

When Idle—
When It Runs

oil and gas engine is no expense to
to be it stands idle. It does not eat
it stands idle. It does not eat
it stands idle. It does not eat

I H C Gas Engine

cream separator, churn, grind-
light plant, feed mill, etc., any
which power can be applied.

in all sizes from 1 to 40-horse
horizontal, air and water-cooled,
to operate on gas, gasoline, kero-

you an I H C engine and explain
usability does not and work, it is
most beneficial. If not convenient
branch house for catalogue and

houses
pany of America
Hamilton, Lethbridge,
Cal., Ottawa, Winnipeg, Yorkton.

free of charge to all the best
usability does not and work, it is
most beneficial. If not convenient
branch house for catalogue and

NEW YORK SCHOOLS
COST TAXPAYERS
\$7,364,047 A YEAR

among the items is \$124,348 for Car
Fares of Pupils.

New York, Sept. 14.—The board of edu-
cators' estimate of the amount of money
required to operate the public schools dur-
ing 1913 contains an item of \$124,348.

The money in this item is to pay for the
transportation of children to and from
school. Some of these children live in the
burbs, where it is difficult to get to the
schools in winter. Another item calls for
\$200 to pay the car fares of special teach-
ers recommended by the board of superin-
tendents.

There are a host of other items of ex-
penditure, part of the board of edu-
cation, the money for which comes out
of the special school fund of \$7,364,047.

Henry R. M. Cook, auditor, who now
has a salary of \$12,000, is slated for an in-
crease of \$1,000 annually. Supt. Snyder,
the bureau of buildings, is down for an
amount of \$2,000 over his present salary of
\$10,000 a year, and three principals who get
\$500 each are to be raised to \$6,000
each.

HARVEY STATION NEWS

Harvey Station, Sept. 18.—A consider-
able number of Orangemen of York and
many counties visited their brethren of
Fry Lodge yesterday morning. There
was a good turnout from Fredericton
and other parts of the province, and
many people on the special train, which
left here about 9 o'clock, including a
number of clergymen.

There were also Orangemen from Mon-
mouth, Prince William and other places
who assembled at the hall at Monmouth
at 8 o'clock and marched in procession
to the church, where they were
addressed by a powerful sermon
from the text of Philippians 2:15-18.
There were about 125 Orangemen in the
procession, seven lodges being represented.
Mr. Thomas, of Fredericton, who was
sent, acting as master of ceremonies,
a congregation turned out very largely
for the service, there being about 700
present, which filled the church to its
entire capacity.

Mr. and Mrs. Norman W. Smith have
returned from a trip to the Northwest and
fish Columbia. They spent some time
visiting relatives at Calgary and also visit-
ing Vancouver, Victoria and Nanaimo and
returning by the coast route. They
steamed aboard and a number of ballast
bags are being unloaded from the cars
and taken by team to the St. John
harbour, where they are to be used on the
railway construction work there.

Michael Donohue, who has plied his
trade of blacksmith here for upwards of
twenty years, has sold his shop and
gone to Albert Hunter, and will move
his family to Boston about Oct. 1.
His son, Frank, who has been with him
for some time, will go to Boston with
him. Mr. and Mrs. Donohue
the family are held in high esteem
and their departure will be
sorrowed. Mr. Hunter, who is an experi-
enced blacksmith will take charge of the
shop in a short time.

SALISBURY ITEMS

Salisbury, N. B., Sept. 18.—Harry N.
Hall and bride reached home from
their bridal tour Sunday morning.
George Burnett, station agent at Childer-
ers (N. B.), Mrs. Burnett and daughter
are spending a few days in Salisbury,
guests of the former's sister, Mrs. Wil-
liam T. Chapman.

Mr. and Mrs. William Blackney, of
Bedford, and Mr. and Mrs. S. E. Mc-
Gowan, of Moncton, were in Salisbury
Sunday with Mr. and Mrs. George
Donohue.

Miss Eva Chapman, of Moncton, is
visiting a few days here with her uncle,
J. W. Carter.

Rev. J. B. Champion and his congrega-
tion were invited to the Baptist church here
for evening the Methodist church not
available owing to the extensive re-
pairs which are being made to the interior
of the building. At this service two finely
sented solos were given by Mrs. Walsh,
sister of the pastor.

Mr. British of Norfolk, is a guest at
United Baptist parsonage here, where
George Wortman left this morning for
Moncton to enter the employ of the
iron company.

Mr. and Mrs. George Wortman, who returned home last
week from Portage, near Annapolis,
are moose and deer plentiful in that
locality.

A new draped effects in dresses re-
sults in one very strongly of the polonaise

CANADA LIKELY TO HAVE AERIAL CORPS

British Manoeuvres Warrant It

Canadian Staff Officers
Say Time for Action
Has Arrived

Battle in the Air Bound to Be
the Forerunner of Any En-
gagement of Troops in the
Future is Their Conclusion.

Special to The Telegraph.

Ottawa, Sept. 19.—As a result of the
remarkable demonstration of the British
air manoeuvres this week and of the in-
dispensable part which aeroplanes play in
modern warfare, it is probable that the
Canadian militia department will soon add
airships to the dominion's war equipment.

Hon. Colonel Hughes and his accompa-
nying staff of militia officers intended to
make a study of the use of aeroplanes in
military tactics when they left for Eng-
land last month. The phenomenally effec-
tive work of the corps of aeroplanes in the
British manoeuvres which, according to
reliable dispatches, rendered practically ob-
solete the attempted strategy of the oppo-
siting generals and brought the manoeuvres
to a sudden close, will doubtless have the
effect of convincing the colonial and im-
perialist air forces of the value of making
almost irresistible the demand for the
establishment of an airship corps in con-
nection with Canada's military defence.

Last year the question was under con-
sideration by the militia council and it is
understood that the annual estimates
submitted to the cabinet council there was
a tentative suggestion for the purchase
of two army aeroplanes. This estimate was,
however, set out on the ground that the
use of aeroplanes in warfare was still in the
experimental stage, and Canada
could afford to wait a little longer and let
other countries do the experimenting.

The effectiveness of the aeroplane corps
as demonstrated lately in England, France
and Germany, must shortly compel the
militia council to follow the example of
all other countries in the use of aeroplanes
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UNIONISTS FIGHTING THE FIRES OF CIVIL WAR

British Press Sees Dan- ger Ahead

Sir Edward Carson and Other
Firebrands Verging Close
to Treason in Their Utter-
ances—Are Charged With
Trying to Bring About a
Riot.

