













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

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Semi-Weekly Telegraph and The News. ST. JOHN, N. B., APRIL 16, 1913.

LET THE COUNTRY DECIDE

It is established by the unwritten law of all British parliaments that when the Prime Minister introduces an important measure the opposition through its leader, shall be heard upon it.

These words of the honored statesman who leads the Liberal party will penetrate every constituency in the Dominion, and wherever they are read far-sighted men who favor free speech and honorable dealing will realize the nature of that which Mr. Borden and Mr. Hazen did in the House of Commons.

What is to be the result? We have the answer in the Conservative Ottawa Citizen. It says: "If the naval bill is put through by clause methods, with the Liberals fighting bitterly for what many will consider the privilege of free speech and minority rights, the principal effect it will have will be to give the Senate new reason for existence and for exercising the veto power for which it was originally intended."

If the Liberals are gagged by the new rules of debate which are being introduced by the methods which Sir Wilfrid Laurier has exposed, there is still left a way to compel the government to drop the bill or go to the country. Let the Liberal Senate throw the measure out, on the sound ground that its very nature demands that the electorate should have an opportunity to pass upon it.

"Ship money" by shutting off free speech and ignoring the necessities of parliament by procedure. This country knows now how empty is the "emergency" plea. It knows that this Conservative anxiety to rush through the policy of tribute was not because Mr. Borden had his eyes upon the North Sea but because he had them upon Quebec.

MAKING TARIFF BILLS

During the discussion of the last tariff bill in the United States, Mr. Seth Low said at the Republican Club in New York: "The vice of every tariff bill comes from the ease with which the well-informed special interests can hoodwink legislators who do not know the facts."

President Wilson is heaving to the line in the present bill, and conforming to the facts. He is giving genuine tariff revision, and it is sharply downward. He did not desire to be hoodwinked; therefore he was not. He knew that a protective tax was a tax upon consumption, and that its weight was bound to bear heavily upon the poor.

It is rare that legislators are so stupid as to be hoodwinked by the special interests. They are influenced, of course, by the lobbyists who have sufficient interest to go to Washington and argue before congressional committees; but they have something to give, and the swarm of protected interests are ready to trade for the right to tax the people.

THE HARBOR

The Standard makes the mistake of supposing, or pretending to suppose, the assurance of the good intention of the Minister of Marine and Fisheries may be substituted for the government activity necessary to give St. John additional harbor accommodation at the beginning of the next winter port season.

It is not politics, but business. If the government carries the work forward with sufficient speed, it will receive credit for doing so. If it fails, it will be condemned accordingly. The main point is that neither politics nor a desire to avoid disturbing the Minister of Marine and Fisheries should be permitted to encourage delay or neglect in a matter of so great importance to the city, and indeed, to the whole country.

MR. HAZEN'S "DEFENCE"

Mr. Hazen, according to the Standard, "needs no defence, and talk by his enemies cannot injure him." Probably that is one reason why the Standard daily devotes a column or so of its editorial space to defending Mr. Hazen and denouncing his opponents.

Mr. Carvell, of Carleton County, a hard-hitting Liberal, directed attention in the House of Commons on Thursday to the fact that when a man was needed to carry into effect the trickery by which the honored leader of the opposition was to be denied the time-honored privilege of replying to the Prime Minister, Mr. Hazen was selected from 139 Conservative members as the man most fitted for the unpleasant work.

Well, there is no accounting for tastes. A majority of the people of Canada will probably agree with Mr. Carvell in his opinion that it was no compliment to Mr. Hazen, or to the province which he represents, to be selected for this rather nasty piece of parliamentary tactics.

The Standard tells its readers that Mr. Carvell has been accused "to paroxysms of anger," and that Hon. Mr. Pugsley is similarly disturbed, because they now feel that they can no longer obstruct the country's business.

The Woman's Social and Political Union, the organization of the militant suffragettes, says in its annual report: "The parallel between Pharaoh visited by the plagues of ever-increasing severity and the Liberal government visited by militancy more and more drastic, is complete."

