

## \$16,000,000 MORE AID FOR G. T. PACIFIC

### Government Agrees to Guarantee Bill to Abolish Major Leonard's Office is Criticized

Foster Denies That Hazen Will Replace Cochrane in Railway Portfolio—Dr. Pugsley Promised Better I.C.R. Suburban Service—Moncton-Quebec Section of G. T. P. Ready August 1.

(Special to The Telegraph.)  
Ottawa, June 4.—Parliament has been interested for some days in the fact that Hon. Frank Cochrane has been sitting in his office while the government was dealing with the most important railway legislation in the house. The Canadian Northern aid bill has been dealt with, and the Grand Trunk Pacific aid bill has been introduced during this time. The two measures involve \$16,000,000. During the session time a bill has been introduced taking Transcontinental construction from the supervision of Major Leonard and transferring it to the minister of railways.

The opposition has become curious as to this situation. It was commented upon tonight. The bill to guarantee \$16,000,000 of Grand Trunk Pacific bonds was under discussion when the situation was touched upon. "Every member of the house is glad that the minister of railways, Hon. Frank Cochrane, has been restored to health," said E. M. MacDonald. "But instead of being busy making schemes to help the railway, he is sitting in his office attending to business affecting his department."

The passage of the bill might be expedited if the government would say what there was in the rumour concerning the railway portfolio, was suggested by Hon. Mr. Graham. The rumour was reported that Hon. Mr. Cochrane was to be succeeded by Hon. Mr. Reid in the railway department, another was that Hon. Mr. Hazen would be appointed. It has been reported by Mr. Cochrane's intercolony management, was to have the portfolio, that he might have opportunity to relieve his fortune.

Cochrane to Hold His Job.  
"I am glad to say," announced Hon. George E. Foster, who was leading the house, "that Mr. Cochrane's health has improved, but he has not yet entirely recovered and wishes to avoid the excitement of the house. There is not a shadow of a chance of his resigning or vacating his portfolio." Mr. Foster added that Hon. Mr. Cochrane was handling the business of his department in his office.

Hon. Mr. Graham said that the measure which was being put through might be called an act to disperse with the shadow of a chance of his resigning or vacating his portfolio. Mr. Foster added that Hon. Mr. Cochrane was handling the business of his department in his office.

## MORE MEN AND MONEY NEEDED

### Stirring Appeal for Home Missions by General Assembly Speakers

### TOO FEW MINISTERS

Only 1,787 Pastors for 5,314 Places in Canada—Dr. Grant Declares Liquor Traffic is Hindering the Christianizing of the Dominion.

(Canadian Press.)  
Woodstock, Ont., June 4.—Tonight's public missionary meeting of the Presbyterian General Assembly was featured by two eloquent and impassioned appeals for more men and money to carry on the home mission work of the church, by Rev. Principal McKinnon, of Halifax, and Dr. A. S. Grant, of Toronto, the well-known general superintendent of the Presbyterian Home Mission Board. Both speakers received tremendous ovations, both before and after their addresses.

The Presbyterian church was not doing its share in the great work of evangelizing Canada, declared Dr. Grant. It was a disgrace to the church, he said, that with all its wealth it was not doing more in this respect. The several Presbyterian mission fields must be kept manned the full twelve months of the year. This could be done if Presbyterians made up their minds to do it. As long as there were Presbyterians living in idle luxury they would be "touched" for every possible penny. Before 1910, he stated, \$2,000,000 was being sent home in mission work and a similar amount for foreign work.

The key log in the jam which was hindering the work of Christianizing Canada, the speaker was convinced, was the liquor traffic. Dr. Grant would have Presbyterians come out strongly against the evil. The influx of foreigners into the country, he stated, was not a danger, but a blessing, if they were to be met by good citizens who would become a real asset and not a stumbling block to civilization.

Principal McKinnon declared that there were 5,314 places in Canada where Presbyterian ministers would be expected to preach on Sabbath, and that to supply this demand there were but 1,787 ministers, from which number it was necessary to deduct 425 who elapsed as "professionals" who were not available to receive a call, unless it be of a very fat quality. It was not quantity that counted, altogether, but quality. Some of the ministers counted as a dozen men, Dr. McKinnon made an appeal for more men to carry on the work among the Ruthenians in the northwest, declaring this constituted a magnificent opportunity to bring these strangers to an evangelical conception of Christianity.

## TIMBER LANDS FIRST SUBJECT OF INQUIRY

### Royal Commission Adjourned Until June 16

### Counsel for Premier Fleming Asks for Further Information Both in Timber Lands and Valley Railway Charges—Mr. Carvell Opposes Application and Decision Will be Given at Next Hearing—Big Array of Counsel.

The royal commission to inquire into the charges against Premier Fleming and members of his government, alleging that large sums of money were extorted from lessees of crown timber lands, and that Valley Railway contractors were forced to pay other sums to members of the government before securing their contracts, was held yesterday afternoon. The meeting was for organization purposes and little was done, except to arrange for future meetings. It was held at the residence of Mr. Carvell, who is counsel for Premier Fleming.

Fairbanks, Alaska, June 4.—Advice from St. Michael's says that Captain Robert A. Bartlett of Sitka, Alaska, is confident that the crew which is stranded on Wrangell Island, has sufficient provisions and fuel to last until a relief ship reaches them. Captain Bartlett, who made his way over the ice from Wrangell Island to the Siberian coast with one Eskimo and a dog team, and thence sailed to St. Michael, says the whaler Herman, expects to sail from Nome to Seattle on the first steamer.

P. J. Hughes, of the firm of McLellan & Hughes, Fredericton, one of the junior counsel appearing for L. A. Dugal in the hearing before the royal commission, declared that the crown land inquiry should open on July 16 and that the charges connected with the Valley railway should be taken up a week later, on June 23.

On the discussion of the arrangements for the hearing, counsel for Mr. Dugal, stated that his purpose was not to cast aspersions or to throw mud but to get the bottom of the facts regarding the financial affairs of the province as concerned in these charges.

The proceedings opened with the reading of the royal commission's warrant appointing the members of the board of inquiry and authorizing them to hold the investigation. Counsel for the various parties interested were recognized by the court and the chairman asked Mr. Carvell if he were ready to proceed. Mr. Carvell replied that he was ready to go on at any time satisfactory to the court and counsel. A few days would be required to summon witnesses, most of whom are in the province, but some of whom are in the United States. He thought that the timber lands case should be taken up first, as it could be disposed of in three or four days. Each witness would only have to detail one or two instances of what would not take long. He was prepared to proceed at any time.

## KARLUK CAPTAIN MADE SIBERIA OVER THE ICE

### Bartlett Confident His Marooned Shipmates Have Provisions to Last Till Relief Comes—Will Sail for Seattle First Chance.

Fairbanks, Alaska, June 4.—Advice from St. Michael's says that Captain Robert A. Bartlett of Sitka, Alaska, is confident that the crew which is stranded on Wrangell Island, has sufficient provisions and fuel to last until a relief ship reaches them. Captain Bartlett, who made his way over the ice from Wrangell Island to the Siberian coast with one Eskimo and a dog team, and thence sailed to St. Michael, says the whaler Herman, expects to sail from Nome to Seattle on the first steamer.

## MRS. SANFORD, ST. JOHN, PRESIDENT

### N. B. & P. E. I. Women Missionary Society Elect Officers—Sessions Closed Yesterday.

Charlottetown, June 4.—The annual meeting of the Women's Society of the N. B. & P. E. I. Methodist churches closed today. The following officers were elected: Honorary president, Mrs. J. D. Chipman, Toronto; president, Mrs. C. F. Sanford, St. John; honorary vice-president, Mrs. R. Johnson, Charlottetown; first vice-president, Mrs. H. Stewart, Sackville; second vice-president, Mrs. George Waller, Charlottetown; third vice-president, Mrs. W. A. Thomson, Woodstock; Mrs. W. S. Corbett, Moncton; recording secretary, Mrs. G. F. Dawson, St. Stephen; treasurer, Mrs. P. S. Williams, Marysville; corresponding secretary, Mrs. P. S. Egan, Port Elgin; recording secretary, Mrs. G. F. Dawson, St. Stephen; treasurer, Mrs. P. S. Williams, Marysville; corresponding secretary, Mrs. P. S. Egan, Port Elgin; recording secretary, Mrs. G. F. Dawson, St. Stephen.

London, June 4.—The Right Hon. Sir William Hamilton, member of the house of commons for Oxford University since 1899, died today. Sir William Hamilton was a Unionist. He was vice-chancellor of the University of Oxford in 1898-99 and parliamentary secretary to the board of education 1902-03. He was born in 1848.

## TWO BRITISH AVIATORS DROWN WHEN CRAFT FELL

### Commander Rice and Lieut. Cresswell Perish in Manoeuvres at Southampton.

Portsmouth, England, June 4.—Commander Rice and Lieut. Thomas S. Cresswell were drowned today when an aeroplane in which they were making a flight over Southampton water, suddenly plunged into the sea. Cresswell was acting as pilot and Rice was a passenger. The sea plane was engaged with several other air craft in manoeuvres.

## MRS. EATON WEBS FIRST HUSBAND

### Woman Acquitted of Murdering Her Second Mate, Admiral Eaton, Marries Man She Divorced.

Washington, June 4.—Mrs. Jennie May Eaton, who was acquitted at Plymouth (Mass.) last October on a charge of murdering her husband, Rear Admiral Joseph Giles Eaton, was married here yesterday afternoon to D. Henry Adams, from whom she had obtained a divorce before marrying Admiral Eaton.

## MONTREAL'S MAYOR WEARS A SWORD

### Board of Control Started When His Worship's Secretary Handed Him the Glittering Weapon.

Montreal, June 4.—This morning the members of the Board of Control evinced polite surprise when the mayor's secretary entered and handed his worship a sword. "My new sword," remarked the mayor as he drew the weapon from its scabbard and examined its shining blade. The mayor of Montreal, by some powers conferred upon them in the dim and misty past, are entitled to wear a uniform quite as elaborate as that of that worn by a privy councillor including a sword.

## TWO OF STORSTAD'S CREW CHARGED WITH STEALING

Montreal, June 4.—Manuel Chante and Carmel Spertiti, of the crew of the Norwegian cutter Storstad, appeared in Arrondissement court today and pleaded not guilty to the charge of stealing travellers' checks to a value of \$1,000 from Lionel Kent's suitcase aboard the Empress of Ireland.

## MILITANT INVADERS ROYAL FUNCTION

### OTHER GREAT DISASTERS IN ST. LAWRENCE

### More Than 1,000 Lost When Ten British Ships Foundered

Quebec, June 4.—It is not generally known that in order to find a disaster on the St. Lawrence river which in point of number of lives lost comes near paralleling the loss of the Empress of Ireland it is necessary to go back two hundred years to the year 1711, when the British fleet under Walker met with destruction on the crags of Egg Island, in the month of August. It is thought that close to 1,000 lives were lost on that occasion, though some reports put the figure much higher. In any event, ten transports foundered.

