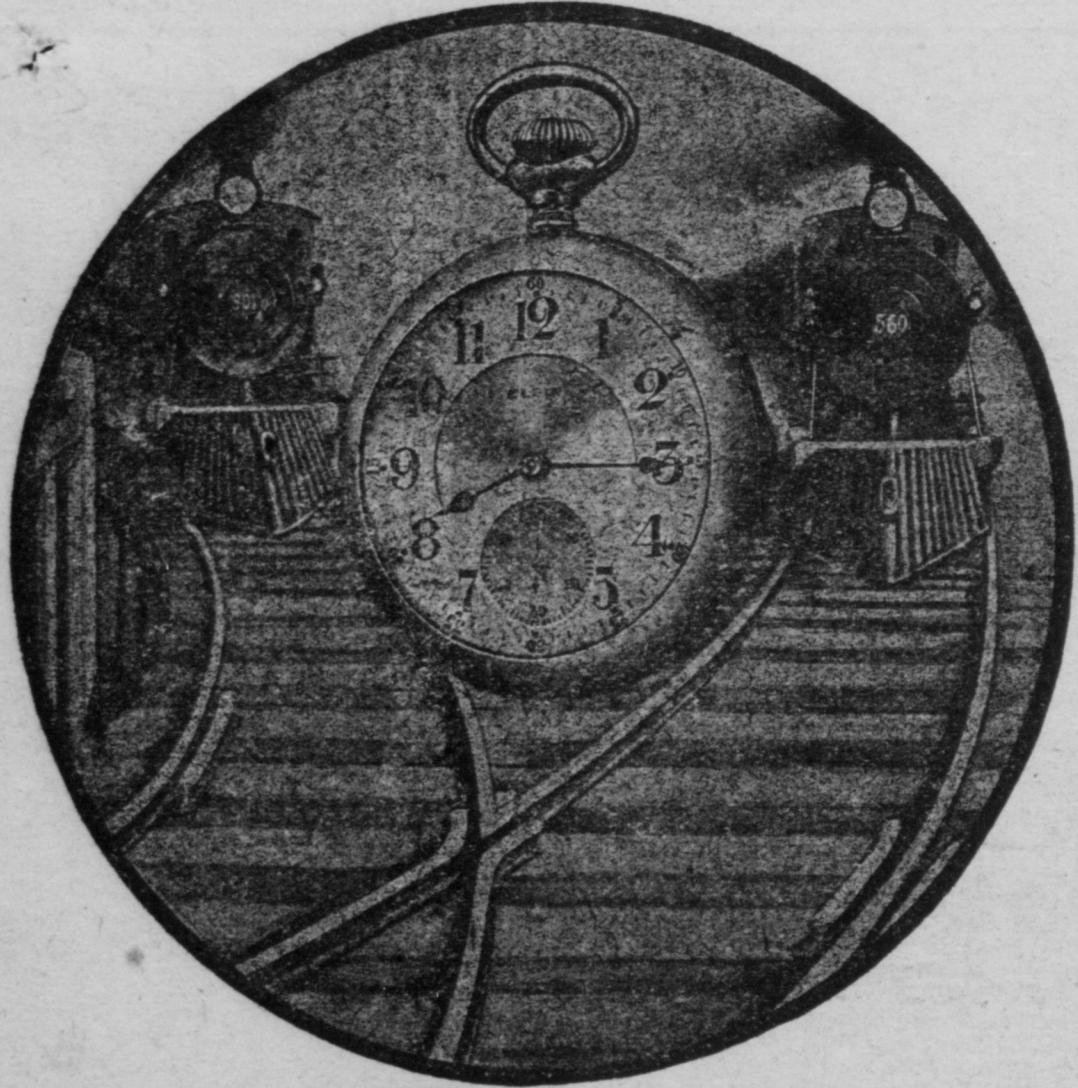


The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, JANUARY 21, 1910.