THE PLAGUES OF EGYPT—AND LATER ONES

The plagues that visited the Pharaoh of olden times were not so numerous as the plagues that visit the Pharaoh of today. The plagues that visited the Pharaoh of olden times were not so numerous as the plagues that visit the Pharaoh of today.

STUDY THE FACTS

Mr. Redfield, the Secretary of Commerce at Washington, speaking recently before the American Cotton Manufacturers' Association, said that no one knew how large a "trust" can grow before it becomes inefficient.

He has had to pay the bill. Nothing is gained by taking for granted that the trust is such an evil. It may be a natural evolution of business and a means of greatly decreasing the cost of production, or it may be, as Mr. Redfield suggests, industrially inefficient and its own worst enemy.

That other uses have been made of great concentrations of capital, all modern progress tests. To take one example from many thousands: Baron Hirsch formed a trust in transportation and amassed a princely fortune by giving to the Balkan States new and improved transportation.

THE PUBLIC AND PUBLIC UTILITIES

That municipal ownership pays in dollars and cents has been sufficiently demonstrated, but its chief value is in the new spirit it creates in the cities that have undertaken it extensively. England is today being democratized by its cities. The Lords are reactionary, and the privileged classes in the Commons are continually seeking to extend their influences.

A DILEMMA

The Standard quotes certain utterances of Hon. Mr. Pugsley and Mr. Carvell, when their party was in power, in favor of such alterations of the rules of procedure as would permit the passage of the reciprocity measure.

NOTE AND COMMENT

Build the ships at home. That is the desire of the Canadian people. If Mr. Borden doubts it let him go to the country. How long is New Brunswick going to permit the West to lure away our school teachers by higher salaries than we pay?

A ROUGH CRITIC

The London Nation intimates that Canada will have no more royal dukes at Ottawa, and that some of the vice-regal party gave offense recently in the Canadian capital by showing partiality towards the Tory cause.

modern Pharaoh. He will move heaven and earth to expedite their passage. He may not be able to make the floods stand upright in a heap that they may pass over the channel dry-shod, but there is no man who has ever been troubled by a feeler who would not eagerly and safely transport them to any desired haven where they would be happy to give him the opportunity, and his chariots will run lightly under the earth and on the earth, and his ships will run the uttermost bounds of ocean to transport them far—anything so long as they have not a round trip ticket.

There was no such feeling of talk in responsible circles at Ottawa as would justify the Nation's tone. The article contains a sort of implied refection upon the Duke of Connaught which Canadians will regret. Nevertheless, it is a fact that the presence of royalty in Ottawa encourages the widening of a set of high-headed Canadian snuffboxes who are no credit to this sensible and practical country.

FROM ALL OVER THE MARITIME PROVINCES

Miss Jennie Sullivan is spending a couple of weeks in Moncton with her aunt, Mrs. James Brown. Among those who are attending the horse show at Amherst this week are Mayor and Mrs. Spicer, Mr. and Mrs. Clarence Fullerton, Miss Alice Smith, Miss Alice Atkins, H. C. Jenks, C. E. Day, Laurie Gibson and Noble Cameron.

HAMPTON COUPLE'S WEDDING ANNIVERSARY

Hampton, N. B., April 11—A most enjoyable evening was spent tonight at the home of Registrar F. M. Sprout, it being the thirtieth anniversary of his wedding.

ABE MARTIN

The white of an egg, whipped stiff, with a ripe banana makes a delicious cream to be eaten on a simple gelatine pudding.

THE PROFESSIONAL OPINION

When I want I fill my pipe "Master Work" Smoking Tobacco. This world-famous Brand can now be obtained for 15¢ cut at all the best Stores.

constituted as to stand the Atlantic voyage. Not only do the colonies take kindly to the race of Bernades and Still-stalkings who hem in a royal personage, but there is neither a landed gentry nor a military society to bridge the gulf between royalty and the mass of work-day people, such as Canadians and Australians are.