An interesting, if somewhat exaggerated account of what happened there, is to be found in a contemporary narrative of a man, Mother Juchereau, of St. Ignace, who gives an idea of the horrors associated with that shipwreck. After telling how his harque and forty men were sent down to the scene to gather up what they could, she says: "They left Quebec in 1711 and returned in 1712 with the bodies of 2,000 men found there a spectacle of which the recital makes for horror; more than 2,000 naked corpses on the sand, which had ever come gashed their teeth, others were snatching handfuls of hair, some were embracing. There were groups of seven women who held one another by the hand and had evidently perished together."

"The sight of so many dead was frightful, and the odor which came from them was intolerable. Although the tide carried some of them away every day, there remained enough to infect the air. Some had thrust themselves or been thrust into the hollows of trees; others were burrowed in the grass. There must have been some old officers, who were divided between St. Patrick's church and the Anglican cathedral, for five of the honored dead were Roman Catholics and seven were Anglicans.

After the benediction at the Protestant funeral in Mount Hermon cemetery, Rural Dean Buckland led the assembled mourners in the hymn God Be With You Till We Meet Again, which evoked recalled the scene on the ill-fated ship just a week ago, when casting aside her moorings she steamed away majestically from Quebec as the Salvation Army band played that touching hymn, and each revolution of the propeller brought the stately liner and her human cargo nearer to the doom which awaited off Rimouski.

With bowed heads and tear-dimmed eyes, the survivors stood by their comrades' graves, and among them, conspicuous by his uniform, was Captain Kendall, the master of the ill-fated ship, leaning heavily on a cane and blinded with tears, while his quivering lips tried valiantly to formulate the words of the pathetic hymn.

Montreal, June 4.—But eight minutes were allowed Ronald Ferguson, the Empress wireless operator, in which to call for assistance before the dynamo failed, according to his story today. Directly after the collision, Ferguson says, he ran to the wireless room from his cabin, to which he had retired for the night. He sent a message to Father Point, telling the operator there to stand by, as the Empress "had struck something."

## Gains Access to the Presentations

### Drops on Knees Before King and Shouts Her Appeal

London, June 4.—The king and queen held court at Buckingham Palace tonight, and in spite of all precautions a militant suffragette gained access to their presence and caused an interruption to the presentations.

As she was passing the king, the suffragette dropped on her knees and shouted: "Your majesty, for God's sake do not use force!"

The woman was attired in court dress, and her action caused profound astonishment. She continued to admonish the king, but her words were inaudible as the conductor of the band in the gallery, quick to observe the incident, signalled to the band to play louder, and the woman's voice was drowned.

Whether the woman was one of the invited guests who sympathized with the suffragette movement, or an intruder who gained admission to the court by forged card, is still unknown. The scene, which gave a shock to those in the immediate vicinity of the royal circle, was very brief, and the assemblage generally had scarcely any knowledge of what was transpiring.

Striking scenes were witnessed at a meeting of the Women's Social and Political Union tonight. Mrs. Mansell presided, and threatened the London editors with the fate of the two Belfast editors who, yesterday, were assaulted by militants who visited them at their offices. Mrs. Mansell referred to the report that subscribers to the fund would be prosecuted the government would dare to prosecute the liberal ladies who had subscribed.

The vicar of the Warrgrave church, recently burned, today received an anonymous suffragette threat that St. Mary's church, at Reading, would be the next building dealt with.

## NEW BRUNSWICK M. D. GRADUATES FROM MCGILL

Montreal, June 4.—Amongst the sixty students who have won the degree of M. D. from McGill University are the following: W. A. Brown, Moncton (N. B.); M. J. Fillmore, Advocate Harbor (N. S.); A. M. Fisher, Woodstock (N. B.); M. L. Jewett, Central Keswick Ridge (N. B.); A. B. London, Canterbury (N. B.); C. T. London, Canterbury (N. B.); C. D. Robb, Yarmouth (N. S.); K. F. Rogers, Yarmouth (N. S.); Albert Ross, Blue Mountain (N. S.); W. W. Riddick, St. John (N. B.); W. P. Taylor, Charlottetown (P. E. I.); E. W. Tidmarsh, Charlottetown (P. E. I.); D. E. Wiley, Antigonish (N. B.); E. C. H. Winkler, St. John's (Nfld.).



## WEDDINGS

**Baxter-DeBow.**  
Friday, May 29. There was a pretty wedding at the home of C. E. DeBow, 24 Thorn avenue, yesterday, when his daughter, Miss Frances Louise, was married to Harry N. Baxter, who is well known in the city. Rev. Dr. Raymond, rector of St. Mary's church, officiated but there were only a few intimate friends and relatives present to witness the ceremony.

**Ellis-Brown.**  
Bathurst, N. B., May 29.—At the residence of Dr. R. L. Ellis, Jacques River, the wedding was solemnized last Thursday afternoon at 4 o'clock of Garnet W. Ellis, son of the late Robert Ellis, and Mrs. Ellis, of Bathurst, and Miss Maria, daughter of the late C. P. Brown and Mrs. Brown, of Jacques River.

The ceremony was performed by Rev. B. J. Coleman, of Dalhousie, in the presence of relatives and intimate friends of the contracting parties, in the large drawing room, which had been tastefully decorated for the occasion by class friends of the bride with posied plants and cut flowers. The bride was attired in a very becoming tailored costume of blue with hat to match, and was given away by her brother, Claude Brown, of Loggieville. A dainty luncheon was served immediately after the ceremony, and the happy couple, accompanied by the bride's father, Mr. Campbell, on an extended wedding trip to Vancouver, San Francisco, Seattle and other western cities. On their return, in about six weeks, they will make their home in Nash's Creek, where Mr. Ellis is located as station agent for the I. C. R. The bride was the recipient of many handsome and valuable presents from very many friends of the popular couple, and she will be much missed in Jacques River social circles.

**Crobbie's World.**  
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**Catalogue 20 to 50% Savings.**  
Savings—at savings—Savings. Bargains—of savings—a woman you need for summer, summer dresses—some real most fascinating of lingerie—will delight the heart of every Paris has outdone herself in dress accessories—

day-drops on a post card, comes in two. Catalogue will be mailed in June.

FROM ALL OVER THE MARITIME PROVINCES

YARMOULT

Yarmouth, N. S., May 30.—One of the oldest residents of this county passed away at Hebron on Sunday evening last...

Miss Laura Hopkins, who has been on an extended visit to the Panama canal zone, returned home via Boston this morning...

Mrs. James R. Cook left last evening for Boston, where she will visit her daughter, Mrs. Howard...

G. C. Creelman returned home from a trip to Boston on Saturday last.

Miss Margaret McLaughlin has returned from a visit to Halifax and Bear River.

Mr. and Mrs. W. M. Kelley were passengers by steamer to Boston last evening.

Rev. Edwin Crowell and little daughter, Nora, of Dartmouth, are visiting friends in Yarmouth.

The wedding of Miss Florence Forbes, of Rochester (N. Y.), and Dr. Douglas Killam, youngest son of Mr. and Mrs. John H. Killam, Yarmouth, is to take place on June 9, at the bride's home...

After the ceremony they will come to Yarmouth on a visit to the groom's parents, George Killam, the groom's brother, with the officiate as the best man, and Clarence Hood, of Yarmouth, will be present at the wedding.

Miss Celia Lawson left on Tuesday morning for Lunenburg, to attend the meeting of the ladies' auxiliary of the Church of England.

The many friends of George W. Johnson will regret to learn that he is dangerously ill of inflammation at his home at Milton.

Thomas R. Jolly was a passenger by steamer Prince George on Monday morning from Boston.

Inglis Hatfield returned on Monday morning from Boston.

Douglas Robbins is home from McGill University.

M. E. Hopkins has been transferred from the Royal Bank branch here to Digby.

Jacob Sweeney, of Yarmouth, with his daughter, Mrs. Frank Gaskill, are guests of Mr. and Mrs. Charles Sweeney, Lunenburg.

James W. Burton is recovering from a serious operation recently performed in a Massachusetts hospital.

Dr. E. S. Allen, the well known dentist, recently underwent a successful operation in Boston and is progressing favorably. He will spend a few days with his sister, Mrs. Walton, before returning home.

Miss Mary Baker and Miss Ann Mitchell arrived home this morning from a trip to Boston.

Dr. W. A. Macleod, of New York, who has been spending a few weeks with his family in Yarmouth, returned Wednesday afternoon to the above place.

Dr. S. W. Williamson and Mrs. Williamson left on Wednesday afternoon for Providence (R. I.), to spend two weeks.

Councillor Burgess Blacklock left on Wednesday afternoon for New York.

Miss Vera Robbins returned home from Acadia College this week.

Miss Muriel Hood has passed successfully the state examination for trained nurse, after training in the Newburg (Mass.) hospital.

Mrs. S. P. Gaudy and son George, were among the passengers by steamer Boston on Wednesday afternoon to visit relatives in Boston.

Mr. and Mrs. A. E. Ellis, who have been on a four months' trip to the Holy Land and the Orient, arrived home this morning.

Mrs. G. Hill, returning missionary from Africa, is spending a few days with her cousin, Mrs. Fred Marshall, Salem.

Mrs. W. A. Orisk and daughter, of Toronto, arrived in Yarmouth yesterday morning via Boston, to spend the summer with her parents, Mr. and Mrs. T. V. B. Binyon.

Miss Laura Kelley, of South Yarmouth (Mass.) arrived here on Wednesday morning, and is the guest of Mr. and Mrs. Chas. R. Kelley, Argyle street.

Roy M. Wyman, P. A. Yerk and Capt. Joseph T. Wyman, returned to passengers from Boston yesterday morning.

Mrs. Edgar Clements and Mrs. Shaw are in Lunenburg attending the meeting of the women's auxiliary to the Missionary Society of the Church of England. They are the guests of Mrs. S. E. Mack.

Mrs. T. F. Vinal is visiting her son, Prof. W. V. Vinal. She is accompanied by her daughter, Mrs. William Halkes, and son, William, of New York. They will spend the week-end in the Annapolis Valley.

Captain Frederick Eaton has arrived from London (Ont.), to be a principal in an interesting event which takes place on Tuesday evening in Holy Trinity church.

D. H. McDonald, formerly manager of the Royal Opera House, is in town for a day or so.

Miss Hilda Allen, daughter of Edward Allen, of Yarmouth, is to be congratulated on winning a number of prizes at Mount Allison Ladies' Seminary, Sackville (N. B.), during the past year, as follows: Twenty dollars for the highest marks in class essays; second prize for best stories awarded by the Tribune; Alumnae Society prize of \$10 for the best original essay; certificate for completed course in Bible.