Canadian Press

London, Sept. 19.—The condition of Ul-
ster today suggests, in the words of The
Times, that "a fire has been lighted in a
magazine filled with powder." The
anxious question of the moment is: "How
far will the fire spread?"

The ministerial journals which, a month
ago, were asking whether Andrew Bonar
Law, Sir Edward Carson, and Lord Lon-
donerry could not be clapped into jail
for inciting crime, as was Parnell, warn
Sir Edward Carson that outrage is the
natural accompaniment of his speech of
yesterday.

Armed rebellion, they say, is as clearly
the end for which the political organiza-
tions of Ulster are preparing, as war is the
end of any organization.

Special attention is directed to Sir Ed-
ward Carson's assertion:
"I am sometimes told by the yellow
press of the Dominion party that I am a law
breaker. If I am a criminal, it is the
present government which has made me
a criminal. I say to the government:
"It is you who are prepared to break the
law. It is I who am prepared to resist
you when you break it."

"I declare before you in the most solemn
way that if this unprovoked and wicked
breakdown is allowed to go on and this bill
to become law, it is not only your right, but
your duty, to prepare to resist it."

Says Unionists Are Plotting a Riot.
This is admittedly only a hypothetical
case of force, but Sir Edward Carson is
warned that it approaches the border line
between law and crime. Meanwhile the
Daily News declares that it has evidence
of a wholesale attempt by the Ulster party
to organize a riot in the National assembly
of Belfast. The nationalists are warned
to refuse to retaliate, whatever the
provocation offered.

The Daily Chronicle publishes a letter
received by the vice-president of the Por-
tland Liberal Association, who is an ardent
Protestant free churchman, from
Lady Mary Hamilton, honorary secretary
of the South Belfast Women's Unionist
Association, offering free railway tickets
and hospitality to English sympathizers
who will join the Ulster day march on Bel-
fast, under Sir Edward Carson.

Means Civil War, Says Belfast
Minister.
Toronto, Sept. 19.—The pass of civil war
would mean the signal for hostilities in
England. It would bring us peace but
the sword." This is the opinion of Rev. J.
McNeill, B. A., minister of Donald Road
Presbyterian church, Belfast. Mr. Mc-
Neill is visiting Hugh Morrow here.

"I saw a statement in yesterday's paper
attributed to Sir Thomas Whistler, in
which he is quoted as saying, 'The
trouble in Ireland would all blow over,
if Mr. McNeill in the course of a brief
visit to this morning, "Sir Thomas cer-
tainly knows little about the matter if he
made any such statement. To make such
statement is criminal because the signing
of a home rule act would mean the signal
for civil war in Ireland."

2,200 VANCOUVER
ISLAND MINERS
OUT ON STRIKE

Walk-out Because Two Men Promi-
nent in Their Union Are Discharged.

Victoria, B. C., Sept. 19.—Twelve hun-
dred coal miners are now on strike on
Vancouver Island as the result of the dis-
charge of two men prominently identified
with the union at Cumberland. Chinese
and Japanese refuse to work even though
offered increased wages and the engineers
and firemen have also quit the Cumber-
land collieries and the Canadian collieries
at Ladysmith are affected.

I. C. R. SUNDAY TRAINS WELL PATRONIZED

Fill a Long-Felt Want, Says Traffic Manager Tiffin—Inter-
colonial Earnings Now Averaging Over \$1,000,000 a
Month—Second Engineer of Str. Cabot Killed at Halifax.

Special to The Telegraph.

Halifax, Sept. 19.—The gross earnings of the
Intercolonial railway are now averaging
more than \$1,000,000 a month, the
largest in the history of the road, was the
statement of E. Tiffin, general traffic man-
ager of the I. C. R., to your correspondent
tonight. Mr. Tiffin, who has been in Hal-
ifax for a couple of days on railway busi-
ness, left for Moncton by the evening
train. He said that the traffic on every part
of the road is booming. Being
speaking of the Sunday train service,
Mr. Tiffin said that the traffic on the train
running on that day showed, by its mag-
nitude, that the service was appreciated and
that it filled a long felt want.

While engaged with four other men this
afternoon in placing a hatch on the Domini-
on Coal Company's steamer Cabot, David
Bagnall, the ship's second engineer, lost his
balance and fell through. When picked up
12 feet below, Bagnall was unconscious,
and before the ambulance arrived he was
dead. The Cabot was lying at the Plant
wharf and had just finished bunkering.
Bagnall belonged to Gairns (C. B.), and
was 65 years old and married.

MANITOBA BYE- ELECTION OCT. 12

Great Interest in the Contest

Independent Tory to Run
in Favor of Reci-
procity
Government Hopes to Beat R.
L. Richardson With the Aid
of the Large Vote Residing
in Winnipeg, That is Part
Macdonald Constituency.

Canadian Press
Winnipeg, Sept. 19.—The bye-election in
Macdonald constituency, Manitoba, called
for October 12 to fill the vacancy in the
commons caused by the appointment of
W. D. Staples to the grain commission,
promises to be one of the most specta-
cular in the history of the West.

Freer trade will be the main issue, and
R. L. Richardson, publisher of the Winni-
peg Tribune, and a former member of
parliament for Leger, will run as an inde-
pendent candidate with the support of
liberals and all others who favor wider
marketing as the solution of the problems of
the West.

Richardson's platform is a greater prefer-
ence to Britain and reciprocity in natural
products with the United States. He is al-
ready in the field and will not be opposed
by a Liberal. The Conservative candidate
will be named immediately. The constitu-
ency has 8,000 voters, of whom 1,400 are
French and the situation is made complex
by the fact that a large section of Mac-
donald is practically in Winnipeg.

The bye-election is expected to be a
big success in the rural districts on the
river plain, while the city voters are
relied upon by the Conservative interests
to hold the seat. It is expected that a
number of federal ministers will speak in
the constituency in the Conservative in-
terest, while it is reported that Hon. Mr.
Lennie will come here to support Rich-
ardson's candidacy and it is even hinted
that Sir Wilfrid Laurier may also speak
for the independent. Both sides predict
victory.

MOVE TO TAX LAND SPECULATORS IN ALBERTA

Legislation to Be Sought to Make Farmer's Burden Half as Much as His Do-Nothing Neighbor.

Edmonton, Sept. 19.—To further relieve
agriculture from the burden upon specula-
tive holders of farm lands important
amendments to the rural municipalities act
will be sought at the next session of the
Alberta legislature.

