

WEDDINGS

Thompson-Carson. Feb. 28. An event of much interest in St. John place at 4.45 o'clock yesterday afternoon at the residence of Mr. and Mrs. S. C. Carson, 33 Elliott Row, when Miss C. Thompson of Norfolk (Va.), American vice-consul for St. John, was married to Miss Dorothy C. Carson, daughter of Samuel Carson, of New Brunswick. The ceremony was performed by J. J. McCaskill, pastor of St. Mathias Presbyterian church, in the presence of relatives and friends.

CONDENSED NEWS; LOCAL AND GENERAL

Justice Lindsay has returned from trip to the west, apparently in very better health. He spent in Edmonton where some of his sons live four very enjoyable weeks. His honor will immediately resume judicial work, and sit in chambers every Wednesday.

London Transcript: Telephone exchange was formerly inaugurated Saturday on the I. C. R. when George H. Hines, who has recently been promoted to the position of chief clerk of the St. John division, and for the time handled the trains on orders over the telephone.

H. Anson, president of the Atlantic Refineries, Ltd., is now in the city on one of his trips for the inspection of construction work at the Ballast Point. While Mr. Anson said the work being carried on as rapidly as possible in spite of the recent bad weather conditions, he did not commit himself as to when it would be finished. He is, however, before he leaves the city, have an estimate of the time required to complete the buildings.

Cheerful report of conditions on the Shore is brought by Hon. L. J. Rodden, who, with Mrs. Tweedie, and in the city Tuesday to spend a few days in St. John. Speaking of news in Northumberland County, Mr. Rodden said last evening that the farmers are having an excellent season and good conditions for their operations that the cut will be at least up to average. The small fishing has not been as profitable as in some years, but rural business is good and there have no indication of the depression which has affected other parts of the city.

ner Sets

...the heads of homes to obtain or buy anything in order to these sets.

AN WOMEN

...the heads of homes to obtain or buy anything in order to these sets.

EVERYBODY'S WORLD

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VOL. LIII.

HAZEN CAUGHT IN ANOTHER "MISTAKE"

Fish Rate Statement Wrong Tariffs No Lower Under This Government Than Old One

Minister Tries to Shoulder Blame on Hansard But Mr. Sinclair Declares Official Report Correct—More Light on That Dorval Deal Indicates Collusion That Enabled a \$95,000 Rake Off Asiatic Immigration Aired.

Ottawa, March 2.—Some new light is thrown on the Dorval militia site deal by a statement given by the minister of militia, Col. Hughes, to Mr. Carvell in the House this afternoon. It will be remembered that property in question was purchased in June 1912 for \$180,000 from Major W. T. Rodden, who had bought the property within the year for \$85,000. His profit was therefore \$95,000. Part of this property had been purchased by Major Rodden in May 1911, for \$48,500. The balance of the property had been bought on June 9, 1913, for \$36,500.

Hazen Caught Again. The government has been telling fish stories about its friendship for fishermen, and today one of them was called Mr. Sinclair, of Guysborough called attention to a statement by Hon. J. D. Hazen made on the floor of the House in February, that the government had arranged for lower rates for the transportation of fish from the Atlantic ports to the Montreal market.

Mr. Hazen said: "There has been an increased amount of fish going forward, and at one-third of the charges prevailing under the arrangement made by the late government."

At this point Mr. Sinclair was interrupted by the speaker, who declared that the member was out of order in bringing up the matter at this point.

Mr. Hazen sought to excuse the statement by saying that the department had made a mistake in the matter, and that the error was not with Hansard, as he heard the minister make the statement.

It appears that through the press the fishermen learned that the rates for fish shipments had been reduced, but they did not find any reduction in their bills from the railway and express companies. Hence, there were lower rates they wanted, but they were not getting them.

Ottawa, March 2.—In response to questions by Sir Wilfrid Laurier at the opening of the Commons today, Hon. Mr. Hazen stated that his department had received despatches from Washington stating that the necessary United States legislation to ratify the international fisheries regulations, the terms of which were drafted by the commission, consisting of Prof. Prince for Canada and Prof. Starr Jordan for the United States, had been passed within a few days. The Canadian ratifying legislation was passed in 1910.

DR. PUGSLEY WILL BE IN HOUSE SOON

His Health Much Improved and He Will Take Up His Duties This Session THAT C. N. R. LOAN Government Worried Over. Mutiny in the Ranks—Shaughnessy Sees Border and Premier is More Worried Than Ever—Rogers Banquets Warning Interests.

Ottawa, March 2.—Word received here today from Hon. Dr. Pugsley, who is now in New York, states that the ex-minister of public works has almost completely recovered from his recent illness and expects to be in the capital for the concluding part of the session. Dr. Pugsley will take a short holiday trip to the south before returning. The alarmist reports as to his illness have been very greatly exaggerated.

The statement published in the government press today, quoting the minister of finance as saying that no application for assistance by way of loan had been or was expected to be received by the government from any railway or other company is to say the least received with incredulity in parliamentary circles here. It is true that there may not be as yet a formal and explicit application from the Mackenzie & Main for assistance by way of loan this session, but that they have approached the government as well as numerous private companies in connection with the project is generally known.

It is stated that negotiations have been going on for some time for the past fortnight at least the whole question has been discussed by Conservatives with the greatest frankness. In view of the undoubted facts of the case it is very difficult to understand that such a statement should be attributed to Mr. White.

The proposal for the loan is proving the most embarrassing question which the government has to deal with this session. Borden's Worries Increased.

There are at least a dozen Conservative members headed by R. B. Bennett, who are openly declaring their opposition to granting the loan. On the other hand the friends of Mackenzie & Main, who include half a dozen of the cabinet ministers, are doing their best to bring the recalcitrants around.

It is learned by your correspondent, that the member of the government who took away the return which the minister of railways produced after so many days' delay is none other than Premier Borden, who is considerably interested in it.

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GUTELIUS AGREEMENT HARD TO GET A LOOK AT

Produced in House and Disappears Hon. Mr. Emerson Was Away When It Was Brought Down—Premier Borden Said to Have Taken It from Custody of Clerk—Was Drawn in C. P. R. Office But No One Knows Who Signed It—C. P. R. Kicks About I. C. R. Service to Them Prove Effective.

Ottawa, March 2.—The Gutelius-Bosworth agreement is holding its reputation of being the hardest thing in Canada to get a square look at. The united efforts of the mayor, council and board of trade of St. John failed, last autumn, to produce a copy of the document. The St. John delegation could do so in Ottawa was to have the heads of the agreement read to three of them. Afterwards a copy of the heads of agreement was extracted from Ottawa, but no one has ever seen the actual agreement.

When the session first opened Hon. H. R. Emerson succeeded in getting parliament to order the minister of railways to produce the agreement and all in Ottawa was to have the heads of the return brought down and laid on the table of the house. It was with the clerk of parliament for a few hours and then disappeared.

Emerson Talks Plainly. Mr. Emerson, on whose order the return was made, happened to be absent when it was produced. Today he told the house something of his troubles. "I have the agreement of the government," he said, "in my possession, but I have not an order passed on the second of February. I understand that during my absence last week the return was brought down, I think on Feb. 25. But an order was not passed. The return was filed in my office, but I am informed that it was taken from the table by a member of the government. The return is in my possession, but I have not an order passed on the second of February. I understand that during my absence last week the return was brought down, I think on Feb. 25. But an order was not passed. The return was filed in my office, but I am informed that it was taken from the table by a member of the government.

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WANTS CANADA TO BAR AROOSTOOK POTATOES

New Brunswick Government Asks Ottawa to Prohibit Their Entry on Account of Powdery Scab—Hon. J. A. Murray Also Tells Farmers and Dairymen's Convention That Agricultural Schools May Be Established in Every County.

(Special to The Telegraph.) Fredericton, N. B., March 2.—The thirty-eighth annual meeting of the Farmers' and Dairymen's Association of New Brunswick opened tonight in the city council chambers with a large attendance. The sessions will continue three times daily, until Friday afternoon when the meeting will close. Demonstrations of various kinds will be given at the exhibition building during mornings and evenings.

A seed fair will be held there on Thursday and Friday. President W. H. Moore delivered the opening address tonight. Mayor Hooper welcomed the visitors on behalf of the city of Fredericton. H. E. Smith responded on behalf of the association. Hon. J. A. Murray, M. P., minister of agriculture for New Brunswick, delivered the address of the evening. He addressed the address to the people of the province and what it proposed to do.

Hon. Mr. Murray said he was much pleased by the optimistic tone of the address he had heard. New Brunswick had great agricultural possibilities, and the best way to develop the agricultural resources was by education. He was prepared to recommend to the provincial government that an agricultural school be established in every county of the province if the success of Woodstock agricultural school should warrant the federal grant for educational purposes would be available for such use.

The attendance at the opening meeting was large, in spite of the unfavorable weather. More delegates will arrive tomorrow.

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CONCESSIONS IN HOME RULE BILL?

Government Organ Outlines Them Ulster Members Given Veto of Inimical Legislation

Can Withdraw by Plebiscite After Five Years—Officials to Be Chosen by Patronage Board on Merit—Post Office Under Imperial Control—Unionists Still Talking Civil War or Election.

