

SHRINKAGE OF £5,827,193

IN BRITAIN'S JUNE TRADE

Bulk of the Decline in Grain, Flour and Meat—Short Crops in India, Russia and Roumania Evidenced by Diminished Supplies of Wheat From Those Countries—Half Year's Imports Decease £30,050,175.

London, July 17.—With four Sundays and Whit Monday this year, against five Sundays and no Whitsuntide holiday in June, 1907, the comparison between our foreign trade the two months is about level and the best that can be said is that the Board of Trade returns show a smaller falling off than they did in April and May. The imports in June are only down 3.49 per cent, and the bulk of the decline comes from grain and flour and meat. We purchased 3,346,000 cwt. less wheat and wheat meal, with a reduction of £1,009,000 in value. Short crops in India, Russia and Roumania are evidenced by the diminished supplies of wheat from those countries, and it is noticeable that in the first six months of 1908 the Argentine Republic has sent up 21,610,100 cwt. of wheat, against 14,884,000 cwt. from the United States and 5,000,000 cwt. from Canada. Our imports of meat have fallen off £636,806, of which £259,659 represents live cattle. On the other hand, sugar increased 325,000 cwt. in quantity and £282,000 in value, presumably owing to the remission of half the sugar duty, and we bought more butter and fruit from abroad. There is a further shrinkage of 61,000 cwt. and £164,131 in our imports of raw cotton, while iron ore, hides, yarns and textile fabrics and many other items show modest decreases. For the half-year the imports have fallen 9.15 per cent, viz.: Imports, six months, £208,306,224; decrease on 1907, £30,050,175; the chief declines being £10,856,990 in cotton, £5,131,210 in wool, £3,285,886 in other textile materials, £1,708,456 in meat and £2,884,273 in sugar, leather and tin, the last owing to lower prices.

VISITOR'S IMPRESSION OF THE MARITIME PROVINCES

(Montreal Star.) Then, as usual, I found (in St. John) a cemetery. Only this time it was called the old burying ground and was situated in the heart of the city, with gray old tombstones, chipped and worn by age, and bearing inscriptions to men who were born a couple of centuries ago in places such as "Chiswick, in the County of Middlesex, Old England," to a naval officer, his wife and daughter, "When they died the poor lost friends." I like that—to one Joseph Barlow, of whom it is said: "Blessed are the merciful for they shall obtain mercy."

I made a beautiful car ride after crossing over the ferry to Seaside Park and sat by the water's edge looking at the salmon nets, where the sea was lashed into small lots by tall poles netted half-way up. There were tall ships crowding full sail to my right, and the little motor boats suffering from palpitation of the heart in front of me and running about among the wet stones and green banks with their beach below were red and purple petticoated children.

These Eastern cities seem to me to be particularly well off in the matter of parks, not mere open spaces reserved to the public, but really beautiful places, whose situation and whose decorations have been selected with extraordinary taste. In St. John you will find Prospect park, overlooking the reversible falls; Rockwood, with the beautiful Lily Lake; Seaside, above the lovely bay shore, and others, I dare say, which I did not discover. In Halifax are the public gardens, very like Battersea Park on a small scale; Point Pleasant with its fortifications and endless drives, and the Dingle, lately presented to the city by the kindness of Sir Sandford Fleming.

I went from St. John to Moncton, a green, rather primitive little city which owes its existence mainly to the fact that it is a sort of central depot for the Intercolonial Railway. Most of the inhabitants are either directly in the employ of the railroad company, or else people whose income depends on the same source of supply. It would be safe to say that practically every man who enters extends for one hundred miles in either direction makes his home in Moncton. Its appearance on arrival is deceptively tranquil. Because the principal hotels face in close proximity the railway station and the car works, and it must take some practice to be able to sleep there comfortably at night. At least it seemed to me that there was a constant hooting and groaning, and screeching and ringing of bells from the moment I laid my head on my pillow till I got up in the morning. Halifax is worse, as far as the roosters are concerned—because they never stop there, and have managed to attain the most hideous perfection in the way of noise it is possible to conceive. But for a small town Moncton does very well. I went through most of the place one way and another, and found it beautifully laid out and wearing a general air of prosperity.