By an act passed at the session of the
legislature last spring, assessment of lands
was made the sole basis of municipal re-
venue, while a rebate of 25 per cent. of all
taxes was provided for the benefit of farm-
ers who improve their holdings. It is now
proposed that this rebate shall be raised
to fifty per cent., so that the man who
owns a quarter section wholly under cul-
tivation will pay in taxes exactly one-half
as much as the man who is owner of an
adjoining unimproved farm.

GERMAN BALLOON MAKES LONG OVER- SEA VOYAGE

Made Trip from Hamburg to
Denmark and Sweden Same
Day—Lunched at Copen-
hagen.

Hamburg, Germany, Sept. 19.—The Ze-
ppelin dirigible balloon Hansa made an over-
sea voyage to Denmark and Sweden today,
visiting the Danish capital and Malmö, a
Swedish naval port. The trip occupied
thirteen hours, including a landing at
Copenhagen for luncheon.

The fastest train between Hamburg and
Copenhagen runs the distance in nine
hours. German military experts point out
that the air voyage was far more difficult
than a flight from Cologne to London.

SIR RICHARD CARTWRIGHT UNDER THE KNIFE

Submits Cheery
Reports of Steel
and Coal Business

Kingston, Ont., Sept. 19.—Sir Richard
Cartwright operated "upon" in the
General Hospital this morning by
Dr. W. G. Anglin and Dr. R. W.
Garrett, for strangulated hernia. The aged
gentleman stood the operation well and is
recovering nicely. Sir Richard is seventy-
seven years of age.

TO INCREASE OUTPUT OF LOCOMOTIVES

Kingston, Sept. 19.—The Canadian Loco-
motive Company is preparing plans to in-
crease the monthly output to twenty-five
engines or three hundred a year. The origi-
nal proposition was to increase the out-
put from five to eighteen engines, but the
company feels the necessity of further en-
larging its plant.

Hon. J. W. Sifton Dead.

Winnipeg, Sept. 19.—There died this
evening here Hon. J. W. Sifton, the presi-
dent of the Free Press Publishing Co.,
and one of the foremost old-timers of the
city. Mr. Sifton, who has been ailing for
some time, was one of the oldest inhabi-
tants of Winnipeg, and there was no part
of the West with which he was not fami-
liar. He was a native of London (Ont.),
and coming out here early in life he soon
rose to a high position.

Mr. Sifton was the father of Hon. Clif-
ford Sifton and Hon. A. L. Sifton, the
present premier of Alberta.

Time to Appeal Extended.

Winnipeg, Sept. 19.—The time in
which Samuel Gompers, Frank Morrison
and John Mitchell may file appeals from
their contempt of court sentences was to-
day extended from Oct. 1 to Nov. 1. The
three men are under jail sentences for vio-
lation of a court injunction in the Buck
Stove and Range case.

Lost \$12,600 Nooklaes.

Chicago, Sept. 19.—Mrs. Albert A.
Sprague, Jr., of Chicago, today reported a
pearl necklace, valued at \$12,600, had dis-
appeared while she was traveling from
Boston to Chicago on a New York Central
train in every way.

D. I. C. R. MEN BLAMELESS FOR MRS. O'ROURKE'S DEATH

ction Jury, However, Condemns Conditions at Main Street Crossing, and Recommends Cessation of Hunting.

MAXWELL'S JEWEL FOOD-CUTTER

is a daily necessity in every home. You are always cutting up meats and vegetables for stews, etc.

BRIDGE

the pieces of the I. C. R. bridge, now being proposed to the governments of New Brunswick that...

CANADIAN CLUBS FEDERAL MEETS

Important Subjects Discussed Some Objection to Plan for English Only in Primary Schools

Fredericton, Sept. 18.—The fourth annual conference of federated Canadian Clubs was formally opened here this afternoon in the city council chamber.

ONE TRAINING GROUND FOR LOWER PROVINCES

This Must Come Eventually, Says General Otter, But Present Arrangements Likely to Continue for Some Time.

CANCER

Book Free. A simple home treatment removed Old cancer, Malignant, and...

RURAL CLUBS STRONG LIBERAL

Majority of 30,000 in Last Contest Blue Book Published Shows the Conservatives Have 47 Majority in House or Two Per Cent. Majority of Electorate -- Socialist and Labor Vote Showed Big Falling Off.

OVER 500,000 DIDN'T VOTE IN LAST DOMINION ELECTION

Ottawa, Sept. 17.—A blue book giving final details of votes cast in the general election of September 21, last, shows that out of a total of 1,850,000 voters, on the lists of the nine provinces, 1,307,828 exercised the franchise.

MORE FIERY TALK AGAINST HOME RULE

Sir Edward Carson Fires First Gun in Ten Days' Campaign of Unionists in Ireland -- Yarn Current That British Army Officers Will Mutiny Rather Than Coerce Ulster.

WOODSTOCK LIKELY TO BECOME AN IMPORTANT TOWN

Woodstock, N. B., Sept. 17.—A. R. Gould, manager of the Canadian Colored Cotton mill, has announced that he has decided to build a large factory at Woodstock.

FRIEL INQUIRY AT DORCHESTER

Dorchester, N. B., Sept. 17.—(Special)—The Friel investigation went on today, Attorney-General Grimmer, being sufficiently recovered.

ACT TO REMOVE CLAIMS MAGISTRATE KAY

MISSION READY FOR BUSY SEASON Seaman's Society Prepared to Duplicate Good Work

COMPLAINANTS OPEN THEIR CASE

Moncton, N. B., Sept. 18.—The enquiry into the conduct of James Kay, police magistrate and civil court commissioner for Moncton, opened today in the city hall before Attorney-General Grimmer.

COAST FREIGHTS LOWER SO HIGH

Vessels Getting \$4.50 to \$5.50 Per Thousand for Lumber from Provincial Ports to Sound Ports.

SPEAKER SPROULE'S NEW CHAIR HAS AN ORANGE FINISH

Ottawa, Sept. 17.—Speaker Sproule's new chair has arrived from the hands of the workmen in Quebec and was officially inspected this morning by Dr. Sproule himself.

TORY LEADER WHO MAY QUIT POLITICS

Thomas Morris, manager of Lucy & Co., Ltd., died at his home here this morning from chronic Bright's disease.

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E. W. McCREADY, President and Manager.

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Advertisements of Wants, For Sale, etc., one cent a word for each insertion.

Notices of Births, Marriages and Deaths, 25 cents for each insertion.

