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Mr. Grimmett introduced a bill to enable the town of St. Stephen to issue debentures.

HON. DR. LANDRY'S BUDGET SPEECH

Says the Province Is Prosperous With Little Unemployment

Government Had Record Revenue and Record Expenditure

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GUTELIUS TO LOWER THE INTERCOLONIAL GRADES

Survey Will Be Made At Once

General Manager Says Change to 6-10 Per Cent. Will Treble Present Hauling Capacity of Engines and Cut Cost of Operation 25 Per Cent.

Ottawa, March 12—The minister of railways, Hon. Frank Cochrane, has authorized a survey of the Intercolonial from Moncton to Halifax and Sydney, with a view to eliminating the present heavy grades, replacing light bridges with heavier steel structures, and finding out the cost and feasibility of a cut-off at Truro.

Mr. Gutelius in his memorandum to the minister on the subject, states that by reducing the grades to a maximum of six-tenths the tonnage on the train could be doubled and by increasing the strength of the bridges, heavier motive power could be used on this section of the line.

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TARIFF CHANGES MOOTED AT OTTAWA

Report That Budget Speech Will Announce Cut in Farm Implements Duty

Some Help May Be Extended to the Iron and Steel Industry—No Likelihood of Free Wheat or Its Products—Col. Sam Disavows Mobilization Scheme—Lively Debate on Immigration—Newcomers Not Going on the Land.

Ottawa, March 12—With the budget speech coming some two weeks hence, rumors of tariff changes are beginning to be whispered in the government ranks. There is a well defined belief that there will be a reduction in the duty on agricultural implements to ten per cent, the present duty being sixteen and one half per cent.

It is precisely certain that free wheat and free flour will not be granted this session at least.

Ottawa, March 12—At the opening of the house today Col. Sam Hughes, minister of militia, rose to explain the origin of the militia poster produced yesterday by Hon. H. E. Foster.

Col. Hughes said the department had had nothing to do with the matter.

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Mr. Asquith showed by examples that the bill would be a fair and equitable agreement. (Cheers.)

Table with columns: Expenditure 1913, Expenditure 1914, Estimates 1914. Rows include Administration of justice, Agriculture, Auditor general, etc.

NEW BRUNSWICK'S NEW ELECTORAL MAP?

St. John and Albert to Be Joined with Two Members—Kings and Queens, Sunbury and York, Madawaska and Restigouche to Be Welded—P. E. I. Likely to Retain Four Seats.

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SEVENTEEN BODIES TAKEN FROM ST. LOUIS CLUB RUINS

Finding of Register Confirms the Belief That Thirty People Perished in the Holocaust

St. Louis, March 12—Seven bodies were recovered today from the ruins of the Missouri Athletic Club, destroyed by fire Monday morning, bringing the total number recovered to seventeen.

The receipts of the register to-day and a comparison of the names therein already prepared, confirmed the belief that the death toll would not exceed thirty.

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DIG INCREASE IN BRITISH NAVAL ESTIMATES

London, March 12—The British naval estimates for 1914-15, which were brought forward in the house of commons last night, are causing great disappointment and concern to Liberal economists and pacifists.

The high water mark in naval expenditure which has been reached in the estimates for 1914-15, was brought forward in the house of commons last night.

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TO WIND UP UNITED STATES EXPRESS CO

New York, March 12—The stockholders of the United States Express Company, at a meeting tomorrow, will, it is understood, appoint a liquidating committee to wind up its affairs.

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MUSTN'T SEND INFLAMMABLES THROUGH MAILS

Post Office Department Warns Offenders That It is a Prison Offence

Ottawa, March 12—A bulletin issued by the post office department states: "Notwithstanding the urgent and repeated warnings of the post office department against the mailing of matches and other inflammable articles in the mails, the practice still continues, and the department is now referring such cases to the criminal authorities for prosecution."

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SODDEN DEATH OF GEORGE WESTINGHOUSE, WHO REVOLUTIONIZED RAILROADING WITH HIS AIR BRAKE, DIES AT 68

New York, March 12—George Westinghouse died suddenly here this afternoon. He had been suffering with a long complaint for three months.

Mr. Westinghouse was sixty-eight years old and was perhaps best known as the inventor of the air brake which bears his name and which revolutionized railroading in this country.

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H. CECIL KEIRSTEAD, MISS V. E. 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 Hulse, Shamrock, Rose entwine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., MARCH 14, 1914.

VALLEY RAILROAD FINANCE.

What has become of the money which is supposed to have gone into the Valley Railway? The Valley company submit all of the contracts, thus no doubt arousing the horror of all good Conservatives who have read the Gutelius report on the Transcontinental Railway, in which subtlety is a grave offence.

The contractors have nearly finished 120 miles of the railway, from Gagetown to Centreville.

Let us see how much money was provided or is to be provided for the work.

The Legislature guaranteed bonds to the extent of \$25,000,000. The Dominion government gave a double subsidy of \$6,400,000.

Now the company came along with a demand for another \$10,000,000.

Also the Dominion government has agreed to provide \$1,000,000 for the bridges, and to provide \$2,000,000 for 120 miles.

\$25,000,000 for 120 miles would be \$208,333.33 per mile.

\$6,400,000 for 120 miles would be \$53,333.33 per mile.

\$1,000,000 for 120 miles would be \$8,333.33 per mile.

\$2,000,000 for 120 miles would be \$16,666.67 per mile.

Total in eight months \$3,068,000.

This, remember, is only reckoning on 120 miles, not on the full length of the road.

If necessary for the purposes of argument, we may omit the \$2,000,000 for the bridges, which would leave \$1,068,000.

The 120 miles of railroad from Gagetown to Centreville, when completed according to present plans, should cost, according to competent observers, not more than three millions, roughly speaking.

Assuming that Mr. Fleming decides to take the plunge and guarantee the extra \$10,000,000 for the 120 miles, not to speak of the remainder of the road, there will be a million or two which will have gone somewhere, and concerning which the Legislature and the country should find it necessary to inquire carefully.

Perhaps a more simple course of procedure would be to require a plain and accurate accounting for the money already provided before even discussing the merits of the proposal to vote another two millions.

If this demand for \$10,000,000 a mile has come along before even the cheaper portion of the road is finished, what may the country expect before the finish of those portions of the road involving heavier construction, including the whole section from Fredericton to St. John, which is supposed to be of a much higher quality than the railway above Fredericton?

It is not yet known what route the railroad is to follow from Gagetown to St. John. In spite of all of its statements the local government is not yet committed to crossing the St. John River.

It has from time to time indicated a readiness to do so if the Dominion government would pay the shot.

Surely before another dollar is voted the whole question should be the subject of investigation, and the local government should provide the most explicit information as to the exact route for the remainder of the railway, the time at which it is to be completed, and the manner in which the money already provided has been expended.

There should be no difficulty in telling what has become of the money. The

work done up to the present day has been wholly done by sub-contractors, and it is a simple matter to show what these men have received and how the total sum received by them compares with the total sum derived from the sale of bonds and from the Dominion subsidy.