Of course, as I said before, the Bore is the principal spectacular attraction. I found a notice of the best time to go to see it hanging up in the office of the hotel, and was down there about an hour before my anxiety not to miss it. There is a particular wharf, just opposite the office which was recommended to me as being the best coign of vantage, and there I found a dozen would-be spectators already gathered, most of them sitting on planks in the shadow of the sheds, whispering. I found myself a seat and by and by a gloomy individual drifted up and dropped down alongside of me. After a few minutes he asked me if I knew what time this here bore was expected up. I told him to the best of my power and for a time he relapsed into silence. Then he asked me if I'd seen it before, and on my confessing I hadn't, asked me dependently what I expected to see? He supposed I was looking for a wall of water twelve feet high roaring along like a catamaran? Because, if so, I should be disappointed. There wasn't anything to see. He'd seen it hundreds of times and it was never three feet high. Then he paused for a moment and added, contemptuously: "Three feet, not eight, inches." I began to wonder why in that case he was sitting on a hot wharf waiting nearly an hour to look at it. Others came dropping in, singly, in twos and threes, till at last about ten minutes before "she" was due, the place was crowded.

The opposite shore was low and green and curving round like a long fish hook was running out a sort of tawny red-velvet, along a bed of mud and quicksand.

A Minister Who Knows. Rev. Mr. Blanchard, of Clairmont, knows what he says in stating the only sure cure for Hay Fever is Catarrhazone. "For two months of the year for ten years I suffered. Catarrhazone cured me so perfectly that the disease has not returned. Others in my parish I know have been permanently cured by Catarrhazone, which I strongly recommend for Hay Fever, Asthma and Bronchitis. \$1.00 at druggists.

JOHN T. HAWKE ON

HIS NATIVE HEATH

Editor of Moncton Transcript Tells The Englishmen About Canada.

(Plymouth Evening News, July 2.) In accordance with annual custom, the members of the Storehouse Urban District Council and a number of friends yesterday had a holiday to themselves, a very pleasant day being, on the generous invitation of the chairman, Mr. Isaac Pearce, spent in East Devon, the house of the late Mr. Pearce, who died specially for a visit. This place has become increasingly popular of late years as a health resort, and especially in winter, owing to its equable climate, and the hotel accommodation has had to be very much increased owing to the large number of visitors who have been recommended by their medical advisers to seek the restorative air to be derived by a stay in the Sid Vale. Besides this Sidmouth, to the pleasure seeker, is an ideal spot, with romantic cliff and landscape scenery overlooking the sea. The representatives of Storehouse consequently found themselves in the midst of most charming surroundings when they arrived on the East Devon coast. The party left Devonport by the South-Western express at 8.35, and a saloon carriage was kindly provided for their comfort. Arriving at Sidmouth at 11.30, they found plenty to interest them until lunch time, and ample opportunity was afforded them of making favorable comparison in matters connected with the management of this progressive seaside urban district, and the industries of the town. The party was served at the London Hotel, under the genial chairmanship of Mr. Isaac Pearce, J.P., who spared no efforts in his desire to see that his colleagues spent as enjoyable a day as possible, and in this respect he had, as usual, the valuable assistance of Mr. H. Robinson Reid (the clerk to the Council). The company also included Messrs F. A. Hawke (deputy-chairman), W. W. Blight, C. C. S. Teague (chairman of the Works Committee), O. R. Matthews (chairman of the Sanitary Committee), Dr. W. H. Waterfield (chairman of the Guardians), G. N. Dickinson (steward of the manor), T. Canning Baily (editor "Western Morning News"), H. E. James, G. P. Clarke, W. A. Cleave and many other leading citizens. The loyal toast having been duly honored, the Deputy-Chairman (Mr. Hawke) proposed the health of the chairman, which was heartily drunk, and acknowledged by Mr. Pearce, who submitted the health of "The visitors," coupling with the toast the names of the vice-chairman of the Sidmouth Council, Mr. Roberts (in the absence of the chairman, Mr. T. Kennet Wren), Mr. T. Canning Baily, and Mr. J. T. Hawke. Mr. Roberts, in reply, bade the party heartily welcome to Sidmouth—Mr. Canning Baily remarked that he looked upon Stonehouse with envy, and he fancied he heard one of his neighbors whispering the word "Amateur country." (Laughter.) Mr. J. T. Hawke, who is a native of Plymouth, and is a daily newspaper proprietor, and leading public man at Moncton, New Brunswick, Canada, in a capital speech, emphasized the loyal attachment which he said existed in Canada towards the mother country.

After lunch the party made the best use of the time left at their disposal in a perambulation of the town and its delightful surroundings, and they found special interest in the Freemasons' lodge here. Strange to say this lodge was founded in Stonehouse in 1813, and eventually removed to Exmouth. Then the warrant was purchased by the Sidmouth brethren, and the lodge taken to Sidmouth. Time passed all too quickly for the visitors, who had arranged to visit the "Ever Faithful" City, but their return home. They were able to join a Waterloo express at Sidmouth Junction, reaching Queen-street just after five. The party made at once for the Royal Clarence Hotel, where high tea was partaken of. Mr. Pearce's chairmanship. Tea over, the members returned to the Queen-street station and took train for Plymouth, which was reached about half-past nine.