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Correspondence must be addressed to the Editor of The Telegraph, St. John.

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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 shams! "The Tonic, Shamrock, Rose-crown, The Maple Leaf Forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., SEPTEMBER 21, 1912

THE INTERCOLONIAL—WHAT'S UP NOW?

Two Maritime Province men who have been interviewed in Montreal have revived the scheme for turning the Intercolonial over to some one of the private railway companies.

There is no objection in the world to taking the Intercolonial out of public hands, but that is meant to apply business methods to its every department—but there is, and will be, much-founded objection to taking the road out of the control of the electors who now administer it through their representatives in Parliament.

The I. C. R. says, and there is nothing which it could do for the people under company management that it cannot do under government management, except perhaps introducing the private railway company's good old rule about rates, "all that the traffic will bear."

The Intercolonial should have been extended to the wheatfields. Profitable extension is still possible. But even with its present length it serves a most useful purpose in guarding its public against the undue charges which the company roads introduce wherever they have the opportunity.

It is possible, and no doubt desirable, to make the I. C. R. a better public servant than it is today; but there is to be thought of no greater piece of public folly than would be recorded were the people of these provinces to consent to the sale or lease of the Intercolonial to a private company. Fortunately the government of the day would not dare contemplate such a policy, or, if it did dare, it would not proceed far before a storm of popular protest would discourage the proposed adventure.

Partisan Tory administration of the railway is, of course, undesirable, and it may in time create a considerable body of opinion favorable to a change; but the electors will change the government before they will change the railway.

OBLIGATORY INSURANCE: Now that the organized opposition to Lloyd George's insurance scheme has broken down—it was never very serious at any time—we may expect the British scheme to work out even more successfully than has German state insurance.

Germany began her career of compulsory general insurance about a generation ago, and last year she consolidated her insurance laws in one general act. The whole scheme has had an immensely educative influence upon the working classes, and the insurance against sickness, accident, and invalidity and old age, has mitigated many evils which no country has been able completely to remove.

Bismarck was largely responsible for state insurance, and he took up with it as a matter of expediency. He is reported to have said that the tradition of the dynasty which he served was to take the part of the weaker in the economic struggle, but as a matter of fact his idea was to bribe the working classes and win them over to regard the state as a social institution existing for their sake and interested in their welfare.

His aim was to defeat the Socialists at their own game. Socialism was his pet aversion, and in the seventies he was fertile in expedients to suppress it. When the Emperor's life was attempted in 1878, for the second time, he succeeded in getting through his Socialist law, which remained in force for a decade. Payment for this legislation was made by the Prince in

the form of social insurance, of which their present insurance law is the direct outcome. Out of the ester came forth meat, and out of the strong, sweetness.

The cost of the system in Germany is very heavy. Approximately the aggregate cost today, independently of state subsidies and charges upon public authorities, may be placed at \$23,500,000. The general opinion is that the burden on the employers from all three systems of insurance—sickness, accident, invalidity and old age—is equal to about four per cent. of the wage bill.

As for the working people, it is probable that the ratio is above three per cent. of their wages. In 1907 the Krupp paid into the insurance funds an amount equal to two per cent. of their share capital. In addition they made voluntary contributions to pension and benefit funds to the amount of nearly half a million pounds, or a total of nearly five per cent. on the share capital paid in welfare contributions of all kinds.

Insurance alone cost three other companies 4.4 per cent., 3.3 per cent. and 4.4 per cent., respectively.

The question whether, and to what extent these charges will handicap German industry is one that cannot easily be answered. In the protected home market the cost of insurance to some extent is a matter of indifference to the employers, since all alike have to pay it and take it into account in fixing prices.

The consumer in this, as in other cases, pays the tax in the increased cost of living, and he goes on wondering why the cost of living is so high. A burden of 1,200,000,000 marks each year, laid upon industrial activity simply and solely for social insurance, is a item to be reckoned with.

In administering the law, the authorities have had, as a general rule, the good will and hearty assistance of the working class; at least this is the testimony of Mr. Dawson in a recent study of this subject. The self-reliant workman values more highly than distress benefits, a fair and full use of his faculties. What he desires is not sickness pay, but a healthy life; not accident compensation, but sound limbs and unimpaired energies; not infirmity pensions, but the opportunity and the power to follow as long as possible the employment of his choice.

Hence in the campaign the authorities have waged against disease, and in their endeavor to lessen the risks to life and limb in industrial occupations, the workmen have given enthusiastic support.

Yet many thrifty Germans have turned their attention to devising some new devices of industrial accidents and to missing state insurance. In some cases it has become a hot-bed of fraud, and a spreader of demoralizing practices and ways of thought. Accidents on the way to work are not properly industrial, yet all kinds of indirect methods have been devised to help those who have thus been injured to procure pensions. A farmer who was injured on his way to church claimed that his journey there had been in the interests of agriculture, and that he should receive compensation for his accident.

A woman injured her finger in undressing her young daughter, and insisted that, as the child had kept the gasses, the addressing should be regarded in the same way as unharassing a draft animal—that is, it should be regarded as an agricultural operation and receive compensation accordingly. But no system, however perfect, is free from the perils of dishonest administrators or the ingenuity of the fraudulent. Taken together, the benefits of the German system have been many and striking. The system imposes a heavy burden upon industry, but it protects the industrial workers and makes for efficiency.

STRANGE COMMENT: What did Mr. Borden do in Britain? We find this curious comment in the Citizen, the principal Conservative journal published in Ottawa.

"Mr. Borden's visit to Great Britain was for the purpose of consultation, and not for decision. He desired to get information at first hand concerning the needs of the Empire. He was not authorized to speak for Canada, and in no slightest degree did he exceed his authority. But now, with the facts in hand, he will be able to present to the Canadian Parliament the proposition of naval co-operation in defence of the Empire that is most wise. It may be unfortunate that no tangible offer resulted from his visit to Great Britain, but in view of the fact that the will of Canada is greater than the wish or will of even its premier, it is inevitable and rightly so."

In this a warning for Mr. Borden, or intended to prepare the country for a disclosure to the effect that Mr. Borden has no definite policy to which he is prepared to pin his faith, by which he is prepared to stand or fall? The tone of such comment in a leading Conservative newspaper will remind many on that side of politics that the Borden cabinet still contains Hon. Messrs. Monk, Nantel, and Pelletier, and that they must be reckoned with.