WHOLE No. 3256



WATCHES

No more appropriate time for buying a Watch than January, the month of new resolutions and good intentions.

Resolve to be on time, promptness is a virtue that everyone can possess. Own a watch of your own, one that you can rely on—one that will give you the satisfying feeling of being accurate to the minute. Our watch stock will afford you a selection from a large range of designs of the newest creations of the case-maker's art.

Movements of all the reliable makers, each having our iron-clad guarantee.

Our Repair Work will astonish you, if you have never had some watch or other article repaired here.

Marriage Licenses and
Wedding Rings.
JEWELER
H.V. Salling
30 MAIN ST.
WOODSTOCK, N.B.
—OPTICIAN—
KODAKS
and
SUPPLIES.

LADIES!

Let us shoulder the drudgery of Wash Day. Why do you stand over the wash tub and break your back, and then go out to the clothes line and probably catch a bad cold, which means a big Doctor's bill in the end.

Send the wash to us. We do it for 4c per pound, which means that all flat work is ironed and all starched goods are starched and ready to iron.

Drop us a card or telephone 8-11 and we will do the rest.

Woodstock Electric Laundry.

BIG CUT

On All Custom Made Tailored Garments
For 39 Days from Date.

Just to keep the full force of hands busy during the slack season:

\$18.00	SUITS	FOR	\$16.00
20.00	"	"	18.00
22.00	"	"	19.00
24.00	"	"	21.00
27.00	"	"	24.00
30.00	"	"	26.00

Overcoats and Trousers in like proportion.

TERMS SPOT CASH.

R. B. JONES Co., Ltd.
Manchester House.

Great Britain's Present Naval Standing.

The following is taken from the Canadian Courier, an Independent Conservative Journal:—

Opponents of the Canadian navy idea assert that Great Britain is in danger of being defeated by Germany "now" or "soon." From this they argue that to be an effective aid to Great Britain, we should construct a Dreadnought in Great Britain at once, or contribute enough cash to enable Great Britain to construct one at once. They never tell us exactly why they think Germany will fight soon nor why they think that if a fight occurred Great Britain stands the slightest danger of being defeated. Hon. R. P. Roblin recently made a long speech on the subject in Winnipeg and the best he could do in the way of quoting an authority was to cite the opinion of Ex-Senator Chauncey M. Depew. This was a joke. What the Hon. Chauncey knows about warships and European conditions would hardly fill as much space as one of the chestnuts he cracks in an after-dinner speech.

Now is there any authority whose word we can take, any impartial observer with expert knowledge?

How would the Naval Department of the United States do? They issue an annual report on the standing of the navies of the world. If they think Germany is beating Great Britain in naval progress, that would justify the opponents of the "tin-pot" Canadian navy and support a movement for a quick contribution. Their report for 1909 is just out and it should be examined.

In that report, they group Dreadnoughts and cruisers of the Invincible type, because both are armed with big guns, mostly eleven-inch or over. Of these Great Britain has seven completed and nine under construction. Total, 16. Germany has two completed and nine under construction. Total 11. How long will it be before Germany can beat Great Britain in that particular? Won't it be sufficiently distant to enable us to build a few warships and train a few thousand men?

Of battleships of the first-class, other than Dreadnoughts, Britain has forty-nine and Germany twenty-four. How long will it take Germany to catch up with Great Britain in that particular. Won't it be long enough for us to build several first-class cruisers in Canadian shipbuilding yards?

Of armoured cruisers, other than the Invincible type, Great Britain possesses thirty-five and Germany nine, and the British vessels average more tonnage than the German. How long will it take Germany to catch up with poor, decrepit Great Britain in that particular? Can she do it in ten years? Can she do it in fifteen?

Of torpedo-boat destroyers, Great Britain has 148 and Germany 79. Can you see Germany gaining on Great Britain in that particular? Can she catch up before the little Canadian fleet is built and organized, and Canada given a real place in the naval game?

