity of distinguishing between the candidate who endeavored to carry on an honest campaign, but through his agents may be guilty of some minor offenses, and the candidate whose election is won by gross corruption.

It was noteworthy, however, that the premier failed to make any reference to campaign contributions and publicity as to expenditures or to the appointment of a public auditing officer for election cases. The omission was noteworthy because of the importance placed upon these points by Mr. Borden, when he was in opposition, and the emphasis which he has placed upon them since.

Referring to Mr. Boyce's partisan speech, Sir Wilfrid Laurier said that the government was not the favorite of the government, but that it was the favorite of the people. He said that the government was not the favorite of the government, but that it was the favorite of the people.

After referring to the American practice of election reforms, Mr. MacLean introduced his resolution calling for a committee of nine to consider the improvement of the laws in regard to the election of members of parliament.

Mr. MacLean urged that there be simultaneous by-elections, instead of on dates selected by the administration in power. During the past year, by-election had been held in South Lanark, which had been "detracted" until six months after the vacancy had occurred.

Mr. MacLean stated that the cynicism of people towards electoral corruption was "as terrible as it was pathetic."

"The man who stands for clean elections nowadays is regarded as a joke," he said. "Conditions in Canada would shortly become so bad that reform would be necessary from the very necessities of the case. As regards the facilities for petitioning against corrupt elections, Mr. Borden said a petitioner might as well put his head on the block, when it was within the power of the opponent to spirit away even his witnesses. He considered that if it were possible for a petitioner to go before a magistrate, lay information and get a warrant, each case to be considered individually, great improvement would be effected."

Corruption in Canada was at present as ripe for the fruit as the apple tree, he said. He pointed out, however, that the danger of making a law so severe as not to have public sympathy on the side of its enforcement.

A committee such as was asked had been appointed in 1903 but had resulted in nothing and so had a committee of 1906. The minister of justice was, however, disposed to follow the course of 1906 and move a resolution for the appointment of a committee later on.

The minister referred to the small number of election contests carried to their final conclusion. In some respects it might be said that the severity of the present law defeated its purpose. Many acts, inoffensive in themselves, were committed during election time, considered breaches of the law.

Compulsory Voting a Remedy.

The minister then referred to the methods used to bring voters to the polls. It would be worthy of the committee's consideration whether it could not be made the duty of the voter himself to go to the polls, not compulsory voting, but compulsory registration at least.

"What penalty could be imposed?" asked Hon. Rodolph Lemieux.

In reply, the minister pointed out that men were compelled to act as jurors to give laws which might be broken. The minister's consideration whether it could not be made the duty of the voter himself to go to the polls, not compulsory voting, but compulsory registration at least.

"Has the minister considered the advisability of declaring election day a holiday?" asked Mr. Lemieux.

The minister replied it would be absolutely necessary to give such holidays if it were to be compulsory for voters to go to the polls. Voters would have to be notified by the election authorities of their place of voting instead of by the candidates.

Right Hon. Mr. Borden stated that it was not fair to state that the government's intention was wholly to relax the election laws. It was, instead, to give laws which might be broken. The minister's consideration whether it could not be made the duty of the voter himself to go to the polls, not compulsory voting, but compulsory registration at least.

GOVERNMENT BREAKS AGREEMENT WITH G. T. P.

Company Protests in Vain Against Degrading the Road

Correspondence Brought Down in Parliament Also Shows Similar Tactics Were Adopted Regarding Quebec Terminals—Belief at Ottawa That it is Part of Conservative Scheme to Have Lease Repudiated and Throw Road Into the Hands of the Canadian Pacific.

Ottawa, Feb. 18.—Two returns tabled in the house of commons this afternoon by the minister of railways, dealing with National Transcontinental Railway construction, throw a little more light on the report of Messrs. Gutelius and Lynch-Staunton.