REVIVAL OF LAURIERISM Henry Littlefield, lawyer, in the July Forum, writes:—The aggregate of all the appropriations made by congress this year reaches the abnormal sum of \$1,008,804,894, or more than \$88,000,000 in excess of the budget for the previous year, notwithstanding the fact that the fiscal year, which last year carried an appropriation of \$37,000,000, was omitted. About one-half of the increase is chargeable to the army and navy, \$23,000,000 for the latter and \$16,000,000 for the former. The army and navy, which are becoming expensive necessities, and are coming cost nearly \$100,000,000 each. In fact, so enormous were the appropriations that Representative Tawney, the chairman of the House Committee on Appropriations, felt called upon to rebuke for their extravagance. The expenditure during the four Roosevelt years, 1900-1904, amounted to \$3,428,000,000, while during the civil war years, 1862-1865, they reached only \$3,394,000,000. According to Mr. Fitzgerald, never but once in our history did the expenditures of our government reach the thousand million dollar mark. During the fiscal year 1865, when the country was in the throes of the bloody and expensive civil war, the expenditures aggregated \$1,304,655,000, of which \$1,030,690,490 were for the maintenance of the army. Today, in a time of profound peace, the nation is spending more money than it did in the time of the civil war. Very few people appreciate the fact that while Great Britain's navy in 1907 cost \$149,000,000, the United States navy in 1908 will cost \$122,000,000, a cost as great as the expense of the French and German navies combined. The maintenance of the army is also reaching a figure which places this country on a par with the military nations of Europe.

Frequent disinfection of public telephones is a precaution that should receive more general attention. The London Lancet tells of an experiment in which tuberculous germs sufficient to kill two guinea pigs were taken from the mouthpiece of a public telephone in the London post office. The London Stock Exchange has its 50 telephones sprayed every day with a disinfectant. The public telephone is always far below respectable capacity. The sole reliance, therefore, for a rapid increase in prices is upon a shortage of cars, which will be extreme. The last report showed 313,000 idle cars in the railroad yards, which does not argue well for the industry of the railroads to handle the traffic this fall.

FOREHAND. A Parisian anxious to find a wife for his nephew went to a matrimonial agent, who handed him his list of women clients. Running through this, he was astounded to come upon his wife's name, entered as desirous of obtaining a husband between the ages of twenty-eight and thirty-five, a blonde preferred.

Forgetting his nephew, he hurried home to announce the discovery to his wife. The lady was not at all disturbed. "Oh, yes," she said, "that is true. I told you when you were so ill in the winter and doctors said we must prepare for the worst."

Good Medicine for Children. Gentle laxatives should be administered occasionally and for this purpose, physicians recommend Dr. Hamilton's Pills. They cure headache, biliousness, weak stomach—never gripe because mild and easy.

NO ECONOMY IN THE USE OF ALCOHOL FOR POWER

Used Extensively, However, in France—French Manufacturers Esteem Its Industrial Use as Definitely Resolved—Rapid Progress in Overcoming Past Objections Has Been Made.

(N. Y. Journal of Commerce.)

In reply to inquiries from the United States Consul General Robert P. Skinner, of Marseilles, furnishes the following information relative to the status of alcohol and gasoline as power producers in France and the efforts which have been made to ward the general use of the former. The use of alcohol as a power producer has been in overcoming past objections to the use of alcohol, and when the price of denatured alcohol is somewhat lower than the price of gasoline, it can be substituted for the latter, both for automobiling and general power purposes. Former reports showed that the high cost of alcohol, excessive consumption and the resulting oxidation of mechanical parts had not been counterbalanced by any discoverable advantages.

How seriously these problems have been attacked may be judged from the expression of an informant—perhaps the most important French manufacturer of carburetors—who writes under date of March 28, 1908:

We esteem the question of the industrial use of the alcohol motor as definitely resolved and the carburetors created in view of this utilization have given satisfactory results. The use of alcohol will become more advantageous when an understanding is brought about between the producers, whereby prices shall obtain some fixity, and when the state shall have solved the question of the denaturing agent.

If ingenuity has mastered the material difficulties in the way of substituting alcohol for gasoline, commercially the problem is almost as insoluble as ever; and if it is insoluble in France, where gasoline is dear and alcohol relatively cheap, it must be still more so in the United States, where gasoline is cheap and alcohol dear. Nevertheless, with raw material available for the manufacture of alcohol in every country under the sun, and with very few gasoline producing centres, it is hardly venturing too much to assume that ere many years there will be a permanent and general use of alcohol as a source of motive power.