Rev. C. T. Clark, from Wolfville, and Mrs. Clark and Mrs. Clifford B. Kelley, from Chace Harbor (N. B.), returned to Yarmouth yesterday.

Miss Grace DeWolfe, a student at Acadia, is home visiting her parents, Mr. and Mrs. DeWolfe, Grand street.

Valance Eldridge, Wyman Road, was a passenger on Wednesday from Boston.

Mrs. Warren Poole, Kelley Cove, went to Boston on Wednesday.

CAMPBELLTON

ed in a body in the Methodist church this evening. The house was crowded with friends. Seats had been reserved in the body of the house for the visiting brotherhood. The men met at their lodge room and marched in a procession to the church making a very attractive appearance. Rev. G. S. Squires, B. D., presided on the principles of Oddfellowship taking his text from Paul's letter to the Romans twelfth chapter and tenth verse.

The centennial memorial services were held morning and evening in the Baptist church. In the morning service the pastor spoke of a "Vision of the Century" showing the marvelous progress in missionary work and splendid successes that had attended the work of all the churches during the last hundred years.

In the evening six young people, Miss Helen Carter, Miss Greta Gray, Miss Lena Jansen, Percy Carter, Sylvia Gray and B. O. Bates, read five minute papers on the life, times and work of Judson. A special offering was taken up for the Foreign Mission work.

HOPEWELL HILL

Hopewell Hill, May 31.—Mr. and Mrs. R. P. Palmer of Hopewell Cape, announce the engagement of their daughter, Myrtle Beatrice, to Herbert Charles Ayer, of the same place, the marriage to take place early in July.

Miss Mary Wilson, formerly of Hopewell Cape, who went west some years ago, her health, recently underwent an operation in the Strathcona Hospital at Edmonton. Miss Wilson's many friends in this county are pleased to learn that she is progressing satisfactorily and that the doctors hold out every hope of complete recovery.

Mrs. I. C. Prescott, of Albert, returned on Saturday from Erection.

P. G. Moore returned on Saturday from a trip to Moncton and Dorchester.

Cecil McGorman, who spent some years in the west, and has been visiting his mother, Mrs. Albert McGorman, has gone away again, leaving by yesterday's train after a couple of weeks here.

Miss Nellie Rogers returned on Thursday from Mount Allison University for the vacation.

Miss Winifred Stebbings, who has been attending the Ladies' College at Sackville, came home on Wednesday, and will spend the summer with her parents, Rev. Thos. and Mrs. Stebbings at the Methodist parsonage, Albert.

Rev. Herbert DeWolfe, the newly appointed pastor of the Hopewell Baptist church, occupied the pulpit of the different preaching stations on the field for the first time today and made a favorable impression. The Hopewell church unite with the Surrey (Hillsboro) and Albert Mines church. There will now be preaching stations at Albert and Hopewell Hill, with occasional services at St. John's River.

Miss Julia Brewster, who has been teaching the primary department of the Hopewell Cape school for the past three years, has resigned to accept one of the intermediate departments in the Hillsboro high school.

FREDERICTON

Fredericton, June 1.—Roy Fency formerly of Sussex, arrested last week on the charge of breaking into Crotty's pool room and stealing \$85 was sentenced to five months in jail this morning. He acknowledged the offence.

John Munro, aged 85, of Southampton, dropped dead here yesterday. Heart trouble was the cause. Two sons George and David, of Southampton survive.

Rev. Nell McLaughlin has received a handsome extension book rack from members of the Fredericton ministerial association. It will have a new book to take the Methodist parsonage in Bermuda.

Fredericton, N. B., June 2.—The police today passed a resolution to the effect that the pool rooms should not be licensed, as they are detrimental to the better life of the community, and caused young men to waste hard-earned money. The resolution was presented to the city council at tonight's meeting, but the aldermen took a different view of the matter, claiming that pool was a game of recognized high standing which was endorsed by the Bible, and similar bodies, and pool rooms would have no detrimental influence if the by-law governing them was properly enforced. Intimation was made that the police should enforce the provisions of the by-law.

The city council also passed a resolution supporting the intention of the aldermen to introduce vocational training at an early date in the city schools.

Mrs. A. McN. Staples died suddenly this afternoon. She formerly was Miss Margaret Clark, the children of her late husband, and she is well known throughout the province through his connection with hockey and other branches of athletics.

Beatrice Chioce, daughter of Mr. and Mrs. W. T. McLeod, formerly of St. John, was married today to Arthur John O'Neill, of the J. C. Bistone Co., by Rev. A. E. Newcomb, of the Brunswick street Baptist church. Mr. and Mrs. O'Neill left by C. P. R. on a wedding tour in Nova Scotia. They will reside here.

An offer of \$1000 toward a maternity pavilion at the Victoria Hospital has been made by a local man.

The assessment rate for Fredericton for 1914 is \$1.65, fifteen cents more than last year. The assessment is \$10,000.

ANDOVER

Andover, N. B., June 1.—Miss Edna Gaudin, graduate nurse of Boston, spent Monday and Tuesday in the village, the guest of Mrs. Harry McAlary. Miss Gaudin will spend the summer with her parents at Riley Brook, Tobique River.

Miss Hope Ames, of Fort Fairfield, was the guest last Wednesday of Miss Ann McGill. Miss Ames intends to open a photo studio in the village.

Mrs. Ward is the guest of her sister, Mrs. J. F. Johnson, of Perth.

Mrs. D. B. Bell, Mrs. James E. Porter and Mrs. Herbert Manzer, returned on Friday from Fredericton, where they were attending the Women's Institute convention as delegates from the Andover branch.

Mr. and Mrs. Frederick Hoyt, of Halifax, (formerly Miss Helen Perley, of

Andover), are receiving congratulations on the arrival of a baby girl, at their home.

Mrs. George T. Baird is visiting her son, Frederick Baird, in Fredericton.

Miss Millie Carter, returned home last week from Acadia Seminary.

Wallace Perley and his sister, Mrs. Gardner, were guests for a day of Mr. and Mrs. Nelson Hanson, who will visit his daughter, Mrs. Perley Hoyt, of Halifax, before his return to the west.

Miss Edna Pearson was the guest last week of Mrs. S. S. Sutton.

Miss Margaret Bishop has returned from a pleasant visit with friends at Simonds.

John W. Niles will entertain the Agnes-Guild on Tuesday evening, June 2.

The Round Table Literary Club held the last meeting of the season with Mrs. Ben. Berolletti, Tuesday evening. An interesting paper was read by the president, Mrs. Charles Spike, on Socialism. The role call was responded to by patriotic selections. The next meeting will be in September with Mrs. Walter Gillett.

Mrs. Adam Beveridge returned from Amosook Junction last week, where she has been for several weeks.

NEWCASTLE

Newcastle, June 2.—The Newcastle Methodist quarterly board held its annual meeting last night. There were present Rev. Dr. Harrison, presiding; T. W. Crocker, trustee; H. H. Stuart, local preacher; and the following stewards: H. D. Atkinson, J. H. Ashford, J. R. Allison, J. Robinson Allison, and A. E. Pettit.

Church statistics showed three members received during year; two died, and two removed; present membership 122. Value of church property, \$8,800. Insurance (recommended to be increased), \$5,500. The finances were excellent. On a better state than last year. There was more money raised for salary, more for missions, more for temperance and moral reform, and no decrease in any department. Total amount raised, over \$1,800. The membership of Sunday school was given at 184, including home department, 46, and cradle roll, 30. Raised by Sunday school, \$81.00. The following officers were elected for ensuing year: Local preachers, H. H. Stuart and John A. Ashford; stewards, H. D. Atkinson, John R. Allison, J. Robinson Allison, and Arthur E. Pettit; recording steward, H. D. Atkinson; delegate to district meeting, H. H. Stuart; alternate, J. H. Ashford; two representatives of the church from Frederictonville and four from Newcastle to be elected at a congregational meeting held later.

Mrs. James Matheson, of New York, with her two daughters, is visiting her mother-in-law, Mrs. Thomas Matheson.

Miss E. G. H. Dick is in Charlotte town (P. E. I.), representing the Newcastle Methodist mission band at the annual missionary meeting. The mission band is represented by Austin Clark, of Quebec River.

Mrs. B. C. Mullins, of Bathurst, and little daughter are visiting Howard and Miss Adelaide McKendry, of Douglas town.

SALISBURY

Salisbury, N. B., June 1.—Mrs. Josephine Wheaton and son, who have been spending the summer in the States, returned last week. Mrs. Wheaton spent some time in Diddford (Me.), with her son, Dr. Fred H. Champion, who preached at the Colpits section of his pastorate Sunday afternoon encountered a sharp hail storm during his drive.

Rev. N. C. Mullins, who returned home on Saturday from a pleasant visit with his brother, Dr. McNeill and other relatives at Summerside, bought a fine young driving horse with him.

Miss Laura Crandall went to Moncton this afternoon to attend the Lynch-McKee wedding, which takes place on Wednesday afternoon at the home of Miss McKee's parents, Mr. and Mrs. Edgar McKee.

Richibucto Notes.

Richibucto, June 2.—Mrs. F. J. Robidoux, who has been with Mr. Robidoux at Ottawa, arrived last week for Quebec to open their home. She is a guest of the Misses Ferguson.

Mrs. Alfred Shaddick, who spent the winter with her parents, Mr. and Mrs. George Long, left last week for Quebec to join her husband.

Wallace Doherty, engineer of the Atlantic Lake Superior railway, New Carlisle (Q. B.), is visiting his parents, Mr. and Mrs. Joseph F. Doherty.

Robert Legoff and family moved to Rexton last week, where he will be employed in the Swedish-Canadian Lumber Company's saw mill.

Halifax, June 3.—Not in the history of the apple industry has the Annapolis Valley had such promise of a large crop of apples, as it has at present. The small crops of the past two years giving the orchards a rest will probably be made up in the fall of 1914. Remembering the big crop of 1911 and 1912 with only one-third of a million barrels, followed in 1913 with little less than one-half million, there is also recalled to mind the fact that this year there is a multitude of young trees coming into bearing.

Under favorable weather conditions a record crop of apples should be harvested in the valley this year far exceeding the one million mark of the last bumper year. Besides having ideal spring weather for a bumper crop, keeping the trees in check until the frost danger is over, the fruit growers are learning to take much better care of their trees this season.

PILES CURED AT HOME BY NEW ABSORPTION METHOD

If you suffer from bleeding, itching, sore or protruding Piles, send me your address, and I will tell you how to cure yourself at home by the new absorption treatment; and will also send some of this home treatment free for trial, with reference from your own locality if requested. Immediate relief and permanent cure assured. Send no money, but tell others of this offer. Write today to Mrs. M. Summers, Box P. 70, Windsor, Ont.