DELAYED PROJECTS: St. John has been making noteworthy progress in material affairs during the last year, but it cannot have escaped public attention that several important projects which should now be well under way remain in a state of uncertainty.

The extension of the street railway around Courtenay Bay seems now likely to be deferred until next spring at the earliest.

The new bridge at the Falls, so necessary in order to give uninterrupted street car transportation to Lunenburg and the West Side, does not show any advancement, and although the bridge should have been in progress of construction by this time no definite date has been set for its completion, or even for the beginning of building.

Only a few months ago the province read with keen interest the proceedings at a largely attended immigration convention at Fredericton. The idea behind this convention was that if New Brunswick is to grow as it should there must be new population to fill up the vacant farms and assist in swelling the production of crops, which is now far below what it should

be in view of the great area of good land lying idle throughout the country. Those at the immigration convention seemed fully to realize that if the cities are to prosper they must have a prosperous countryside back of them, the prosperity of urban and rural communities being inter-dependent. As yet, no vigorous immigration plan has been advanced, and the province has not undertaken any really modern scheme for securing the publicity necessary to its advancement.

In this respect it suffers greatly by comparison with the more aggressive West, although in point of natural advantages it is superior. The St. John Board of Trade has a vacant secretaryship. There is, perhaps, a general agreement that the man to occupy that position should be one of sufficient force, originality, and grasp of affairs to make a conspicuous success of the work of publicity. It is argued that such a man would necessarily command a liberal salary. Western cities believe in paying liberal salaries for such work, and large as it is their outlay for publicity they are convinced that they receive very liberal returns upon their investment.

What is to be done with respect to the St. John situation does not yet appear, but it may be hoped that an up-to-date solution will be reached, in view of the fact that this city is now at a stage of its development wherein a talented secretary of the Board of Trade would be able to do invaluable work.

Here, then, are a handful of projects which call for action, and if we except the case of the Board of Trade, where there has been so great delay, all of those mentioned have been subjected to costly and irritating postponements. Early last spring the street railway project not only its willingness, but its eagerness to extend its rails to East St. John. We must assume that the management would not insist upon unreasonable terms, and that the Mayor and Commissioners would not seek to impose unduly onerous conditions. When we seek, therefore, an explanation of the fact that so much time has been wasted, none that is satisfactory is, as yet, forthcoming.

Presently, no doubt, both parties to the transaction will make public the nature of the negotiations, and citizens will then be in a position to judge where the fault lies. The loss of a year in a matter of this sort is too serious to be contemplated by the public without disappointment and annoyance. Mismanagement in such matters checks progress that is overdue. So it is, in the main, with respect to the bridge at the Falls, and the other enterprises to which reference has been made.

In a western community so much delay in connection with matters bearing directly upon the expansion of the city and the province would not be tolerated, or, at least, would be the subject of vigorous public agitation.

LAND IN TEXAS: The American West is making strenuous efforts to stop the exodus to Canada. The Business Men's Association of Fort Worth (Texas), issues a bulletin that reaches the high places of elegance in describing the advantages of Texas real estate. One of its paragraphs: "Joy and glory never uttered a more thrilling cry than Land! Land! Since the day when the cry of Land! Land! arose from the ships of Columbus there has been a demand for soil on the new continent, and nowhere on the western hemisphere do such titanic opportunities exist for acquiring land as in Texas. Our lion-like ancestors flash the summer lightning over the burial grounds of civilization in the old world and offer a resurrection of power to the remnants of distinguished races that made highwater marks on the cliffs of progress. Our Gulf coast is bound to become the Mediterranean of the western continent, our soil the Egypt of America, and our climate the world's sanitarium."

But in spite of the advantages thus heralded abroad, Texas laid down not a mile of new railway track last year, and several of its railroads have gone into the hands of receivers. They have a law there making it a misdemeanor for a railroad not to run on time, and others equally distressing and unreasonable. One magazine describes this as "simply one of the great number of harassing and distressing laws made by the genus buckwheat crossed with the demagogue—man who are out of sympathy with big business, and who are incapable of understanding the burdens that a railway manager carries." The advertiser of real estate must do his part, but before prosperity can come, immigration and Canada will for a long time attract the best classes from every land. Other countries must wait their turn.

SOME LONDON FIGURES: In 1910 the population of Greater London was 7,182,843, and in that year the number of passengers carried in the streets by motor or horse vehicles, including tramways, was 1,699,272,722. Of these the tramways carried about half, and the tubes and the motor and horse buses the remainder. These figures do not include the suburban traffic of the trunk railways, or the passengers carried by some 11,000 cabs. In 1900, before the introduction of motor buses, 178 persons were killed and 8,514 were injured in the streets of London. By 1908 motor vehicles had been adopted extensively, and the number of killed was increased to 219, while the wounded numbered 11,295. Since that time the number of accidents has increased steadily; the record for 1911 shows that 416 persons were killed and 15,798 wounded.

Visitors to London are impressed profoundly by the volume of street traffic, and the excellent control over it by the police. Motor traffic, perhaps, is not yet controlled sufficiently, but, if the number of accidents seems large, it is well to consider how vast is the population and how dense the street traffic really is. Thus, on a given week day in June, it was found that the number of vehicles passing certain busy corners between 8 o'clock in the morning and 8 o'clock in the evening was as follows: Marble Arch, 29,320; Hyde Park Corner, 29,286; Charing Cross, 27,765. Three thousand and sixty-nine vehicles passed the Marble Arch in one hour, and the number passing Hyde Park Corner in the same time was 2,902.

LONDON EXERCISES GREAT CARE in testing the competence and trustworthiness of drivers of public motor vehicles before licensing them. In 1910, of the 7,432 who were examined upon applying for licenses to drive motor cabs, 3,330 were rejected, and of 1,671 who sought licenses to drive motor omnibuses, 633 failed to pass. In 1906 drivers of these vehicles were by no means a sober lot, but since that time increasing severity on the part of the authorities has decreased drunkenness among them by more than one-half, and today every driver knows that he is likely to lose his license if he is only once found under the influence of liquor.