This writer goes on to say: "Moreover—again no blame to the Duke—there is little doubt that royalty has been used to cover and excuse a good deal of social ostracism of Liberals in Ottawa. A well-informed correspondent, for example, writes me that during the naval debate a party of ladies from the royal household attended to hear Mr. Borden's speech.

GOOD PROGRESS BEING MADE IN THE SURVEYS

The city commissioners met representatives from the Suburban Railway Company yesterday afternoon and talked over street railway matters generally. There was no definite proposition made to the commissioners, but as soon as the preliminary surveys have been completed the railway party will submit a definite plan of the work to be done.

THE NEW SERVICE

Omitting any reference to the military mail service, the Atlantic for Canada was done. Empire of Britain, England, Victoria and Christiania contract was with the Allan Company. It was divided between the adrian Pacific Railway Steamer Company, with their two Empire ships.

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Tory government to stand pat in fiscal matters. The time must soon come when the demand for an increase in the British preference will be too strong to be resisted. And how long under present conditions can Mr. Borden afford to keep a duty on farm implements and farm machinery?

The tax rate in Halifax this year is \$1.90 as compared with \$1.96 last year. It would have been higher this year had not the assessors increased the valuation of property by \$1,800,000. Following the same course here, but carrying it a little nearer its logical conclusion, St. John's rate should easily be kept at a comfortable level.

NEW CONTRACT IN ATLANTIC MAIL SERVICE

Mr. Pelletier Explains Government Has Made TWELVE SHIPS TO DO IT. Service Three Times a Week and Twice a Week Company to Select The for Landing Mails—Holley's Questions.

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William Lavers has gone to Kingston (N. B.) to visit his sister, Mrs. Lawrence. Walter Callow arrived home from Digby last week. Joseph Lavers, of Southampton, spent Sunday in town with his sister, Mrs. Latham.

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GOOD PROGRESS BEING MADE IN THE SURVEYS

Suburban Railway Company to Have Definite Plans for Commissioners in Near Future—Four Parties at Work.

Saturday, Apr. 12. The city commissioners met representatives from the Suburban Railway Company yesterday afternoon and talked over the street railway matters generally.

FROM ALL OVER THE MARITIME PROVINCES

(Continued from page 3.) Miss Jennie Sullivan is spending a couple of weeks in Moncton with her aunt, Mrs. James Brown.

NEW CONTRACT IN ATLANTIC MAIL SERVICE

Mr. Pelletier Explains Arrangement the Government Has Made

TWELVE SHIPS TO DO THE WORK

Service Three Times a Week in Summer and Twice a Week in Winter—Company to Select Their Own Ports for Landing Mails—Hon. Mr. Pugsley's Questions.

(Hansard, April 7.) ATLANTIC MAIL SERVICE.

Hon. L. P. Pelletier (Postmaster General)—Before the order of the day are called, I have an important contract which I desire to place before the house, together with the order in council approving of the same.

Sir Wilfrid Laurier—Let it with reference to the Atlantic mail service? Mr. Pelletier—Yes.

Sir Wilfrid Laurier—I am sure the house would like to hear it. Mr. Speaker—Is it the pleasure of the house that the hon. member have leave to take the explanation.

Some hon. members—Yes. Mr. Pelletier—I contract for the carriage of the mails has been entered into on behalf of the government, by the hon. acting minister of trade and commerce (Mr. Peirce) and myself, as postmaster general.

Mr. Pelletier—The contract, as I have said, is for the ocean mail service, and I shall make a brief explanation. Up to the present time the Canadian Atlantic mail service has been done with practically only four steamships, and the service has been a week. Some other lines receive small amounts in connection with the mail service, but in the past, a great part of the ocean mail service for Canada has been carried on through the port of New York.

We have now entered into a contract under which we expect we will be able to take care of our own Canadian mail service to the mother country. In virtue of the postal union regulation, Canada, like all other countries, takes care of whatever part of its mail transportation it can, and for that part, Canada, or any other country cannot take care of it.

