

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 10, 1903.

THE SEMI-WEEKLY TELEGRAPH.

Published every Wednesday and Saturday at 10 a.m. in advance by The Telegraph Publishing Company of St. John, a company incorporated by act of the Legislature of New Brunswick.

ADVERTISING RATES.

Ordinary commercial advertisements taking the run of the paper, each insertion \$1.00 per inch. Advertisements of Real Estate, for Sale, etc., 50 cents for insertion of six lines or less. Notice of Birth, Marriage and Death 25 cents for each insertion.

IMPORTANT NOTICE.

All remittances should be sent by post, in cash or by registered letter and addressed to The Telegraph Publishing Company. Correspondence should be addressed to the Editor of The Telegraph, St. John, N. B. All subscriptions should, without exception, be paid for in advance.

AUTHORIZED AGENTS.

The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:

Wm. Somerville,
W. A. Ferris.

Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 10, 1903.

THE SENATE'S POSITION.

It is expected that serious discussion of the railway bill by the Senate will be begun today. It may be well then to rehearse some of the reasons which led a powerful member of the cabinet to resign rather than go on record as endorsing a railway policy which appeared to him as utterly unfortunate and wholly unjustifiable.

The Senators who vote for a bill which there can be no doubt that a majority of the people of this country regard as unwise, can do so only by stifling the doubts and convictions which immediately arose when Hon. Mr. Blair made his speech in the House. The bill, as a disingenuous local advocate of it has made it his business to state, comes before the Senate as a party measure. It does. But is the Senate bound of that fact, absolved from the duty of exercising individual opinion as to the wisdom of the bargain in its relation to the future of this country?

Because it is a party bill, is the Senate therefore excused in passing it and thus saying that the interests of the people must be regarded as secondary to the temporary interests of the party which has been strong enough to carry the Commons for the Grand Trunk Pacific scheme?

In any Senator justified in voting for the bill, in doing so, he is forced to ignore the fact that the bill is a party measure, and to vote for it as if it were a measure of the Commons.

So long as they are unopposed—as they are today—the principal feature of the bill which the Commons have passed, is the policy now in vogue of the Commons, and not the policy of the Senate.

It is not easy to see how a majority of the Senate can ignore objections which are sound now, as they were sound a few weeks ago, when their promulgation by the former Minister of Railways commanded the attention of this nation and led it to view certain features of the government's railway policy with alarm and distrust.

Does the Senate believe that there should be a new transcontinental railroad? Does the Senate believe that such a railroad, being paid for by the people, should run from coast to coast on Canadian rails and carrying Canadian freight to Canadian ports?

Does the Senate understand that, by the agreement come to between the Grand Trunk Pacific and the government, traffic of any nature may be diverted to Port Land?

Does the Senate know that a mere promise, stated between Portland and St. John or Halifax as a shipping port in winter?

This appeal as to the interests of these sections must not be considered as of reference to the Maritime Provinces alone, but as a question of the whole country, long into this thing, in a most unwelcome, unbusinesslike way, when by a little pause, by a year or two of delay to get information, we might be put in possession of facts which would justify us in proceeding. And surely a year or two is not a long time in the life of this Canadian nation; surely Canada is not young in a term of any importance to be considered as our national life. I appreciate that we would have needed two years in order to have obtained a thorough, complete, and correct survey and exploration of that whole country. And having that, the government could have come to parliament, and they could have gone to the country and given reasons for the faith that is in them, and given substantial ground for asking the people to incur the expense of a liability of \$40,000,000, or \$50,000,000, or \$60,000,000, or \$70,000,000 more for the construction of this railway.

In discussing the reasons put forward by the Premier for the making of this bargain with the Grand Trunk Pacific, the ex-Minister of Railways said:—

"He did not deny that there had not been deliberation; he did not affirm that the government of the country had avoided itself of all proper sources of information, and had waited until it was too late to ascertain what the conditions were in the various portions of the country which this road was to traverse; he did not tell us the need which had arisen for us to jump headlong into a scheme of this kind; he did not tell us that he had summoned the assistance of the wisest counsel which the country could afford; he did not tell us that he had sought the assistance of experts in order to know what the traffic conditions were which would make this railway desirable; he did not even pretend to tell us that he had done these things."

As to the deliberation of the people of Canada as to the scheme—unless

the Senate kill or amend it most radically—Hon. Mr. Blair said:—

"Within a few weeks of this date of parliament this thing is first mooted. And here we are now putting the final ratification—if we shall do it—upon a measure which, when it is once passed is beyond recall, which, when once passed is no irreversibly done that the people of Canada will have no more to say as to whether this thing shall go on, than will the common council of any county in the land."