If the people of this province are ever going to get a look at the inside of the Valley railway project they must do it now, before more money is voted. If, there ever is to be a straightforward and businesslike statement as to the route, the cost, and the time of completion of the railway it must come right away. The road must be pushed to completion. But before there is another raid on the treasury the people must know what has become of the money already provided, and on what specific grounds they are to be asked for another \$2,000,000.

FALSE IDEALS.

It is difficult to take seriously the man who pictures national calamities and world-embracing conflicts if the country does not commit itself to universal compulsory military service. We are not at all in a belligerent mood. The people are sane, peace in temper and the leaders are eloquent in advocacy of the cause of international good will. The growing spirit of fraternity and co-operation is expressing itself in ever-extending labor unions and brotherhoods, and the wage-earners, even of the European countries, crossing all the barriers of international hate, speak of one another as brothers and make the profits of the armament firms uncertain.

The fabled labors of Sisyphus, who was punished in Tartarus by having to roll a huge stone up a height, which he had no sooner done, by means of his utmost exertion, than it rolled down again—were not less difficult nor more useless. To be told that it is only by universal military training that we can obtain security from unreasoning and alarm when we have no particular nation to fear, and after having lived in profound peace with our neighbors for more than three generations, is to propose an ungrateful task. But even if the efforts to obtain universal military service is successful, even if the young are trained in the art of war and the young men taken for a number of years from the arts of peace, and appropriations increased for their upkeep, what security have we that that will be enough? There will be nations then that will be better prepared and more fully equipped for war. How are we to be defended against them? No matter how great the appropriations they have never yet been great enough to satisfy the uneasy heart of the man who dreams of invasion. It is a disease that grows by what it feeds on. The obsession will increase after all the lads are trained, like the terror of a patient who is suffering from mental derangement, and against whom everyone is forming plots and counterplots.

The people will remain "more than usual calm" when urged to prepare against dangers which nobody expects. There are real dangers against which we must arm, and against which we must train the young if the country is to be the home of a happy and contented people. But these dangers are within, not without. We have to carry on the work that our fathers began when they cleared the waste places and let in the law. We have to fight against the "do" the people—against the men who would cut the gray ropes that keep the big tent from falling on our heads. The real enemies of the country are the thimble-riggers who for hire seek to turn the people to false ideals and foolish wasteful expenditures. When they come under the guise of spread-eagle patriotism they are not less but more dangerous.

THE TRANSCONTINENTAL.

The Conservatives used to repeat the unfounded assertion that Sir Wilfrid Laurier said the National Transcontinental could be built for \$13,000,000. Needless to say, he never said any such thing. After that had been pointed out some hundreds of times, the Conservative newspapers dropped it. They now are publishing a statement, attributed to Mr. Fielding, that the National Transcontinental from Winnipeg to Moncton could be built for \$61,418,000. The figures, if Mr. Fielding ever used them, formed a part of a speech delivered long before Parliament adopted the plan for building a railway with a four-tenths grade going east and a six-tenths grade going west, with easy curves, and the most substantial rails, bridges and roadbed.

The Standard is now revealing about "scandalous conditions" revealed by the Gutelius-Staunton report. This report, for which these gentlemen were paid \$98 a day, revealed no "scandalous conditions." It revealed no graft. It revealed no corruption on the part of the commissioners who controlled the expenditure.

The only scandalous proceeding thus far in connection with the National Transcontinental has been the course of the Borden government in deliberately increasing the grades on certain portions of the road and thus clearly violating the contract with the G. T. P. Mr. Gutelius and Mr. Staunton were appointed in the hope of creating a scandal by examining the largest expenditure made during the term of the Laurier government. They were paid at an enormous rate for the work they set out to do, but they did not find a scandal. The Borden government has yet to defend its action in permitting the introduction of heavy grades on portions of the Transcontinental and in thus affording the G. T. P. an excuse for repudiating the contract.

After the report of Messrs. Gutelius and Staunton was presented to Parlia-

ment it became known that the Borden government had not sufficient faith in its "scandal" to attempt to prosecute the Transcontinental commissioners, the contractors, or anyone else in any way connected with the construction of the railway.

After Parliament has discussed the Gutelius-Staunton report the Conservative party will be even more ashamed of that document than it is at present. Anybody who believes that Gutelius is a name to conjure with is ill advised.

MR. McLEOD LETS THE CAT OUT.

Scandal hunters, who are numerous on the Conservative side just now, ought to welcome—though perhaps they will not—an extraordinary statement by Mr. McLeod of York in the House of Commons on Monday, when he said he placed himself on record as agreeing with many of the facts brought out by Mr. Carvell with reference to the famous Southampton Railway of Mr. Pinder the "King of the Neckawick." Mr. McLeod said that he was in a position to know that many of the railway items had been peddled, and that other items turned in to the government were neither true nor correct. He denied that any portion of the money which was to have been spent on the railway went into the Conservative campaign fund, and he mournfully observed that if the Minister of Railways tried to get any money back from Mr. Pinder, the minister would "be up against the real thing." Mr. Carvell, with the unexpected support of Mr. McLeod, brought to light in the House of Commons circumstances and conditions which make it necessary for the government, which gave the Pinder railway a double subsidy in defiance of the usual conditions, to investigate the matter to the bottom if it would make any pretense of protecting its reputation.

It was Mr. Pinder who recently nominated Mr. McLeod in York County, although these men had previously been at odds and apparently are now at odds once more. The Southampton Railway had as president Mr. Pinder, and as secretary Mr. P. A. Gutrie, who succeeded Mr. McLeod in the New Brunswick legislature. The railway secured a provincial guarantee of four per cent. bonds to the extent of \$10,000,000 in 1909, when the Hon. Mr. Hazen was Premier of New Brunswick, and later, in 1912, the Dominion government granted this little branch road, almost built, a double subsidy. Before this double subsidy could be granted it was necessary that the Dominion government should be "satisfied" that the railway was up to a certain standard in the matter of cost and equipment. New persons, even in York County, believed that it would be possible for the politicians to give Mr. Pinder and his friends a double subsidy for this railway, but there was a objection about that time and the York County Conservatives were doing some financial sleight-of-hand.

Also the circle included some very thoroughgoing and practical politicians. Finally the Dominion government sent an inspecting engineer of the Railways Department to look over the Pinder road, and he reported that it had cost almost \$23,000,000. Probably nobody would be more surprised at this estimate than the men who actually carried on the work of construction. It was said at that time that Mr. Pinder had ambitions to go to Ottawa, but some of the others did not think that he looked like an Ottawa candidate. Mr. Pinder was stubborn, but at length he got the double subsidy, and a little later he nominated Mr. McLeod for the Federal vacancy.

Mr. Carvell placed the salient facts of the case before the House of Commons at Monday's session, and his address was followed with keen interest. But while Mr. Reid, the acting Minister of Railways, intimated that the case looked as though there were something radically wrong about it and promised to make a departmental investigation, Mr. McLeod, apparently with the idea of protecting the political reputation of himself and his friends, decided to speak on the Pinder-railroad matter as one having inside knowledge. Then, to the astonishment and horror of his political friends, he proceeded to go farther than Mr. Carvell had done; he spoke about padded items, and items neither true nor correct, which he said he was in a position to know had not been turned in to the government. His frankness, it will be observed, is a trifle belated.