Mr. Pelletier—How is the subsidy apporportioned? Mr. Pelletier—So much per voyage. In the first place, it is apportioned so much per week. Each ship, starting each week, will receive, for transportation, a certain amount. This is all a matter of detail, which I intend to place before the house.

Mr. Pelletier—The present cost for the twelve ships is \$900,000, with, as some hon. members know, an additional amount given to this and that other boat in very small sums aggregating \$60,000 or \$80,000 a year, so that the amount which we were paying up to now from the two departments, trade and commerce and post office, was about \$600,000 a year. We are now going to have a tri-weekly service for summer and a semi-weekly service for winter for the sum of a million dollars.

Mr. Pelletier—Will this cover the amount which we are paying for the New York service? Mr. Pelletier—According to the Postal Union Convention, the census of all mail matter sent by different countries is to be taken this year. When that is done, it will regulate the position of all countries for the next year. For the last six years we have been paying about \$180,000 a year to the United States. The census is to be taken in May of this year, and that is one of the reasons why we have tried to close this contract as soon as possible. We do not expect that for this year we shall

subcontract it out to other companies but that is not correct. The contract we have entered into is a straight contract with four important companies: The Allan Line, the Canadian Pacific Railway Line, the Canadian Northern Line, and the White Star Dominion Line.

It is expected that some time in July the splendid palatial ships, Atlantic and the Calgarian, will be ready, and will then take their places in this service in lieu of the Hesperian and the Grampian. The Canadian Northern line intends to put on for this service its two Royal, the Royal George and the Royal Edward. The White Star Dominion line is going to put on for the summer service the Laurentian and the Magantic. For the winter service, we shall have the two Empresses, the Empress of Britain and the Empress of Ireland, the Albatross and the Calgarian, the Victorian and the Virginian, and the two Royals, the Royal George and the Royal Edward. We are also going to have the Teutonic, of the White Star (Dominion) line, as a substitute to replace any of those ships which will be out of commission or which it is necessary to overhaul. Thus for the winter service we shall have eight ships, exclusive of the Teutonic, which will be a spare boat, in order to have a continuous service. The summer sailings will be on Tuesdays, Thursdays and Saturdays.

Sir Wilfrid Laurier—Where from? Mr. Pelletier—The ships can start from whatever port the companies please, provided they do not start from any Canadian port, namely, Montreal or Quebec in summer, and St. John or Halifax in winter.

Mr. Pugsley—Not both? To Stand on Merits. Mr. Pelletier—Halifax or St. John at the option of the contractor, who means that each of the ports will stand on its own merits. We undertake to deliver the mails through whichever of the ports the contractor will choose for both the winter and the summer services. As a matter of fact, for the summer service, the boats will start either from Montreal or from Quebec, whichever is chosen; but the mails will be landed at Quebec, because everyone knows, we can handle the mails at Quebec, and accommodate the public of Quebec much better than if the mails were landed at Montreal. There is a clause in the contract by which the four companies undertake jointly and severally to give a certain service, and to replace any one which may for a time be disabled or unable to make the service, so that we have assured for Canada a continuous service. We intend to have our mails taken over to the Mother Country and mails brought from the Mother Country to this country by Canada and also ships waiting Canadian waters. I have no doubt we shall succeed in accomplishing this object. As was expected, the subsidy is to be increased. It will amount to a million dollars. This will include transportation of the mails from here to the Mother Country and from the Mother Country to Canada.

Mr. Lemieux—How is the subsidy apporportioned? Mr. Pelletier—So much per voyage. In the first place, it is apportioned so much per week. Each ship, starting each week, will receive, for transportation, a certain amount. This is all a matter of detail, which I intend to place before the house.

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save the whole \$180,000 which we have been paying for the last six years to the United States. We expect to save part of it, because the census as I understand from Bernie, the headquarters of the postal union, will likely come into force on the 1st of January, 1914. If that is so, we expect to save quite a sum from the difference in the weight of mail matter sent through the ports of New York and the amount of mail matter which in May of this year will be sent through Canadian ports. Of course, we cannot accurately estimate it now, but we expect it will be fairly large.