LIFE THREATENED BY KIDNEY DISEASE

His Health in a Terrible State Until He Took "Fruit-a-tives."

B. A. KELLY, Esq., Hagerston, Ont., Aug. 20th, 1913. "About two years ago I found my health in a very bad state. My kidneys were not doing their work, and I was all run down in condition. I felt the need of some good remedy, and having seen 'Fruit-a-tives' advertised, I decided to try them. Their effect I found more than satisfactory. Their action was mild and the result all that could be expected. 'My kidneys resumed their normal action after I had taken upwards of a dozen boxes and I regained my old-time vigor. I feel better than I have ever, the best health I have ever had.' B. A. KELLY, Esq.

"Fruit-a-tives" is the greatest kidney remedy in the world. It acts on the bowels and thereby soothes and cures any kidney soreness. "Fruit-a-tives" is sold by all dealers at 50c a box; 6 for \$2.50, trial size 25c. Or will be sent on receipt of price by Fruit-a-tives Limited, Ottawa.

HON. MR. FLEMMING LAWS CORNER STONE OF MILLTOWN POST OFFICE

Premier's Remarks Were Brief—Great Gathering for the Ceremonial

St. Stephen, N. B., June 2.—The citizens of Milltown enjoyed the king's birthday, and celebrated it by laying the corner stone of their new post office. The structure is to take the place of the building destroyed by fire on May 6, 1913. It was the first time that Lieutenant Governor Wood officiated at a ceremony of this kind. Rev. G. A. Lawson, pastor of the First Baptist church, presided and delivered a brief address. Rev. Dr. D. Hutchinson, of St. John, delivered an eloquent address. He was formerly pastor of the Moncton First Baptist church, and was warmly greeted. Several addresses, including copies of a Bible, copies of the local newspaper, a list of officers of church organizations, etc., were placed under the corner stone. The Lieutenant Governor then used the silver trowel, presented to him for the occasion and the corner stone was lowered into position under the direction of Contractor Reid. The stone is inscribed as follows: "First Baptist church corner stone laid June 2, 1914." Lieutenant Governor Wood said he was gratified to see that they were rebuilding on a larger scale. What appeared a year ago to be a calamity might yet turn out to be a blessing.

The building which will be of brick and will contain the post office and carriage room, will be the work of Contractor Joseph McVay of St. Stephen. At the conclusion of the exercises the Milltown Band led the way to the base of the corner stone. The game of the league was played between St. Stephen and Milltown teams, with a score of 14 to 9 in favor of St. Stephen.

ANNOUNCE PROGRAMME FOR TEACHERS' EXAMS.

Examinations for teachers' license will be held at the Normal school, Fredericton, at the Centennial school, St. John, and at Chatham on the 10th, 11th and 12th June. The following are the subjects: Tuesday—Grammar school, Superior class and class I. Assigning Seats, etc. School System, Algebra, Physiology and Hygiene, Franc. Math. (Sup.), Latin Grammar, etc. Class II. Assigning Seats, etc. School System, Algebra, Physiology and Hygiene, Teaching and Sch. Management. Wednesday—Grammar School, etc. Geometry, Chem. (Gr. Sch.), Chem. and Physics (Class I.), Trigonometry (Gr. Sch.), Drawing, French (Gr. Sch. and Class I.), Greek (Gr. Sch.), Class II. Geometry, Chem. and Physics, English Literature, etc., Drawing, French. Thursday—Grammar School, etc. Botany, English Language, Logic (Gr. Sch.), Teaching and Sch. Management. Friday—Grammar School, etc. Bookkeeping, English Literature, Logic (Gr. Sch.), Teaching and Sch. Management. The Normal school entrance and matriculation examinations will begin in the High school, St. John, on July 7. The total number of applicants in St. John and Charlotte counties for these examinations is 252, accounted for as follows: St. John—Matriculation, 44; superior class, 10; second class, 37; second class, 71; third class, 71; total, 169. St. Stephen—Matriculation, 19; superior class, 9; first class, 24; second class, 49; third class, 61; total, 83.

Toronto, June 3.—Suffering terribly from hunger, a man who gave the name of Andrew J. Mills to the police, was found in a semi-conscious condition in a Canadian Pacific Railway box car in the West Toronto yards last night. Where he boarded the car he does not know. His experience, has caused his mind to become almost a blank. Only two things can be recalled, his name and the fact that it was a week ago last Saturday that he entered the car. The man, who is about five feet eleven inches tall, is worn almost to a shadow.

REVEREND DR. HERRIDGE NEW MODERATOR OF GENERAL ASSEMBLY

Woodstock, Ont., June 3.—Rev. W. T. Herridge, the eminent Ottawa divine, is the new moderator of the General Assembly of the Presbyterian church of Canada, being elected to that position tonight at the opening session of the assembly in Knox church here. Five names altogether were submitted, but one of the nominees, Rev. John Nell, of Westminster church, Toronto, withdrew, and another, Rev. Principal A. B. Baird, of Winnipeg College, was declared ineligible, as his name was not on the list of commissioners appointed to attend the assembly.

The names upon which a vote was taken were those of Dr. Herridge, Rev. Principal Scrimger, of Montreal College, and Rev. Dr. D. D. McLeod, of Barrie. In accordance with the usual custom a standing order was passed, where the Principal Scrimger and Dr. McLeod, the latter being declared the choice. Then a similar vote was taken to decide between Dr. McLeod and Dr. Herridge, the latter being elected by an overwhelming majority.

LUNenburg FISHING VESSEL WRECKED ON CAPE BRETON COAST

Lunenburg, N. S., June 1.—The Lunenburg fishing schooner Elsie M. Walters, Captain Jas. Walters, run ashore at Big Lorraine Head in a dense fog today and became a total wreck. Where the schooner went aground the tide rises perpendicular from the water and the approach is exceptionally deep, and but for the sea being smooth at the time of the accident the crew's chance of escape would have been slim. News of the wreck was brought to Lunenburg and tugboats were sent to the vessel's assistance. Stand them aside for a few minutes as the tide fell to take the vessel's cables and was soon a complete wreck. The captain reported about 100 quintals of fish aboard.

CORNER STONE OF MONCTON BAPTIST CHURCH LAID

Moncton, June 1.—Lieut. Gov. Wood officiated at a pleasing function on Saturday afternoon when the corner stone of the First Baptist church was laid. The structure is to take the place of the building destroyed by fire on May 6, 1913. It was the first time that Lieutenant Governor Wood officiated at a ceremony of this kind. Rev. G. A. Lawson, pastor of the First Baptist church, presided and delivered a brief address. Rev. Dr. D. Hutchinson, of St. John, delivered an eloquent address. He was formerly pastor of the Moncton First Baptist church, and was warmly greeted. Several addresses, including copies of a Bible, copies of the local newspaper, a list of officers of church organizations, etc., were placed under the corner stone. The Lieutenant Governor then used the silver trowel, presented to him for the occasion and the corner stone was lowered into position under the direction of Contractor Reid. The stone is inscribed as follows: "First Baptist church corner stone laid June 1, 1914." Lieutenant Governor Wood said he was gratified to see that they were rebuilding on a larger scale. What appeared a year ago to be a calamity might yet turn out to be a blessing.

FASHIONS AND FADS.

Ratine has almost become a staple fabric. Flowers are used chiefly on picture hats. New dancing frocks barely reach the ankle. Lace and net waists are being much worn. The Roman striped silks and ribbons appear on many of the smart costumes. There is a little fullness in the lower portion of the skirt in some of the new models. Semi-precious stones are being used to decorate richly the low bodices of evening gowns. The smartest street costumes have the jacket of plain and the skirt of checked material. On dresses of flowered materials bands of tulle or moire are used to trim flounces or tucks. The quaint fashion of adorning the wrists with narrow bands of ribbon velvet has returned. Some of the prettiest handkerchiefs linen shirtwaists are the extreme of simplicity and made, strange to say, with raglan sleeves. If you cannot afford a pair of shoes for each costume, have white or pale pink tops to those for day, and use pale pink shoes for evening. The skirts of old cotton wrappers can be used to cover clothes in the closet. To keep cheese, wrap it in a cloth dipped in vinegar and then cover with waxed paper. Lay paper patterns away flat in a common file book and they will be neither lost nor torn. Hand-branded rag rugs are charming for the summer home with colonial furnishings.

BUILDING PERMITS.

Building permits issued during May totalled \$78,700, as compared with \$71,900 for May, 1913, an increase of \$6,800. From January 1 the total is \$244,200 as compared with \$1,152,500 for the same period last year. Some of the permits issued during May are: H. W. Railway Co., brick car barn, West York street, \$39,000. H. W. Parlee, wooden tenement, Main street, \$7,800. S. D. Wilson, brick dwelling, Queen street, \$2,000. Robert H. Armstrong, wooden dwelling, Pitt street, \$3,800. H. S. Cowan, wooden dwelling, Metcalf street, \$3,000. Clinton A. Killam, wooden dwelling, Pitt and Duke streets, \$3,000. J. Frank Brittain, wooden dwelling, Winslow street, W. E. \$2,400. James Hogan, wooden dwelling, Watford street, W. E. \$2,400. Miss P. K. Hanson, extension to dwelling, Paradise Row, \$2,300. D. W. A. Cunningham, wooden dwelling, Millidge street, \$2,000. John McKelvey, wooden dwelling, Elliott Row, \$2,000. W. E. Emerson, wooden building, Dufron street, W. E. \$2,000. Mrs. Geo. Kimball, wooden dwelling, Metcalf street, \$2,000.

SMART SILK BAG

The bag of black moire or pekin silk, provided with strapbuckles with slides, is a smart necessity, says the Newark News. The frame is secured and the bag is lined with a heavy ribbed silk in two tones. Of course there is a compartment for the change, and there is a tiny mirror, with a separate purse of the silk. The bag is finished with tassels.

Bad Blood

is the direct and inevitable result of irregular or constipated bowels and clogged-up kidneys and skin. The undigested food and other waste matter which is allowed to accumulate poisons the blood and the whole system. Dr. Morse's Indian Root Pills act directly on the bowels, regulating them on the kidneys, giving them ease and strength to properly filter the blood—and on the skin, opening up the pores. For pure blood and good health take Dr. Morse's Indian Root Pills.

ROYAL BAKING POWDER Absolutely Pure ROYAL—the most celebrated of all the baking powders in the world—celebrated for its great leavening strength and purity. It makes your cakes, biscuit, bread, etc., healthful, it insures you against alum and all forms of adulteration that go with the cheap brands. The only baking powder made from Royal Grape Cream of Tartar. Royal Cook Book—500 Receipts—Free. Send Name and Address. ROYAL BAKING POWDER CO., NEW YORK.