The Dominion railway engineer upon whose report the double subsidy was granted said the road cost \$23,000,000. But during a suit recently tried in the Supreme Court of New Brunswick, some of the contractors who built the road testified that the total cost of construction did not exceed \$13,000,000 per mile; and it therefore appears that nearly \$60,000,000 of public money was devoted to some purpose other than construction and equipment. At which Mr. McLeod remarked: "They talk about this \$60,000,000 that did not go into the railway. Well, if Pinder got it he's got it yet." This is not at all the opinion in certain circles in York County and elsewhere, and now that Mr. McLeod has been so outspoken about the matter, there is some chance that Mr. Pinder will be equally frank. Anyhow, as Mr. Carvell pointed out, Mr. McLeod's corroboration of the statements of the member for Carleton County should make it necessary for the government to appoint a royal commission to get to the bottom of the whole matter. Conservative journals and politicians have had a great deal to say about the National Transcontinental and other alleged scandals. Some of these journals and politicians will now recognize a real scandal much nearer home that will demand their close and immediate attention. The whole country will watch intently the course of Mr. Borden and his Ministers in connection with this matter. So virtuous a

circle ought not to hesitate for a moment in the face of the evidence placed before the House of Commons by Mr. McLeod of York. How Mr. Fleming, too, who numbers Mr. Pinder among his supporters, has an obvious duty, and ought not to hesitate.

This is one of the cases that gives the country some real light upon Conservative methods. Before the revelations are complete it may be surmised that between Mr. McLeod and Mr. Pinder the New Brunswick Premier and the local and Federal members for New Brunswick are going to participate in some rather heated if instructive proceedings. At a time when the Conservatives have been so laboriously constructing "scandals" to discredit the Laurier government, this York County case, involving both the local and the Federal administrations, is likely to enlist about all the energy the Conservative party can muster.

THE BORDEN CLUB SHIVERS.

Of a certain wise old owl which lived in an oak it will be recalled by the instructed that the move he heard the less he spoke. The president and executive of the Borden Club have been hearing a lot about the great Conservative party of late, and they are all a-flutter. But they have taken no hint from the respective but reticent owl. The club is issuing a circular letter (published on another page today) designed to abate the alarm and disunion which have spread within the party because of events and conditions over which the Borden Club has no control but of which it sees the evil consequences, some here and more coming. The danger signal hung on the outer wall by the Junior Conservative organization is signed by the president and secretary, and is evidently the output of their combined political sagacity together with that of the executive. In one masterly sentence, intended to get the patient's attention without alarming him unduly, Mr. Tait (assuming that he is the blushing author) administers the laughing-gas as follows:

"With regard to various matters of local political importance, that have occurred in this constituency, we have felt it would be well to write you, and to point out that, in all administrations there are small matters of patronage and of local affairs that do not commend themselves to all members of the party. These things are unavoidable."

Mr. Tait, or the author, whoever he may be, rightly assumes that it is not necessary to go into the glibly particular. Every recipient of the dolorous epistle will know what he means. Some will be grateful to the Borden Club letter-writer because he did not say more, but more will wonder why it was deemed necessary or politic to start an inquest just now. The trouble is too deep-seated and extensive to be helped by any such blundering fatalities as those surely.

"We must not" (so runs the second stanza) "allow any side issues or local politics to divert us from what the Conservative party stands for throughout the whole Dominion."

It will occur to everybody just here that the Conservative party has been "standing for" some pretty tough propositions here and throughout the whole Dominion. Not long ago a strong wing of the party loudly declared that it would not "stand for" Mr. Hazen unless he improved very rapidly within the next few weeks. And he did not improve. The Gutelius agreement stands. There is the Pinder business. There is the local patronage row. There are more than one, of course, for there are large wolves and small, and in both circles there is strife, and the fear of revelations absolutely certain to come.

But says Mr. Tait, or whoever the inspired author is, turn from these "unavoidable" difficulties and regard steadfastly what the party stands for, viz.:

"Effective aid to the Imperial navy"

"A fair and honest government for the whole Dominion." And, in conclusion: "We are sending you herewith a copy of the Rt. Hon. R. L. Borden's speech when introducing the navy bill, and also some other important literature."

But why the naval bill and Mr. Borden's speech upon it? The speech is of last year. This is 1914, and the session is remarkable chiefly because of Mr. Borden's announcement that he is not going to bring up the naval bill again until death has reformed the Senate. This is not at all what he said in last year's speech—the one now being distributed. Then he was all for action. Now he is all for delay. Anything to avoid going to the country. As for the Borden naval policy today, there isn't any. It recalls a line in one of the old school books, telling of the Battle of the Nile: "And where the admiral's ship had been the blank sea sparkled in the sunshine."

When there is another general meeting of the Borden Club and this epistle and its effect come up for review no doubt the literary efforts of the executive will meet with hearty commendation.

THE MARCH OF PROGRESS.

The Nation turns aside from the heated and tumultuous atmosphere of English party politics, and, in discussing the subject of child labor, says: "Every well-informed person is by this time aware that to take any children from school before the age of fifteen or sixteen, in order to put them into industrial occupations, is to inflict an injury on body and mind that is irreparable, and that results in damage to society at large. Child-life should be guided by co-operation between the home, the school, and the public health authority; the employer should have no locus standi. In the second place, to leave the adoption and enforcement of the provisions of child-employment to lo-

cal authorities, notoriously gives scope for bad forms of interested pressure. If children are not in school until fifteen or sixteen years of age, or if they are engaged in industrial employment before that age, the result is injurious injury! What a change this is from the theories of the eighteenth century when economists and statesmen of the mercantile school held that industrial development and prosperity depend largely upon cheap labor and that such labor is readily furnished by children, women, and the aged. It was on this theory that the Austrian government sought to develop industries in that country, and many of the articles bearing the "made in Germany" stamp have been manufactured in the household, and to their manufacture the child of three and the grandmother of ninety-three contributed their share.

The eighteenth century economist Justi, contended that manufacturing could be developed only by encouraging the industrial employment of young children. He says: "In countries that exhibit a special genius for commerce and manufacturing, children are taught labor industry in their earliest years. In Holland and England one sees children between four and six years performing all kinds of work suited to their ages; in nations that lack the genius of business affairs they grow up in play and idleness. Undoubtedly it should be the duty of teachers in churches and schools, as well as parents, to admonish and teach the children that labor alone can lead to happiness in civil society. . . . All children should learn in their youth to be industrious, to acquire the habit of work and to love it. There are hundreds of kinds of labor that children of five and six years old are capable of performing, and by means of which work may be made more natural for them and prevent them from becoming idlers."

The argument of Justi seemed less convincing even to that generation when it was employed by a manufacturer named Mitsch, who said that he had built his mill "out of love for the general welfare and to exterminate the disgraceful habit of idleness that is shockingly prevalent among our children." But the government actively encouraged industrial child labor. When children who loved freedom too much ran away from the factories, magistrates and administrative officials diligently united with the manufacturers to secure the return and to prevent the escape of the little ones. When the people hesitated about subjecting their young children to the exacting regime of the factory, the German government issued orders to the local authorities enjoining them to "place capable children of both sexes at the disposal of the factory owners." Children under eight were employed without the slightest hesitation, and those from nine to twelve years old were to work ten hours a day with one hour rest at noon; those from twelve to sixteen had to work as long as adults.