So far as the mail coming from the Mother Country is concerned, according to the same regulations which have been in force for the last six years, we only got from the Mother Country some \$20,000 a year, whilst we were taking care of the return mails. There is no doubt that this arrangement would have been \$40,000 a year, but there was a difference of opinion between the home government and our government as to whether the Canadian Pacific, the Albatross and the Calgarian, the Victorian and the Virginian, the two Royals, the Royal George and the Royal Edward, the White Star Dominion line is going to put on for the summer service the Laurentian and the Magantic. For the winter service, we shall have the two Empresses, the Empress of Britain and the Empress of Ireland, the Albatross and the Calgarian, the Victorian and the Virginian, and the two Royals, the Royal George and the Royal Edward. We are also going to have the Teutonic, of the White Star (Dominion) line, as a substitute to replace any of those ships which will be out of commission or which it is necessary to overhaul. Thus for the winter service we shall have eight ships, exclusive of the Teutonic, which will be a spare boat, in order to have a continuous service. The summer sailings will be on Tuesdays, Thursdays and Saturdays.

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fill the Albatross and the Calgarian are ready. Pugsley—But if the different companies receive an equal amount—Mr. Pelletier—The amount is divided by fifty-two weeks.

Mr. Pelletier—The Laurentian and the Magantic in the summer time, to this Star Dominion Line will also have one ship in winter, the Teutonic.

Mr. Pugsley—But the ships of the White Star are substituted in the winter? What ports do they go to in the winter? Mr. Pelletier—We are not concerned with that; we do not pay them when they Pelletier—Where in the winter?

Mr. Macdonald—I understand the postmaster general to say that in the summer time the mails were to be taken aboard and embarked at Quebec, but no arrangement for the maritime provinces mails to be taken off at Rimouski?

Mr. Pelletier—Yes, we have continued the arrangement in reference to the maritime provinces, as far as the mails are landed at Rimouski, so that the maritime provinces mails go to the same ports as they otherwise would.

Mr. Macdonald—Is there any new condition in regard to speed affecting the mails? Mr. Pelletier—Not any greater speed than the ships engaged. We have taken the same ships as available, and which are the best ships today in the Canadian service. Except the Grampian and the Hesperian, which are only temporary and which will be replaced by the two new ships, the speed of these ships is the best we have on the St. Lawrence route.

Mr. Pugsley—Are the White Star ships not to be paid under this bill? Mr. Pelletier—None of these ships are under the contract to sail from a foreign port.

Mr. Pugsley—I understand that the White Star ships are allowed to go to an American port in winter. Mr. Pelletier—That was a matter of arrangement between the companies. But the hon. gentleman will remember that the White Star line gives a ship which will be of the service, and on account of the relatively shorter distance between Canada and Great Britain, we expect to succeed in handling our mails in Great Britain with this service as quickly as they would be landed from the port of New York. As to the winter service, while it is still a matter of arrangement between the companies, but the hon. gentleman will remember that the White Star line gives a ship which will be of the service, and on account of the relatively shorter distance between Canada and Great Britain, we expect to succeed in handling our mails in Great Britain with this service as quickly as they would be landed from the port of New York.

Mr. Macdonald—Is it a better speed than last contract? Mr. Pelletier—We shall have two ships, the Albatross and the Calgarian, which will be a better speed than others we had in the service. But the point is, that according to the calculations made in our department, with the speed which these ships are going to give us, and on account of the relatively shorter distance between Canada and Great Britain, we expect to succeed in handling our mails in Great Britain with this service as quickly as they would be landed from the port of New York. As to the winter service, while it is still a matter of arrangement between the companies, but the hon. gentleman will remember that the White Star line gives a ship which will be of the service, and on account of the relatively shorter distance between Canada and Great Britain, we expect to succeed in handling our mails in Great Britain with this service as quickly as they would be landed from the port of New York.