THE WOMAN'S CORNER EFFICIENT HOUSEKEEPING BY HENRIETTA D. GRAUEL (Domestic Science Lecturer) SMALL FRUITS PRESERVING Preserves, most people think, must be made with a pound of sugar to each pound of fruit, and we agree with them. When less sugar is used, the preserve must be sealed and there is risk of its not keeping well. The fruits best adapted for preserving are strawberries, sour cherries, pineapples, pears, quinces and plums, but any preserve is delightful and all are made in much the same way. Strawberry sunshine is the preserve par excellence. The berries need not go on the fire at all, but, on a hot sunny day, place them on trays with equal amounts of sugar, measured by weight. Cover with sheets of glass, raised so the air can reach them, and set in the sun. At night bring in the trays and in the morning set them out again. Do this for several days, when the berries will be transparent and the juices and sugar a beautiful rose, thick syrup. The usual way of preserving strawberries is to put them in a kettle with alternate layers of sugar, pound for pound. Stand them aside for a few minutes to start the juices flowing, as no water is added. Bring to the boiling point slowly and boil gently ten minutes. Fill glasses with the preserve and set in the hot sun for several days, then cover with pilled paper and melted paraffine. Currants are preserved the same way as strawberries, but often red raspberries are mixed with them. Raspberries, blackberries and some other small fruit promptly make themselves into jam as soon as they enter the preserving kettle, so you have only to stir the mixture a little, and cook it until it is thick, to have the best sweet in the world. Jams do not require to be hermetically sealed, but they should be well covered and a cloth tied over the little jam crocks and brushed with melted paraffine which is just the thing to keep out dust and moisture. All jams and preserves keep their color in stone crocks, but glasses may be used and wrapped in dark paper as directed before. Tomorrow—Jellies.

HOUSEHOLD HINTS. In some cases easily chipped hands will yield to the treatment of glycerine applied immediately after washing when the skin is moist. Do not apply to the dry skin. Every growing child should rest one hour each day. If this rule is followed, they are not apt to take colds or any infectious disease. If a tablecloth is beyond repair, cut it into squares to be a little wider than the plates, and use them as placemats. Rancid butter is sweetened by melting and skimming; then put in a piece of light brown toast. The toast will absorb the unpleasant taste and smell. To remove rust from steel, cover it with sweet oil and let it remain covered for a day; then rub it with a lump of fresh lime and it will polish in the ordinary way. To prevent candles from dripping when they are lighted, put them in the ice box close to the ice for about twenty minutes before lighting. They will give no trouble. The easiest method of adjusting a hem is to measure a skirt which fits one, and cut the length of the front sides and back. The intermediate spaces can easily be regulated. A baked apple is the most easily digested of any way of serving apples. If a bit of butter is placed on top of each apple before it is put in the oven, the flavor will be much improved. When tomatoes are dear try buying one large one and slicing it very thin on lettuce leaves. You will find that it gives the necessary interest and flavor to a tomato salad, and is as satisfactory as if you had used four tomatoes. Asparagus when it comes from the market is so full of water and so full of acid that you cut about one inch off the bottom of the stalks and stand them in water about two inches deep, they will freshen and regain some of their natural sweetness. Remember when sewing on dark material by artificial light to wear a light colored apron, and spread a white cloth on the sewing table. These things will increase the light to an appreciable extent, and the strain on the eyes will not be so great. Sweetbreads spoil very quickly. They should be removed from the paper as soon as they come from the market, plunged into cold water and allowed to stand for an hour, then drained and put into boiling water, into which you put lemon juice and salt. Allow them to cook very slowly twenty minutes, drain again and plunge into cold water. They will keep firm and white. Sweetbreads should always be treated in this way for subsequent cooking.

HARD LA insurance R To Be Cu London Believe Government Part of British Public Fe aster was Unat Not the Result ness or Wors Offices in Bri Besieged by Lost Ones.

London, June 2.—Cable inform us that the disaster of an armed Canadian press, which catastrophe was per... This attitude has not the English newspapers, continue to follow the... The Canadian Association, day, namely, that even modern appliances and cautions man is not yet... It is obvious, though will have an extremely on Canadian insurance substantial concessions contemplated in regard conditions but the latest in general stiffening of guarding St. Lawrence tion in well informed qu dominion government s but lower the cost of set other competing routes. The estimated life and on the C. P. R. over total over \$200,000, so point out. As both the Titanic and wrecked in a perfectly advocated that the upper ought to carry large sea verible iron rafts. The Canadian Associa formed the Virginian s stituted for the Empress sailing arranged for Jun In the present em sea lines are still witness At the offices the num hardly perceptibly less fite of the majority of and crew is definitely sties, still look to the off of news concerning the identification of bodies. The Canadian Associa some kind of their rel them has been in the bu

\$140,000 in ORDERS WENT WITH Post Office Dep Issue Duplicate ward Them to L

Montreal, June 2.—The Empress of Ireland made cargo liability to "out of pocket," as it money orders, held at copied and despatched to money in excess of the and paid the money post office. It is estia \$140,000 in money order the St. Lawrence mail b

# HARD BLOW TO ST. LAWRENCE ROUTE

## Insurance Rates Not To Be Cut Now

London Believes Ottawa Government Will Pay Part of Cost

## British Public Feel That Disaster was Unavoidable and Not the Result of Carelessness or Worse—C. P. R. Offices in British Capital Besieged by Relatives of Lost Ones.

London, June 2.—Cables from Canada inform us that the disaster is "the subject of amazement throughout the Canadian press," which insists that the catastrophe was perfectly avoidable. This attitude has not been adopted by the English newspapers. The comments continue to follow the line indicated by the Canadian Associated Press on Saturday, namely, that even with the most modern appliances and complete precautions man is not yet master of the sea.

It is obvious, though that the disaster will have an extremely depressing effect on Canadian insurance. Underwriting substantial concessions were recently contemplated in regard to premiums and conditions but the latest loss will result in general stiffening of the rates regarding St. Lawrence risks. The opinion in well informed quarters is that the dominion government will now contribute toward the cost of insurance to offset lower charges on New York and other competing routes.

The estimated life and property claims on the C. P. R. over the disaster will total over \$2,000,000, several travelers were killed.

As both the Titanic and Empress were wrecked in a perfectly calm sea it is estimated that the number of liners ought to carry large seats instantly convertible into rafts.

The Canadian Associated Press is informed the Virginian will act as substitute for the Empress of Ireland with sailing arranged for June 12.

In the present emergency pitiful scenes are still witnessed at Liverpool. At the offices the number of cables is hardly perceptibly less, although the tardy majority of the passengers and crew are definitely known, the relatives still flock to the office in expectation of news concerning the recovery and identification of bodies. Several women refuse to leave until they have news of some kind of their relatives, and many have been in the building since Friday.

## \$140,000 IN MONEY ORDERS WENT DOWN WITH EMPRESS

Post Office Department to Issue Duplicates and Forward Them to London.

## EMPRESS' LOSS A HARD JOLT TO UNDERWRITERS

## \$2,000,000 on Hull and Half a Million on Cargo Outside the Lost Bullion from Cobalt.

London, June 2.—On the first report of the Empress of Ireland catastrophe \$2,000,000 was mentioned as the approximate cargo liability to be added to the insurance of £400,000 on the hull, but now it is feared that the liability will be far in excess of this.

The stocking of the government salmon pond at Little River was begun last week and already several pontoon loads of fish have been placed in the pond to rebuild necessary this spring when the pond on account of damage by high tides and ice this

# MACKENZIE & MANN BILL PASSED HOUSE

## Government Jammed \$45,000,000 Deal Through Without Amendment

Sir Wilfrid Laurier's Motion to Protect the Interests of the People Voted Down by a Servile Majority—Bennett and Nickle, the Tory Bolters, Stood with Liberals Till End of the Fight.

Ottawa, June 2.—At two minutes past 9 o'clock tonight the bill embodying the government's proposal to acquire the Mackenzie & Mann was put through its first step in the commons. The motion for third reading was carried after four weeks of steady and destructive criticism from the Liberal benches.

Two more Liberal amendments of the government proposal were introduced by the obedient ministerial majority during the day. One, a motion offered by Sir Wilfrid Laurier and designed to protect the interests of the people generally, declared that "under existing circumstances no assistance should be given to the Canadian Northern Railway Company unless, at the same time, the government has power to acquire, at a reasonable time, the ownership of the entire stock of the company at a price to be fixed by arbitration, but not to exceed \$80,000,000."

The amendment was defeated by a government majority of 46. W. F. Nickle (Kingston), voted with the Liberals, while Mr. Bennett (Calgary), was paired with G. W. Fowler, another government member.

This amendment embodied three of the main principles for which the Liberals in controversy for the virtual government control of the future operation of the company, and the actual acquisition of the road, if found necessary, a limitation in effect of the capital stock to \$80,000,000, which represents the real equity which Mackenzie & Mann now have in the road.

The second amendment, brought forward by Alphonse Verreille, the labor member for Malouine, aimed especially at a protection of the interests of the laborer. It provided that the government legislation should be brought into effect by the proclamation of the governor general, and that no appointment of a board of conciliation to deal with the long drawn out labor troubles in connection with the coal mines in which they are interested, as pointed out by Liberal members, there was precedent for such action since the government had already done so in connection with labor difficulties upon the St. Lawrence.

The labor member's amendment was distinctly unpalatable to the government members. Hon. T. W. Crothers, minister of labor, Edmund Bristol (Central) and others, who were present, attempted to show that Mackenzie & Mann were not controlling owners of any of the mines affected by the present troubles. By pointing out the files of the labor department dealing with the strike it was shown by W. F. Carroll (Cape Breton South), that negotiations in connection with the trouble had been conducted by the Canadian owners by D. B. Hanna, of the Canadian Northern, and F. W. Annesley, secretary to Sir Wilfrid Laurier.

The correspondence in the labor department had referred to the mines in its replies to the Canadian Northern representatives as "your mines," while the Canadian Northern men talked about "our mines."

In the four weeks' fight which the government had had to put its measure through, by party and by vote, the persistent lobby kept up not only by Sir William Mackenzie, personally, but by his corps of agents as well, eight opposition members had been named and down by the obedient government supporters with the exception of Messrs. Nickle and Bennett, who have in every case voted with the Liberals.

The government had refused the Liberal demand for a thorough and searching investigation of the company's finances before any further aid is given; it was recommended that the Mackenzie & Mann should be placed under the supervision of a receiver, and that the amount on which dividends may be paid only \$80,000,000, it has refused to take the opportunity of securing a limitation in effect of the future expenditure of public money by Mackenzie & Mann.

The bill now goes to the senate for consideration. The former recommended continuation of its existence next session, while the latter reported that no definite conclusion had been reached, and that the bill including the proposed amendments be drafted during recess.

The bill authorizing the appointment of a commission of three members to inquire into the Empress of Ireland disaster, got a third reading without discussion. Mr. Borden stated that the data for the inquiry had not yet been sent. C. N. R. Bill.