The truth is that in either present tonnage of war vessels or projected tonnage, Great Britain has nearly three times the strength Germany has, presuming, of course, that the United States naval department knows what it is talking about, as well as a discredited Ex-Senator of Congress.

Those who examine the facts will be surprised to know that Germany's present fleet does not equal that of the United States. Uncle Sam could go up against the Kaiser at the present moment, with a fair chance of success. And even Uncle Sam admits that Great Britain's fleet is immeasurably superior to his.

The real truth of the matter, as pointed out by the Scientific American, is that Germany had to get into a feverish haste over war-ship-building or the United States would have had a fleet immeasurably superior to Germany's. That journal says: "As late as a year ago, when Germany had no Dreadnoughts afloat, she actually possessed only fourteen battleships capable of fighting effectively at modern ranges, as against twenty-five flying the United States flag, and forty-nine under that of Great Britain."

Think of that, ye self-appointed protectors of crest-fallen Great Britain! Think of that, ye followers of Chauncey Depew! Think of that, ye blind-folded politicians who would rush Canada into an ill-considered naval policy! A year ago, the German fleet was about one-half the strength of the United States fleet in long-range work, and only one-quarter the strength of the British fleet. Germany had reasons for her haste. The fight in the Sea of Japan proved to Germany that her fleet was badly constructed and feebly armed. Her ships were too light for modern guns. Her 9.4 guns, which were her main armament, were practically useless in the first line of fire. One year ago, Germany was down and out as far as fleet efficiency was concerned.

The following table which will be found in the recent report is commended to the kindly and serious consideration of those who would have us believe that if we don't send a few millions over to London in the next few weeks, that Britannia will cease to rule the waves forthwith.

RELATIVE ORDER OF WARSHIP TONNAGE.

Name	At Present	Completed
Great Britain	1,758,350	2,005,873
United States	682,785	785,687
Germany	609,700	820,692
France	602,920	766,909
Japan	396,368	489,704
Russia	259,263	412,250
Italy	216,038	257,818
Austria	114,897	167,297

In confirmation of this view, many British utterances might be quoted. Just one week ago to-day, the Chancellor of the Exchequer speaking at Reading, paid his respects to the scare-makers "who mistook the rattling of the milkman's cans in the mornings for the jingle of spurs of German Hussars." On the sea, he declared, Great Britain has three times as many men and three times as much material as Germany. Did these scare-makers think a German would eat three Britishers as if they were three frankfort sausages?

The people who imagine that the Germans are roaring lions going about seeking whom they may devour have a difficult task on hand when they attempted to prove their case by authentic evidences. A certain labour representative has been making quite a fuss in England about German aggression, but the Rt. Hon. John Burns tells us not to worry as the man's views are warped. Otherwise, no prominent voice in Great Britain argues that the danger from Germany is immediate, and few admit that it is even remote.

"Why all this recent fuss in Great Britain, then?" someone will ask. The question cannot be satisfactorily answered, except to say that it was mainly political. Times were bad, and the builders of naval vessels were afraid the building of ships would be seriously lessened. They and other interested people got up a scare. The contest between Lord Beresford and Admiral Fisher further added fuel to the flames.

The best proof of this is that the fuss is nearly over. Very little is heard about it. The House of Lords has supplied a new topic for people who must talk. Canada's manifest duty is to keep cool. We have seen flags waved before and it should not be allowed to drive us into a frenzy on this particular occasion.

Burned to Death

Saskatoon, Sask., Jan. 14.—As a result of an early morning blaze a most appalling affair has taken place. A mother and four children are now lying cold in death and Andrew Reid, their small house, was burned so badly before found by the firemen that all the skin is stripped from the lower portions of his body and will likely succumb. The name of the family wiped out is Henderson, the head of the house having come from a homestead out yesterday to enjoy a few days with his loved ones. All retired last night and nothing unusual was noticed until this morning when the family were still asleep.