In regard to a better plan—for he did not only destroy but made useful suggestions for improvement—Hon. Mr. Blair said:—

"If they wanted to do something which would give evidence of a response to the national aspirations they would have gone to Georgian Bay and they would have found the great body of public opinion that would have justified and supported them in going there with the government railway. The opinion is that business can be brought from the western country by the lake route and down over the Intercolonial Railway which will never, perhaps, be brought by any other possible route that may be constructed in this country. When the Intercolonial Railway was extended to Montreal, I felt that that would be the next move that we would make."

A government owned road to the wheat fields is exactly what this country would demand were it given an opportunity to say how its money should be expended. Such a road would prevent any corporation from diverting Canadian freight to foreign ports.

As to the wisdom of the proposed Quebec-Moncton line, Hon. Mr. Blair gave a practical illustration of the victory of the I. C. R., in competition with a shorter road in the carriage of cattle last winter, and went on to point out that there were another road through New Brunswick, found necessary, the St. John Valley route should be utilized. He said in this connection—and the words appeared strongly on the face of New Brunswick:—

"The city of St. John is 250 miles further away from Montreal by the Intercolonial Railway than by the Canadian Pacific Railway; yet, we hauled double as many cars to a train load over the Intercolonial Railway by reason of its good condition and level, easy grades, and we hauled them in less time than the Canadian Pacific Railway could haul their cattle trains over their own line 250 miles shorter in distance. That is a fact, and therefore I say that we can with good reason claim that the Intercolonial Railway can hold the ova against the competition of any other railway which may be constructed in New Brunswick, except the railway which will run from Riverview du Loup directly down the valley of St. John to the city of St. John, which, of course, has very much more favorable grades than those on the Canadian Pacific Railway."

There can be no doubt that Hon. Mr. Blair, when he made the remarks here quoted, and put forward the other valid objections to the Grand Trunk Pacific scheme, which have been set forth in these columns, honestly believed that he was speaking in the best interests of this country and his party.

It is not easy to see how a majority of the Senate can ignore objections which are sound now, as they were sound a few weeks ago, when their promulgation by the former Minister of Railways commanded the attention of this nation and led it to view certain features of the government's railway policy with alarm and distrust.

Does the Senate believe that there should be a new transcontinental railroad? Does the Senate believe that such a railroad, being paid for by the people, should run from coast to coast on Canadian rails and carrying Canadian freight to Canadian ports?

Does the Senate understand that, by the agreement come to between the Grand Trunk Pacific and the government, traffic of any nature may be diverted to Port Land?

Does the Senate know that a mere promise, stated between Portland and St. John or Halifax as a shipping port in winter?

This appeal as to the interests of these sections must not be considered as of reference to the Maritime Provinces alone, but as a question of the whole country, long into this thing, in a most unwelcome, unbusinesslike way, when by a little pause, by a year or two of delay to get information, we might be put in possession of facts which would justify us in proceeding. And surely a year or two is not a long time in the life of this Canadian nation; surely Canada is not young in a term of any importance to be considered as our national life. I appreciate that we would have needed two years in order to have obtained a thorough, complete, and correct survey and exploration of that whole country. And having that, the government could have come to parliament, and they could have gone to the country and given reasons for the faith that is in them, and given substantial ground for asking the people to incur the expense of a liability of \$40,000,000, or \$50,000,000, or \$60,000,000, or \$70,000,000 more for the construction of this railway.

In discussing the reasons put forward by the Premier for the making of this bargain with the Grand Trunk Pacific, the ex-Minister of Railways said:—

"He did not deny that there had not been deliberation; he did not affirm that the government of the country had avoided itself of all proper sources of information, and had waited until it was too late to ascertain what the conditions were in the various portions of the country which this road was to traverse; he did not tell us the need which had arisen for us to jump headlong into a scheme of this kind; he did not tell us that he had summoned the assistance of the wisest counsel which the country could afford; he did not tell us that he had sought the assistance of experts in order to know what the traffic conditions were which would make this railway desirable; he did not even pretend to tell us that he had done these things."

As to the deliberation of the people of Canada as to the scheme—unless

matter is under consideration. It is this: If it be true that the Intercolonial can carry all traffic from the West for many years to come without even being doubled, which, when it is once passed is beyond recall, which, when once passed is no irreversibly done that the people of Canada will have no more to say as to whether this thing shall go on, than will the common council of any county in the land."