The outlook upon the question is completely changing. When a manufacturer or a generation wants dates they will no longer be allowed to cut down the tree upon which all future supplies of dates depend. We are making progress, and those who are contending that children should not be changed into old men and women, decrepit before life has fairly begun; that they should not be taken from school before they are mentally equipped for the intellectual struggles of modern life, are really contending for the very altars and cradles of national life. Even if the reformer, becomes occasionally impatient, a look backward will convince anyone that great progress is being made in removing and correcting social wrongs of every nature. Tennyson says truly: "Have patience, I replied; 'ourselves are full Of social wrongs, and maybe wildest dreams. Are but the seedful preludes of the truth: For me the genial day, the happy crowd, The sport half-science fill me with a faith, This fine old world of ours is but a child. Yet in the go-cart, Patience! Give it time. To learn its limbs; there is a hand that guides.'"

THE COST OF A FISCAL SYSTEM.

Less than a generation ago it was the very general hope that the increasing facilities in communication, the accelerated progress in invention and discovery, promised mankind such a reduction in prices as would naturally follow when the world became as it were a single locality, and when the tact, ingenuity and enterprise of manufacturers would be enlisted to secure wider markets and greater sales.

The hope has been disappointed. A study in comparative prices of fifteen articles covering about two-thirds of the ordinary expenditure of an average family, over a period of twenty-three years and eight months, reveals results that are absolutely startling. Round steak has increased in price in that time over one hundred and eight per cent; pork chops, one hundred and twenty-six per cent; ham, eighty-eight per cent; lard, seventy per cent; hens, seventy per cent; eggs, one hundred and twelve per cent; creamery butter, fifty-four per cent; milk, forty per cent. The only item on the list that shows a decrease is sugar which is now in the United States twenty-four per cent less than it was twenty-three years ago. Corn meal has gone up sixty-seven per cent and wheat flour 16.8 per cent, while bread has greatly increased in price to the consumer.

A like increase is noted in the cost of coal and gas for household and manufacturing purposes, while the cost of all

manufactured articles has increased in a still greater proportion. England has felt the increase as well as other countries, but to a much less extent, while Canada has felt it as much as, if not more than, any other country in the world. This proves that not all the increase is due to the tariff. It is not all due to the tariff any more than all crime is due to drink; but it is plain, however, that tariffs have fostered and promoted the increase as drunkenness fosters and promotes crime.

The method followed is by the formation of combines. When a government "protects" the products made by a certain company against competition from similar articles made abroad, the home manufacturers extort from the people the full tariff rate as a bonus for their own pockets. Combines are encouraged among companies in similar lines of manufacture—combines which are possible in a single country but which would not be possible among manufacturers scattered all over the world. The object of a combine is to make a large profit on a limited product. It makes up by the high rate of its profits what it loses in the comparative smallness of its sales, and it is therefore just as well off as if by selling goods cheaply it made larger sales. The trust enables the manufacturer to limit his product, increase his price, and make more money by employing less labor. The increase in the cost of manufactured goods results in a decrease in the purchasing power of the dollar, and in an increase in the cost of all the products that enter into life.

The railroad, telegraph, telephone and all inventions and discoveries have simply ministered to these industrial combines of which the tariff is the parent—if not the father at least the stepfather. The system is so firmly entrenched in all the vested interests of protected countries that it is exceedingly difficult to dislodge, and it cannot be dislodged without hardship in many cases. Given in this instance and in that to nourish an "infant industry," the industry has remained infant throughout the years, but grown enfeebled in power and greed to dictate to governments and to confuse the people as to the real causes of their hardships. How is the circle to be broken? These countries must get back to normal conditions before equilibrium is restored, and through rough ways or smooth, equilibrium will be restored. The hold of protection upon every country where it obtains is today most hesitating and uncertain. The "manufacturers of great wealth," the devil of the fishing palm, and the mounting cost of living have made the ultimate overthrow of protection imperative. Britain, by refusing to be entangled in the system, has an enormous industrial advantage over all other countries.

WHY NOT EARLIER?

Hansard for March 9 gives us the text of Mr. H. F. McLeod's pleading remarks upon the Southampton railway and the man who recently nominated him, Mr. Pinder, the King of the Neckawick. We quote one of the most touching portions of Mr. McLeod's luminous observations.

"I think I ought to say to the House that I am familiar, very familiar, with the facts laid before this House by my hon. friend (Mr. Carvell). I ought to say also, that I fully concur in many of the statements he has made. He has not been able to bring it home to the government—I do not think he has attempted to do so—that any wrong has been done, or has been attempted to be done by the government. I do not think my hon. friend attempts even to insinuate that Mr. Johnson, the engineer, has been guilty of deliberate wrong. But I say, and I think I ought to say, that Mr. Johnson, the engineer in this case, when he made such a report as he did make, made it having been deceived as to the actual facts of the case. I believe that that report is not, in all its details, a correct statement of the cost of the specific items that went into the construction of that road. I have kept pretty well in touch with, and I have been familiar with the construction of that road since its inception, but I do say, from my own knowledge gleaned by living on the spot and by talking to the men whom my hon. friend has cited tonight as having given evidence in the case Stewart vs. Southampton Railway Company, I am in a position to know that these items are padded items, and these items which Mr. Johnson has accepted, and upon which, very properly, the Department of Railways, accepting his statement, paid the subsidy, are not true and correct statements of fact in regard to what went into the construction of that railway."

While there is a charming frankness about this revelation it still leaves much to be desired. Being in such close touch with the whole situation, as he says he was, why did not Mr. McLeod sound the alarm long ago? Why did he wait until now—until Mr. Carvell brought out the principal facts of the case in the House? That should be explained. Mr. McLeod says none of the money went into the campaign fund, and that if Mr. Pinder got it Mr. Pinder kept it. Mr. McLeod impressed upon the House the fact that he knows every foot of York County, and no doubt he does. He now asks Parliament and the country to take it from him that if \$50,000 went astray in York, or thereabouts, he and his immediate circle were not aware of the manner of its disappearance or distribution. How careless of them! Some of the accounts were padded. Mr. McLeod knows that. Some of the items were not the true items. But beyond that Mr. McLeod knows nothing. His statement would come with better grace if he had made it much earlier, and not under pressure. In the meantime, after so promising a start, if Mr. McLeod cannot or will not throw any more light upon the case, he certainly has given Mr. Pinder no little provocation to do so. Will Mr. Pinder talk—or is he going to build another railroad? If he is

"good" now he certainly ought to encounter no difficulty in pulling down another double subsidy. There will be no little anxiety in Conservative circles while Mr. Pinder is making up his mind.

NOTE AND COMMENT.

The weather is still too cold to bring out a very large crop of civic candidates. Most of those as yet announced have had previous experience. In some cases that may not be much of a recommendation.

The Standard has discovered another "scandal." This time it has to do with the Trent Canal. Judging only by previous scandals which the Standard and its friends have launched, this one is not likely to prove serious or long-lived.