The serious and sustained practical experience with alcohol as a driving force in France is that of the Compagnie Generale des Omnibus de Paris, the heavy public vehicles of which traveled 2,218,201 miles between June 11, 1906, and November 1, 1907, propelled by a mixture of 50 per cent. of carbureted alcohol and 50 per cent. of benzol. Benzol, it may be added, is of recent manufacture in France, where it is obtained by the condensation of gases recovered from coke. The company named is more than satisfied with its venture and proposes to continue the use of this mixture.

The experiment is conclusive in its material aspects, but it is successful commercially only because of the artificially high price of gasoline in the city of Paris, brought about by the imposition of an octroi tax of 20 francs per hectoliter (\$8.36 per 26.41 gallons). The effect of this municipal taxation is such that in Paris gasoline was worth in November last 56 francs per hectoliter (\$10.81 per 26.41 gallons), against 39 francs (\$7.92) for carbureted alcohol, the octroi duty upon which is only 5.10 francs (98 cents) per hectoliter. These octroi taxes vary greatly in different municipalities, and leaving them out of consideration, the general price of gasoline in France last November was 36 francs (\$6.95) per hectoliter and that of carbureted alcohol 33.90 francs (\$6.54). Though the advantage as to price is apparently with carbureted alcohol, it must always be remembered that the consumption of this fuel exceeds that of gasoline by about 5 per cent.

CLEVER ESSAY WRITTEN AND READ BY A HIGH SCHOOL GIRL

(Continued from page 1.)

painter, yet we find by his correspondence, now in the British Museum, that when he was at work on his colossal bronze statue of Pope Julius the Second, he was so poor that he could not have his brother come to visit him at Bologna, because he had only one bed, in which he and his three assistants slept together.

A modern writer says "it is one of the mysteries of our life that genius, the noblest gift of God to man, is nourished by poverty. Its greatest works have been achieved by the sorrowing ones of the world in tears and despair."

Not in the brilliant and spacious hall, not in the tapestried library, not in ease and luxury, is genius usually born and nurtured, but often in adversity and destitution, amidst the harassing cares of a straitened household, in bare and fireless garrets, in the turbulence of domestic contentions, and in the deep gloom of uncheered despair. This is its most often birthplace, and amid scenes like these unfavorable, repulsive, wretched surroundings have men labored, studied and trained themselves until they have at last come forth from the gloom of obscurity, the shining lights of their time, to have become the companions of kings, and have exercised an untold influence on the thought of the world.

Blind Fanny Crosby, of New York, was a teacher of the blind for many years, and has written nearly three thousand hymns.

Helen Keller, one of the most wonderful women of the nineteenth century, though blind and deaf, has won many honors in her eager pursuit of knowledge. The way she studied and worked to gain her education is best shown by her book called "The Story of My Life."

It is said that she speaks French and German more fluently than English. And ever linked with her name is the name of Laura Bridgman, who is blind, deaf and dumb. Like Miss Keller, she has been highly educated, and has shown remarkable ability by her various biographies.

Beethoven produced his greatest works amid gloomy sorrow when oppressed by almost total deafness. Mozart composed his greatest operas; and last of all, his "Requiem," when oppressed by debt and struggling with the fact of his approaching death.

"Obstacles and hardships are the chisel and mallet which shape the strong life into beauty." A man who has triumphed over difficulties bares the signs of victory on his face. Rough seas and storms make sailors.

Rome no one ever battled harder than Demosthenes to overcome difficulties that would have disheartened most men. He had such a weak voice, such an impediment in his speech and was so short of breathe that he could scarcely get through a single sentence without stopping to rest. All his first attempts were nearly drowned by the hisses and jeers of his audience. He became so discouraged that he decided to give up all attempts at oratory. But after a time, encouraged by friends, he determined to be an orator, cost what it might. He went to the academy and practiced amidst the roar of the breakers with small pebbles in his mouth in order to overcome his stammering and to accustom himself to the hisses and tumult of his audience. His awkward gestures were also corrected by long and determined drill before a mirror.

POPE PRIZES OLD WATCH. Pope Pius X carries at his girdle an old watch with a plain leather guard. He was looking at this watch the other day, says a correspondent in Rome, when a Roman noble, to whom he had given an audience, produced his own richly chased and jeweled gold watch and begged the Pope to accept it in exchange for the much-worn timepiece, which he said he would regard as a priceless possession. The Pope gently declined. "It was a present from my dear mother," he said. "I was a small boy when she gave it to me with very same leather guard I am wearing now. I promised to keep it until it was worn out beyond repair. It must be a good watch, for it has never disappointed me yet."

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