It is apparent from the communications that passed between the National Transcontinental Railway Commission, the chairman of the National Transcontinental Railway Commission, that the company has entered repeated and formal protest against the action of the Borden government of the original agreement with the company, both in regard to the lowering of the standard of construction and in regard to making the Quebec terminals of the National Transcontinental, virtually a G. T. P. proposition.

The company has filed its protest, and has never received a response. The government by going ahead with the change of plans, and by ignoring, more or less, the complaints of the Grand Trunk Pacific, has undoubtedly placed the Grand Trunk in a strong legal position. If it should so desire to insist on its rights, not to operate the road unless the original agreement with parliament is carried out.

Whole Line Ready Nov. 30.

An interim report of the N. T. R. commission covering the work up to December 31 last, shows that the total expenditure on the road, exclusive of interest charges on capital expenditure and exclusive of the Quebec bridge expenditure, was \$14,622,147. The whole of the steel lying on the main line from Moncton to Winnipeg was completed in November 17 last, and the total track laid on that date was 3,291 miles, which twenty miles were double track, and 408 miles sidings and yards.

The train ferry ordered from the Cammell-Laird Company of Birmingham for the Grand Trunk Pacific, pending the completion of the Quebec bridge, is contracted for delivery on May 15 next.

The engineers' reports for the various divisions show that the estimate for final completion of the whole line is on Nov. 30 of this year. It is probable, however, that it will be the spring of 1915 before the whole road is finally ready to be turned over for operation.

Assistant Engineer MacPherson, in his report says: "The whole line from Moncton to Winnipeg was available for traffic on the west at the close of navigation last autumn. The Grand Trunk Pacific company was asked to submit a proposition for operating that portion of the line this winter, but did not do so." No information is given as to the reasons for the refusal.

At the end of December, trains were being operated either by contractors' service or by the government on a limited schedule on 1,180 miles. The report says that they could have been run on practically the whole of the remaining 644 miles, if there had been immediate completion of the line.

Protest Against Change in Grades.

There is a long correspondence submitted with regard to the change in the grade of the G. T. P. against the changes of the grades and in regard to the change in plans for terminal facilities in the case of the G. T. P. In July 18, 1912, wrote to Major Leonard as follows:

"I learn that the standard of the work is being departed from, and instead of four-fifths grades and permanent structures, you are authorized grades up to one per cent, and the erection of temporary wooden structures. I beg to state that if this work is done in accordance with the instructions, it will not be in compliance with the agreement, nor satisfactory to this company, and cannot be accepted."

Major Leonard, in reply on August 2, 1912, that the changes were unimportant, and were in the interests of economy. He referred to "slight local variations" and in conclusion he said: "These are simply details too trifling to occupy your time or mine."

According to the correspondence brought down Mr. Chamberlain did not recede at all from the position taken in his first letter of complaint.

ST. JOHN VESSEL ASHORE NEAR WEYMOUTH, N. S.

Schr. Herald is Surrounded by Ice That Prevents Aid— Stmr. Westport Floated— Storm Played Hovoc With Fishermen.

Dieby, N. S., Feb. 18.—Schooner Herald, Capt. Leonard, from St. John for Weymouth, is ashore at Weaver's Point, near Weymouth light, St. Mary's Bay, and is surrounded by ice in such a manner that assistance is difficult. The crew is stranded and the vessel is as yet uninjured. The Herald is owned by R. C. Elkin, St. John, and is chartered by the Campbell Lumber Company to load pulp at Weymouth for New York.

Frank Lant's large gasoline motor boat from Westport, which was ashore at Tiverton, has been floated and her cargo of haddock saved.

Stmr. Westport, which was ashore at Little River, St. Mary's Bay, was floated without being damaged and has proceeded on her trip to St. John.

The new government breakwater at Tiverton, under construction by Contractor Reid, was damaged to the extent of about \$500 in yesterday morning's gale.

Steamer Bear River is still in the ice a few miles this side of Bear River wharves. Her cargo of freight from St. John has been discharged, and it is thought that when the weather moderates the steamer will be released without damage.