Mr. Macdonald—What are the prizes? Mr. Pelletier—The prizes are: First prize, \$100; second prize, \$50; third prize, \$25. The prizes are to be given to the owner of the horse which wins the race.

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today's programme, Miss Blanchard rode and drove perfectly, and when she was presented with the cup, donated by Colonel H. Montgomery Campbell of Apohaqui, for the best combination saddle and carriage horse, she was greeted with rounds of deserved applause. In this class, the best class competition with the horse supported by Stanley Logan of Amherst Point.

In the saddle horse leaper class, Miss Blanchard riding Mr. Purdy's horse Prudence, took first place, and had the same distinction in the carriage horse shown in harness.

Some of the other notable winners were R. A. Snowball, of Chatham, whose splendid string of horses evoked a great deal of admiration during the show.

The silver cup which was donated by the Terrace Hotel for the champion horse in harness was taken by Eter & Lowe.

Diplomas were given to the following: For the best Clyde stallion, any age, Mr. P. B. Ross, Fox Harbor.

The Dunlop trophy for the best Clydesdale mare, any age, was captured by Logan Bros., Amherst. The diploma for the best horse of any age and independent of sex was taken by Rodrigue, of the Rodrigue Horse Company, Petitcodiac. The Hotel St. Regis silver cup for the best reader mare or gelding, any age, was awarded by Dr. Sutherland, of Pictou. The best thoroughbred stallion, any age, was won by Geo. M. Holmes, Amherst. Mr. Holmes also won the diploma for the best thoroughbred mare.

H. Kelly, of Charlottetown, won out with his horse among the standard bred stallions, while Dr. Sutherland, of Pictou, added another leaf to his laurels by gaining a diploma for his standard bred mare.

R. A. Snowball, of Chatham, won both the best hackney mare and stallion, and second and third. The weight, which was composed of fifty-five pound bars of pig iron, totalled 3,700 pounds. The double harness race and two entries, both being owned by Wilson E. Beatty. The amount of iron drawn was something over 5,000 pounds. The exact weight was not announced.

Mr. Pelletier—There are Mr. Harris—Eight ships with a spare one in the winter service and two ships in the summer service.

Mr. Pelletier—That was a matter of arrangement between the companies. But the hon. gentleman will remember that the White Star line gives a ship which will be of the service, and on account of the relatively shorter distance between Canada and Great Britain, we expect to succeed in handling our mails in Great Britain with this service as quickly as they would be landed from the port of New York.

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Dr. J. G. Becht, secretary of the Pennsylvania state board of education, was asked by one of his little friends in Harrisburg to listen to the latter's rehearsal of a lesson in which there was a reference to Atlas. "Do you know who Atlas was?" asked Dr. Becht. "Ah, yes sir. He was a giant who supported the world." "Well, I guess he must have married a rich wife."

Large patterns in table cloths are less economical than small ones, for the simple reason that the long threads break sooner than the short ones.



McCormick—The Binder of Satisfactory Service

FOR more than seventy years McCormick binders have been giving such satisfactory service that sales have steadily increased in every part of the world. The secret of satisfactory binder service in Eastern Canada lies in the special features with which all McCormick binders sold in the Eastern Provinces are equipped. The McCormick binder is built to last and has every necessary adjustment to keep it working up to full capacity.

On a McCormick binder the reel has a wide range of adjustments and handles successfully, tall, short, down or tangled grain. A third packer assists in handling grain that is full of undergrowth or that is very short. The bottoms of the guards are nearly level with the bottom of the platform so that the platform is to be tilted to cut close to the grain.

The I H C local agent will explain these and other important features on the McCormick binders which are built especially to meet Eastern Canadian conditions. You can get catalogues from him, or, by writing the nearest branch house.

International Harvester Company of Canada, Ltd. EASTERN BRANCH HOUSES. At Hamilton, Ont.; London, Ont.; Montreal, P. Q.; Ottawa, Ont.; St. John, N. B.; Quebec, P. Q. These machines are built at Hamilton, Ont.