London, March 2.—Commenting on Premier Asquith's promise to introduce the Irish home rule bill for the last time with a statement of what concessions the government is inclined to make to Ulster, the Daily Chronicle says the cabinet will not consent to the dismemberment of Ireland but will propose that education and licensing remain under imperial control, as already provided for in the case of the police, for a period of six years.

The newspaper says also that the post office will remain under the imperial parliament that provision will be made for a board of patronage so as to insure that all public appointments will be made on merit and not on a sectarian basis, that the Ulster members of the Irish parliament will have a right to veto legislation inimical to Ulster's interests, and that Ulster will be included in the Irish parliament from its inception with the right to withdraw from it by a plebiscite in five years.

Should the opposition reject the offer, the Daily Chronicle says, the government will proceed with the bill on its present basis. Suggestions made afterwards will be placed on a separate paper accompanying the bill to the house of lords. The Chronicle says it is expected that the government will make its offer within a fortnight.

Ulster's Dilemma. London, March 2.—The Pall Mall Gazette declares that a general election is in sight, the deadlock being absolute with no prospect of its being solved under the conditions existing in the present parliament. Nationalist control of the commons and the government forbids every effective attempt to secure a compromise in Ulster.

The Gazette asserts that the government is preparing its suggestions with well knowing that they will be rejected. The Unionists of both houses will resist, and will use every constitutional method, which is likely to compel the government to face the country before actual civil war is inevitable. The news from Ulster leaves little doubt that the loyalists are prepared to mobilize as soon as the home rule bill passes the commons. The whole situation is so profound that it is believed that the bill will be passed, they must be induced to dissolve immediately afterwards.

The Westminster Gazette demands the settlement of the question whether one party has the right to manipulate the army in order to exempt Ulstermen, in case of their resistance.

Schooner Lyra Beached Near Spencer's Island. Fredericton, N. S., March 2.—The schooner Lyra, which has been sighted several times in the south shore was beached yesterday near Spencer's Island (N. S.), and proved to be the Lyra of this port, 60 tons register, owned and commanded by Robert Newcombe, of this place. She was bound from St. John for this port in ballast.

The wind is blowing a gale today from the southeast, which will drive much of the ice down the Bay where it will break up, and as soon as it comes northward against the schooner, will probably get to Spencer's Island pier or into this port.

WORST STORM SINCE 1888

Traffic Paralyzed in Eastern Section of the United States NEW YORK HIT HARD Ten Fatalities in and Near the City—Liner Driven Ashore in Chesapeake Bay—A Week at Least Before Wire Service is Restored—Weather Man Promises Better Conditions.

(Canadian Press.) Washington, March 2.—The storm which gripped the entire east during the last twenty-four hours, paralyzing traffic, demolishing telegraph and telephone lines, and causing tremendous losses to property and business generally, was reported tonight to be off Boston, and rapidly passing out to sea. Moderate temperatures with abated winds were promised by the weather bureau for tomorrow.

Train schedules between Washington and New York were still suspended tonight. Railroad officials here say that it would be several days before the regular schedules were again effective. One train from New York due at 9.50 p. m. yesterday, arrived here this afternoon at 6.30.

Worst Storm Since 1888. New York, March 2.—With temperatures falling and fair weather promised, the storm which swept across the east to emerge from the storm which railroad and telegraph companies declare has been the most destructive in this section of the country since the memorable blizzard of 1888.

Reports from other cities showed the damage caused by wind, snow, rain and sleet to be widespread. From New York on the west and Baltimore on the south to the Canadian and Nova Scotia borders the storm has been general. In New England, further damage is expected from rivers and streams swollen by melting ice and snow. In and near New York ten persons perished yesterday and today and several fatalities were reported elsewhere. For the most part, except by roundabout routes and with the aid of a few wire running under ground, commercial New York tonight still remains out of touch with Philadelphia by way of Montreal, and had a few wires to Washington, Baltimore and Pittsburg. For the most part these were telephone circuits. Hope was expressed for better conditions, although it will be at least a week, it was stated, before service can be restored to normal.

Liner Ashore in Chesapeake Bay. Norfolk, Va., March 2.—While the northwesterly gale sweeping the Virginia and Carolina coast tonight was at its height, the Merchants and Miners steamer Howard, bound from Newport News to Baltimore, with passengers and freight, was driven ashore in Chesapeake Bay. At last reports she had not been floated, but her position was said not to be dangerous.

\$100,000 Damage in Toronto. Toronto, March 2.—The damage done by Sunday's wind storm in Toronto and vicinity is estimated at about \$100,000. The roof of the baseball grandstand at Hurlon's Point was ripped off, with a damage of \$10,000. The Ontario National brickworks was damaged to the extent of \$15,000.

Fredericton, N. B., March 2.—(Special.) Nominations for the civic elections to be held here on Monday next closed tonight. Six aldermen are elected by acclamation. Contests will take place in two wards and for the mayoralty. Those placed in nomination are as follows:—For Mayor—Ald. W. E. Farrell and Moses Mitchell.

For Aldermen—Wellington Ward, M. L. Stevenson, S. B. Ebbett. St. Anne's Ward—Ald. Weddall, A. D. Brent, A. E. Kitchin. Carleton Ward—John Maxwell, T. S. Wilkinson. Queens Ward—Douglas McCatherine, A. Edger Hanson, Ald. W. J. Osborne, and the end may come at any time. Sir George is now in a state in which he does not recognize any of his political friends.

GIRL FROZEN TO DEATH

English Labor Leader to Organize an Agitation in Retaliation for Deportation of Agitators.

London, March 2.—Ellis Sweeney, 22 years old, was found frozen to death today in a sleigh where her companion, James Bartholomew, had left her last night in a blizzard while he went for help.

The young woman had become cold and stiff during the storm and the fact that there were four or five miles of hard road to travel. Her companion stopped the sleigh within two hundred yards of shelter and tramped two miles over the mountains for assistance. Almost collapsing at the end of his journey he was not permitted to make the return trip. A searching party today found the body of the girl.

550,000 Paper Mill Fire. Lynchburg, Va., March 2.—Fire destroyed the Bedford Paper and Paper Company's plant here last night with a loss of \$500,000 covered by insurance.

Mr. Gutelius replied, approving and asking if the C. P. R. wanted his signature or that of the minister. Mr. Bosworth replied that the C. P. R. would be satisfied to have any authorized person sign it.

So far as the return shows the agreement was never signed, however, instructions were issued to "intercolonial heads of departments" instructing them that an agreement had been reached for the hauling of freight and passenger trains of the C. P. R. between St. John and Halifax at not more than \$300 a train and instructing them to forward C. P. R. cars and trains with the same expedition that intercolonial trains are dispatched.

This order was dated Nov. 7. Whether signed or not the agreement became effective as an interesting exchange of telegrams shows. C. P. R. Kicks Effective. Mr. Bosworth wired Mr. Gutelius that the intercolonial employees were not handling C. P. R. freight as agreed upon, and Mr. Gutelius replied that he was running the intercolonial.

TOM MANN GOING TO SOUTH AFRICA TO LEAD STRIKE

English Labor Leader to Organize an Agitation in Retaliation for Deportation of Agitators.

London, March 2.—Tom Mann, English labor leader, who has been at the head of many strike movements, will sail for South Africa Saturday to organize the labor agitation in retaliation for the expulsion of the South African labor leaders after the recent general strike.

MILITANTS ON KING'S TRAIL

Deliver Letter at Buckingham Palace Demanding an Audience—Threaten to See His Majesty "Anyway."

London, March 2.—Mrs. Dacre-Fox informed a meeting of suffragettes here today she had delivered Mrs. Emmeline Pankhurst's letter at Buckingham Palace under escort of the gate policeman, who refused to allow her to enter alone.

Mrs. Pankhurst's letter asked the king to receive a deputation which desired to complain of "the barbarous methods of torture used by your majesty's ministers."

Mrs. Dacre-Fox handed the letter to the king's private secretary. If no reply is received another letter will be sent. "If his majesty is unwise enough to refuse to see the deputation," said Mrs. Dacre-Fox, "we will go to Buckingham Palace anyway."

SIR GEORGE ROSS SINKING FAST

Deliver Letter at Buckingham Palace Demanding an Audience—Threaten to See His Majesty "Anyway."

London, March 2.—The following statement with reference to the condition of Sir George Ross was given out this evening by Dr. Goldie, Sir George's physician.

"While the physical condition of Sir George Ross appears to be a little stronger today, he is gradually sinking, and the end may come at any time. Sir George is now in a state in which he does not recognize any of his political friends."

COULDN'T GET AN AUDIENCE IN HALIFAX

Halifax, March 2.—George A. Elliott, of Ontario, secretary of the Canadian Defence League, who has been making a round of the Canadian Clubs in the maritime provinces delivering addresses on "the civilian plea for universal military training," was announced to speak tonight before the Halifax Canadian Club. The attendance was so small that the lecture was cancelled.