Not long ago Hon. Mr. Fleming assured inquirers that the Valley railway would reach St. John before the end of 1914. This promise is worthless if it is proposed to build a \$2,000,000 bridge at Dunham. The foundation work alone would occupy two years—even if the money were forthcoming.

The community has suffered many losses of life, and the death of Sheriff S. de Forest removes another active and popular figure from whom ordinarily many more years of life might have been expected. Truly, the human journey is a short one, and there are frequent and grave reminders that the end often comes unexpectedly.

The resignation of Commissioner H. B. Schofield is undoubtedly received with general regret in the community. An earnest and able administrator and a citizen of a fine type, Mr. Schofield was a valuable man at City Hall. He is independent and wholly devoted to the public interest. It is good news to learn that his health is steadily improving and that a host of friends may look forward to his complete recovery. The city will be well served if his successor is as good a man as the one now stepping out.

Mr. Asquith's speech of yesterday probably means that Ireland will have some rule within a year of this coming St. Patrick's Day. The effect of the concessions now proposed will be to diminish the number of the resolute opponents of the Home Rule bill, whatever their number was. The government has met its opponents more than half-way, but no one reading the Prime Minister's speech is likely to doubt his determination to establish Irish self-government without further heed to the demands of the Unionist politicians who have kept the pot boiling. Barring some unforeseen reverse, the question may be regarded as bound to be settled this summer along the lines laid down yesterday by Mr. Asquith. That there will be trouble is more than probable. But still greater trouble would come were Home Rule to be defeated now, as the Prime Minister points out.

The Man With the Dough.

(Collie's.)

Mr. Markham was able to bring much sympathy to bear upon the downtrodden with his appeal known as "The Man with the Dough." For it is the latter who are the most touching portions of Mr. McLeod's luminous observations.

"For example, a man with an income of \$300,000 a year must now pay a tax of \$84,000. By employing here the iron and rigid laws of gravity and simple subtraction we find this leaves him but \$445,000 a year to live on. Unfair and unjust? More than that, it simply can't be done. Why, it's almost impossible to keep over two yachts and five automobiles on that piker's stipend."

A Convicted Bad Character.

(San Francisco Bulletin.)

The captain of steamer loading at Burnt Island took on two hands—one a Kirkcaldy man without a written character and the other a Dundee man possessed of abundant documentary evidence as to his honesty and uprightiness. They had not been long at sea when they encountered rough weather, and the Dundee man, when crossing the deck with a bucket in his hand, was swept overboard. The Kirkcaldy man saw what had happened, and sought out the captain. "Dae ye mind you man frae Dundee," he said, "that ye engaged with the fine character?" "Yes," said the captain, "swat of it?" "He's awa' yer bucket," was the reply.

Mother as Son's Judge.

A mother was recently called upon to pass sentence on her 18-year-old son in the Chicago juvenile court after the boy had been found guilty of snatching a pocket-book from a woman in the street. The judge asked the mother, who had heard the evidence against her son, to determine his punishment. "You must sum the money to pay for what you snatched," said the mother. "You must promise to be in bed every night by 9 o'clock, or I'll ask the judge to send you away until your hair grows grey," was her ruling. The court considered the decision good, and approved the sentence.

The Pulp Business.

Quebec has half the Canada and produces a quantity of pulp more than any other province in the Dominion. While the total of lumber in Nova Scotia adds \$5,000,000 to the province's production, Quebec's 460,000 tons of nearly fifty per cent of the total production of the Dominion makes up 25 per cent of the total production of the Dominion. The railways purchase vast quantities of pulp, and the pulp business is one of the most important in the Dominion.

Yield by Provinces.

According to latest statistics Ontario leads the production of lumber and nearly \$1,000,000 worth and \$1,000,000 worth in a year. British Columbia produces \$1,000,000 worth and is second in lumber production, \$1,000,000 worth. Quebec produces \$1,000,000 worth of lumber and pulpwood, while New Brunswick produces \$1,000,000 worth of pulpwood, and Nova Scotia adds \$5,000,000 to the province's production, Quebec's 460,000 tons of nearly fifty per cent of the total production of the Dominion makes up 25 per cent of the total production of the Dominion. The railways purchase vast quantities of pulp, and the pulp business is one of the most important in the Dominion.

Production Increasing.

Greatly as is Canada's production of forest products increasing, for 1912 the total production of forest products was estimated at \$11,700,000, or half this amount is made in Ontario, \$11,240,000, and \$1,000,000. It is not with surprise that one learns comes next in the line of products, Canada producing 70 per cent of wood pulp worth \$12,000,000, posts and rails worth \$8,000,000, and big items of production worth \$1,000,000.

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PRESENT STATUS OF FOREST PRODUCTS OF DOMINION AND PROBLEMS OF THE FUTURE

Statistics Show Enormous Waste—The Forest Wealth of the Country and How it Has Been Developed and Exploited in the Past—What Must Be Faced in the Future.

(Ottawa Citizen.) At this time, when dominion and provincial ministers, the Conservation Commission of Canada, the Forestry Association and lumbermen's organizations are all discussing the forest wealth, it is interesting to review the history of the export lumber trade and to discern its present position in relation to its past record.

It is estimated that, today, Canada has a forested area of between 500 and 600 million acres. Of this amount from 300 to 400 million acres are covered by timber of commercial value, the remainder carrying smaller trees, valuable for other than ordinary lumber use.

What the forest area of Canada was when the settler, the lumberman and the forest fire undertook to destroy the great natural heritage no one has figured out. Practically the whole agricultural area east of the lakes and vast additional areas which are now treeless wastes, carried dense growths of noble trees. Men yet living have added to cut giant maples, pines, oaks and even black walnuts, the trunks of which were wanted to rid the land of the obstruction to tillage.

To preserve what remains of Canada's forest, dominion and provincial governments have adopted fire-rangings services and arranged lists for lumbering which aim to prevent unnecessary waste. Forest reserves of great extent have also been set aside—the total reservations now being nearly 140,000,000 acres. Quebec has 11,400,000 acres reserved; Ontario, 11,540,000 acres; Manitoba, 2,894,000 acres; Saskatchewan, about 600,000 acres; Alberta, 11,881,000 acres; and British Columbia, 1,354,000 acres.

Great as is Canada's annual production of forest products, the yield is still increasing. For 1912 the value of products was estimated at \$182,800,000, an increase of \$11,000,000 over 1911. About half this amount is made up of lumber, the cut for 1912 being estimated at \$84,000,000. It is not without some little surprise that one learns that firewood comes next in line of important wood products. Canada produces \$50,000,000 worth of wood fuel per year. Pulp-wood (\$12,000,000), posts and rails (\$8,000,000) and railway ties (\$8,000,000) are other big items of production.

According to latest statistics at hand, Ontario leads the provinces in the production of lumber and pulp, turning out nearly \$81,000,000 worth of the former and nearly \$1,000,000 worth of the latter in a year. British Columbia leads the single business with \$1,700,000 worth, and is second in lumber production with \$19,200,000 worth. Quebec turns out \$10,730,000 of lumber and \$8,400,000 in pulpwood, while New Brunswick swells the total of lumber cut by \$6,800,000. Nova Scotia adds \$3,000,000, Saskatchewan produces \$2,970,000, and Alberta cuts about a million dollars worth a year—a little more than Manitoba.