VITALITY SHOWS IN A MAN'S EYES

This reader, applies to you. It means I am here, hating at a marvellous power or force which you can easily understand the cause of, and which means for you all the difference between future years of health, strength and bubbling spirits, or future years of ill-health and debility. Please use the free coupon below.

In speaking to you of this great mysterious power I care not what your years may be, whether you are young, middle-aged or elderly. I care not what in the past may have caused your loss of strength and loss of energy. I say in all seriousness, if by employing this new method I can quickly re-supply your blood and organism with new nerve force, I should think you would be glad to put new courage and health into the flash of your eyes; make you feel young, capable, ambitious and keep you feeling young to a ripe, vigorous old age.

The secret of new strength is not found in medicines or drug stimulants. I have evolved a simple, dragless method for the salt-treatment of lost strength which is meeting with a marvellous demand all over the world. It is a QUICK and PERMANENT natural restorative.

Here is the simple method operandi: Apply the method tonight while you sleep. Awaken tomorrow "feeling fine," all pains in back gone, and 80 to 90 days complete restoration of lost strength should result.

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EMPT TO SINATE / LEONSO

ree Shots at Spain's the Street

Saved His Life and One Horse in the Neck as He Murderer Overpowered Said to be An Anarchist e Popalce to His Majesty



pushed forward impetuously to offer his congratulations to the monarch, and he was mistaken for another assassin and arrested. He was released, however, as soon as the mistake was discovered. A young Frenchman, who was standing beside Allegro, was also arrested, but it does not appear that he was in any way connected with him.

ASK RIGHT TO USE AUTOMOBILES IN P. E. ISLAND

g Delegation Waits on Legislature Requesting That Law Be Changed.

Charlottetown, April 11.—The automobile not permitted on Prince Edward Island. A large deputation waited upon members of the legislature today with view to urging the government to introduce a measure permitting their use in the province under certain conditions. The delegation asked that automobiles be allowed to run daily, except on Tuesdays, Fridays and Saturday afternoons and Sunday mornings.

WANTED—By April the 16th, a cook best; the tremendous demand for fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special interest taken in the fruit-growing business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a percentage and liberal pay for the market position and liberal pay for the market position and liberal pay for the market position.

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Pay the Price of the Best—No More—No Less

ECONOMY in buying a cream separator does not begin nor end with the price. You may easily pay too little and just as easily pay too much. Learn the difference between what work without back lash and those that have it developed soon. Learn the importance of a self-adjusting bowl spindle bearing and learn to know one when you see it. Discover the difference between brass and phosphor bronze as a material for bearings. Buy a separator with an oiling system that cannot fail you even for a few minutes of a run. When you find the separator that comes up to your specifications—one that with proper care will do good work for a long time—buy it. You will find it marked.

I H C Cream Separator Dairymaid or Bluebell

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The Methodist Church

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The mission established by the Women's Home Missionary Society at Nome, Alaska, is prospering. In a recent letter Miss Barnett tells how at the close of a busy day she began preparations for her evening services. She says, "I have a large congregation, Ololeena and Amekuk, his wife, appeared for a lesson in English, and with them came four or five other Eskimos. I suppose they were Miss Barnett's converts, and we all gathered at the table for earnest study and an evening of uplift."

Bishop McDowell, of the Methodist Episcopal church, has issued an appeal for a special offering to be taken in all the churches within the jurisdiction of the diocese, to be for the relief of the sufferers from the flood in Ohio and Indiana. Bishop McConnell presents a forceful article on the Significance of Conversion on the Thinking of Today, in the initial number of the Constructive Quarterly, a journal edited by Dr. Silas McKee, former editor of The Christianian.

The Methodist Book Concern, Chicago, reports the six best sellers (religious) for the month of February as follows: 1. A Man's Religion—Bishop McDowell. 2. Modernism and the Vatican—Lothrop. 3. The Way of a Man—Mitchell. 4. Autographs of St. Paul—Buell. 5. Synoptic Problem—Hayward. 6. When Lincoln Kissed Mr. Winer.