The order to Mr. Gutelius to produce the agreement does not appear on the file and the agreement was never produced to the railway commission. Agreement Drawn in C. P. R. Office. The file contains the heads of the agreement, the nearest thing to it is a draft of formal agreement drawn in the C. P. R. office at Montreal and forwarded Oct. 9 by Mr. Bosworth to Mr. Gutelius for approval and signature.

FROM ALL OVER THE MARITIME PROVINCES

ROTHESAY

Rothesay, Feb. 26—Mr. and Mrs. F. Rothesay, of St. John, have taken the Myers cottage for the coming summer...

ST. JOHN

At the Kennedy House on Saturday a delightful Valentine entertainment was given some of the Netherwood pupils by friends from the city...

ST. JOHN

Mr. and Mrs. Harold Ellis of St. John, were week-end guests of Mr. and Mrs. J. M. Robinson...

ST. JOHN

Among last Saturday's visitors from the city were Mr. and Mrs. C. M. Bostwick and sons Donald and Carl, who had tea at the Kennedy House...

ST. JOHN

Mr. Skelton, of St. John, was guest of Rev. W. H. Hibbard on Wednesday...

FREDERICTON

Fredericton, Feb. 26—The opening of the legislature today with all the brilliant ceremonies attendant marks the grand social event of the season...

DALHOUSIE

Dalhousie, N. S., Feb. 24—The reception and dance given by the members of the Dalhousie Social Club on Friday evening last, was a brilliant success...

BATHURST

Bathurst, N. B., Feb. 26—Miss K. Wain returned on Thursday from a visit to her home in St. John...

Miss Marie DesBarres has returned from Falmouth (N. S.), where she has been visiting relatives some time...

Mr. and Mrs. C. T. Purdy and son Master William, have returned from Fredericton where they were the guests of Mr. and Mrs. Hall...

Mr. and Mrs. C. A. Murray has returned from Shediac, where she was visiting Dr. and Mrs. H. G. H. Stewart...

Miss Jessie Manning is spending a week with relatives in Amherst...

Miss Lillian Smith entertained a number of friends at her home on Friday evening...

Mr. and Mrs. W. Wheeler entertained about fifty friends on Friday afternoon at the home of Mrs. Wheeler...

Miss Blanche McLaughlin has returned to her home in Sussex, after spending the week-end with Miss McKenney...

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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

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

No graft! No deals! "The Fiddle, Shamrock, Rose and Wine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., MARCH 4, 1914.

SAFE AND UNSAFE BUILDINGS. A recent fire, accompanied by loss of life, has caused St. John to turn its attention once more, after a long interval, to the question of its public and semi-public buildings, such as churches, hotels, factories, theatres, halls, and the like.

As helping to understand the situation today, it may be well to recall what happened after the other investigations. A committee of public officials made a detailed examination of every public and semi-public building in St. John, and made a report to the Common Council, pronouncing many of the buildings fire-traps and suggesting alterations and improvements absolutely necessary in order to make them conform to the ordinary rules of safety.

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of the Liberal party, and influenced a certain number of riders. But the arrangement did not last long. Sir John is a very little while got rid of his Liberal associates and replaced them by men who had nothing but the mere name of Liberal to recommend them.

The name today has absolutely no meaning. The Tories should rather be called the Conservative-Nationalist party, from Mr. Borden's union with Mr. Bourassa and his associates. It is a party of reaction with nothing of Liberalism about it. It is ready to betray the people to buttress privilege and strengthen monopoly. It has proved faithless to every doctrine of political equality.

Liberalism is a man who believes in the principle of political equality and in all that such a principle involves. Dr. Bevan in a fine passage in the essay "Why I Am a Liberal," says:

"By Liberalism I understand those principles and that practice which aim, first, at rendering the individual a self-governing person; second, combining men for the common purposes of social life, in such communities as can practically set together, under the necessary limitations of space and time; third, recognizing the unity and solidarity of the entire race."

The present government every Liberal principle is repugnant; it is rather Toryism gone to seed that Liberal-Conservatism. On the union of two such names as this, the Saturday Evening Post says:

"Where is a man going, anyway, when one leg walks forward and the other backward? What is the political content of that candidacy which labels itself with one word signifying reaction and another word signifying advance? What is it when one hand points to week before last and the other hand to tomorrow? Where will you land when the ship advertises two destinations in opposite directions? Certainly a statesman has the right to choose any designation of himself that appeals to his taste or that he judges likely to spread over the greatest electoral area; but with a whole dictionary to pick from it seems as though he might choose a designation which has meaning or at least avoid one which is a contradiction in terms."

It was Gladstone who defined Liberalism as trust in the people qualified by prudence; Conservatism being mistrust of the people qualified by fear. They are opposites that cannot be united. The name Liberal-Conservative is particularly absurd when applied to a party that has made retrogression the order of the day, and paralyzed the forces of progress in the country.

A STRONG MAN. Woodrow Wilson grows daily in stature in the eyes of the more thoughtful people of the United States. The New York Evening Post reminds the country of some of Mr. Wilson's successes in Canada particularly, is interested. This Canada has been noticeably affected by President Wilson's success in the matter of tariff reduction, not only because of its influence upon our trade, but also because he has shown what courage, good faith, and resolution can do in matters even so difficult as the fiscal one. The Evening Post says:

"As silently and as inevitably as on the question of the tariff and the currency, Mr. Wilson's ideas are now being realized in the field of international relations. The ratification of the long-delayed arbitration treaties simply emphasizes what the events of a year have shown, that the best judgment and conscience of the country is speaking through the President because in Mr. Wilson is embodied a ripe judgment and a healthy conscience."

A majestic pedagogy, a doctrinaire Puritan idealism, says the Paris Temps of Mr. Wilson to his displeasure in the matter of Mexico. But it is the pedagogy and the Puritan doctrine who has succeeded in combining clear reasoning and a strain of idealism in a winning formula. It is the pedagogy and idealist who, on this question of arbitration, for example, has swept away all the petty prejudices, all the lowly slogans of national dignity and compromise, and all the pusillanimous surrender to Great Britain, and betrayal of our Irish citizens and our German citizens—all this thalassocrat argument that has stood in the way of this nation's definitely giving its adhesion to the principle of international good-will. It is the doctrinaire and pedagogic who has manifestly won over the better judgment of the country to admit that in our action on the Panama Canal bills we were guilty of a breach of faith, and that we are ready to-day to make amends."

At the moment when the arbitration treaties with Great Britain are in the public eye it is of interest to note that Mr. Joseph H. Choate, who was American Ambassador in London when the Hay-Pauncefote treaty was signed by the late John Hay and Lord Pauncefote, comes out with a strong plea for equality of treatment to all nations in the matter of the Panama Canal. John Hay is dead, and Lord Pauncefote is dead, but Mr. Choate says there is no doubt in the world what they meant by the treaty. Speaking with inside knowledge, he says:

"As the lips of both these diplomatists and great patriots, who were true to their own countries and each respectful of the rights of the other, are sealed in death, I think that it is proper that I should say what I think both of them if they were here to-day would say about the clause in the Panama Toll Act exempting

coastwise American shipping from the payment of tolls is in direct violation of the treaty. "I venture to say that in the whole of the negotiations of this particular treaty, no claim, no suggestion, was made that there should be any exemption of anybody."

An American cartoon recently pictured President Wilson and Mr. Bryan in the act of beginning to untie a knot in the tail of a large British lion. The lion was observing the operation with some lingering suspicion. Recent progress at Washington by President Wilson gives rise to the hope that at length the United States is being led into a path of honor and safety in the matter of its international relations.

Equally futile is our method of dealing with drunkards. They are kept in jail long enough to sober up, fined eight dollars, which means further stunting and suffering for their wives and families, and then turned loose to go through the same process, pay the same fine, work the same hardship upon their families; the vicious circle is unbroken, and no effective effort is made to break it.

"It is the usual practice," is the only answer when the folly of this procedure is pointed out. Why should we be overgenerous concerning that which general usage has sanctified? Such is the argument. But custom does not make right. The city is reaping too many of the untoward results of the present system. Those who are responsible for the administration of law must feel the anomalies of our present procedure. Those men are largely responsible for devising methods of improvement. A person may not be held responsible for failure to see some obvious circumstances when his eyes are being shut when they ought to be open. The men who are at the head of the business or enterprise are responsible for the atmosphere that pervades it, for the general morale of the service, for the prevailing policy and methods pursued. The same is true of the man in charge of the business of the public; in the administration of justice. If the cogs in the wheel are slipping continuously surely this is apparent at the central seat of responsibility.

At present we are manufacturing criminals at a quite uncomfortable rate. Primarily it is because so many parents ignore the duty they owe to their children, but the duty of dealing with them after they fall into crime is not the duty of the parents but of the city. The inertia, ignorance and indifference of the average citizen on the subject are due in some measure to the fact that those who enjoy the honors and perquisites of the offices have not burdened themselves unduly with their duties and cares.