Through as the supervision over street traffic appears to a visitor, we find a writer in the Morning Post asserting with much show of reason that much greater care is necessary—after quoting statistics of the street traffic, this writer goes on to say: "Generally, it may be said that the larger proportion of casualties by no means occurs in well-known danger areas. Here the police regulations are rigidly enforced, the traffic is slowed down, and the pedestrian is on the alert. He may even claim the sheltering arm of a policeman to guard him on his way. There are other places where the police are not—and after all they cannot be everywhere—throughout the city which are regular racing tracks and

corners where vehicles driven by men in a hurry swoop round and catch the unwary foot-passenger or come crash into some other vehicle before there is time to get out of the way. There are drivers also who think they have done all that is expected of them when they make hideous noises with their hooters without slackening speed. Offenders, when caught, are punished, sometimes severely, but this does not affect the fact that there are wide roads which would be scheduled as if they were railway tracks along which express trains constantly run in both directions, and which the timid pedestrian dare not cross.

THE DOOR AJAR: John D. Quackenbush, a noted American physician, sometime professor in Columbia University and the author of many books on medicine and kindred subjects, writes in the current number of the North American Review on the question "Is Telepathy a Fact or a Delusion?" He inclines to the view not only that it is a fact, but that it is a fact fraught with much promise for the future of the race. Dr. Quackenbush presents the case of a Belgian woman who possesses power to diagnose diseases at a distance, when entranced and commanded to go to a designated patient and describe the bodily conditions. On several occasions, at a distance of miles, she has described with startling exactness details of which she could have had no knowledge. The twenty-year-old son of Dr. E. N. Brett, lately professor of bacteriology in the College of Physicians and Surgeons in Boston, was gifted with X-ray vision, so that when hypnotized by his father he could look right into the interior of the human body, seeing the internal organs as readily as one would see objects through a window. In dozens of instances the boy located tumors, foreign bodies, bullets in gunshot wounds, valvular lesions, and the like. But with him X-ray at short range. He was always near to the subject.

Not so the Belgian woman who possesses this power. In one case, the doctor says, he diagnosed a case five miles away from his office—an obscure case of leucism—and told correctly the cause. She assumes the symptoms and sensations she discovers, and on several occasions has suffered acutely for hours from pains and perceptions similar to those of the patient. Her body becomes sensitive in the region in which the subject is affected, and the doctor is able to locate, through her sensations, the trouble in a remote patient whom he has never seen. She realizes when death is imminent. In her trance she sends to the patient what she calls "healing currents," through the medium of spirally psychical vibrations, which carry the mysterious message. How far her treatment will succeed remains to be seen.

Most wonderful of all, she enters into the mental and emotional states of the remote persons, and reproduces them in her trance. Her personality is liberated from its material organism, and the doctor, through her, is able to reach the correlated personality and compel it to any desired action, provided that action be right. She feels and acts the part of the person with whom she is in contact. She becomes, in a very real sense, the person. She possesses his knowledge, character, feelings and mental attitudes; she talks through her lips, suffers through her organs, and enters his actions through her brain. He acts her suggestions, not through constraint, but because the action suggested appeals to him as wise, necessary, expedient or ethical. Malignant and ungenial suggestions are instantly rejected. There is no such thing as malicious animal magnetism.

The Belgian woman does not understand how all this is done, any more than philosophers understand the transmission of gravity force, through space. In explanation she constantly refers to vibrations spirally moving. These vibrations are of varying heights and wave-lengths, and to use her own expression, strike against her inner self like waves of the sea. She has to be "in a person's vibration" in order to enter into his feeling and apprehend his bodily condition. She speaks of space as being filled with vibrations, spheric waves, undulating spirally from every conscious unit or centre, just as other waves are emitted from every portion of matter. To her, thoughts have a substance; she sees them in motion, always spiral.

It is very possible that these spiral waves are responsible for the fact that certain game animals are sensitive to the faintest earth tremor, and are approached only by the hunter who stoops slowly and carefully without jarring the surface of the ground. Whalers say that a whale, struck by an harpoon, has power instantly to convey intelligence of the presence of an enemy to a spouting school a half-mile distant. Aristotle noticed that the female partridge is affected by a distant male bird through what he describes as a breeze from the cock's direction. Every angler knows that if a trout in a pool has caught a glimpse of him, the others are instantly apprised of his presence, and all his lures are after that cast in vain. What one knows, all know at the same moment, as though by an interchange of subconscious states.

LARGER MARKETS: The campaign against high protection is the prominent feature in politics in Canada and the United States at present. The question of tariffs is causing the present

government more anxious thought than the question of the navy. Whatever solution Mr. Borden reaches on the navy question, he will divide his cabinet; but the attitude he is forced to take on that tariff will alienate the overwhelming popular opinion in the country. Mr. Borden is pledged to the interests, and the country is giving unmistakable signs of being weary of special privilege. "Equal rights to all and special privileges to none," is the slogan of those everywhere who are fighting for human rights, and their fight is going to prevail.

Sir Wilfrid Laurier, in his speech in the county of Soulanges recently, called attention again to the fact that it is the first duty of Liberals to guard the rights of the law-protected privileges of the few. The secretary of the Manufacturers' Association said two years ago at Winnipeg, that that association by the exercise of its power, could, if it chose, bring several millions of people to the verge of starvation or paralyze the industry of the whole Dominion. The association exists to extort from this party or from that the utmost measure of protection against British and other competition that the people of Canada will bear. The Borden government is bound to do its bidding. The association elected this government and named the Minister of Finance. This young giant turned out the Laurier government because it would not bend to its will. The British preference was the first offence, and the proposal for a wider market for the farmer and producer, the second. This young giant, this ruling plutocracy, never depends upon argument to accomplish its ends; it spends money lavishly, appeals to passion or prejudice, sets province against province, and waves the "old flag."

Sir Wilfrid Laurier has put the fight for larger markets in the forefront of his programme. It is entirely and essentially a Liberal policy, and one which will command the enthusiastic support of Liberals in every section of the country. It is a winning issue. It is a fight to make effective the work of the railroad builder and of the engineer. The work of the engineer is an effort to triumph over natural protection—over mountain and valley, lake and plain, and over straggling seas separating cities and nations. To do this the engineer builds tunnels, levels roads, cuts canals, constructs ships, and by a myriad devices seeks to encourage and make possible the widest trade and intercourse. The invention of the railroad and the steamship made the widest trade possible, and, at the same time, made high protection and trade restrictions an absurdity. In working for wider markets the Liberal party is working with the engineer and with those everywhere who are in the forefront of progress. Protection faces backward and attempts to make ineffective the work of the engineer.

Governor Wilson is carrying on the same fight in the United States against the collection of "prize money" by the interests. Harper's Weekly says: "The tariff is so unambiguously the one perfectly clear issue of the campaign that at last Roosevelt has been unable entirely to avoid it. For years and years during the long Democratic wanderings in the wilderness, this issue has remained, though neglected, their true hope of emergence from helplessness. At last they have the candidate fully minded to make the most of it. The perfectly evident desire of their divided opponents to get away from it in different directions is the best proof of the wisdom of keeping it uppermost to the finish."