In regard to a better plan—for he did not only destroy but made useful suggestions for improvement—Hon. Mr. Blair said:—

"If they wanted to do something which would give evidence of a response to the national aspirations they would have gone to Georgian Bay and they would have found the great body of public opinion that would have justified and supported them in going there with the government railway. The opinion is that business can be brought from the western country by the lake route and down over the Intercolonial Railway which will never, perhaps, be brought by any other possible route that may be constructed in this country. When the Intercolonial Railway was extended to Montreal, I felt that that would be the next move that we would make."

A government owned road to the wheat fields is exactly what this country would demand were it given an opportunity to say how its money should be expended. Such a road would prevent any corporation from diverting Canadian freight to foreign ports.

As to the wisdom of the proposed Quebec-Moncton line, Hon. Mr. Blair gave a practical illustration of the victory of the I. C. R., in competition with a shorter road in the carriage of cattle last winter, and went on to point out that there were another road through New Brunswick, found necessary, the St. John Valley route should be utilized. He said in this connection—and the words appeared strongly on the face of New Brunswick:—

"The city of St. John is 250 miles further away from Montreal by the Intercolonial Railway than by the Canadian Pacific Railway; yet, we hauled double as many cars to a train load over the Intercolonial Railway by reason of its good condition and level, easy grades, and we hauled them in less time than the Canadian Pacific Railway could haul their cattle trains over their own line 250 miles shorter in distance. That is a fact, and therefore I say that we can with good reason claim that the Intercolonial Railway can hold the ova against the competition of any other railway which may be constructed in New Brunswick, except the railway which will run from Riverview du Loup directly down the valley of St. John to the city of St. John, which, of course, has very much more favorable grades than those on the Canadian Pacific Railway."

There can be no doubt that Hon. Mr. Blair, when he made the remarks here quoted, and put forward the other valid objections to the Grand Trunk Pacific scheme, which have been set forth in these columns, honestly believed that he was speaking in the best interests of this country and his party.

It is not easy to see how a majority of the Senate can ignore objections which are sound now, as they were sound a few weeks ago, when their promulgation by the former Minister of Railways commanded the attention of this nation and led it to view certain features of the government's railway policy with alarm and distrust.

Does the Senate believe that there should be a new transcontinental railroad? Does the Senate believe that such a railroad, being paid for by the people, should run from coast to coast on Canadian rails and carrying Canadian freight to Canadian ports?

Does the Senate understand that, by the agreement come to between the Grand Trunk Pacific and the government, traffic of any nature may be diverted to Port Land?

Does the Senate know that a mere promise, stated between Portland and St. John or Halifax as a shipping port in winter?

This appeal as to the interests of these sections must not be considered as of reference to the Maritime Provinces alone, but as a question of the whole country, long into this thing, in a most unwelcome, unbusinesslike way, when by a little pause, by a year or two of delay to get information, we might be put in possession of facts which would justify us in proceeding. And surely a year or two is not a long time in the life of this Canadian nation; surely Canada is not young in a term of any importance to be considered as our national life. I appreciate that we would have needed two years in order to have obtained a thorough, complete, and correct survey and exploration of that whole country. And having that, the government could have come to parliament, and they could have gone to the country and given reasons for the faith that is in them, and given substantial ground for asking the people to incur the expense of a liability of \$40,000,000, or \$50,000,000, or \$60,000,000, or \$70,000,000 more for the construction of this railway.

In discussing the reasons put forward by the Premier for the making of this bargain with the Grand Trunk Pacific, the ex-Minister of Railways said:—

"He did not deny that there had not been deliberation; he did not affirm that the government of the country had avoided itself of all proper sources of information, and had waited until it was too late to ascertain what the conditions were in the various portions of the country which this road was to traverse; he did not tell us the need which had arisen for us to jump headlong into a scheme of this kind; he did not tell us that he had summoned the assistance of the wisest counsel which the country could afford; he did not tell us that he had sought the assistance of experts in order to know what the traffic conditions were which would make this railway desirable; he did not even pretend to tell us that he had done these things."

As to the deliberation of the people of Canada as to the scheme—unless

magazine an article even suggesting the possibility of annexation?"

At the moment, the Eastern States of the Republic are agitating for reciprocity. They are met by the most reasonable answer that, whereas some years ago, we now are inclined to put a price upon it. What we sought in one direction we have found a substitute for in another direction, and what we were willing to pay for in the years gone by we are now in a position to ask a price for.

The New England and Western States have awakened too late to the value of our markets. They have permitted an opportunity to slide away from them. They will pay the price of this negligence by making good terms with us hereafter.