STREET TRAFFIC. The street railway company ought to get credit for beginning to put legible signs on its cars at night. Any sign of progress is welcome. But much more is needed. Where is there another city that has suffered like St. John from an unprogressive and indifferent street-car company? The company has a valuable franchise for which the city is receiving nothing. It is a franchise that will grow more valuable in the future, and as it grows more valuable the city will continue to receive nothing. Having a valuable franchise on such easy terms, one would think that the first object of the company would be to give a satisfactory service. Its first and only study is to make profits. Any-quoted cars with flattened wheels going along grinding and squeaking like the ancient Red River carts, cold, dismal, unattractive, are about all that are supplied for the public, and even those not enough for half of the patrons of the system to obtain seats during the rush hours. If anyone doubts this let him stand and wait for a car at the foot of King Street on a wet or stormy day. Patrons are forced to wait there, unsheltered, for many minutes at a time, and then required to cling to straps for a fugitive and dangerous ride when the car does come. If the people stand it much longer without most vigorous and effective protest they will invite even worse treatment. It pays to draw the line somewhere.

BINDING THE TONGUE OF THE RULER. The distinctive quality of a soldier is courage, according to the conception of the early Greeks. Colonel Hon. Sam Bowser was writing a treatise showing how far astray Plato was in commending the virtue which is the opposite of the vice that he illustrates. He will be badly advised if he does this. As an alternative he might practice the charm which the ancients used against cowardice, or the one by which they sought to bind the tongue of the ruler. Here it is in part: "By the name of Michael, Ariel, Shamash, etc. I bind, ban, stop the mouth and tongues of evil men, jealous and wicked judges. I bind their tongues and lips, their minds and thoughts, those of wicked ones, rebels, judges, court-officials, and prefects; and the lips of emperors, executioners, satraps, and rulers."

The tongue of the Minister is notoriously an unmythical member, and now that it has secured for him an unfortunate reputation for "discretion" through the whole country by his attack upon Hon. Sydney Fisher, he may find this charm, which has enjoyed a high reputation among the ancients, effective in preventing future lapses.

THE VALLEY RAILWAY. The line from Fredericton to St. John, down the river valley, should be built, not by the Government, but by the private enterprise. No one yet knows when the Quebec-St. John section will be built, or by what route. The new information about \$2,000,000 crossing at Dunham's Wharf

could have been had just as easily eight months ago as now, and its announcement now does not necessarily mean that the railway will cross at that point, or near it. What the people need most is proof that construction by the best available route, all things considered, will be begun this spring, and carried on with a force big enough to put the job through in short order. The assurance, given time after time, that there would be "no unnecessary delay," have amounted to nothing. There has been grave delay, and it has been unnecessary. How costly the delay has been we should learn presently when traffic that should come here finds neither a direct route to this city, nor the necessary terminal facilities here finished.

The latest estimate of the cost of crossing at Dunham's is \$2,000,000. To this must be added the cost of crossing the Kennebecasis. These costs, and the advantages to be gained by them, will be compared with the cost of construction down the west bank of the river, the length of that route, and the expense of a harbor bridge at New Island. If the Grand Trunk Pacific is to use the Transcontinental and the Valley line, a short line from New Brunswick to Fredericton must be built to give the proper connection and preserve the low grade of the N. T. C. and the Fredericton-St. John section of the Valley railway. Today the Transcontinental does not touch Fredericton. The Grand Trunk Pacific, in reaching St. John, will be governed by cost and efficiency. What it will ask concerning the Valley railway route is: "What is the most direct and which will permit of the cheapest operation? Naturally, the length and the first cost of any route must be compared in order to answer that question. It is idle to say that the Grand Trunk Pacific condemns the west side of the St. John for sentimental reasons."

What is important, beyond the cost and the distance, is that the Valley railway shall have an independent entrance to St. John, and, that can be had whether it comes by one route or the other. Above all, the thing to do now is to avoid more delay. The facts are known. The engineers have or are supposed to have—the facts necessary in comparing the cost and efficiency of one route with the cost and efficiency of the other. The Dominion and local governments cannot but see the importance of perfecting a new line to Atlantic righter tidewater for through traffic, in addition to giving to local traffic the accommodation so long withheld. The country is sick of explanations, inaction, excuses, delays. It wants the line built as speedily as reputable and capable contractors can put it through—and the country is paying the bills.

McBRIDE AND BORDEN. Sir Richard McBride evidently does not think highly of the wisdom of Mr. Guellet and Mr. Lynch-Staunton, although Mr. Borden is endeavoring to find a scandal upon the report of these gentlemen in connection with the Transcontinental. Premier McBride has decided that the government of British Columbia shall guarantee an additional \$5,110,000 of the Canadian Northern Railway bonds. In explaining this transaction to his Legislature, he explains that McKenzie and Mann agreed to build through British Columbia a line of railway equal in character to the prairie section; but, says Sir Richard, the plans have now been changed "and the best line in the west is through British Columbia; steel bridges have been substituted for wood, heavier rails have been laid, grades have been cut down, all of which has made the line much more costly."

In other words, this railroad construction has been along the lines of that followed by the National Transcontinental Commission instead of cheapening the route as Mr. Guellet and Mr. Lynch-Staunton say should have been done between Winnipeg and Montreal.

And why was McKenzie and Mann's plan changed in British Columbia? Sir Richard McBride replies that the change was made "to meet the competition of the Canadian Pacific Railway."

But has the National Transcontinental not to compete with the C. P. R. When it was decided to build the railway from Montreal to Winnipeg, the engineers kept the grades down to four-tenths of one per cent coming east and six-tenths of one per cent going west. They made the bridges strong, the curves easy, and the road-bed uncommonly substantial. The purpose was to make it possible—as it has been made possible—to haul heavy trains cheaply. The nature of the construction means that the ordinary locomotive can haul practically twice as much over the National Transcontinental as over a line with heavier grades and sharper curves. Although the first cost of the Transcontinental was high, the investment was regarded by engineers as sound because of the economy of operation which would result from the low cost of haulage.

But if Mr. Borden intends that this railway shall not be a competitor of the C. P. R. and the C. N. R. the report of Mr. Guellet and Mr. Lynch-Staunton, and the decision to increase the grades in some places, will be a direct gift to the company roads and an injury to the people whose money built the Transcontinental.

When the Guellet-Staunton report is debated in the House of Commons the intention of the country, and of Mr. Borden, will no doubt be directed to the fact that Sir Richard McBride's statement substitutes a damaging reply to the pathos report of Messrs. Guellet and Lynch-Staunton. Mr. Guellet being a former employee of the C. P. R. and Mr. Lynch-Staunton a corporation lawyer,

NOTE AND COMMENT. Mr. Hazen ought by this time to be able to tell St. John inquirers whether or not the government proposes to renew the Guellet-Hazden agreement. Certainly the information is wanting. There is no good reason for secrecy.

The Intercolonial Railway does some advertising. Mr. Guellet is now advertising the road in an unusual way by making it known that he carries suburban passengers on irregular freight trains. That sort of advertising does not help the country.

Joseph Fels is dead, but the cause of tax reform goes marching on—Toronto Globe.

It doesn't march rapidly in St. John as yet, but future happenings are likely to speed it up. And it is time, too.

There are in use in the United States more than 1,144,000 motor vehicles, eighty-eight per cent of which are cars and twelve per cent of which are commercial. New York city and state have 188,000 motors. In 1911 the first cost of the industry in the United States had risen to more than three billions.

Norman Angell, author of "The Great Illusion" is making a lecture tour in the United States and Canada. The Ottawa Canadian Club is trying to persuade him to go to that city. His coming to Canada would seem to present a fine opportunity for all Canadian Clubs desiring an address at once instructive, powerful, and timely.

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The Ottawa Journal is defending the Guellet agreement, and it says, properly, that there is nothing unfair in the arrangement. Ottawa is growing and progressive city, and if the government railway ran through it and made a traffic arrangement which resulted in diverting a very large amount of highly important business to another city, it might well be justifiable that it should not be allowed to do so.

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that, even if two or three hundred million dollars are spent on the National Transcontinental Railway, the whole road will finally be owned by the state and not by private interests—that is carried out—this expenditure in comparison with the public cost of the Canadian Northern does not look so appalling after all. Sir William Mackenzie seems to have made out a good case for the National Transcontinental Railway."

The other day in the House of Commons when certain Conservatives were arguing that the removal of the tariff on wheat would injure the farmers of Canada, Hon. Frank Oliver asked an awkward question. "Why," he said, "do they not raise the tariff and do the farmers grow?" He suggested that if a little more wheat is a good thing, a little more raises are to be better. The government realizes the difficulty it is in, but while its master will not permit it to remove the duty, fear of the countervailing force prevents the administration from increasing the tariff. Some years ago, when every election was run principally on the tariff, a Liberal speaker in York county said to his audience: "They tell you, gentlemen, that they have made four cheep by taxing it \$2.00 a barrel. Why, in Heaven's name, don't they tax it \$6.00 a barrel, and we would have four for nothing." The government of this day is still unable to answer questions of that sort.

ST. MARTINS. Mr. Guellet receives a straightforward certificate of character from the Toronto Globe. That journal says that any man in the employ of the Grand Trunk or Canadian Northern who admitted his company to a trade agreement such as the L. C. B. arrangement for handling C. P. R. freight and passengers to Halifax would be "hired" within twenty-four hours.