Quebec has half the pulp mills of Canada and produces two-thirds of the quantity of pulp manufactured in the province in 1912. Nova Scotia's pulp industry shows growth, and British Columbia, with its vast forest resources, is just beginning to make pulp. Probably she already stands next to Ontario in production, though statistics to substantiate the statement are not at hand. The railways purchase over \$9,000,000 worth of ties, and over \$1,000,000 worth

of telephone, telegraph and other poles are required in a year. The Export Trade. So much for our forest resources and production—now for export trade. Of the produce of her forests Canada sold abroad, in the last fiscal year, \$48,255,000 worth. That was an increase of \$2,800,000 over the previous year, but by no means a high record, for in 1910 exports reached \$47,500,000 in value. (Paper, furniture and other highly manufactured goods are not included in these export figures.) With certain inevitable fluctuations, this trade has been steadily growing since Confederation. In 1868 it amounted to \$18,740,000 worth, rose to \$29,400,000 in 1873, slumped to \$18,360,000 in 1879 (the lowest on record), but made a quick recovery and first exceeded \$30,000,000 in 1887. Then came a slight reaction, followed by a new record of \$32,000,000 in 1902, and since that year the increase has been almost uninterrupted.

Planks and boards form the greatest item of exported lumber. Not much short of \$21,000,000 worth left Canada in 1913; but in 1910, the record year, the shipments were \$23,250,000 worth. This represented 1,345,375,000 feet of lumber. This export was worth \$6,600,000 in 1868 and, after nearly doubling by 1878, slumped to \$4,120,000 in 1879. That was the lowest mark, and the rise has been steady since, with big jumps in 1892, 1898 and 1910.

Of lumber in the form of "deals," Canada sold \$6,900,000 worth last year, \$5,500,000 being spruce, etc., and the rest pine. Neither was this a record, greater exports having been made from as early as 1874. During the late nineties and up to 1903 this trade was worth over \$11,000,000 per year. Since then the decline has been steady.

The square timber trade, too, is vanishing though it showed some signs of renewed vigor in 1913. At Confederation Canada was selling a million tons of timber per year, and getting more than \$6,000,000 for it. The crest was reached in 1877, when \$11,800,000 was the value of the squared timber which left the country. A rapid, if irregular, decline has been in evidence for the past twenty years, and by 1910 the export value was down to \$1,500,000. The great and storied days of the timber days are gone. The Ottawa slides, which know the value of the raftsmen no more forever.

Great as is the consumption of pulpwood in Canadian mills, an equal volume of the little blocks goes to feed mills in the United States. Last year we sent out over a million cords worth \$8,000,000. Statistics of this trade have been kept only from 1890 when the export was worth but \$200,000. It was near by the million dollar mark eight years later, and by 1905 had jumped to \$2,000,000. 1908 saw a total export of \$4,655,000, and for 1910 it reached \$6,076,000. Such growth speaks volumes as to Canada's importance as a source of pulpwood supply for the States.

Turning from pulpwood to manufactured pulp, the story discovered is equally vivid. In 1890 we sold \$108,000 worth of pulp. The export doubled in two years, and tripled in four years. In 1898 it was \$1,200,000; in 1908 it was \$8,151,000. The maximum export reached was in 1911, totalling \$5,715,000. Last year it was \$5,600,000.

As the consumption of pulpwood by Canadian mills has restricted the export of that raw material in some degree, so has Canadian consumption of pulp restricted that export trade. The products of our paper mills exported during 1913 were valued at \$4,880,000, an increase of \$2,500,000 in a year. Of this export, printing paper made up \$5,092,000 of the total, and \$2,400,000 of the increase.

Returning to the coarser wood products, it may be noted that Canada exports about a million dollars' worth of logs each year, and that this trade has been generally gaining for ten years. 1904 had a low mark of \$450,000 in this respect, but away back in 1894 the exports of logs were valued at \$2,880,000.

The shingle trade has weakened, in fact it has declined forty per cent in five years. In 1913 it was worth \$1,406,000 as compared with \$2,822,000 in 1908. That was the record year. Canada's export shingle trade, which is a quarter of a million dollars per year at Confederation. Viewing this enormous export trade, the natural query is, "Where does it all go to?"

Nine-tenths of the logs and all the pulpwood go to the States. The old

JOHNSON'S ANODYNE LINIMENT. For Colds, Sore Throat, Croup, For Aches, Pains and Wounds. Is the never-falling remedy. Keep it in your boots and be ready for both internal and external ills. IN USE 103 YEARS. 25c and 50c everywhere. I. S. JOHNSON & CO., Inc. Boston, Mass. Parson's Pills relieve constipation and headache.

NINTH DISTRICT BAPTISTS IN QUARTERLY SESSION. Salisbury, March 11—The quarterly meeting of the United Baptists of Westmorland county, the ninth district, was held on Monday at Wheaton Settlement, Salisbury, and was largely attended by representative clergymen and laymen from all sections of the district.

country takes most of the lumber cut to the dimensions of "deals" and a couple of million dollars' worth in planks, boards and other forms, making a total lumber purchase of \$3,696,000 last year, which, however, has been decreasing \$1,000,000 per year for two years.

States Takes Lumber. About 64 per cent of all the lumber goes to the States, the total for 1913 being \$21,596,000—a record. The big item is planks and boards, of which the republic took from Canada \$16,247,000 worth—another record.

The Argentine Republic, Australia, Cuba and other West Indian islands also buy a good deal of Canadian lumber. It is said that a lot of Canadian lumber sold to the States is also resold and shipped to the south.

Also Pulp. Of our export pulp, the States get four-fifths, and Great Britain most of the remainder. The States gets an equal proportion of our printing paper, Australia and New Zealand also being good buyers.

Enormous Imports. In the fact of all this astounding wealth of resource and prodigality of export, Canada bought \$15,000,000 worth of goods from the States in 1913, and \$28,500,000 worth in 1914. Of this amazing total nearly \$16,000,000, in the last year, was lumber, and nearly all of that was from the States. Another \$300,000 of posts and ties came from the States, as did also nearly a million dollars' worth of logs and two and three-quarter millions of furniture. Of paper we bought \$8,100,000 worth, the States supplying \$5,800,000, and the old country \$1,796,000.

The regulation of Canada's forests and her trade in their produce is a tremendous problem, worthy of the deepest study by her ablest men. Upon their decisions depend the future of one of her greatest industries and, in no small measure, the economic welfare of all future generations of Canadians.

for a Horse. Save a horse and you won't have to buy one. Do it all or destroy your horse on account of KENDALL'S SPRAIN CURE. Mr. J. H. Kendall of St. John, N.B., writes: "I have been using your Spavin Cure for several years, and it has cured many horses. It is a wonderful medicine, and I can recommend it to all horse owners." Price, 50c per bottle. Dr. B. J. Kendall & Co., 1000 St. John Street, St. John, N.B.