The facts are clear. Canada, of Imperial temper, is inclined to make a bargain with the Mother Country, if such bargain be proffered. But Canada has obtained for herself such a position in the world's commercial markets as permits her to get a price upon her trade. "A bargain for a bargain," said a statesman of our not so long ago. "A bargain for a bargain" is a good doctrine for this colony to adopt.

It is now as important a selling customer. Today Canada is prepared to make with any country, outside the Empire, only a merchant's bargain, and it feels confident that a fair trade will be forthcoming since, in marketing, it has rather the whip hand.

A WISER MAN THAN BARR.

The government has already seen the result of permitting a private individual to change himself with wholesale colonizing in the West. The Barr experience was a most unfortunate one for Canada and, no doubt hereafter a repetition of such experiences will be guarded against. Because the Rev. G. E. Lloyd, who is well known and greatly respected here, proved an excellent executive officer and a man of practical common sense, and because government action stepped in to prevent the conclusion due to Barr's inefficiency from becoming worse, the colony about which so much has been written is now likely to prove a success.

A contemporary, recording the progress recently made toward a satisfactory termination of the Saskatchewan difficulty, and speaking of Rev. Mr. Lloyd's plans for the Rev. G. E. Lloyd has become leader of the Brandon Colony, vice Barr, who has recently been in Ottawa laying out a campaign for 1904. A second party is coming out next May, and he has arranged that homesteads be held for these people. They will be taken to Edmonton by rail and floated down the river to Port Pitt. It is hoped that an immigration hall will be set on the ground. A town site has been located, a Mounted Police post probably will be stationed there, and it is understood that the railway will make the new town, but will make no divisional point. Municipal and other organization will be started at once. There are now over 600 homesteads actually occupied, and over 1,000 souls are in a district fifty miles from East to West and thirty-five miles from North to South.

The complaints made because of Mr. Barr's management will be forgotten if the colonists winter comfortably and have fair prospects after they have been a year in the country, but it is clear that in future persons who desire to receive a premium for each new settler brought out, and who attempt to sell goods to immigrants at extremely high prices, will be firmly discouraged by the government.

A DEADLOCK.

The Montreal Star suggests that a deadlock as to be expected in respect to the railway bill. The Star says in this connection:—

"It is feared that the Government will not accept the Senate amendments to the Railway Act, and that in consequence the Commons will refuse to concur. This may lead to a deadlock between the two houses, and will probably delay the bill."

The Senate amendments have been spoken of as being very useful, and upon many of them it is likely that they will insist. Unless the matter is arranged at an early date, it will mean that the Trans-Continental Railway bill debate in the Senate will be prolonged a considerable time. A Government caucus was held this morning, which has been described as the most utterly unfruitful caucus that was ever held. The question of increased indemnity was not mentioned, and on other matters the members present agreed to differ."

BIG GAME HERE.

Inasmuch as Canada and New Brunswick in particular give to the sportsmen of the world an invitation, and an assurance of keen shooting once a year, it is of interest to note how great an amount of money Maine coins out of its game from New Years to New Years.

From season to season this province has become more and more known as a place to which sportsmen might come with almost sure promise that they would see big game fall to their rifles after a brief trip to our woods.

New Brunswick is but now realizing how its position as a game country may be made a source of considerable income. Let us look at Maine's record in this respect:—

The statistics kept by the railroad people in the last nine years of the amount of game they have carried will give some idea of the extent of the sport. The figures of what a single railroad carried are:

Year	Moose	Deer
1894	45	1,001
1895	112	1,581
1896	133	2,245
1897	130	2,940
1898	292	3,377
1899	163	3,756
1900	210	3,379
1901	259	3,882
1902	244	4,406

It is thus seen that 1,517 and

20,056 deer were shipped from the region of the Penobscot and Moosehead in those nine years.

Following this estimate, the Boston Globe tells us that from 15,000 to 20,000 deer are now killed in Maine annually, that 10,000 sportsmen visit that state yearly and that for every deer they kill these visitors spend \$100. The estimate would be regarded as low in this province, where the necessary expenditure of the successful hunter for big game is recognized as of necessity considerable.

It is estimated that \$100,000 is spent in Maine every year through the game found there. New Brunswick's natural position in this respect is so strong that the advisability of advertising it fully is more than ever apparent.

Briefly put, here are the Imperial tariff proposals:—

DUTIES.—Two shillings a quarter on foreign corn. Corresponding tax on flour. Fivepence on foreign meats and produce, excluding bacon. Preference to colonies on wines and fruits. No tax on maize or on any colonial products.