The Bay of Fundy fishermen lost over half of their catch in yesterday morning's gales. The security of lobstermen makes the loss keenly felt.

H. G. HAMMOND.

Commissioner and secretary for Ontario of the Boy Scouts movement, Commissioner Hammond's plans for extension of the movement this year included many new features. There is a proposal to take a contingent of Ontario scouts through every province of the Dominion, for mutual advantage, and to increase the fraternity feeling between the scouts of the various provinces.

Halifax Chronicle.—It is stated that the Social and Moral Reform League have decided to hold the Maple Grove farm at Truro as a home for delinquent girls in Nova Scotia. The farm comprises 280 acres, half of which is woodland.

Prices are spending millions upon the elimination of momentum grades and sharp curves and wooden trestles. The money spent on this work is saved ten times over in the reduction of operating costs. Examples can be quoted by any experienced railway operator of the elimination of heavy grades and sharp curves permitting the hauling of 2,500 tons of freight with less than 100 tons of power.

The charge that several million dollars were lost by letting contractors deliver instead of small sections is one regarding which there may be honest differences of opinion. The view of the commission and of the Laurier government was that by putting up for bids a dozen large contracts instead of eighty or a hundred small ones the best and biggest railway contractors in America would be induced to bid, and the risk of delay because of failure of small contractors here and there along the line would be reduced to a minimum. Many sub-contractors were let by the contractors, and it is stated that the profits obtained by subletting were excessive, amounting in some cases to ten per cent. of the cost of the work.

To speak of profits obtained by subletting as a rate-off is absurd. The original contractors were in the proper carrying out of the work, and would assuredly have been held to their undertaking had their sub-contractors failed to make good. The truth is that when the statements of Messrs. Lynch-Staunton and Gutelius are analyzed they furnish no evidence in support of the assertion that forty millions or any considerable sum of money was wasted in the building of the National Transcontinental. Some other sort of railway might have been built for forty million dollars less, no doubt, but it would have been a switch-back line with pusher grades and sharp curves, and wooden trestles, and the money "saved" in construction would have been "wasted" over and over again in operation until that waste forced the reconstruction of the road. The report of the Transcontinental investigators, which was headed as a bomb, is not even a respectable squib.

PANAMA CANAL FIGHT BEGINS IN SENATE

GOVERNMENT PAID \$28,042 FOR HOUSE FOR F. P. BRADY

Ottawa, Feb. 18.—In the house today Hon. H. R. Emmerson was told by the minister of railways that the residential property in Moncton now occupied by F. P. Brady, general superintendent of the I. C. R., cost altogether \$28,042. It was purchased from the widow of the late Peter S. Archibald for railway purposes in connection with minor changes in grades, etc. The government had no information as to the price paid by the late Mr. Archibald originally for the property.

MADAWASKA FAMILY HAVE CLOSE CALL FROM PERISHING

Man, Wife and Four Children Spent Night in Ruined Shack in Woods After a Battle With Snowdrifts.

Madawaska, Feb. 17.—Gaspard Violette, his wife and four children, who live on the New Brunswick side of the St. John river, nearly lost their lives in the blizzard of Saturday. The fact that they survived is due to the fact that they were in a small wood-chopper's shack which contained a battered stove in which they managed to start a fire, saved their lives. All suffered greatly from the cold and from food, bitter hands and feet. All of the children are under twelve years of age.

Mr. and Mrs. Violette with the youngsters, started from home intending to go to the school and then to the store to spend Sunday with friends. The storm increased with violence and they were barely able to make headway. At length they were unable to face it and turned back. It was nearly dark and, as he was turning his horse, the animal went into the deep snow at the side of the road. Startled by the plunging, the animal commenced kicking, falling on his side and breaking the traces.

The plight of the family became desperate. They were several miles from the nearest house and progress through the storm on foot was impossible. They were in the bottom of the sled and Mr. Violette had about decided to pass the night there when he saw the edge of the woods, what appeared like a log-camp. Wading through the snow drifts above his waist, he at length made his way to the camp and found half-ruined. There was a dilapidated stove, however, and some fire wood.