The Canadian Northern bill was then taken up for third reading. Sir Wilfrid Laurier said it was obvious that the \$45,000,000 guarantee would not finish the company, and moved an amendment as follows:

"Under existing circumstances no assistance should be given to the Canadian Northern Railway Company unless at the same time the government has power to appropriate the railway."

Mr. Verville concluded the debate by stating that the government assumption of responsibility in the present matter would double the national debt, and would mean that the government would have provided \$600,000 per week for Mackenzie & Mann for every week they have been in power. The vote was then taken on Sir Wilfrid Laurier's amendment, and resulted in 89 against and 42 for, or a government majority of 47.

W. F. Nickle, of Kingston, voted with the opposition, while R. B. Bennett, in his absence, was paired with a member of the government. Mr. Verville moved that the bill be amended to provide that it should come into force by proclamation only when Mackenzie & Mann, Limited, who were owners of coal mines on Vancouver Island, should agree to the appointment of a board of conciliation in the strike now in progress on the company's mines.

## OFFICIAL DEATH LIST IN EMPRESS DISASTER 1024

Quebec, June 2.—The final complete official figures furnished by the C. P. R. last tonight of the Empress of Ireland disaster, show a total of 492 saved, making 1,024 lost, as the total number on board was 1,476, passengers and crew.

## CITY DARKENED BY SMOKE FROM FIRE AT KETEPEC

Fine Hardwood Belt, Seven Miles From City, Devastated by Flames

## MUSQUASH THREATENED

Change in Wind Would Carry Fire Raging at Ketepec Over Lands of Ingewood Pulp and Paper Company—Precautions Taken to Save Houses From Destruction at Nerepis—Damage to Green Timber at Clarendon.

Wednesday, June 3.—Valuable timberland is being ruined by an extensive forest fire in the district near Ketepec and dense volumes of smoke darkened the countryside yesterday for miles beyond the fire zone, while great showers of fine white ash and cinders fell constantly as the conflagration, driven at the rate of a mile per hour, swept through birch and spruce woods in the most disastrous and spectacular blaze that has followed from the holiday fires.

In the city yesterday the effect of the great blaze was marked by the smell of burned birch and by a succession of smoke clouds that darkened the sun throughout the greater portion of the afternoon. The fine white ash from the forest fire was noticeable in the air and about the streets.

Firemen shooting far above the surrounding hills were reported from Ketepec last night, and the glow from the blaze was seen from the higher levels in the city.

The fire is said to have started near Compton's Lake and traveled at the rate of a mile an hour before the strong wind which prevailed yesterday, cutting a wide ruinous swath in the properties of Fred Clark and Mrs. Bonnell, and on Crown lands.

Since Sunday the conflagration has burned a large area through to Lorneville and is now burning back, working into green timber.

In the Nerepis district, residents have prepared to fight a fierce brush fire, and the houses and buildings have been filled and ladders placed in position at dwellings and barns. Four separate fires, covering an area five miles along the shore of the lake, were reported from the Ingewood, McKean and government lands.

It is said that a change of wind will drive the Ketepec blaze towards the valuable property of the Ingewood Pulp and Paper Company, and may threaten the Musquash district.

A message from Clarendon to the Telegraph last night said, however, that damage had been done to the green timber on the John E. Moore property there and that the fire was then only two and a half miles from Clarendon station.

## RESCUED FROM EMPRESS ONLY TO LOSE HER MIND

Young Norwegian Woman Found in Bush in Pitiable Condition—Her Name Unknown.

Quebec, June 1.—From Rimouski to Quebec came a tragic echo of the catastrophe which befell the Empress of Ireland last week. When the survivors were evoked at the wharf and an aimless crowd at the wharf and an aimless woman, whose mind had become unhinged by the shock, broke away from the crowd at the wharf and ran aimlessly toward the beach.

Today she was discovered as the result of a thorough search which had been instituted by the officials. When found she was gibbering incoherently, but followed the search party like a child. She is now lodged in the Hospice of the Sisters of Charity, where she awaits identification. It is thought possible she may be the wife of Magnus Larsen, who was separated from her by the explosion which took place directly after the two took to the water.

One of the largest mortgages ever recorded in New Brunswick was put on the Albert county records recently. It was given by the Oil Shales Company of Canada to the Prudential Trust Company, as trustees, for the sum of \$50,000 to cover the issue of debentures for the development of the oil shale deposits.

## STORSTAD FILES COUNTER CLAIM

Asks \$50,000 Damages from C.P.R. for Collision with the Empress

## BIG FUND NEEDED

Nearly \$1,000,000 Wanted for Relief of Victims' Families—Sir Thomas Shaughnessy Gives \$5,000 and His Company \$25,000—Controversy in British Press About Dangers of St. Lawrence Route.

Montreal, June 3.—The owners of the Storstad are carrying "the war into Africa."

Their reply to the action by the C. P. R. to recover \$2,000,000 damages for the loss of the Empress, is a counter-claim for \$50,000 for damages to the Storstad. They claim that the Empress was at fault and allege negligence in her navigation. The counter-claim reads:

"The Actieselskabet Maritime, a body politic corporate—having its head office in Christiania in Norway, the owner of the steamship Storstad claims from the plaintiff (The Canadian Pacific Railway Company), the sum of \$50,000 for damage occasioned by a collision which took place on May 1st, 1914, for costs."

Notice of the counter-claim has been served on the attorneys for the C. P. R. The first hearing of the case is scheduled for tomorrow, before Mr. Justice Dunlop, sitting in the Quebec Admiralty Division of the Exchequer Court. Then, the owners of the Storstad will formally present the petition by which they ask for release of the vessel on a bond being furnished for \$284,000.67.

Great Salvation Army Memorial Services.

Montreal, June 3.—In sixty-nine countries and colonies, 300,000 soldiers of the Salvation Army will speak thirty-four different languages on Sunday in the memorial services which are to be conducted the world over in honor of those who have died in the present war.

The Liverpool relief fund now amounts to \$174,000. Yesterday's subscriptions included \$2,800 from the firm of Alex. Eccles & Co. and \$800 from Douglas Horsfall.

Need \$900,000 Relief Fund.

Liverpool, June 3.—In order to provide adequate relief for the dependents of the Empress of Ireland, the Liverpool Empress of Ireland Relief Fund, of which \$400,000 should be allocated to the families of the crew, has been organized. The fund is headed by Mayor of Liverpool by Duncan Fraser, the actuary connected with the Titanic fund.

Times Defends St. Lawrence Route.

London, June 3.—Attempts made in certain papers to discredit the St. Lawrence route as a means of escape from the disaster met with a strong rebuke from the Times, which points out "how completely the conflicting statements of what happened exonerate the passive instrument which played the part of hindrance in the tragedy, we mean the St. Lawrence river as a navigable waterway. It has been declared particularly untrue that the Empress of Ireland was responsible for the disaster has been laid to its charge."

After suggesting that human error caused the collision, the Times proceeds: "The truth is that the St. Lawrence when clear of ice is not more dangerous than any other narrow and frequented seaway liable to thick weather. It is not more dangerous than the frequented parts of the English Channel or the Irish Sea, and much less dangerous than the Thames. Canadian enterprise looks forward to making Montreal the port of ocean steamships of the largest size below the superliners of the Atlantic, and there is no reason why it should not succeed. We are convinced that the investigation by a court inquiry will not result in putting any blame on the sea-way."

The Times regrets that a heated quarrel has broken out over the graves, and says that the spectacle would have provided Voltaire with material for a swift and bitter satire.

"Whatever problems may require to be solved, as to the connection of the St. Lawrence route with the disaster," says the Glasgow Herald, "the public of Britain and of Canada will have the completest confidence in the character and capacity of the court, which British and Dominion governments have constituted. One recalls in rather resentful mood the factual proceedings to which the Titanic tragedy lent itself in the United States. The following appointments were announced today:

## Redistribution Bill a Rank Injustice

Tory Majority Proposes to Wipe Out Two Liberal Seats

## Opposition May Decide to Accept the Situation Rather Than Face a Wholesale Gerrymander Next Session, as Government May Control the Senate by That Time.

Ottawa, June 3.—The redistribution committee of the commons held what may possibly be the final meeting tonight. No agreement, however, was reached in regard to an unanimous report, and if this decision is adhered to the government will willingly leave the bill over until next session, when a new draft will be made.

It is freely expected in government circles that with the pressure of an election at hand next session there will be a much greater disposition to carry through a drastic gerrymander, and if there should be at that time a Conservative majority in the senate, the Liberals may look for small mercy at the hands of their opponents.

Were it not for two rather glaring instances of injustice in the bill, as now being insisted upon by the government majority on the committee, the Liberal members on that committee would consent to an unanimous report on the ground that, as far as compromise could be expected under the circumstances had been granted.

The two cases in dispute are the constituencies of Russell in Ontario, and Richmond in Nova Scotia. These constituencies, now represented by Hon. Charles Murphy and George W. Kytte, both Liberal members, are to be wiped out, and the Liberal members of the committee claim that a rank injustice is being done in these particular instances.

The case of Russell in Ontario, and the two evils of accepting the present bill with the glaring injustices noted above, or risking an even more serious gerrymander by allowing the bill to go over until next year, the Liberals may decide to accept the situation as represented to them at the present time. The majority of the Conservative members seem to prefer holding the bill over until next session for another deal, when they hope to have everything in their own way both in the commons and in the senate.

Unless there is a unanimous report from the committee, the government has indicated that it will not attempt to deal with the bill this session.

## NOTE IN BOTTLE FROM STEAMER NOT HEARD FROM SINCE

Writer Says the Henry B. Smith Had Broken in Two in Lake Superior Last November—Not a Soul Saved.

Sault Ste. Marie, Mich., June 2.—From a crumpled piece of paper, bedaubed with grease and ink, a writer worked out the story of the fate of the steamer Henry B. Smith, which left Marquette in the month of the terrific storm of November 1912, and was never heard from again. The paper was picked up in a bottle by surf men from the Vermillion life station, and reads as follows:

"Signed 'OLIVER.' Not a soul was saved, and only one boy was found. The body of the chief engineer, whose corpse was washed ashore near Michipicooton, on the Canadian shore, and found by Indians this spring.

## BISHOP FILLS VACANCIES IN ANGLICAN MISSIONS

Frederickton, June 3.—In the list of appointments in the diocese of Frederickton made by Bishop Richardson, to take effect following the Trinity ordinations in St. John next Sunday, the position of curate at Christ church cathedral is left open.

His lordship in announcing the appointments this morning said that the position of curate, made vacant by the death of Canon W. T. Haig, at the rectory of Richmond, Carleton county, would probably not be filled for a short time, there being no available man at present.