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AGRICULTURE

even if two or three hundred million dollars are spent on the National Transcontinental Railway, the whole will finally be owned by the state and not by private interests—that is if Laurier government policy is carried out—this expenditure in comparison with the public cost of the Canadian Pacific does not look so appalling at all. Sir William Mackenzie seems to have made out a good case for the National Transcontinental Railway.

The other day in the House of Commons when certain Conservatives were urging that the removal of the tariff on wheat would injure the farmers of Canada, Hon. Frank Oliver asked an awkward question. "Why," he said, "do you not raise the tariff and do the farmers good?" He suggested that if a farmer's duty on wheat is a good thing, a more ought to be better. The government realizes the difficulty it is in while its masters will not permit it to remove the duty, fear of the country's people prevents the administration from raising the tariff. Some years ago, in every election was run principally on the tariff, a Liberal speaker in York City said to his audience: "They tell you, gentlemen, that they have made it cheaper by taxing it \$2.00 a barrel, in Heaven's name, don't they tax \$2.00 a barrel, and we would have flour nothing." The government of this country is still unable to answer questions that sort.

LETTERS TO THE EDITOR

A WARNING.
The Editor of The Telegraph writes:—In The Telegraph I saw a letter in a former resident of St. Martin's, by the Dominion government, about letting this railway pass into the control of Mrs. Gattelus, an account of his new system of running railways. He did not want to lose freight rates and passenger rates on this line to help make deficits caused by such bargains as he made under the C. P. R. There was no palace cars on the St. Martin's railway, but the company has given a fairly satisfactory service, so far as gain is to be made it would be well have a definite agreement that rates should not be increased by fifty or one hundred per cent. or more than the present "boss" of the Intercolonial.

Grim Scottish Humor.
(New York Evening Post).
Mr. Francis Watt is not a particularly clever writer, nor is he even very useful as a compiler, but a "Book of Edinburgh Anecdotes" is the sort of thing that would make itself, and his name of that title, published by Scribner, has abundance of entertainment, to mention some good pictures. The stering fire of witticisms and stories divided into chapters in accordance with the men concerned—lawyers, uncles, schoolmasters, and the like. A comparison of the wit of these various classes might make a pretty little essay, and a pain, we think, would result. The book is divided into two parts, the first of which is devoted to the lives of the lawyers, as shown in the portraits, are the strongest and the most of character. The second part was best suited to ripen the canny disputations traits of the Scots' nature. Those who know their "Watt" will be glad to see that the author has done a good deal of research into the life of the famous lawyer, and that the author of "Christie" himself was a reformer. "Christie" was a "Watt" who grew Braxfield, he was hanged."

There are many miles of roads which must be maintained by some inexpensive means. The split-log drag has been found to be one of the most useful implements for this purpose. It is now in use in many localities, and this simple instrument is keeping in repair country roads at an increasing mileage of the rural highways. A dry, round, red cedar log is the best material for a drag, the hardwoods are usually too heavy for this purpose. It should be from 7 to 8 feet long, from 10 to 12 inches in diameter, and carefully sawn down the middle. The heavy end and best slab should be selected for the front of the drag, and should be set on edge 90 inches apart. The back half is given a setback so that it is inches at the right-hand end, and at an angle parallel to the ditch on the right-hand side of the road, the extremities of the back half will be directly behind those of the front half, as otherwise the ditch end of the rear slab would project past the ditch end of the front slab, resulting in crowding into the bank and interfering with the proper working of the drag.

Two cross-pieces are wedged in two-inch sugar loaves bored through the slabs and on the right-hand side, a piece of scantling is inserted between the ends of the slabs. This is of great value in strengthening and stiffening the end of the front slab. In working on a clay or gumbo road it is advisable to put iron on the lower edge of both flat sides. Handles may be attached to iron shoes shaped like sled-runners, the shoes to be stapled to the back of each end of the front slab in such a way as to allow motion sideways as well as up and down. By pulling the handles the drag can be raised, thus depositing a load of when desired to fill a hollow or increase the crown at some particular spot.

A platform of inch boards held together by three cleats should be placed over the slabs between the slabs. These boards should be placed so that they will support all over each earth that may heap up and fall over the front slab to sift through upon the road again. The end cleats should be placed so that they will not rest upon the cross slabs, but drop beside them. These cleats should extend with an inch beyond the finished width of the platform. An extra cross-piece may be added if necessary, but it is seldom needed.

To use the drag, attach a chain to the left cross piece, which is behind the front chain, running the other end of the chain through a hole in the front slab near the right-hand corner of the front end. It is a mistake to hook this end of the chain over the front slab as in the case of the other end, for when the drag strikes a stone or snag there is great danger of toppling forward. With the right end of the chain drawn through the hole in the slab as suggested, this danger is obviated.

The operation of the drag is very simple. For ordinary smoothing purposes the drag may be drawn up and down the road on two rounds, commencing at the edge and working towards the centre. Usually it is drawn at an angle of about 45 degrees. For the last stroke of the drag may be drawn backward with the round side of the slab to the front and with comparatively little angle.

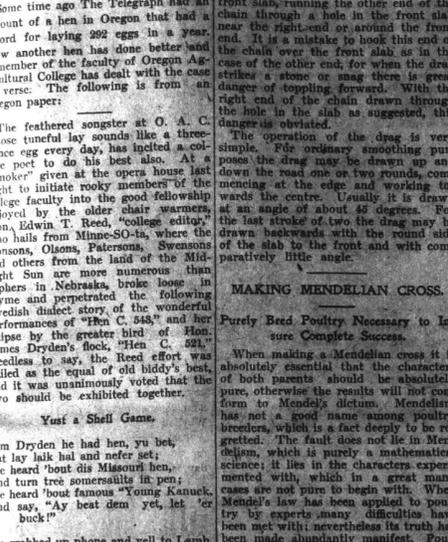
MAKING MENDELIAN CROSS.
Purely Breed. Poultry Necessary to Inure Complete Success.
When making a Mendelian cross it is absolutely essential that the characters of both parents should be absolutely pure, otherwise the results will not conform to Mendel's dictum. Mendelian has not a good name among poultry breeders, which is a fact deeply to be regretted. The fault does not lie in Mendelian, it lies in the characters experimented with, which in a great many cases are not pure to begin with. When Mendel's law has been applied to poultry by experts many difficulties have been met with; nevertheless its truth has been made abundantly manifest. Poultry breeders, and more especially the novice, must avoid the mistake of forming hasty conclusions; conclusions thus formed are more frequently wrong than right. The trouble lies in this: they remember one-half of Mendel's law and entirely forget the rest. Let us take an example to make it plain. Suppose two fowls have been proved by scientists: 1. If you cross a rooster with a single comb bird all the resulting progeny will have rose combs. 2. If you cross one of these rose comb birds to a single comb bird both rose and single comb birds will appear in the progeny. The novice, remembering the first part of this law and entirely forgetting the second part, crosses a White Wyandotte with a White Leghorn—he may get both rose and single comb progeny. If this happens he says: "Mendelian is all wrong; rose is not entirely dominant over single. How foolish!" Why not say: "This shows that my White Wyandotte has single comb blood in their ancestry, otherwise they would not have thrown any single comb birds when crossed with White Leghorns."

This would be knowledge gained, it would have been worth the experiment if only to have learned this. And the conclusion would be both scientific and profitable. If you read the second part of the law of dominance, as shown above, you will see why this latter conclusion is likely to be correct.—N. Y. Sun.

TO STOP HIGH EGG PRICES.
Breeding and Feeding of Poultry a Factor in Supply.
The usual advance in the price of eggs during the fall of the year, particularly of fresh eggs, is largely due to natural causes. There is a time each year during the hen's life known as the moulting period, when the hens shed their old feathers and grow new ones. This process begins at any time from July 1 to September 1, and occupies about ninety days, the age of the hens having considerable influence on the time they take to moult. Two and three-year-old hens do not begin to moult as early as yearlings.

Hens do not start to lay until a week or two after the new feathers are grown and the bodies of the hens are well protected from the cold weather. During the moulting season, few, if any, eggs are laid because all the food consumed is needed to keep up her health and vitality and produce the new coat of feathers. It follows that practically no eggs are laid during this period. The pullets hatched during the preceding spring, pullets sown late until fully matured or grown, therefore if the majority of pullets in a community are hatched late or for any reason have not been grown and matured properly a scarcity of fresh eggs is bound to result.

The Government's Answer to the Farmers



The Canadian Liberal Monthly.
The Finance Minister White—Nonsense, you Rube.—What you need is Education.
In the House of Commons on Jan. 20, Hon. W. T. White, Minister of Finance, intimated that the government was opposed to granting relief to either producers or consumers by tax changes. He said: "We have a declining rural population and asked 'What is the remedy?' He then answered 'The remedy is unquestionably increased production' and added that the government proposed to further this end by the 'promotion of agricultural education throughout Canada.'—'Making agricultural instruction to the farmer, teaching him as to his soils, as to his grains, as to his breeds of cattle' (See Hansard, H. of C. p. 80). Canada's total production last year of what alone is estimated at \$21,777,000 bushels; Canada's total consumption in one year at \$5,000,000 bushels. Under these circumstances the Canadian Farmer who knows his own business better than the minister of finance, is demanding 'wider markets' not 'agricultural education' as the proper means of securing increased production.