Little is known of the affair or how the deaths were caused except that Mrs. Henderson and her two children as well as the two little ones belonging to the man Reid, who had been staying in the same house, were found by the firemen, literally baked from a fire caused from a coal stove. They were all dead when brought from the burning shack by Fire Chief Heath.

Harry Trafton, son of Mr. Charles and Mrs. Trafton, who has been afflicted with epileptic fits for 47 years, and in consequence has been a great care to his parents, died on the 12th inst. aged 48 years. Notwithstanding the care involved, Harry had been the subject of the tenderest care from the whole family and especially of his father and mother. His remains were interred in the cemetery at Green Bank.

Ottawa, Jan. 14.—The mileage of railways in actual operation in Canada during 1909 was increased 1,138, making 24,104 miles now in operation exceeding the mileage of Great Britain and Ireland by 1,000.

Four thousand children were given a free New Year's dinner in the Exhibition buildings, Toronto.

CUBA

Report of Trade Commissioner.

(E. S. KIRKPATRICK)

Havana, Cuba, Dec 15th, 1909.

FURTHER PARTICULARS REGARDING POTATO SHIPMENTS.

Considering that probably ten letters reach this office for information regarding potato markets in Cuba to one on any other subject—these letters coming from every section of Eastern Canada, as far west as Toronto—and in view of the fact that many errors have been made in connection with shipments in the past some further particulars on this subject may be of practical interest.

THE SHAPE AND SIZE OF BARRELS.

The standard barrel for potatoes in this country is of very light weight and this is important as duty is collected on the gross weight. Barrels are divided into two classes according to the kind of hoops used, those with the ordinary rough hoop are classed as "tierces" and only those with the shaved hoop such as is found on a flour barrel are properly classed as "barrels." The latter are preferred to the former and while the capacity of one is the same as the other the square hoop makes the package appear larger and presents a neater appearance. This barrel is largely used in shipping Early Rose seed potatoes.

Some barrels have entirely too much bilge and very little if any is necessary. The two centre, or bilge hoops should be at least eight inches from the end of the barrel and securely nailed. Many barrels arrive with the centre hoops missing on account of not being nailed or with the barrels sprung on account of the hoops being too near the ends. In heading up barrels too many use nails that are too large and they should not be over an inch and a half long.

The Nova Scotia barrel is probably the nearest one coming to this market and cannot be improved on in appearance. The length of this barrel is 29 in. The inside diameter of the head 16 3/4 in.; the inside diameter at the centre 18 1/2 in.; thickness of stave 5-16 in.; thickness of head 5/8 in.

RIGID INSPECTION BY THE BUYERS.

Though potato shipments may not have any inspection in Canada before leaving the rigid inspection they receive on arrival makes it impossible that any poor stock will pass excepting at a large discount. The head of the barrel is never removed for this purpose but every barrel before leaving the docks has from three to five openings made in the side so that the stock can be seen. If the potatoes are then taken to a ware and sold in small lots the second buyer sends his men to make a further inspection and several additional openings are made. This work is done with a sharp narrow bladed hatchet and two strokes will, as a rule, make an opening six or eight inches long. It frequently happens that a buyer, for various reasons, wishes to reject a shipment which he has ordered and in such cases an excuse is easily found. One buyer refused a shipment on the ground that he had contracted for N. S. Burbanks and claimed that those shipped him were N. B. Green Mountains. Generally speaking there is no distinction here between these two varieties and one is as acceptable as the other. It may be stated as a fact that if Green Mountains are labelled "Burbanks" no question will be asked in one case out of fifty. For some reason there is a prejudice against the former name but not against the stock itself. It is but seldom that potatoes in standard barrels are weighed after leaving the docks by the small buyer for they know at a glance how much the barrel contains. However at a town in the interior a buyer who wished to better the bargain he had made recently emptied each barrel on the scales and then telephoned that he could not accept the potatoes as the net weight was but 155 lbs. A buyer recently refused to accept a shipment on the grounds that the stock was frozen and at the first sight such appeared to be the case. The stock was more or less damp but not frozen or decayed and it has been suggested by an importer here that if the potatoes were placed in a warm warehouse for some time before being transferred to the steamer, sweating would in that way be avoided. In many cases they are exposed to a temperature barely above the freezing point and the change from such to the warm steamer causes sweating.