The following appointments were announced today:

- Parish of Burton and Margerville, Sunbury county—Rev. J. Robinson Belyea.
- Parish of Carleton Place and Waterloo, Queens county—Rev. Thomas Parker.
- Parish of Richmond, Carleton county—Rev. W. T. Haig.
- Mission of Hammond River, Kings county—Rev. J. H. A. Holmes.
- District of Baywater, St. John county—Rev. R. McKinnon.

"Take care of the tunic and the sashette will take care of itself," is the motto of an old saying.

## ROYAL WINGPOWDER

celebrated great and our etc., you all that made from Royal Grape of Tartar.

Free. Send Name and Address.

## HOUSEHOLD HINTS

In some cases easily changed hands will yield to the treatment of glycerine applied immediately after washing when the skin is moist. Do not apply to the dry skin.

Every growing child should rest one hour each day. If this rule is followed, they are not so apt to take colds or any infectious disease.

If a tablecloth is beyond repair, cut it up into various sized pieces, hem them around and they will be found most useful in the kitchen.

Rancid butter is sweetened by melting and skimming; then put in a piece of light brown toast. The toast will absorb the unpleasant taste and smell.

To remove rust from steel, cover it with sweet oil and let it remain covered for a day. It then try with a lump of fresh lime and it will polish in the ordinary way.

To prevent candles from dripping when they are lighted, put them in the ice box close to the ice for about twenty minutes before lighting. They will give no trouble.

The easiest method of adjusting a hem is to measure a skirt which fits one. Take the length of the front, sides and back. The intermediate spaces can easily be regulated.

A baked apple is the most easily digested of any way of serving apples. If a bit of butter is placed on top of each apple before it is put in the oven, the flavor will be much improved.

When tomatoes are dear try buying one large one and slicing it very thin on a cutting board. You will find that it gives the necessary interest and flavor of a tomato salad, and is as satisfactory as if you had used four tomatoes.

Asparagus when it comes from the market is bound to be a little wilted. You cut about one inch off the bottom of the stalks and stand them in water about two inches deep, they will freshen and regain some of their natural sweetness.

Remember when sewing on dark material by artificial light to wear a light-colored apron, and spread a white cloth in the sewing table. These things will prevent the light from an artificial source, and the strain on the eyes will not be so great.

Sweetbreads spoil very quickly. They should be removed from the paper as soon as they come from the market, plunged into cold water and allowed to soak for an hour, then drained and put into boiling water, into which you have put onion juice and salt. Allow them to cook very slowly twenty minutes; drain again and plunge into cold water when they will keep firm and white. Sweetbreads should always be treated in this way for subsequent cooking.

## DR. J. C. GRAUDEL'S PRESERVING

is made with a pound of sugar to each quart. When less sugar is used, the product is not keeping well.

Its are strawberries, sour cherries, plums, peaches, etc. It is delicious and all are of excellent quality. The berries need not be on a hot, sunny day, place them in a glass, raised so the air can reach them. At night bring in the trays and open out again. Do this for several days until the berries are perfectly dry and the juices are rosy thick syrup.

For preserving strawberries is to put alternate layers of sugar, pour the berries in a few minutes to start the water is added. Bring to the boiling point, then add the berries and cook for ten minutes. In the morning take half a pint of water and mix with the berries in the preserving kettle. Miss Maria Parola, my instructor in this recipe to persons fond of tart berries.

Small fruit promptly make them preserving kettle, so you have only until it is thick, to have the best sweet berry sealed, but they should be well and sealed and brushed with melted color in stone covers, but glasses may be used.

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## At 60 Years of Age THE KIDNEYS NEED HELP

GIN PILLS Give Them the Strength of Youth

I bought some of your GIN PILLS at Victoria, B. C. last September. I made inquiries in New York on my arrival there but was unable to obtain any information about them. Your remedy, I feel relieved and I repeat very much, that you have not made arrangements to have GIN PILLS sold in New York and Canada. I am a friend of my age as being the one thing that does me good.

E. G. WOODFORD.

If your kidneys need help, strengthen them and keep them well with GIN PILLS—the guaranteed cure for Weak Kidneys, Pain in the Back, Bladder Trouble and Rheumatism. 50c a box of 24 pills—money back if they fail to relieve. Sent on receipt of price if your dealer does not handle them. Sample box free on request. National Drug and Chem. Co., Canada Limited, Toronto.

National Lax Liver Pills are a sure cure for Constipation. 25c a box.

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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's Independent Newspapers. These newspapers advocate British connection, honesty in public life, measures for the material progress and moral advancement of our great Dominion.

No graft! No deals! The Thistle, Shamrock, Rose twine, The Maple Leaf forever.

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., JUNE 6, 1914.

SAFETY AT SEA.

In the sinking of the Oregon, the Republic and the Titanic—three historic sea losses—there was time to save all the fifteen hundred lost on the Titanic were lost because the White Star Line did not have sufficient life-boats on board to accommodate the passengers whose fare they accepted and the crews they employed. The passengers on the Oregon and the Republic would have met with the same fate, did not the rescuing ships arrive in time.

The press did not remain aloof long enough to allow for the naming of the life-boats. The question whether the Empire had boats enough to carry passengers and crew was, unfortunately, not put to the test. No doubt the companies operating the great liners have learned the lesson of the Titanic. The resulting discussion and tests after that tragedy showed that even the greatest liner can be equipped with sufficient boats, to ensure safety in any circumstances when boats can be launched.

But where are the delusive theories of naval constructors that a modern ship is "practically unsinkable." The press boasts are the last word or at least the second last word in marine construction, yet this one goes down much more quickly than would a wooden ship of two hundred years ago. Is the public being deceived as to the value of water-tight compartments or are the engineers themselves deceived in this much heralded item of marine construction. The public had largely put aside the fear of the sea, which it had before the days of the "unsinkable ship"—the fear that Horace and the ancients cherished and preached. It was persistently assured that all was well with the ships. The Empire's tragedy will be followed by spasmodic progress and then with the assurance again that all possible precautions have been taken in building, equipping and conducting the great liners. This course will be followed until some other great disaster enforces the truth that in the long run spasmodic progress is a poor way to do away with abuses either on land or on sea.

One fact that was brought out in connection with the Titanic disaster is that things are not going well with the seas in these modern floating hotels. That the officers of steamships are underpaid and overstrained is pretty generally understood. Mr. Furseath, President of the International Seaman's Union of America, declared at least two years before the Titanic disaster, that if the public wished safety there must be a standard of individual efficiency for the deck crew, and that there should be provided for these men a "decent place to live, eat and sleep in." To do so, he said, would help save thousands of lives. The crew, it was stated at that time, are underpaid, besides being improperly quartered in a place where it is least easy to turn out in a hurry. The Titanic investigation proved the truth of this. Well-paid, well-fed, well-trained and well-lodged sailors, drilled to their duties, are more important for the traveling public than winter-gardens, swimming pools, gymnasiums and other accessories of which transportation companies make so much. If safety can be secured, let us have it first, even at the cost of some luxuries.

RAILWAYS AND POLITICS.

Great Britain is speaking of nationalizing its railroads, and the objection is made that government ownership would put the railroads in politics. But is there a time that railroads have not been in politics? In Canada the railroads that are not government owned are in politics with both rails. It is impossible to think of them being in politics in any worse way than they are to-day. Ministers assure us that the one line which the government owns is in reality owned and run by an autocratic manager; and the ones that the government does not own, the government. So there you are.

It is not necessary for government owned railroads to be in politics at all in the objectionable sense under a common-sense system of public ownership and a non-partisan commission, railroads courts, and solid civil-service organization. The German railroads after being bought by the state have been much less in politics than when under private ownership. Professor Richard T. Ely says, "Our American railroads are incomparably more in politics than the German roads."

As a matter of fact the rise of corruption in American cities dates from the rise of private corporations in control of natural monopolies. Traction, street cars, lighting and gas companies have always exerted a sinister influence upon civil and state politicians, and when the private ownership of these natural monopolies is abolished, then we do away with the chief cause of corruption.

Under the private system of ownership the railroads themselves are the active cause of political corruption, while under the public system the railroads are not the active cause, but simply the field of operation. It is a distinction worth while noting. If there is corruption under a public system it is because the government is bad. When there is political rottenness of any sort, violent partisanship, and the virus of the spoils system, such as Mr. Borden has done so much to introduce into Canada, the canker will manifest itself in the railroads as well as in the halls of the legislature, the department of justice, public works, and every other department of the government. But if the government is not rotten to start with, a government owned railway will not set to work to corrupt it. Yet this is exactly what privately owned railroads set to work to do. They will lay their plans to corrupt the government and control it in their interest, and it is an exceptional government with which they will not succeed in large measure. In the recent attempt of the Canadian Northern magnate to intimidate the member for Kingston, we have a condition, that if unchecked, would undermine free institutions, overturn popular government and establish corporate monopoly under the direction of successful gamblers. The political evils that may attend public railroads under a bad government are not unfamiliar to the people of the Maritime Provinces at this present, but bad as they are, they are much less vital than those created over the whole country, from the St. John River to the Mackenzie, by private railroads. There may be strong objections to government ownership, but the argument that the railroads will then be "in politics" is not one of them. In the experience of Canada railroads have never hesitated to attempt to mould, dominate or defy the law, and often they have attempted all three at the same time. The canker goes deep. When the present cabinet was selected it was commonly spoken of as "the Canadian Northern" cabinet; with what justification later events can testify. There are many constitutions in Canada that elect men who really represent the railroads and their allies under the mask of representing the people.

LIBERAL AND LABOR ALLIANCE.

Last week's by-election in England was lost to the Liberals because there was no union with labor. The Independent Labor party had their man in the field and while there was no expectation of his success there was the strong probability, which the event revealed, that he would make victory for the Liberals impossible.

During the recent crisis over the army a closer alliance was anticipated between Labor and the Liberals. Many seats have been lost to both Radical parties recently through three-cornered conflicts. Many more will be lost in the future if these three-cornered conflicts are continued. There is hardly a sufficient reason in party politics for a continuance of the misunderstanding between the two parties. The Labor party is opposed to protection under any guise. It has more than once pronounced this policy completely discarded. The party has always applauded the budgets of Lloyd George. Each succeeding one was more satisfactory to it than the one before. Even one that is condemned as confiscatory by the Unionist press would be received by the Laborists with equanimity, if not with enthusiasm. His war budgets—that is, wars for social reform—his old age pensions, his attempts to grapple with the problem of the unemployed, the beginning of a special land taxation, have long been urged by the representatives of Labor, individually and collectively. If gratitude were a motive in politics, one would expect the most active cooperation between the two parties. But gratitude is seldom strong enough as a political motive to produce hearty cooperation. Other elements always enter—the spirit of faction, greed, selfishness—and make anything like consolidation difficult.

But if gratitude is too weak a motive, self-interest will powerfully reinforce it during the next general election. The Conservative party has come to be more than ever a party of the landlords and of privilege. From it the Laborists can expect nothing, and a joining of all the Radical forces alone can insure success

INCREASING THE POWER OF VISION.