TIED SLED TO DEAR OF TRAIN.
Passengers on Tobique Railway Witnessed the Thrilling Ride of Young Boy—News from Perth.
Perth, Feb. 26.—All records for winters have been smashed by figures given out by Alex Straton, barrister of Andover, who keeps the official thermometer for this part of the country. The average minimum temperature for February so far is 18 below zero, compared with January which finished with average minimum of 18.8 below. During February only five days have not shown zero weather, the coldest being at 25 below on the 11th. A temperature of 40 below has been a common occurrence this being the mark yesterday while this morning's mercury registered 36 below.

WRECK ON SALISBURY & ALBERT RAILWAY.
Train Derailed and Small Bridge Near Salisbury Damaged—Team Conveyance to Carry Traffic to Scene of Smashup Till Repairs Are Made.
Salisbury, N. B., Feb. 28.—The train on the Salisbury & Albert railway met with serious trouble on her return trip to Albert on Friday, when about three miles out from the junction here the train left the rails, tearing out the ties over a small bridge or open culvert, two of the freight cars went down a slight embankment. Fortunately the passenger car, which had several passengers, did not leave the road bed, and nobody was injured. In the meantime, until the bridge or culvert can be repaired, which will take probably a week, the passengers, mail and light freight are being transferred by teams between the Intercolonial Railway here and the scene of the accident, and the train which has been righted up is running on schedule time between the broken bridge and Albert. Among the passengers for Hillsboro this morning to make the trip by stage and train, was the new speaker of the local legislative assembly, W. B. Dickson, M.P.P., who is spending Sunday at his home in Hillsboro.

NERVOUS TROUBLES ON THE INCREASE.
They Are Due to An Impoverished Condition of the Blood.
Nervous exhaustion or neurasthenia, as medical men call it—is one of the greatest evils of the present day, for it is destroying the life and energy of thousands of men and women, and worse trying them to insanity. The causes of this trouble include overwork, mental strain, worry, indigestion, and sometimes if follows a gripe. The signs of this trouble usually complete weakness after an exertion, nervous headaches, trembling hands, shakiness in the legs, irritability of temper, weak digestive power, insomnia. The life of the sufferer becomes full of misery.

HOUSEHOLD HINTS.
A very good substitute for the hot-water bag is shelled field corn heated and put into a bag.
Mattresses should be sunned as often as possible. This makes them sweet and free from germs.
To prevent "steaming" in cold weather, rub with vasoline and polish with a little kerosene.

LIKELY TO RATE FISHERY RULES IN BOUNDARY MATTERS.
Washington, Feb. 27.—The senate yesterday passed a bill to put into effect Jan. 1, 1915, the fishing regulations recommended by the joint fishing commission of the United States and Canada for boundary waters. The bill will be sent to the house tomorrow for immediate action.

The Canadian government had notified the United States that it would not consider itself bound to the regulations if the United States had not acted by March 1. The Canadian government approved the regulations about three years ago.

In the senate the bill was amended so that the regulations applicable to Saginaw Bay, hitherto exempted, should be included.

THE WOMAN'S CORNER.
EFFICIENT HOUSEKEEPING.
BY HENRIETTA D. GRAUEL.
(Domestic Science Lectures).
Pressed Meat
Pressed meat is a useful dish for luncheon or tea, and very delicate when made of veal or chicken. Only the lean meat is used, and an old fowl, if not too fat, is better than a young one.

Chicken molded with whipped cream.—Put the chicken meat in a bowl and add three egg yolks beaten and mixed with a pint of hot, clear, chicken stock, whites of three eggs beaten stiff, one tablespoon of powdered gelatine and two tablespoons of lemon juice. Pour all into a wet mold and chill for several hours.

Pressed Salmon.—Make the gelatine first, using only hot water or clear stock. Coat the mold with a lining of fish by placing the mold in a pan of ice water and turning it so the gelatine touches every side. The mold must be free from grease and very dry. Remove the bones and skin from a can of salmon and mix it with sufficient gelatine to fill the mold. Turn this out when cold and slice thin. Water cream makes a pretty garnish for this.

Pressed Veal.—Cook the veal until it shreds from the bone, remove from the pot liquor and set this aside to get cold. Chop the meat or cut it in small pieces. Season highly. Some families like a little onion added; others prefer to cook a few cloves and pepper corns with the meat. Skim all the fat from the cold stock, heat it and strain through a muslin cloth. Add the chopped meat, and meat as directed in above recipes.

International Harvester Cream Separators



A DAIRY farmer who does not use a cream separator is losing up to \$15 per cow per year. Complete your dairy equipment by the purchase of an International Harvester cream separator—Lily, Almond, or Dairymaid. These separators skim can be used for the skim milk, the strong cream, leaving behind a drop of cream in a gallon of milk—and they will do it for years.

These machines are furnished with pulleys for the use of power. Baked to a small I. H. C. engine, you have the best outfit it is possible for you to buy. Note the low supply can on I. H. C. separators, the height of the milk spout which allows a 10-pallon can to be used for the skim milk, the strong frame with open base which can be kept perfectly clean, and the dozen other features which make these I. H. C. machines the best.

Your local dealer should have one of these machines on sale. If he has not, write us before you buy and we will tell you where you can see one; also send you an interesting book on separators.

International Harvester Company of Canada, Ltd.
At Hamilton, Ont.; London, Ont.; Montreal, P. Q.; Ottawa, Ont.; St. John, N. B.; Quebec, P. Q.

HAYNES SENTENCED TO HANG MAY 8.
Sydney, N. S., Feb. 26.—Frank W. Haynes has been condemned to death. He will execute the murder of Atkinson, which he has been found guilty, on Friday, May 8. Sentence was passed on the prisoner this morning, and he was at once taken to the county jail to await his execution.

MARITIME EXPRESS HAD NARROW ESCAPE.
Newcastle, March 1.—The Maritime Express went off the track last night at Lakeside, six miles south of Barnaby River. The whole train, with eighty passengers went over on their side but no one was hurt. Superintendent Fitzmaurice was on the train.

There is no agent nor telegraph at Lakeside, so conductor Crockett and the superintendent had to walk to Barnaby River, in the meantime the train being lost to the dispatchers along the line.

Finally Newcastle office was communicated with from Barnaby River and an auxiliary train ordered from Moncton, and the Chatham train was sent after the passengers, taking them to Chatham. The accident was caused by a broken bar that dropped down and opened the switch sending the train off the track.

EMERSON DONATE LIBRARY BUILDING.
Family of the Late Rev. R. H. Emerson Donate Library Building, Which is Now Under Way—Announcement is Made by Dr. Cutten, President of the University.
Dr. George B. Cutten, president of Acadia University, makes an interesting announcement with regard to the Emerson memorial library at the university.

Before the death of the late Judge E. W. Emerson, LL.B., who was a governor of Acadia, the family of his father, the late Rev. R. H. Emerson, decided to erect a library building at Acadia University in honor of his memory of this early Baptist preacher.

The library, which is now so well under way and which it is hoped to have completed during the summer, is a building named Dr. Emerson, the widow, and the two sons, Hon. H. R. Emerson, the late Judge F. W. Emerson and the daughter, Mrs. Emma R. Atkinson, wife of H. Atkinson, K. C. of Ottawa.

The library promises to be a building well fitted to serve as a memorial to this man whose early labors contributed much to the upbuilding of Baptist principles in the maritime provinces.

HOUSES OF ILL-REPUTE ARE CLOSED UP

County Authorities Take Action and Declare None Will Be Allowed to Be Reopened.
Organized vice in the suburbs of the city has been radically stamped out, it is hoped by the county authorities. On Friday evening Warden McLellan and J. King Kelley, C. C. county secretary, two members of a committee appointed at the last session of the municipal council to close down the houses of ill-repute, were on the scene of five houses that they must move, and fixing Tuesday of this week as their time limit for getting away.

On the Quebec express leaving the city at 6:30 Saturday evening ten women who had lived in these houses took their departure. About twenty altogether came within the county's ban, and it is expected by the authorities that the remainder will have left the city by Tuesday.

It is rumored, however, that some of the former inmates of the houses have come to reside in the city.

When asked whether attempts at reopening the houses would be stopped, Mr. Kelley said that the council's move was intended to be absolutely final and that in no circumstances would such houses be allowed in the county in the future.

The matter of cleaning out the suburbs had been entrusted at the last meeting of the municipal council to a committee consisting of Warden McLellan, Councilor Kelley, and J. King Kelley, C. C. county secretary. The committee secured evidence with great care and were prepared for battle, legal or other. All plans had been thoroughly arranged and the work was carried out quietly on Friday night. The two members of the committee showed the proprietors of the establishments that no half measures would be taken but that they meant business. Their action has had speedy results.

THE WOMAN'S CORNER.
EFFICIENT HOUSEKEEPING.
BY HENRIETTA D. GRAUEL.
(Domestic Science Lectures).
Pressed Meat
Pressed meat is a useful dish for luncheon or tea, and very delicate when made of veal or chicken. Only the lean meat is used, and an old fowl, if not too fat, is better than a young one.