It was a difficult task for him to get his wife and children through the drifts but he at last succeeded and they all reached shelter inside, taking their robes with them. Then came the effort to start a fire, which proved even harder. At length a small flame was started into being, and, finally, a roaring fire was under way around which father and mother and children hovered. They rubbed their frost-bitten extremities with snow for a time, their suffering was intense.

Later, Violette managed to rescue the horse from the drifts and, by means of an improvised snow sled, he succeeded in clearing a way for the animal, which was also given shelter in the camp. The children slept, but Mr. and Mrs. Violette did not dare leave the fire, which they had nursed carefully through the night. They were not alone, however, for Mr. Violette succeeded in making temporary repairs to his harness and sled and they reached home after a hard battle with the drifts.

The following changes in the militia are notified in the Canadian Gazette of February 14: (Princess Louise's New Brunswick Hussars.—Provisional Lieutenant J. Gilchrist is permitted to retire, 19th January, 1914. 28th New Brunswick Dragoons.—To be major, 2nd in command, Major C. H. McLean, 17th January, 1914.

All stationary tubs should have oil-cloth covers. They are easy to clean and very durable.

Do Long Breaths Hurt?

Dangerous Pleurisy Always Begins This Way

Speedy Cure Is Nervine

Ouch, that stab-like pain in the side is like a hot knife blade in the ribs! Probably got "overheated"—cooled too fast—now there is congestion, tightness, such soreness you can't draw a long breath.

This is the beginning of Pleurisy. Pleurisy is far too serious to neglect a single instant. Quickest relief will come from a vigorous rubbing with Nervine. This trusty old pain reliever will fix you up in no time—will take away the congestion—make you feel just as it did Mr. Samuel St. Johns, of Stamford, who says: "In running to catch a train last week I became much overheated. I put on the train window and rode that way in order to get cooled off. In an hour my side hurt so much that I thought I had pneumonia. I always carry Nervine in my grip and at destination I rubbed my side thoroughly three times. The warm penetrating effect was soon noticeable and I quickly got relief. Nervine I considered saved me from a serious illness."

Any sort of cold can be quickly broken up with Nervine, which is a marvel for reducing inflammation, for relieving congestion in the throat and chest, for curing stitch in the side, lumbago, neuralgia, sciatica or rheumatism. Nothing more soothing or powerful. The small size is the most economical. Large family size 25c. at dealers everywhere.

Bristow Attacks the President

Declares He is Acting in the Interest of Big Railways

Claims Americans Who Spent \$400,000,000 to Dig Big Waterway Should Have the Right to Levy Tolls as They See Fit Without Any Dic- tation From Britain—Parties Will Split on the Ques- tion.

Washington, Feb. 18.—Accusing President Wilson of inconsistency in his views of the hindrance of the Democratic platform and charging that "great of the railroads and the audacious claims of Great Britain seem far more potent with our president than the appeal of the womanhood of the nation," Senator Bristow, Republican of Kansas, turned a discussion of woman suffrage in the senate today into a vigorous debate on the proposed repeal of the free tolls provision of the Panama canal act.

Senator Bristow's attack brought to the defense of the president several Republicans as well as Democratic senators, while it served also as the signal for opening the fight within the Democratic party against a repeal of the tolls exemption provision.

Senator Bristow based his charge of inconsistency against the president on the ground that he had told the suffragists he could not advocate their cause because the Democratic party had not expressed itself in the matter, while he proposed that Congress should reverse itself on the tolls question despite the fact that the party had endorsed its action.

When the tolls question came up, Senator Bristow continued, "I was not brought before the president by the good women of the country, but by a representative of the English government, whose action had been justified by the American and Canadian transcontinental railroads and British shipping interests."