The sinking of the Empire gives new significance to the grim comment of Dr. Johnson, recorded by Boswell in his "Journal of a Tour in the Hebrides." Johnson said: "Being in a ship is being in a jail with a chance of being drowned." We have been trying to ignore the busy telegrapher's dictum, and have lost sight of the inevitable seriousness of every ocean voyage. It is quite legitimate to try to make a jail pleasant, but to attempt to make it into a Waldorf-Astoria, or a Palm Beach hotel, without at the same time making it as certain as possible that the prisoners will reach the end of their eight-day sentence, is another matter.

The loss of the Titanic produced a popular clamor for life boats; but life boats will not prevent collision, and they may, as has been tragically proven, be but a partial and imperfect remedy for collision. The need of life boats has been emphasized, but now should come an urgent demand for more care to prevent collision. Is it not possible to develop the power of vision far beyond the present standard? The search-light is now a part of the equipment of a man-of-war, but it has not yet been used much in the merchant service. A powerful light, moving through an arc of twenty to thirty degrees, will—except in the case of fog—reveal objects of a considerable size several miles ahead. Then should not every lookout be provided with the best marine glasses that can be secured? The danger of collision will always exist even when search-lights have ceased to fear the wind and waves. The danger from weather can be eliminated, and probably is largely eliminated in the case of the great liners, but the danger of running on a reef, a berg, or another ship can only be avoided by seeing the obstructions in time. Are the great passenger lines doing all that is possible to secure promptness and accuracy of vision? This is the point to which public attention will now be directed. A ship will always be, in one sense, a jail with a chance of drowning, and an ocean voyage always a serious and somewhat dangerous affair; to make it even approximately safe we must develop the power of vision far beyond the present standard.

MR. ARMSTRONG'S POSITION.

It is unfortunate that the Standard should assail Mr. R. E. Armstrong, the secretary of the Board of Trade, and attempt to make it appear that he was animated by partisan motives when he suggested that every citizen should write to Mr. Hasen and ask him to do St. John justice in the matter of harbor improvements. As the Board of Trade meeting on Monday evening Mr. W. F. Hatheway moved, and Mr. R. B. Emerson seconded, the following resolutions, which were unanimously adopted:

MR. KIPLING UNDER FIRE.

Not long ago when the President of the French Republic came to London, Mr. Kipling celebrated the entente in some verses addressed to France such as no other man in the Anglo-Saxon world of to-day could have written. It was the first thing he has done in some years, and it led many to hope he had recovered his stride. Unfortunately that hope has not been realized. The cables have told us something of the new Kipling, revealed a week or two ago when the poet made a political speech in which he charged Mr. Asquith, Sir Edward Grey, Lord Morley, and other gentlemen of the ministry with murder and cowardice, coupled with the most despicable motives in public life. It has frequently been said that the Empire lost its first poet when Mr. Kipling began to go in for politics, but no one realized how true that was until his latest outburst. Like a great many people in the British Empire, Mr. Kipling is opposed to the present Home Rule bill; but while that is not remarkable, the manner in which he has assailed the government is remarkable; in fact, it reaches a sort of pinnacle of the undesirable. He charged that the only object of the ministry was to cling to office and keep on drawing their pay. He spoke of the alleged government "plot" against Ulster as having been frustrated by the refusal of army officers to "do his work to save the pay of His Majesty's ministers." Then he said:

"What had happened since? The Cabinet had drawn eight weeks' more salary. If the Cabinet did not go forward with the Home Rule bill they would cease to draw any salary. Therefore, they must go forward with the Home Rule bill. All mankind knew they did not shrink from attempted murder to overthrow a government, but they were afraid to do so because they were afraid of the opposition that they knew their act would meet. Through no fault of the Cabinet that attempt failed. But in the light of their record two months ago one was justified in believing that, if by any lie, by any falsification of facts, speeches, documents, or telegrams, by any bribe of money, title, or promotion, by subornation of evidence or prearranged provocation, the blame of causing the bloodshed could be laid upon Ulster, the Cabinet would openly or secretly lend itself to that work."

A CHAPTER OF ACCIDENTS.

From the opening of the season the shipping on the St. Lawrence has been a chapter of accidents. Before the sinking of the Empire, at least a dozen ships had been injured by hurricane, ice or fog. The Saturnia, the second ship on the river this spring, hit a rock and was taken to dry dock for repairs. The next one, the Monford, ran aground on a mud flat and was stuck fast for twenty-four hours. The Crown of Cordova, a sugar ship, had her officers smothered out of their quarters and some of her cabins smashed off Cape Hatteras. The Manchester Inventor had one of her propeller blades broken, and the new Cunarder—Alaunia—cracked some of her bow plates and twisted her stem slightly on her maiden trip to Montreal. The Montreal Herald gives a formidable list of other accidents due to the ice in the Gulf, and tells of skippers arriving without having slept for eight days.

FIGHTING PRIVILEGE.

The amount of space work that must be done in a country like Great Britain before the people can destroy an ancient privilege and enter into a new freedom is indicated by an incident in the history of the taxation reform that Mr. Lloyd George is introducing in a mild way. It is more than a generation ago since a Royal Commission, investigating the question of housing the working people, reported:

"At present, land available for building in the neighborhood of our populous centres, though its capital value is very great, is probably producing a small yearly return until it is let for building. Landlords, can thus afford to keep their land out of the market, and to part only with small quantities, so as to raise the price beyond the natural monopoly price which the land would command by its position. Meanwhile the general expenditure of the town on improvements is increasing the value of their property.

THE CANADIAN NORTHERN.

Mackenzie and Mann have won the day, and the country will feel the bill. The counsel for the Canadian Northern magnates in their successful attack upon the Treasury have been Mr. Borden and his ministers. The country will regret not only the fact that the money has been given on the present terms, but the manner in which the scheme was engineered. In order to suggest the bill for the public Mr. Borden pretended to discover a financial emergency which made it necessary to present \$45,000,000 to Mackenzie and Mann in order to save the credit of Canada and prevent a serious panic. There was no emergency of that sort. There was no danger of a financial panic so far as the country was concerned; but there was a sort of emergency in the affairs of Mackenzie and Mann, in the sense that they required a further slice of the public credit or the public money if they were to continue to extend the railway system which they have created largely through public aid.

The Conservative plan of campaign included direct and extensive misrepresentation of the position of the Liberals. For the Liberal party had no intention of allowing the Canadian Northern system to collapse, and they were willing to extend support to Mackenzie and Mann, but in doing so they insisted upon recognition of the sound principle that the country should have reasonable security for its money in the event of the ultimate success of the project, and they believed that the government, representing the taxpayers of Canada, should have some control over the future operations of the company which the country is to finance, and power actually to acquire the railway under certain circumstances.

The Liberals proposed that the public should be protected as well as Mackenzie and Mann, but the Conservative policy, which has been adopted by a majority of forty-three, is marked by a reckless determination to comply with the wishes of the railway promoters without caring to give the country either security for its money or control over the railroad hereafter. As the matter stands now there is every reason to believe that the public, particularly in the West, will be imposed upon by the railroad which it is financing, and over which its representatives should now have a large measure of control. The Liberal policy in this matter would have given the West, and Canada generally, the requisite guarantee against the collapse of the Canadian Northern, and would also have safeguarded the public interest. The Conservative policy, on the contrary, is one that might well have been devised by Mackenzie and Mann if they had a mortgage on the Borden ministry.

A JUST TRIBUTE.

The Ottawa Journal, independent of Conservative leanings, pays this fine tribute to Sir Wilfrid Laurier: "The presentation made to Sir Wilfrid Laurier by the Liberal members of parliament and senators on the completion of a term of forty years in parliament could only have been better if all the members of parliament, Conservative and Liberal alike, had taken part. Probably if the idea had occurred to anybody, it would have been carried out. Forty years of continuous, strenuous parliamentary life is so rare a thing as to be remarkable in itself; in the case of a man like Sir Wilfrid Laurier, a thing to which all his countrymen may well pay honor. Political genius, unstained character, unflinching courtesy, unspooled bearing, invulnerable broad-mindedness, generous maxims, these are the qualities which we think a great majority of Canadians, including a majority of his political opponents, attribute to Sir Wilfrid Laurier. However much any Canadian may dissent from the political views in whole or part of the Liberal leader, however many mistakes one may conceive him to have made in the conduct of multitudinous political affairs, however confident any of us may be that some other man is worthy of the national trust, the Journal would not envy the temper of any Canadian who does not feel that the Dominion has reason for pride in the personality and genius of Sir Wilfrid Laurier, that in him she possesses one whose name will hold always a high and honored place in history."

THE OTCAR MURDER.

Some trivial causes of war are recalled by the London Chronicle, which says: "No pretext seemed too trivial in the past to lose the dogs of war. Mrs. Masbach, the favorite lady-in-waiting of Queen Anne, collided with the Marquis de Torcy, when carrying a glass of water, and wet his clothes. The bad feeling engendered spread to the court, other subjects were dragged into the dispute, and Marlborough's long campaigns were the result. Equally tiny sparks have kindled other conflagrations. An Emperor of China went to war over a broken tea cup; the stealing of a pipe caused civil war in Afghanistan; the throwing of a stone by a fugient child at the Duke of Guise was followed by the massacre of Vassey and the Thirty-Years' War."

THE GOODY COMPANY.

Look in thy heart—behold, how many men lie in prison, and how many are in jail; Thou art their lord, the master of them all, And wilt thou let them languish there in pain? Look in thy heart—a hero fettered waits Untried, unknown, a stranger to thine eyes, And yet, if thy awakened will be pleased, With joyful valor he will front the fates! Look in thy heart—a steadfast saint of God Stands there unsummoned, while the hosts of sin are ranged against him; Mock ye his plight, Thy word alone can win Him forth to heights of holiness untrod. Look in thy heart—a soldier and a sage, A poet true, a lover pure and high, A friend of unstained faith, in bondage to the sign, Their better thou, thine inert soul their cage.

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Sir Wm. Osler Honored.

Paris, June 2.—Sir William Osler, regius professor of medicine at Oxford University, has been elected foreign associate of the Academy of Medicine.

ABE MARTIN

At Brandon, experience has been carried on potato growing, from potatoes proved that cut seed gives smaller results than whole potatoes. Besides the small potatoes, experiments with potatoes, such as using potatoes for seed, use of fillers, and carlines, were tested. Where the seed was used for seed, the potatoes contained a large percentage of carlines during the past two years. The use of a variety of potatoes can be secured by applying fillers, yet these are means sufficient to pay for the fertilizers. Potato Culture. A sandy loam soil up potatoes of better quality heavier soil does. It al-

LETTERS TO THE EDITOR

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HOPEFUL NEWS.

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