The spic or gelatine can be made from a knuckle-bone, or from two chicken feet. The method is to boil the bones or the bones and meat in very little water until the liquid will solidify when cold. A better way is to use commercial gelatine, as this does not require clarifying, and can be made and placed in the mold in ten minutes time.

There are many recipes for preparing jellied meats, or meats in aspic, but the following three selected ones will serve to illustrate all the rest.

Jellied Chicken.—This is clear amber when done and if preferred, only the white meat of the fowl may be used. Cut the meat in dice or shreds. Dissolve a half a box of gelatine, according to directions on package, and add it to enough clear bouillon to fill the mold. Heat the mixture and season with pepper and salt. Wet the mold and pour in enough gelatine to make a thin layer, cool this and in the meantime, mix the bits of meat in the remainder of the liquid and add it to the pan. Place on ice until firm and cold. Turn carefully from the mold and garnish with parsley or curled celery. Serve with mayonnaise. Eggs boiled hard and sliced in rings are usually used for the garnish.

Chicken molded with whipped cream.—Put the chicken meat in a bowl and add three egg yolks beaten and mixed with a pint of hot, clear, chicken stock, whites of three eggs beaten stiff, one tablespoon of powdered gelatine and two tablespoons of lemon juice. Pour all into a wet mold and chill for several hours.

Pressed Salmon.—Make the gelatine first, using only hot water or clear stock. Coat the mold with a lining of fish by placing the mold in a pan of ice water and turning it so the gelatine touches every side. The mold must be free from grease and very dry. Remove the bones and skin from a can of salmon and mix it with sufficient gelatine to fill the mold. Turn this out when cold and slice thin. Water cream makes a pretty garnish for this.

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HOUSEHOLD HINTS.
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Mattresses should be sunned as often as possible. This makes them sweet and free from germs.
To prevent "steaming" in cold weather, rub with vasoline and polish with a little kerosene.

If a piece of paraffin paper is wrapped around the knife blade it will cut butter without making it crumble.
Tomatoes filled with minced pickle, celery and chopped nuts mixed with mayonnaise makes a delicious salad.
Ink stains on handkerchiefs, etc., may often be soaked out in milk, but the sooner they are dealt with the better.

A spoonful of whipped cream is a tasty addition to any cream soup. Add it to the top of the cup. Just before serving.
To prevent onions from sprouting, let the onions dry, heat a poker red hot and with it singe the roots. Put in a dry place and you will find they will keep perfectly.



ABE MARTIN
The reason some folks don't understand 'n' income tax is because they don't know 'n' tax. I know 'n' tax, who passed 'n' yesterday with 'n' income tax, left a wife, seven children an' one son, three hundred an' fifty-three dollars.

REASONS FOR CASE... Free to Autopsy in Victim's Body... ers Special Train to Convey Physicians and Consuls

British Ambassador Has Long Conference With Secretary Bryan on Mexican Situation... The Wilson Cabinet Decides to Continue "Stand Pat" Policy for a While.

Washington, Feb. 27.—Two hours of session of the Mexican situation in a series of phases by President Wilson and his cabinet today developed a unanimity that the time had not yet arrived for any change of the policy of the United States government.

Although still reserving judgment on the question of the execution of the late S. B. Benson, a British subject, the cabinet and his cabinet, it was inclined to regard as of serious moment the management by Mexican Federalists of the execution of an American citizen.

Immediately after the cabinet meeting Secretary Bryan called Charge O'Shaughnessy to demand of the Mexican government the punishment of those responsible for the death of an American.

Consents to Produce Denton's Body... The body of the late S. B. Benson, who was killed in the Villa, had been taken to the body of the late S. B. Benson, who was killed in the Villa.

Secretary Bryan pointed out that the American government was not in a position to send a single representative of the British and American governments respectively to one army, had been a permission to the British and American governments to send a representative of the British and American governments to one army.

FOR THE COOK... A nice way to serve tartar sauce is to cut a lemon in half, clear out the inside, and then fill the halves with the sauce, one being served to each guest.

MAIDS AND HOUSEKEEPERS WANTED

WANTED—A general servant, good wages, small family. Apply Mr. P. P. Blanchet, Rothesay, 806-3-3.

NURSES WANTED

WANTED—Young women to work in a training school as nurses for the insane. Address P. O. Box 1178, Worcester, Mass. 6880-1-11.

WANTED—Young men and women to take the training course for nurses at the Hartford, Connecticut. References required. Miss Agnes M. Glen, Superintendent of Nurses, 30 Washington St., Hartford, Conn. 6880-1-11.

AGENTS WANTED

AGENTS wanted to solicit orders for Devotional articles and church requisites. Apply Waldron, Riviere du Loup, Que. 7986-3-4.

RELIABLE representative wanted to meet 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.

THERE is a boom in the sale of trees in New Brunswick. We want reliable agents now in every unrepresented district. Pay weekly. Liberal terms. Pedham Nursery Co., Toronto, Ont.

WANTED... LADES to do plain and light sewing at home; whole or spare time; good pay; work sent by distinct charges; send stamp for full particulars. National Manufacturing Company, Montreal. 6720-3-7.

Monday, Jan. 5th Is the Beginning of Our New Term

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

S. KERR, Principal

REAL ESTATE

Alfred Barley & Co. have sold the McBeath homestead at Cheyne Settlement, parish of Westfield, Kings county. The farm consists of 50 acres with house and barn.

The house in Queen square, owned by R. B. Kessen and recently occupied by W. M. Bancroft, has been sold to H. A. Mack, 27 St. John via Halifax.

Oscar Hanson to Mrs. Phoebe Padcock, freehold lot, 40 by 140 feet, with modern residence, about two years old, 27 Wentworth street.

Some of the most enchanting embroideries for household use are being done in our costume mill, the patterns consisting of masses of flowers worked close together and in the brightest and most surprising colors.

MARRIAGES... MURPHY-MACFARLANE—At Lawrence (Mass), Feb. 28, by Rev. H. G. Man of the United Congregational Church, Shurben L. Murphy and Elizabeth A. MacFarlane.

DEATHS... HAMILTON—Suddenly, on the 21st instant, at Brookline (N. Y.), Elizabeth Hamilton, widow of the late Dr. G. A. Hamilton, of this city, and daughter of the late Thomas E. Millidge, Esq.

IN MEMORIAM... In loving memory of Mary Gertrude Campbell who departed this life, Feb. 28, 1914.

CARD OF THANKS... Henry Nonkes and family wish to thank heartily their many kind friends for expressions of sympathy shown during their recent bereavement.

MARINE JOURNAL

PORT OF ST. JOHN

Arrived. Thursday, Feb. 26. S S Athena, 5235, Black, Glasgow, Robert Reford Co, pass and cargo. Coastwise—Str John L. Cann, 77, MacKinnon, Westport, sch Happy Home, 23, Thompson, Beaver Harbor.

Thursday, Feb. 26. S S Hochelaga, Tudor, Loubourg, Stary, with gen cargo.

Thursday, Feb. 26. S S Calvin Austin, Mitchell, Boston via Maine ports.

Friday, Feb. 27. Str Hochelaga, Tudor, Loubourg, Stary, with gen cargo.

Friday, Feb. 27. Str Corathian, Bamber, London and Havre, Wm Thomson Co, pass and gen cargo.

Friday, Feb. 27. Str Tyrone, Carey, Avonmouth, C P R, pass and gen cargo.

Friday, Feb. 27. Str Chignecto, Lewis, West Indies via Halifax, Wm Thomson Co, gen cargo.

Friday, Feb. 27. Str Victoria, Str Southampton, Feb 27—Ard, str Amerika, New York.

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A Household Friend for 103 Years

First aid to the injured—Relief from Coughs, Colds, Croup, Rheumatism.

JOHNSON'S ANODYNE LINIMENT

Use it for both internal and external ills. Sold everywhere in 25 cent 50 cent bottles.

L. S. JOHNSON & CO., INC. Boston, Mass. Parsons' Pills Make the Liver Active.

HOUSHOLD HINTS... Black and white china frocks are seen in the shops.

There is a revival of cross-stitch in artistic needlework.

Beads in flaming yellow pink color are called tango beads.

Rice cloth is a sheer cotton, with an inwoven knotted yarn.

Multi-colored stripes are seen even in wash silk and crepes.

White crystal beads and jet beads are much used together.

Flowers have a direct influence on health and beauty.

Spare ribs are much improved by par-broiling before roasting.

Meat broths should be made only in porcelain or agate ware utensils.

To remove stains from paints, rub them with a soft cloth wet with alcohol.

One of the prettiest styles among new neck finings is the Medici collar with fichu attached.

The all black hat continues fashionable, and does away with a multitude of tints in color.

One of the new spring coats has no opening, but slips over the head like a peasant's blouse.

A white voile dress with scarlet double cherries for buttons was seen among spring novelties.

'Four-melted' parafin into a cup, and when it is hardened tie it into a piece of cloth and use it to smooth the rough rows.

Baking testers can be bought by the package and do away with the old objectionable habit of using a broom splinter.

Ribbons with watered surface, and broadened flowers are all in one tone and curious and lovely.

Lovely girdles for evening gowns are made of the latest and gold lined ribbons, softly crushed up.