The issue of wider markets is the one which the divided opponents of the Liberals in Canada will seek to avoid in every direction, but it is an issue that will not go down. The incubus of high protection must be removed.

NOTE AND COMMENT: The American elections are seven weeks away. Daily it looks more and more like victory for Wilson.

The United States has 206 cities under commission government. New Orleans is the latest, and biggest, convert.

Sir Max Aitken and R. B. Bennett have bought eighty-eight grain elevators in the Northwest. "When these two young fathers of their country get together patriotism begins to pay dividends," observes the Toronto Star.

Thirty years ago this year—Sept. 13—was fought the battle of Tel-el-Kebir, when Sir Garnet Wolseley broke the rebels under Arabi Pasha. The Duke of Connaught took part in the action, commanding the Guards brigade.

The Ottawa Free Press hears that a certain group in the government party has

Amatite ROOFING Why Practical Men Demand Amatite. ROOFING that needs paint every two years can't hold the market against Amatite—which needs no paint whatever. Practical men know the great advantage of roof that needs no painting. They know what a nuisance the painting is. They know how much it costs. They know how liable they are to neglect to paint their roofs at the proper time. Painted roofings are waterproof only where the paint is. Amatite is waterproof all the way through. Amatite is sold in the usual convenient rolls of 110 square feet with a smooth lap where the mineral surface is omitted, so as to secure a tight joint. Nails and cement are packed in the center of each roll. Free sample and booklet on request to nearest office. THE CARBITE-PATERSON MFG. CO., Limited ST. JOHN, N. B. HALIFAX, N. S.

asked for the head of the Postmaster-General: Hon. Mr. Pelletier denies that he is to retire from the Borden government. The denial was hardly necessary; Mr. Pelletier is not of a retiring disposition. The facts seem to be that Mr. Pelletier, whose appointment to many Quebec Conservatism, has not established himself in the affections of the party by his course in office. A demand for his head has been made upon Mr. Borden; it is said, Mr. Pelletier is quite safe, however, Mr. Borden will not add to his troubles by opening the old difficulty of Quebec's representation which nearly destroyed government before it was born.

Railroads must consider the public from which they derive their franchises and which pays all their dividends. They must not think of their stockholders alone. The Toronto Globe puts it in this way: "The people who pay passenger and freight rates, and grant what are in effect exclusive railway franchises over large stretches of territory, should have something to say as to methods of stock issue. That which may be best for the stockholders may not be best for the railway user. It is probably true that the C. P. R. directors know a good deal more about stock market conditions than even omniscient editors, but the interest of the stockholders and of the public are not always identical. The public, therefore, are warranted in seeing that the stock issues on which they are expected to pay dividends are made that the greatest possible amount of capital will be obtained for the least possible return in interest."

High protection bears its perfect fruit in the New England textile industry. Of 7,275 employees in the mills at Lawrence (Mass.), not one received wages of more than seven dollars a week. In its report on the recent strike the Bureau of Labor said: "The normal family of five, unless the father is employed in one of the comparatively few better-paying occupations, is compelled by necessity to supply two wage-earners in order to obtain the necessities of life. If the father has not at least a child old enough to work, it becomes necessary for the wife to enter the mill to supplement the earnings of the husband in order to maintain the family."

That shows what a high tariff does for the working man.

MONCTON S. OF T. RESENT EFFORT TO REMOVE MAGISTRATE: Moncton, N. B., Sept. 17.—(Special)—Moncton division S. of T., No. 183, has unanimously adopted the following resolution: "This division regrets exceedingly that there is an effort made by the liquor interests to have James Kay, police magistrate, dismissed and another person put in his place, and as a temperance society we feel that the interests of the cause we have worked for so long will be much injured thereby."

The marriage of Lavin A. Cormier and Miss Edmee Comeau was solemnized this morning at six o'clock in St. Bernard's church. Rev. Father Bourgeois performed the ceremony. The bride is of Moncton, and was formerly of Coquaine, N. B. and Mrs. Cormier left for Boston on a wedding trip.

ABE MARTIN: The question has been seriously considered by the government whether it would not be surplussing along this line were this session. A royal commission to investigate the question is like the government failing without waiting for further action.

The question has been for four or five years, but the influence of the tens of Quebec electors, especially those of the St. Lawrence, ready and accessible market wood in the neighboring provinces, the proposal to prohibit require its manufacture in Canada has made little.

THICK, SWOLLEN: The paper and pulp interests of the country, his interests of the government its affiliations, has to turn.

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INTER DAIRY HOLSTEINS ARE Make Remarkable Record in Wisconsin. Last year a cow-testing club held in Wisconsin in which 25,000 cows were offered to \$1,000,000 were offered the best pen cows showing the best pen cows. Turn purebred Holsteins. John Erickson carried off the remarkable average of 6811 pounds of butter. A 6811 pounds of butter. As for all these cows, or all two families, fed and developed the best working herd in the province. Get a large production one should commence with ment of the call. It should stunted and showy, but it should be the first calving. I feed them in good flesh and physical condition. Get a large production one should commence with ment of the call. It should stunted and showy, but it should be the first calving. I feed them in good flesh and physical condition.

Most Valuable: Are Those That Produce Milk and Butter. A new standard has been set for official records of a Holstein cow. The record of Scott Second, claims the honor.

WANT: The question has been seriously considered by the government whether it would not be surplussing along this line were this session. A royal commission to investigate the question is like the government failing without waiting for further action.

Pressure on Government: Manufacturers' Association Backs Up Paper Quote Statistics That the Dominion \$10,000,000 Yearly Raw Material Sent to the State.

OTTAWA, Sept. 18.—The before it the most important it has had to deal with in the proposal to prohibit require its manufacture in Canada has made little.

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INTERESTING AGRICULTURAL FEATURES FOR OUR COUNTRY REARERS

ROOFING

Practical Men and Amateurs

Painted roofs are waterproof where the paint is. Amateurs can do the work as well as the professional men. The use of asphaltum is the best way to waterproof a roof. It is easy to apply and lasts for years.

Carroll-Patterson Mfg. Co., Limited, St. John, N.B., Halifax, N.S.