"It is true that we have expended about \$400,000,000 of our own money in constructing this canal in our own territory, and that the Democratic house of representatives, a Republican senate by an overwhelming majority, have ratified the action of the United States and the Democratic national convention, all thought we had a perfect right to permit our own ships engaged in our domestic commerce to pass through the tolls if we saw fit to do so. But England claims that this must not be done without her consent, though her ships cannot engage in our domestic commerce, and she has not directly or indirectly invested a dollar in the construction of the canal."

Concluding after frequent interruptions, Senator Bristow declared that the "right to save the grip of the transcontinental railroads cannot be hidden behind our relations to foreign countries or the skirts of the president of the United States."

SOME OF TORONTO'S "SMART SET" WITNESSES IN POLICE COURT

Toronto, Feb. 18.—The case of Ernest McConkey, restaurant keeper, charged with having kept a disorderly house on New Year's eve last night, when the alleged a great deal of drunkenness and disorder occurred while a party of Toronto's "four hundred" celebrated the dying hours of 1913, was before Police Magistrate Denison in the police court this morning.

About forty witnesses, all men, had been summoned, and all but four were present.

The first witness called was B. Furley, manager of the restaurant. He testified that reservations had been made for several hundred guests at the restaurant and that he had seen no drunkenness after midnight and until 2 a. m., of January 1. Asked if there was much drinking, he said that perhaps 250 quarts of liquor had been consumed that afternoon and evening.

Mr. McConkey declared that the total sales of liquor that day would be under \$1,000.

Furley declared that drunkenness was not in evidence, to the extent that had been represented. He drew a picture of a quiet orderly restaurant evening that Walter Richards testified that he had seen no drunkenness. He had not seen any women drunk nor heard any screaming. All this was in answer to questions of the crown.

Constable Berd testified that standing on the sidewalk he had seen many women reel off drunk.

"How many?" asked the court.

"Forty or fifty," said the constable.

The constable had been present all night, he had seen at least two of the women had to be helped out, almost carried.

About twenty witnesses testified and it was not until after 10 o'clock that the witness was drinking, drunkenness was not much in evidence.

"Was there any kissing of women?" asked the magistrate of several of them.

The answer invariably was that they might have kissed their wives.

"Did you kiss any one else's wife?" one man was asked.

"No, but I may have kissed my mother."

After hearing the evidence the case was adjourned for a week.

The magistrate remarked that the similarity of the evidence indicated that the witnesses had talked over the matter before coming into court.

MAIDS AND HOUSE

WANTED—Country girl, 25 Brussels street.

NURSES WANT

WANTED—Young women for training school as nurses. Address R. O. Box 100, Boston, Mass.

WANTED—Young men to take the training of nurses. Good wages. References required. Miss Glen, Superintendent of Washington St. Hartford, Conn.

AGENTS WANT

RELIABLE representative to visit the numerous fruit stores throughout New Brunswick. We wish to select four or five good men to represent local and general agents. References taken in the fruit stores in New Brunswick of national opportunities for me. We offer a liberal salary and a good home. Address: J. Wellington, Toronto, Ont.

THERE is a boom in the new in New Brunswick. Able Agents want to sell. Send for full particulars. Pay week. Address: Pelham Nursery Co., Ont.

WANTED

LADIES to do plain and fancy work at home; whole or spare time; good wages; full particulars. Address: National Manufacturing Co., Montreal.

MALE HELP WANTED

WANTED—Steady and reliable men for work. David Blackmore, South New Brunswick, N. B.

TEACHERS WANTED

WANTED—Second class female teacher for Sch. No. 7, Parish of Chipman, commence March 1, 1914. Salary to Isaac W. Muller, Fulton Brook, N. B.

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AL FIGHT IN SENATE

istow Attacks the President

clares He is Acting in the Interest of Big Railways

ims Americans Who Spent \$400,000,000 to Dig Big Waterway Should Have the Right to Levy Tolls as They See Fit Without Any Dictation From Britain—Parlies Will Split on the Question.