NO REFUND OF DUTY FOR BAD STOCK.

One shipper, who had a considerable loss early in the season on account of the stock being badly decayed, the larger half of it being carried out to sea and dumped has asked why he should not have a rebate from the Customs for duty paid on this stock. The law is that when once duty is paid and the shipment is taken from the dock no refund can be allowed. If the stock is abandoned before being taken away all duties paid will be refunded.

ABSOLUTE IMPORTANCE OF PROPER SHIPPING PAPERS.

It is hard for shippers to this market to realize the absolute importance of for-

Manufacturing and Other Interests Are Bonused.

Why Not Bonus The Dairy Cow?

BY HAMPTON STOCK FARM COMPANY.

We have many times wondered if the farming community of New Brunswick has ever noticed the great success that has attended, and seems at the present time still more likely to attend, the many applications made to the Government of the day, both Provincial and Dominion: For subsidies to owners of steamship lines.

For guarantee to railway promoters. For guarantee to cold storage promoters.

For bonusing of steel production. For bonusing of iron production.

For guarantee to builders of dry docks. For guarantee to steel ship building.

And the latest, two notice the Dominion Government is asked to guarantee a sum of \$2,500,000 to a grand exposition to be held at Winnipeg in 1912.

Then, again, all our towns and cities seem to be only too willing and anxious to bonus in one way and another, or relieve from taxation, etc., any industrial enterprise which may make known the fact that they might locate in their midst.

All that seems to be necessary to obtain these concessions is for some good talkative promoter, who makes his living in that way, to bring the matter up—or a representation of some influential body of business men to appear before the Government and inform that body "that they are sure such and such an expenditure will be successful" and after due consideration, or lobbying around the House of Parliament the subsidy, bonus, guarantee of the bonds, etc., is put through, and you and I and all of us have to "pay up and look pleasant."

We do not, for a moment, wish to find any great fault with all this, as we realize much of it is necessary for the development of the country at large and we are also sure to feel the benefit of the expansion.

The thought, however, comes to us, why should not the agricultural community of the country promote a claim for assistance of a similar nature?

Why should not the business men assist us in that claim?

The business of every wholesale and retail merchant, professional man, tradesman, transportation, manufacturer and all depends almost entirely on the development of the natural resources of their country and this, agriculture, is, perhaps, the most important, at least one of the very greatest of importance, in the Maritime Provinces.

We are almost too far away from the centre of the market to successfully compete in the larger markets of Canada with our manufacturing, but we have our natural resources in agriculture, lumber, mines and fishing.

Being interested in the first named, agriculture, we feel compelled to draw your readers' attention to a few facts, which we crave space in your columns to produce, at the same time stand ready to be corrected if we err.

We understood our Provincial Government grants \$25,000 per year to agriculture at the present time and has been doing so for some time.

Are we progressing under the expenditure?

Is it and has it been well spent?

In comparison with other lines of trade and commerce can we not rightly and justly demand a larger sum of more expansion?

Being particularly interested in the dairying and live stock branch of agriculture, and it probably is the largest branch, we would like to discuss that part first.

As your readers will all know, the Government of the day appointed a commission to look into the industry throughout the whole province and make a report. Their report has been made and is printed, and we presume many of your readers have seen it.

This commission, we understand, has cost the province about \$6,000 and in our humble opinion it has been money well spent, so far, at least, as it has revealed the true state of affairs and its report and figures will, we think, answer any business man's or platform speaker's oft repeated query as to

Why we have so many abandoned farms? Why so many of our young men leave the farm?