PROVINCIAL REVENUE AND EXPENDITURES TO FEB. 28, 1914

Table showing Provincial Revenue and Expenditures for the period ending Feb. 28, 1914. Includes categories like Dominion subsidy, Territorial revenue, Fees provincial secretary's office, etc.

Table showing Dominion Subsidy and Territorial Revenue. Includes Dominion subsidy, Territorial revenue ordinary, Fees provincial secretary's office, etc.

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See this Bow Lever. THIS is a special feature of the Maxwell "Favorite" Churn. No other churn has it. You can adjust the handle to centre, right or left, whichever is easiest for driving. Maxwell "FAVORITE" CHURN (with Bow Lever) makes churning a pleasure. It's so simple to drive—requires so little effort to produce the butter. Agricultural Colleges and Government Inspectors recommend it. Used in Denmark, Australia, New Zealand, S. Africa, and all over Canada. Call on your dealer's and let him show you the splendid unique features of the Maxwell "FAVORITE". Sold in eight sizes. DAVID MAXWELL & SONS, - ST. MARY'S, ONTARIO

15 AND UPWARD SENT ON TRIAL AMERICAN CREAM SEPARATOR. Thousands in Use. Giving splendid output. Investigate our wonderful offer. Furnish a brand new, well made, easy running separator for only \$15.00. This is a quality machine and embodies all the latest improvements. Our Twenty-Year Guarantee Protects You. Our wonderfully low price and high quality are all signs and generous terms of our policy. We have no equal in the world. Our terms are simple. We will accept your order on receipt, in the most complete, elaborate and expensive manner. We will not charge you a cent until you have received your separator. We will make prompt delivery from Winnipeg, Man., St. John, N.B., and Toronto, Ont. Write today for our catalog and see for yourself that a big money saving proposition we will make.

There's a GOOD Job! I Used Amattie ROOFING. NOW I have the best roof in this township. One that will last—one that's waterproof—one that will resist the hardest storms and I didn't have a bit of trouble laying it. That's about what every Amattie owner says. Its superiority over all other ready roofing is apparent to any one who uses it. Amattie does away with all roofing troubles and unnecessary expenses because it is made with a real minimal surface that needs no painting. It is durable, fire resistant, practical, economical. Don't try any other roofing till you look up Amattie. Write in nearest office for samples. The Carrite-Paterson Mfg. Co., Limited. St. John, N.B. Halifax, N.S. Sydney, N.S.

ALBERTA FARMERS START SEEDING. Letbridge, Alta., March 10—Farmers are already out on the land. Many have been seen along the MacLeod-Calgary line of the C. P. R., working with their harrows. W. W. Hubbard, superintendent of the Dominion experimental farm at Letbridge, arrived in the city Tuesday to attend a meeting of the prize list committee of the exhibition association. J. B. Duggert of the provincial agricultural department was also expected but was prevented from coming by the duties of his office.

Don't Cut Out A SHOE BOIL, CAPPED HOOK OR BURSITIS FOR ABSORBINE. ABSORBINE will remove them and leave no blemishes. Reduces any puff or swelling. Does not blister or remove the hair, and hence can be worked. \$2 a bottle delivered. Book 6 free. ABSORBINE, JR., the antiseptic treatment for ear-ache, for Boils, Itchiness, Old Sores, etc. Sold by all Druggists, Chemists, and Grocers. Price 25c and 50c a bottle at druggists or delivered. Will mail more if you write.

Progressive Jones says: "Get Bumper Crops from Worn-Out Soil". Scores, yes hundreds, of my farmer friends have got bumper crops from soils they thought were worn out. They now swear by Harab Fertilizers. One of them, A. Robinson of Rosemount, tells me that he used Harab Fertilizers on potatoes and turnips without any manure on the land which was very old and poor. He got a bumper crop and is more than satisfied. Another man, D. J. Ferguson, got a grand crop from very light land that had been hard run by tenants. Friend, if you have some poor land, some worn-out soil, don't be discouraged. Harab Fertilizer will make that soil yield bumper crops, and make you happy, or my name isn't Progressive Jones. Harab Fertilizers are natural Fertilizers, manufactured from blood, bones, trimmings, etc., of animals slaughtered at the immense Harab Abattoirs. To these are added Potash and just enough quick-acting Nitrates and Superphosphates to start the plant off with a vigorous growth. The cost of using Harab Fertilizers is small. The results are big. Write to The Harris Abattoir Co. for their booklet. It gives the information you want to know. Yours for bumper crops Progressive Jones. The Harris Abattoir Co., Limited, Toronto.

Benn & Turney Co., Limited, Woodstock, N. B., General Agents in New Brunswick for Harab Fertilizers.

ABE MARTIN

In the old days before the 'play' began an 'it' phonograph a feller could list his friends with safety. It must be 'it' or 'be' an 'it' or 'feller' repeat 'up' appearances.

THAT SON-IN-LAW OF PA'S. A comic strip featuring a man and a woman. The man says: "I've been consulting Dr. Fixit here. He says you smoke too much." The woman replies: "Zay so!" The man says: "That is undoubtedly the cause of your trouble, sir. Why, it's no wonder you're nervous! Your wife tells me you smoke ten or fifteen strong cigars a day!" The woman replies: "Now you stop smoking for a while and see the difference—why, I'll wager that in a week you'll feel and look—er—" The man replies: "Well as your son-in-law here looks!" The woman replies: "What? Look like that?" The man replies: "Not for mine!"





BIG DECREASE IN LUMBER SHIPMENTS

Figures for First Two Months of 1914 Far Behind Those for Corresponding Period in 1913 -- Spruce and Hardwood Shipments.

Shipments of spruce lumber from the port of St. John to transatlantic ports during the year 1914, to the end of February, were 50 per cent less than the shipments sent forward in the corresponding period last year while shipments of hardwood were largely increased.

Table showing Spruce and Hardwood Shipments for 1913 and 1914. Columns include Spruce and Hardwood for both years, with sub-columns for S. Feet and M. Feet.

Table showing Spruce and Hardwood Shipments by Whom Shipped for 1913 and 1914. Lists names like W. Malcolm Mackay and John E. Moore & Co.

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OBITUARY

Fredrickson, March 8 - Friends of G. L. White, M. P., of the County of Centreville, Carleton county, will regret to learn of the death of their son Fred, aged seventeen years, which took place yesterday.

Mr. John Zwicker. On Friday, Feb. 27, at Castalia, Grand Manan, Phelina, wife of John Zwicker, after a short illness, passed to her eternal reward.

Henry W. Knight. The news of the sudden death of Henry Whittemore Knight, son of Mrs. Frances L. Knight and the late Joshua Knight of this city, at a great shock to the family and many friends throughout the province.

John F. Johnston. The death of John F. Johnston occurred Sunday evening at his home in Baywater, after a brief illness from acute indigestion. He was in his 62nd year and was a well known resident of Baywater, where he had lived for the last seven years.

Thomas G. Tumbitt. Thomas G. Tumbitt, who had been in the employ of the city for twenty years, died last night in his seventy-fifth year, having only left his work last Wednesday when he was taken suddenly ill.