Washington, Feb. 18.—Accusing President Wilson of inconsistency in his views on the binding effect of the Democratic platform and charging that "great of railroads and the unadvised claims of the president that the appeal of womanhood of the nation," Senator Bristow today attacked the president's attack on the proposed repeal of the free tolls on the Panama canal and on the defense of the president's repeal of the tolls provision.

Senator Bristow based his charge of inconsistency on the fact that the president had not only repealed the tolls but had also repealed the tolls provision. He said that the president had not only repealed the tolls but had also repealed the tolls provision.

When the toll question came up, Senator Bristow continued, it was not only the president who had not only repealed the tolls but had also repealed the tolls provision.

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MAIDS AND HOUSEKEEPERS WANTED

WANTED—Country girl, good wages, 10 Brussels street, 6284-2-4.

NURSES WANTED

WANTED—Young women to work in a training school for nurses, 1173, Worcester street, 5880-7-11.

WANTED—Young men and women to take the training course for nurses, 1173, Worcester street, 5880-7-11.

AGENTS WANTED

RELIABLE representative wanted to meet the tremendous demand for real estate throughout New Brunswick. We wish to secure three good men to represent us as local and general agents. The special interest in the full-time business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a permanent position and liberal pay to the right men. Stone & Wellington, Toronto, Ont. 689-47.

THERE is a boom in the sale of trees in New Brunswick. We want reliable agents now in every unrepresented district. For liberal terms. Pelham Nursery Co., Toronto, Ont.

WANTED

LADIES to do plain and light sewing at home; weekly or spare time good pay; work sent any distance; charges paid; stamp for full particulars. National Manufacturing Company, Montreal.

MALE HELP WANTED

WANTED—Steady and reliable blacksmith. Apply, stating wages, to David Blackmore, South Nelson, N.B. 2140-102.

TEACHERS WANTED

WANTED—Second class male teacher for school district No. 7, Parish of Chipman, school to commence March 1, 1914. Apply, stating salary, to Isaac W. Murray, secretary, Falton Brook, N.B. 7842-18.

WANTED—Second class female teacher for district No. 16. State salary, and apply Geo. E. Machum, secretary, Queens Co., N.B. 7177-2-11.

WANTED—Second or third class teacher, immediately. Apply to Mrs. A. Fowler, Canadian Forces, Quebec, 7083-2-11 a.w.

WANTED—Second class female teacher. Apply, stating salary, to Mrs. B. J. Gaudin, Goudville, N.B. 6442-1-31.

TO LET

TO LET—For the summer months, a comfortable furnished house in a beautiful suburban location. Apply to the proprietors, 842-17.

FOR SALE

FARM FOR SALE—One mile from C. F. station, 110 acres, about half under cultivation, balance good wood and timber, in good condition, well supplied with water; portion irrigated. Good bargain for cash. Owner buying larger farm. Apply to Valley View Farms, 110 acres, 110 acres, 110 acres.

Monday, Jan. 5th is the Beginning of our New Term

A very generous and greatly appreciated patronage has made our last year our best year.

We trust that a continuance of the same patronage will make 1914 the best year yet.

Send for Catalogue.

S. KERR, Principal

DEATHS

BURLEY—In Carlton, on the 18th inst., Elizabeth, relict of the late John H. Burley, in the eighty-fourth year of her age, leaving four sons and three daughters to mourn the loss of a faithful and loving mother.

MOORE—At Shediac (N.B.), on Sunday morning, Feb. 15, Joseph H. Moore, a native of St. John, aged 79 years.

FOUWEL—Near Biggar, Sask., February 15, Arthur Lloyd Fowell, aged 10, eldest son of John and Annie Fowell, formerly of St. John.

McCANN—In this city, on the 14th inst., Catherine, widow of John McCann, leaving two sons and three daughters to mourn.

COWAN—In this city on the 18th inst., Jennie Gibson, youngest child of Joshua B. and Annie H. Cowan, aged two months.