Broad, full feather quills, in vivid color, are shown among new hat trimmings.

Among the new neckties is the one with chicken licks, called "bird tie" or "poule". It is very smart.

In Paris the toilettes for afternoon and evening wear are of the lightest and most delicate styles.

It is seen on almost all dresses and evening gowns. It makes a scintillating background for paradise plumes.

For winter sporting wear nothing is prettier than the white and blue suits, with collars and cuffs of dark fur.

When an evening wrap is brilliant in color and trimmed with sumptuous furs, its lines should be absolutely simple.

A French blouse of crepe de chine has irregularly shaped revers of handkerchief linen, underlaid by larger revers of netting, designed to catch the light.

The long serge coat, plainly tailored and very practical, is as much as ever in request for common wear, now that spring is approaching.

One teaspoonful of vinegar is a substitute for the grease which cakes light in which drippings have been used instead of butter.

Lamp wicking of cable cord will be found excellent for padding a scallop that is to be buttonholed. It takes much less time to use this than to "stuff" the space with thread and needle.

If a spoon unwinds too rapidly, as the sewing machine is used, rub a piece of soap across the surface of the spool of silk or thread. This will regulate the unwinding, says Mothers Magazine.

Some of the new lingerie dresses are made of hand embroidery, and yet are very simple for the reason that they have straight tunic skirts and kimono-sleeved waists.

Rusty irons should be heated, rubbed on a piece of bees wax tied in linen, and then with a coarse flannel cloth, sprinkled with household salt. This will give a polish like glass.

Ground rice is excellent for cleaning white cloth. It should be applied with a piece of clean white flannel, left for two or three hours, and then well brushed and shaken.

To preserve brass without taking lacquer off, and stop from rusting, mix for getting a little beeswax and spirits of turpentine. Do not put the mixture in until just before kneading.

To make a light sponge cake, take one cupful of flour, one cupful of sugar, two eggs. Mix flour well together, then add the eggs, well beaten. Beat all together and bake in a hot oven about fifteen minutes.

Beat embroidery is being used for spring frock suits. It lends itself peculiarly well to the bolero jacket.

The Shetland wool sweaters for spring come in a variety of pale yellow and white, with charming trimmings.

ST. JOHN MARKETS C.P.R. OR G.T.R. WOULDN'T STAND FOR IT 24 HOURS

Would Quickly Deal With Official Who Made Improvident Contracts SUCH AS MR. GUTELIUS HAS MADE FOR I. C. R.

Yet the Man Who is Responsible for Such Poor Management of the People's Railway is Regarded by the Government Competent to Report on the Great Question of the Construction of the Transcontinental.

(Toronto Globe) Mr. Gutelius, the former C. P. R. engineer, who now manages the Intercolonial, and incidentally finds time to charge the G. T. P. with encouraging waste in the construction of the National Transcontinental, seems to live in a particularly conspicuous glass house.

He recently made a contract with the C. P. R. for the hauling of passengers and freight over the Intercolonial between St. John and Halifax, which railway experts regard as most improvident.

It provided that passengers and their baggage en route to or from the C. P. R. and Allan liners sailing from Halifax should be carried for \$2 first-class and \$1.50 second-class, and that the maximum earnings of the Intercolonial on any train should be \$100. No provision was made for minimum earnings. A special train might have as many as twelve cars, and must be run at as great a speed as regular through trains.

These specials, it must be remembered, are run in close connection with incoming and outgoing liners. Assuming that the maximum clause were observed, twelve cars will carry forty passengers, each divided equally between first and second class, the I. C. R. would earn \$700 on the haul in the maximum clause were observed. The maximum clause, however, limits the earnings to \$800. That looks like a fine thing for the C. P. R., but the people's railway was not protected as it should have been by Mr. Gutelius.

Conditions are even worse in regard to freight which must be carried by the Intercolonial, and is so carried for 70 cents per ton, except flour and grain, which pays 60 cents. Again, the maximum earnings of the I. C. R. are put at \$800 per train. There is no actual loss on freight haulage if the costs of I. C. R. operation for the year 1912 are still maintained. In the year ending June, 1913, if cost the I. C. R. \$100 per train to operate a freight train. The distance between the two cities is 270 miles, so that it would cost to haul the average I. C. R. freight train of 270 tons \$100, and for this the C. P. R. pays a maximum of \$800.

But this is not the worst of it. I. C. R. trains are small, averaging nineteen cars. A C. P. R. grain train of forty cars could be turned over to the I. C. R. to be hauled 270 miles for \$500, or about the same as would be paid for hauling seventeen cars in a train. Freight earnings on the I. C. R. average 360 of a cent per ton per mile in 1912. For the grain and four business of the C. P. R. carried over the I. C. R. the rate per ton per mile should be at least 20 cents, and for this the C. P. R. pays a maximum of \$800.

If a responsible official of the C. P. R. or G. T. R. made a contract so improvident he would not remain in the service twenty-four hours. Yet the man who made this one is regarded as competent to report on the great question of the construction of the Transcontinental.

DEATH ENDS CAREER OF EARL OF MINTO... London, March 1.—Lord Minto died at 4 o'clock this morning.

His Career... Entering the government's service as an agent of the Scots guards at the age of 20, Gilbert John Murray, 22nd of Forth, Earl of Minto, became at sixty, viceroy of India, the most important and lucrative post in the British colonial government.

He was born in 1848, and after education at Eton and Cambridge, he served thirty years filled with brilliant exploits as a soldier, six as governor-general of Canada, and five in governing India.

He was in Paris during the Commune uprising in 1871. He followed the British army in Spain as a war correspondent. He witnessed the operations of the Turkish army on the Danube, and was present during the bombardment of

Nokopolis, and the historic crossing of the Danube. He was with General Roberts in the Afghan campaign and later served as his private secretary in South Africa. He fought the Egyptians as a captain of mounted infantry in 1882, and was severely wounded at Maghar.

Later he became military secretary to Lord Lansdowne, the Governor-General of Canada, and during this service he helped put down the Northwest Rebellion as chief of staff under Gen. Middleton. Returning to his homeland, he served as brigadier-general of volunteer infantry in Scotland.

When 48 years of age, Lord Minto was appointed Governor-General of Canada, and there won renown as a statesman and diplomat. In his speeches he showed deep affection for America.

"I predict a great future for the western continent," he said, shortly before his death. "It is a land of incalculable riches. Northwest Canada today offers some of the greatest opportunities in the world."

During Lord Minto's term in Canada, the Boer war broke out again. Canada was called upon for volunteer troops. In this emergency the vast knowledge he had gained in his thirty years of soldiering was of incalculable benefit. He personally saw to the organizing and equipping of that splendid contingent of Canadian soldiers which arrived on the South African battlefields as one of the best trained bodies of soldiers in the war.

Great as was his service in Canada, the British public will probably best remember him as Viceroy of India, the successor of Lord Curzon. One of the unique reforms that Lord Minto instituted in India was the use of finger prints on money orders in the postal service. He closed his long public career in 1909 when he resigned from the Viceroyalty.

Lord Minto was possessed of great wealth, most of which he inherited.

TO MY READERS... Of the little illustrated advice book described below, which I gladly send free to all men who fill in the coupon, I beg to say that it represents the very BEST information of a private nature which I am able to offer you as a result of over 20 years of my own observation and study, and during which time I have personally interviewed many thousands of men, young and elderly, strong and weak, rich and poor, who came to me in confidence with their confessions of debility, lack of nerve force and falling strength.

It is ready, this vast and unusual opportunity which has enabled me to compile this very popular and valuable little free book (over a million copies have been sent free of charge) to men who wrote me for them, and in a manner to reflect the exact living, breathing experience and needs of your case, who sought information as to the newer ways of self treatment without the use of drugs.

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Therefore, please use the coupon, or if nearby, I should be very glad to have you call on me personally. It is a fact, reader, which you and I must recognize and admit, that the weight of the world is not to be won by strong, vigorous, husky, manhood, and we must also admit that it is this same manhood and vigor which is the backbone of the nation's leaders and producers in every walk of life. No matter where we go we find it to be the manly, vigorous, vital fellow who brings to the front who fascinates men and women of this community, who does the really great things. An unmanly man, merely mean nature should, and that he is it is his own fault, and that he is it is his own fault, and that he is it is his own fault.

WHAT THE FREE BOOK TELLS... The free illustrated advice booklet mentioned above is meant to be a simple declaration of certain important truths that every man in the world should know. The day has gone by when men are kept in ignorance of the real problems pertaining to these private subjects, and this illustrated advice booklet, which I send to men sealed by mail, gives certain important facts relating to sex, just as these facts are. The booklet also fully describes my VITALIZER and you are told how you may get one for your own use if you decide that you want one. Please use coupon below, or call. Hours 9 to 6.

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Book For Men, Free

3,000 Words, 30 Illustrations

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It is ready, this vast and unusual opportunity which has enabled me to compile this very popular and valuable little free book (over a million copies have been sent free of charge) to men who wrote me for them, and in a manner to reflect the exact living, breathing experience and needs of your case, who sought information as to the newer ways of self treatment without the use of drugs.

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