For the head of the Postmaster, Mr. Pelletier denies that he is a member of the Borden government. He is a hardy man, and is not a member of a retiring disposition. The facts in the case of Mr. Pelletier, who appears to be a member of the Borden government, are not established.

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DAIRY

MOLSTEINS ARE WINNERS

Make Remarkable Records in a Test in Wisconsin. Last year a cow-testing contest was held in Wisconsin in which prizes amounting to \$1,600 were offered for the herd of ten cows showing the best results at the test. The winners were Molsteins.

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GENERAL

AUTUMN SOWN CROPS

Results of Experiments in Ontario. Worth Considering in the East. Three hundred and twenty-eight farmers throughout Ontario conducted experiments with autumn sown crops during the past year. Reports received from thirty-one of the counties of the province give the average results of the carefully conducted experiments as follows:

Wheat—Five varieties of winter wheat were distributed last autumn to those farmers who wished to test some of the leading varieties on their own farms. The average yields per acre of straw and grain are as follows: Imperial Amber, 1.5 tons, 24.8 bushels; American Wonder, 1.5 tons, 21.8 bushels; Crimson Red, 1.5 tons, 21.8 bushels; Banatta, 1.4 tons, 21.2 bushels; and Tasmania Red, 1.8 tons, 21.0 bushels.

It will be seen that the Imperial Amber has given the best results throughout Ontario as well as at the Ontario Agricultural College. The American Wonder, which was sown in the fall, has given a very low yield. The Imperial Amber, a very high yielding variety, has given a very high yield. The American Wonder, which was sown in the fall, has given a very low yield.

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STOCK

STOMACH WORMS IN SHEEP

Nearly every sheep grower knows what it means to have his flock infested with stomach worms. It has often been said that if it were not for the stomach worms, sheep would make many more sheep and would be the most profitable of all live stock. There is no doubt, considering the truth in such a statement, as stomach worms and other internal pests are a great hindrance and drawback to the sheep industry.

It is a well known fact that sheep which are infested with stomach worms are unable to detect the presence of stomach worms until after the flock is quite sick. The signs of stomach worms are: loss of appetite, loss of weight, and a general debility. The sheep will also be found to be very nervous and will not graze as usual.

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POULTRY

CARING FOR THE PULLETS

Upon the Attention Given Depends the Winter Egg Supply. Through advertisements and articles lauding the merits of different breeds, the general public has almost been misled to believing that to have pullets that will lay five or six months of the year is a most desirable characteristic in a breed and one to be sought after by all means. On the contrary, it is hardly what we would call a desirable trait in a variety or breed.

As there is a tendency in certain tribes of men to develop prematurely, so this tendency will be found among animals and fowls of certain varieties when domesticated. The giant mutton development is a case in point. It is a well known fact that sheep which are infested with stomach worms are unable to detect the presence of stomach worms until after the flock is quite sick.

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HORTICULTURE

CANNING VEGETABLES

How very few women there are who know how to can vegetables is a fact which is hardly what we would call a desirable trait in a variety or breed. As there is a tendency in certain tribes of men to develop prematurely, so this tendency will be found among animals and fowls of certain varieties when domesticated.

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GENERAL

TRACTION DITCHER OWNED BY FARMERS

In purchasing our ditching machine we did not act on what is generally understood as the cooperative plan. We first got incorporated under the Joint Stock Companies Act, and proceeded as a regular joint stock concern. Our capital stock is \$10,000, but so far we have only \$4,000 of the market. This has practically all been taken by farmers in shares of \$5 each in blocks ranging from one to 100 shares.

We have now a traction ditcher which is fully equipped for all kinds of ditching and is guaranteed to do 120 rods of ditch three feet by fifteen inches a day, and has a capacity of 3 1/2 feet deep. It is driven by gasoline power. At present the price is \$1,200. It is a fair and profitable investment, and if it turns out as we expect, it will be a fair and profitable investment, and if it turns out as we expect, it will be a fair and profitable investment.

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GENERAL

FOUNDING A SHEEP FLOCK

Since the new edition of the bulletin "Sheep Husbandry in Canada" was issued a few weeks ago, there has been a constant stream of requests for it flowing into the publication branch at Ottawa. A great many of the applicants state that they are just commencing, or are about to commence, sheep raising, and are about to learn how to handle a flock successfully. This bulletin contains a chapter specially prepared for such persons describing how best to establish a flock of commercial sheep. The author, J. B. Spencer, recommends a flock of five ewes as the minimum for a farm of one hundred acres. Such a flock can be increased with experience, but not beyond twenty to twenty-five unless it is desired to make a special business of sheep raising.

With the management and care described in the bulletin, an increase through lambs can be expected of from 150 to 175 per cent and it should be the latter. The early autumn is the best time to purchase ewes, as then one can select those that have raised good lambs. Before the present edition of the bulletin is fully exhausted a still further one will be ordered so that no one who hesitates about ordering a copy which will be sent free to all who apply for it to the Publications Branch, Department of Agriculture, Ottawa.

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ABE MARTIN

Tuesday Apple was severely injured while riding his white horse. The horse was thrown and Apple was thrown from the horse. Apple was severely injured and is now in a hospital. The horse was also injured and is now in a hospital.

THICK, SWOLLEN GLANDS. This is a condition of the thyroid gland which is caused by an overproduction of thyroid hormone. It is characterized by a swelling of the gland and is often accompanied by other symptoms such as weight gain, fatigue, and depression. Treatment usually involves the use of thyroid hormone replacement therapy.

ABSORBINE. This is a powerful antiseptic and disinfectant which is used for the treatment of various infections and wounds. It is also used for the treatment of skin conditions such as eczema and psoriasis. Absorbine is available in various forms including ointment, cream, and powder.

NEW HOME FOR AMES-HOLDEN-McCREADY CO., LTD. A building that is a sign of the times is the new home for the Ames-Holden-McCreedy Co., Ltd. It is a handsome six-story building of brick with stone trimmings, 70 feet high, 100 feet wide and is provided with an elevator. It is expected that the building will be ready for occupation by the end of the year. R. A. Corbett, of this city, is the contractor.

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THE TURF. Halifax Races. Halifax, N. S., Sept. 18.—(Special)—The Maritime Trotting record for two year-olds was by the board in today's exhibition of harness racing. When Baring's Comet, a three-year-old, won the first race, he set a new record of 2:28 1/2, displacing the old mark of 2:30 made by Achilles the Great two years ago. The race was won by Baring's Comet, and owned in Sydney Mines, won the 2:23 trot in three straight heats, assuming the lead at the start and never being headed.

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