BARRETT—In this city on the 17th inst., Margaret, wife of Michael Barrett, ROWAN—At her residence, of Kennedy street, on the 17th inst., Catherine, widow of Joseph Rowan, aged 78 years, leaving three sons to mourn.

BRITTAIN—At the residence of his son-in-law, W. H. Van Horne, 508 Main street, on Feb. 17, William W. Brittain, aged 87 years, leaving wife, one daughter and four sons to mourn.

McDUFF—At Red Head, on Sunday, Feb. 15, Nora, beloved wife of John McDuff, in the fifty-second year of her age, leaving besides her husband, four daughters to mourn their sad loss.

CARD OF THANKS

Mr. and Mrs. Howard Belyea, of Greenwood, Kings county, wish to thank the many friends in the city and at home for kind letters and visits during the recent sad bereavement; also the doctors and nurses in the General Public Hospital for the attention and kindness shown to them and their son, Roy S. Belyea.

Jack Fenety, son of W. T. H. Fenety, of Fenetyville, received word that he has successfully passed the examination for moving picture operator in St. John last week.

MARINE JOURNAL

PORT OF ST. JOHN.

Arrived.

Monday, Feb. 18. S. S. Shenandoah, 2,409, Lee, London via Halifax, Wm. Thomson Co., Gen. cargo. Coastwise—Grand Manan, Ingr. coll., Wilson's Beach; sch. Susie Pearl, Clark, St. Martins.

Tuesday, Feb. 17. S. S. Heathcote, 1,285, Muir, Louisbourg, St. John. Coastwise—Sch. Lethys, Thompson, fishing. Sch. Walter Miller, 118, Smith, St. Martins. C. M. Kerrison, with 105,000 feet of lumber.

Wednesday, Feb. 18. Sch. Lucia Porter (Am), 254, Sprague, Perth Amboy, Peter McIntyre, 400 tons of coal. Str. Manchester Corporation, 3,466, Foulke, Manchester, Wm. Thomson Co., Gen. cargo.

Str. Calvin Austin, 2,533, Mitchell, Boston via Maine ports, A. E. Fleming, pass and mail. Coastwise—Sch. E. & Elsie, 15, Sparks, Beaver Harbor.

Cleared.

Monday, Feb. 18. Sch. Laura C. Hall, Rockwell, M. G. M. Kerrison, with staves and barrel heads. Coastwise—Grand Manan, Ingr. coll., Wilson's Beach; sch. Susie Pearl, Clark, St. Martins.

Tuesday, Feb. 17. S. S. Hochelaga, Tudor, Louisbourg, St. John. Coastwise—Str. Grand Manan, Ingr. coll., Wilson's Beach; sch. Susie Pearl, Clark, St. Martins.

Wednesday, Feb. 18. Str. Heathcote, Muir, Louisbourg, St. John. Coastwise—Sch. Harvey & Ralph, Ingr. coll., Grand Harbor.

R. M. S. S. Victoria, Williams, Liverpool, Wm. Thomson Co., pass and Gen. cargo. Str. Manchester, Importer, Linton, Manchester, Wm. Thomson Co., Gen. cargo.

Stated.

Wednesday, Feb. 18. R. M. S. S. Victoria, Williams, Liverpool. Str. Manchester, Importer, Linton, Manchester. Str. Hochelaga, Tudor, Louisbourg.

CANADIAN PORTS

Halifax, Feb. 16.—Ar'd, str. Empress of Britain, Liverpool; Chaleur, Denimera via St. John; A. W. Perry, Boston; Minia (Col. cable ship), from sea.

Halifax, Feb. 14.—Ar'd, str. Mount Royal (Can.), Canada. Liverpool. Nova (Nor), San Domingo. St. John. St. John. St. John.

Halifax, Feb. 18.—Ar'd, str. Anita (Nor), Jamaica; Birma (Rus), Liban. St. John. St. John. St. John.