If you will turn to the Commissioners' Report, page 183, you will see there an estimate made up for the year 1909 of The cost of the feed, growth and production of live stock for

that year.....\$5,712,606 To which is added interest on the estimated value.....\$24,416

And you have a total of.....\$6,237,022 Read further and you will find

that the value of the product from those resources estimated at.....\$4,354,841

Leaving a loss on the transaction of.....1,882,681

Now, while we realize these figures must be in error, yet we submit it would be a mighty hard proposition to twist them around enough to show any profit which is so absolutely essential to any business and especially would this be so when those of you interested in dairying will notice in the report the average cost to feed the dairy cows is made up at \$17.00 per head.

Turn also to pages 178 and 179 and you will observe they further report finding "an absolute decline in cattle and live stock generally."

In the face of all this, after all these years, is it not time some change was made in our agricultural policy, or, at all events, in the expenditure of the money voted, if after all these years "we show a decline?"

Let us go further and look at the agricultural report of New Brunswick on page 65, relating to dairying, and you will see our production of butter and cheese in 1903 was.....\$887,639.42 While in 1908 it was.....298,970.63

A decline of.....\$588,668.81

Why the average market price of butter in 1909 was 25.20, as compared to 1903 at 20.38, that of cheese in 1908 was 12 cents, as compared to 1903 at 10.10.

Turn also to page 64 and you will see the total number of creameries in operation in 1908 was only 23 as compared to 46 in 1906.

Why should this be?

If you turn again to 1908 report of the annual Winter Fair at Amherst you will see on page 140 that Prof. Gunning, an authority on the subject, states that the average production of the dairy cow in the Maritime Provinces is 3,000 lbs. of milk per year. The greater quantity of this product has to be sold to the butter factories. Let us assume that the 3,000 pounds were of a good big average of richness and say it contained 4 per cent of butter fat, this then would produce, in round figures, 120 pounds butter, which, at the extra high average price of last season, would return 25.20 cents per pound or a total of \$30.24 from this machine, to which might be added, say \$5.00 in by-product and say \$5.00 from manure, or a grand total to say \$40.00. Bear this sum in mind, \$40.00 for total income. Now turn to page 143 in same report and you will find Mr. R. S. Stevenson, a practical feeder and breeder of Ancaster, Ont., and one of long and careful experience, and you will observe he says it costs them in Ontario from \$35.00 to \$40.00 to feed a cow for 12 months, (and Ontario is more of a grain producing country than this is) and in this we cannot be far wrong, for if you take a few tons, which you will all realize must be used, such as say 1/2 ton mill feed per cow per year

at \$27.00.....\$13.50 2 tons hay per cow per year at \$5.00 10.00 100 bushels of roots, or its equivalent per cow per year at \$0.10.....10.00

And you have a total of.....\$33.50 To say nothing of any concentrated feed at all. According to these authorities, then the average cow machine was producing, last year, value to the extent of \$40.00. At a cost for feed alone of say \$36.00, to which must be added the full keep of the herd bill, some of the raising of the young stock, at least three-quarters of the cost of the horses to haul out the manure to put in the crop to raise this raw material for these machines.

Three-quarters of the labor to raise the material.

The interest on the capital of almost the entire plant to produce this finished product.

The wear and tear of this machinery, including the cow herself, and we fear your \$40.00 for production will sink into oblivion.

Certainly, it will not interest much capital.

The foregoing, we think, answers the earlier question submitted, as to our progress under the present expenditure.

Regarding the second question, as to its being well spent?

One of the largest items we notice is Immigration Officer at St. John, something over \$6,000, and we further read of another recent appointment of an official to represent us in England and lecture on New Brunswick's agriculture—we presume this will add at least another \$5,000 to this department. It is very nice for a lecturer to paint a glowing picture from the platform over night, but it is a business (Continued on fifth page)