Thomas Bogie. A well known and respected citizen of the North End died at his home, 82 Bridge street, yesterday, in the person of Thomas Bogie, who was a carpenter by trade. He is survived by his wife, three brothers and one sister.

Rev. Edward J. Byrne. Many friends throughout the city and province were grieved yesterday to learn of the death of Rev. Edward J. Byrne at the home of his mother in Sussex. He had not been in good health for some time, and since Christmas had been quite poorly.

Thomas Nickelson. The death of Thomas Nickelson occurred at the home of Ernest Dunsmore, of Bagdad, Queens county, on Saturday, Feb. 28. Mr. Nickelson has been in failing health for the past year, and has been confined to his bed since early last June.

HON. DR. LANDRY'S BUDGET SPEECH

(Continued from page 1.) The province was getting much nearer the stumpage to which it was entitled than under the old regime. The fact that the amount of territorial revenue during the past year was \$21,000 less than the previous year was explained to a large extent by the fact that a crown land sinking fund had been established in which amounts received were crown lands or crown land rights were sold outright, were placed, so that the ordinary revenue was shorter by those amounts which last year totalled upwards of \$10,000.

WEDDINGS. Berman-Ross. A wedding of special interest to friends both in the city and outside, took place last evening at 6.30 o'clock at the residence of Mr. and Mrs. Max Ross, 115 Gormley street, when their only daughter, Miriam, became the bride of Henry Berman, a prominent young business man of Sackville.

Receipts and Estimates of 1913 and 1914. Dominion subsidies 1913. \$ 637,976.16. 1914. \$ 637,976.16. Territorial subsidies 1913. \$ 501,244.05. 1914. \$ 501,244.05.

CONDENSED NEWS; LOCAL AND GENERAL

Friends of Rev. Frank Gaskill and Mrs. Gaskill, of Waterford, will sympathize with them in the loss of their infant child who died on Sunday. The funeral took place on Monday afternoon and was conducted by Rev. A. W. Crowfoot, rector of Hampton.

Hon. William Pugsley returned to his home in Halifax, N.S., on Friday, after his visit to New York. While not fully recovered, Hon. Mr. Pugsley said that he felt very much better. He plans on returning to Ottawa soon to be present during the rest of the session.

George Weaver is dead at his home in Willow Park, Halifax. He was eighty years of age and is survived by four sons—Michael, James and Charles, trucking contractors, and Edward, well known in local circles, all of whose ages are about the same as those of their father. He is also survived by one daughter, Mrs. George Boston of Halifax.

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W. L. Lord. The death of W. L. Lord occurred yesterday morning at his home in St. John, after a brief illness from acute indigestion. He was in his 62nd year and was a well known resident of St. John, where he had lived for the last seven years.

GIN PILLS

are just as good for the Bladder as they are for the Kidneys. If there is trouble in retaining urine—if you have to get up three or four times or fifteen or twenty times during the night—if the urine is hot and scalding—GIN PILLS will quickly relieve the trouble. They cure the kidneys and heal the irritated bladder. 50c. a box; 6 for \$2.50. At all dealers or sent on receipt of price. Sample free if you mention this paper.

Taking up the estimates for this year, he pointed out that the amount estimated for receipts from territorial revenue was larger than last year because the stumpage rates had been increased. This was done with the consent of the lumbermen, and he had no doubt that the people of the province were of the opinion that in this matter the province had treated the lumber operators very fairly.

In the estimated expenditure, the amount put down for agriculture was \$47,700, somewhat more than the amount voted last year. With the amount which would be forthcoming from the dominion government, the total amount to be expended for agriculture this year would be more than \$90,000.

The amount estimated for general distribution was somewhat more than last year, so as to provide for the payment for a new map of the province, which it had been found well to procure for general distribution. The amount estimated for expenses of executive government was somewhat increased so as to provide for an increase in salary for the premier, which had been provided under the act passed at the last session of the house.

The amount put down for education was brought up to practically \$276,000. During last year thirty-one new school houses in addition to all those which had been in use were built and he was glad to find the government in a position to make some increase in the amount granted for general distribution. The amount estimated for interest was larger than last year, and was up to \$250,000. The increase was brought about by large capital expenditures now being made for the Suspension Bridge across Grand Falls, the new bridge over the Reversing Falls at St. John, the new bridge at New Brunswick, and to make repairs resulting from mishap which occurred to the Fredericton-St. Marys bridge across the St. John river.

In connection with the estimated expenditure for smallpox under the public health department which was reduced to \$4,000, he would make the announcement that the government felt that the time had come when the province would not be compelled to pay one-half the amount of bills in connection with epidemics of this disease when they were of a more serious nature than those which had existed in the province during the past few years.

The amount for public works was higher because the government wanted to spend all that it would afford from revenue on roads and bridges and to receipts and estimates of 1914.

Table showing Receipts and Estimates of 1913 and 1914. Columns include Dominion subsidies, Territorial subsidies, and various other items with 1913 and 1914 values.

BIG DEMAND FOR PAGE WIRE FENCE DIRECT

These prices are subject to advance without notice. SALES OF PAGE WIRE FENCE for the past 30 days have been amazing. The enormous demand for QUALITY FENCE means that no wise farmer will use other fence, when he can get PAGE QUALITY FENCE at these remarkable prices.

Table showing prices for Page Heavy Fence. Columns include Style, Price, and Quantity.

Quality Tells. Try PAGE FENCE yourself. See how big PAGE wire really is. See how it's woven into perfect fence. See how PAGE Fence on nearby farms, after 20 years' service, is still good for 20 years more.

Prices That Speak for Themselves. Compare these low PAGE prices with the price of common fencing. See how PAGE Fence is still FIRST in quality and the lowest-priced high-grade fence. Competition can never lower PAGE QUALITY—nor reach the same high standard as PAGE.

MAIDS AND HO

WANTED—A general housemaid, wages, no wash, no ironing. Apply Mr. P. F. Blanche.

NURSES WANTED—Young women for training school. Address P. O. Box 100, St. John, N.B.

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AGENTS WANTED—Agents wanted for devotional articles. Apply W. L. P. O. Box 100, St. John, N.B.

RELIABLE REPRESENTATIVES—Meet the tremendous fruit trees throughout the province. We wish to see you for a local and general agent. Interest taken in the fruit business in New Brunswick. Terms: Cash on delivery. Pelham Nurse Ont.

WANTED—Second grade male teacher for \$5 salary, commencing April 1st. To S. B. Long's Cove, Kings Co.

WANTED—A second grade teacher for District of Lepreau, Charlotte to begin first or second month, stating salary to Kileup, Secretary, Lepreau.

Monday, March 16. A very generous and unselfish patronage has been secured for the St. John's Fair. A large number of people have attended the fair and the proceeds are being used for the benefit of the poor.

Magical Effect on Neuralgia. Throbbing Pain Goes Quickly. A YEAR'S SUFFERER CURED BY "NEVRILINE". No person reading this need ever again suffer long from Neuralgia.

Fredericton, March 14. The death of Frederick J. Schleyer, a well known resident of Fredericton, occurred yesterday morning at his home in Baywater, after a brief illness from acute indigestion. He was in his 62nd year and was a well known resident of Baywater, where he had lived for the last seven years.

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