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OFFICE WORKER GOES TO POULTRY FARMING

Makes Success of Venture and Improves Health and Pocketbook

FIRST INVESTS \$1.10

Careful Attention to Breeding Results in Profit That Shows Profits

(Prof. F. H. Stenhouse, in N. Y. Sun.)

A few of us are naturally equipped with a knack for business. We prefer to follow a blazed trail rather than strike out on new fields and take what we find.

It is not so with the poultry farmer. He is a man who has no special aptitude for business. He is a man who has no special aptitude for business.

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TEN EGGS PER HEN

GAIN IN CONTEST

Second Year of Big Missouri Laying Competition Shows Tremendous Progress

LESSON TO PRACTICAL MAN

Shows What Can Be Done When Scientific Methods Are Used.

(New York Sun.)

A gain of nearly ten eggs per hen was made in the second annual laying contest, which just closed at the Missouri State Poultry Experiment Station at Mountain Grove.

The hens averaged over 148 eggs per hen, which is twice the number of eggs laid by the average hen in the country.

It is expected this average will increase from year to year. There were at the station over 100 hens which made an average of 235 eggs per hen last year.

Several flocks of thirty to fifty hens each of different varieties averaged 160 to 175 eggs per hen. It is believed that the average poultryman has just begun to realize the possibilities of careful breeding and selection.

Last month it was predicted that before long the 300 egg hen was a possibility and would be heard from in the near future. Sixty hens, each of which laid a reliable source that one hen has laid 300 eggs in 365 days.

A dainty little B. C. White Leghorn pullet No. 55, from Maryland, Mo., won the prize for the best individual record with 300 eggs. She laid twelve eggs a day for 25 days.

She manufactured more pounds of eggs from her body weight than any other hen in existence. A S. C. White Leghorn from Michigan was second with 288 eggs.

Buff Wyandottes from Vermont were third with 255 eggs; a buff Wyandotte from Missouri was fourth with 235 eggs, and a S. C. White Leghorn from England was fifth with 245 eggs.

The B. C. White Leghorns from California, England, made the best pen record with 2,975 eggs. Seven of the ten hens in this pen laid over 300 eggs each.

One of the hens in this pen died and one was out of condition for sometime, and nearly all went into a moult about two months before the contest closed, and these things all tended to lower their record, but in spite of these facts they were 199 eggs in the lead of their nearest competitor.

Buff Wyandottes from Michigan were second with 288 eggs, and a S. C. White Leghorn from England was fifth with 245 eggs.

There is nothing especially sensational about any of these records. They are just such records as any poultryman can get who practices good sensible methods of housing and feeding, and who devotes some thought to selection and breeding.

These records are the result of a contest over 10 per cent. of all which were entered in the contest went over 300 eggs. A pen of S. C. Rhode Island Reds from Florida made the best pen record by laying the most eggs that month.

The standing or rank of the varieties for the two years contest has been as follows:

Average Eggs per Hen 1912. 1913.

S. C. White Leghorns 143 173

Buff Wyandottes 139 172

Black Langshans 150 180

Black Minorcas 145 180

White Wyandottes 140 180

Anconas 139 180

Banded Plymouth Rocks 136 146

R. C. White Leghorns 127 146

M. W. Brown Leghorns 126 146

R. C. Reds 150 146

All White Orpingtons 140 140

LOCAL MARKETS

CHANGE LITTLE

United Empire Granulated Sugar Goes Up Ten Cents a Hundred Pounds—Yesterday's Wholesale Quotations.

The local markets have been quiet during the last week. There have been practically no changes with the exception of United Empire granulated sugar, which has gone up ten cents a hundred pounds. The fluctuations were due entirely to local competition. The wholesale quotations yesterday were as follows:

COUNTRY MARKET.

New potatoes, bbl. 1.30 to 1.50

Beef, western 0.12 to 0.16

Beef, butchers 0.12 to 0.13

Beef, country 0.07 to 0.10

Butter, creamery 0.20 to 0.22

Butter, salt 0.18 to 0.20

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