The Chile (South America) Annual Conference, which stretches from the northernmost limits of Bolivia to Cape Horn, held its session for 1913 in the quaint city of Serena. Bishop Stuart was in attendance. The Christ Hospital, Cincinnati, is one of the greatest discharges hospitals in the central west. Since it began its work in 1888 it has cared for 17,000 patients, about 5,000 of the number being free patients. It is a well equipped child's department. It is now contemplated to build an annex.

IMPURE BLOOD IN THE SPRING

As winter passes away it leaves many people feeling weak, depressed and sickly. The body lacks that vital force and energy which puts blood alone can give. Dr. Williams' Pink Pills for Pale People are an all-year-round blood builder and nerve tonic, but they are especially useful in the spring. Every dose helps to make new, rich, red blood. Returning strength commences with their use and the vigor and cheerfulness of good health quickly follow. There is just one cure for lack of blood and that is more blood. Food is the material from which blood is made, but Dr. Williams' Pink Pills doubles the value of the food we eat. They give strength to the stomach and weak digestion, clear the complexion of pimples, eruptions and boils, and drive out rheumatic poisons. If you are pale and thin, you feel continually tired out, breathless after slight exertion, if you have headaches or backaches, if you are irritable and nervous, if your joints ache, if you get dizzy, faint and food does not nourish nor sleep refresh you, Dr. Williams' Pink Pills will make you well and strong. To build up the blood in the spring, no matter how weak you are, take Dr. Williams' Pink Pills, and that is why they are the best spring medicine. If you feel the need of a tonic at this season give Dr. Williams' Pink Pills. They give strength, vigor and new energy. Do not let the trying weather of summer find you weak and all the doctors say Dr. Williams' Pink Pills. Dr. Williams' Pink Pills—the pills that strengthen.

Ask for Dr. Williams' Pink Pills for Pale People and do not be persuaded to take something else. If your dealer does not keep these Pills they will be sent by mail, post paid, at 50 cents a box or six boxes for \$2.50, by writing The Dr. Williams' Medicine Co., Brockville, Ont.

WANTED MARINE JOURNAL

PORT OF ST. JOHN. Arrived. Thursday, April 10. Same Sicilian, 9,822, Peters, from London and Haven, Wm Thomson Co, pass and gen cargo. St. Ruthenia, 4,714, Kendall, from Trieste via Naples, C. P. R. pass and gen cargo.

AGENTS WANTED—RELIABLE representative wanted to sell fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents.

SALEMEN wanted for Nurey Stock and Automatic Sprayers; either on both. Liberal terms. Carvers Bros., Galt, Ont.

ONLY 10 CENTS—To quickly introduce our beautiful jewelry catalogue we are offering it for only 10 cents. It is filled with the latest styles in jewelry and is a valuable reference for all jewelers.

We are seeking agents by the great number of our products. New candidates are particularly in great demand. We are offering a liberal commission and a large territory to the right man.

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Suffragette Leader Must Report to Police Often and May Be Arrested on Sight.

London, April 12.—Mrs. Emmeline Pankhurst, suffragette leader, was released from Holloway jail this morning after having been on a "hunger strike" since she was sentenced nine days ago, to three years of penal servitude. Mrs. Pankhurst was released on license under the terms of which she must report at frequent intervals to the police authorities, and in case she commits any misdemeanor she is liable to immediate arrest without a warrant and must then serve her full term of conviction. It is understood that the intention of the authorities is to allow her to be free only until she regains her strength.

BRITISH PORTS

Belfast, April 8.—Arrived: St. John's Head, Macanlay, from St. John. St. John (N.B.), and passed Dunbarhead, April 8th. Cardiff, April 8.—Sailed: Oberthurhouse, Belfast, Halifax, Liverpool, St. John's, Plymouth, April 11.—Arrived: St. Paul, New York. Liverpool, April 11.—Sailed: St. Virginia, St. John.

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