REMISSIONS.—Three-fourths duty on tea. Half duty on sugar, cocoa and coffee.

RESULTS.—Reduce city artisan's food cost five cents per week. Reduce country laborer's food cost four cents per week.

This is show week in St. John, and the number of visitors in town shows that the country is awake to the fact that our doors are open and the entertainment is worthy of patronage.

AROUND ST. JOSEPH'S UNIVERSITY.

A Full House—College Societies—Late Hay-making—A Splendidly Equipped Opera House.

St. Joseph's, N. B., Oct. 7.—Frank McGuire, St. John, who arrived yesterday, is the two-hundredth student enrolled on the entrance register of 1903-04. The slight increase in the terms for that year (\$1 per month more than heretofore), does not seem to have appreciably affected the attendance.

New students from the United States, Quebec, Nova Scotia, and many parts of our province are of the opinion that the hay-making season in the Memegouche Valley is decidedly later than elsewhere in the same latitude. The farmers are still engaged in making and hauling home the mangel crop, although upward they was of course out and stored several months ago.

If the districts of College Bridge and St. Joseph were incorporated, the sidewalk from the bridge to St. Thomas' church would probably give access to more than one aqueduct for damages against the municipality. Its condition is deplorable, and presents a veritable menace to the safety of the work. Pedestrians who persist in crossing the marsh at night will do well to imitate the Kansas pedestrian of a few years ago.

The various college societies, religious, athletic, dramatic, literary, oratorical, and musical—bass, all deep, recognized, and have entered upon the "new year's work" with energy and enthusiasm. The university band seems to have suffered less than usual, this year, from the non-return of its members. Within a week of the opening, it made its appearance in public and acquitted itself as creditably as if practice had been continuous throughout July and August. St. Patrick's Literary and Dramatic Society has for Moderator at present, L. Bronghail, C. S. J., and for president, E. J. Conway, of Lunenburg, a combination likely to be effective in producing excellent results.

The opera house in Lefebvre Hall is being generally admitted to be the handsomest in the maritime provinces. Its appointments have invariably surprised visitors to St. Joseph's, ever since its completion six or seven years ago, but the recent installation of the electric light plant at the university has materially added to the attractiveness of the auditorium, and more especially of the stage and scenery. Those who were present in the opera house, one day last week, when Mr. O'Leary gave an exhibition of the multifarious beautiful effects producible by triple colored border and footlights controlled by interlocking dimmers, are unanimous in declaring that they have never seen so thorough an electrical equipment in a theatre on this side of Montreal or Boston. The harmonious blending of the various shades in a realistic imitation of nature.

Harvest Supper at Brown's Flats.

Brown's Flats, Oct. 7.—The harvest supper and entertainment at Rockdale Hotel, Brown's Flats, on Tuesday evening, was a great success. The treat was served at 6 p. m. and the tables were prettily decorated and served.

An entertainment was provided at 8 p. m., consisting of serious and comic songs by A. W. Baird, of St. John, interspersed with gramophone selections and music. A number of people came up from St. John for the evening. The proceeds were in aid of the repair fund of St. James' church. So enthusiastic were those present over the excellence of the performance that it was decided to repeat it on Thursday evening, Oct. 8th, when the supper will be served at 6 p. m. and the entertainment at 8 p. m.

Nature's Cure

For Diarrhea, Cholera, and all Summer Complaints of children and adults.

Fuller's Blackberry Cordial

For over a year the standard remedy for all Summer ailments.

55¢ at all Druggists.

THE BAIRO CO., Limited, Proprietors, WOODSTOCK, N.B.

It is thus seen that 1,517 and

20,056 deer were shipped from the region of the Penobscot and Moosehead in those nine years.

Following this estimate, the Boston Globe tells us that from 15,000 to 20,000 deer are now killed in Maine annually, that 10,000 sportsmen visit that state yearly and that for every deer they kill these visitors spend \$100. The estimate would be regarded as low in this province, where the necessary expenditure of the successful hunter for big game is recognized as of necessity considerable.

It is estimated that \$100,000 is spent in Maine every year through the game found there. New Brunswick's natural position in this respect is so strong that the advisability of advertising it fully is more than ever apparent.

Briefly put, here are the Imperial tariff proposals:—

DUTIES.—Two shillings a quarter on foreign corn. Corresponding tax on flour. Fivepence on foreign meats and produce, excluding bacon. Preference to colonies on wines and fruits. No tax on maize or on any colonial products.

REMISSIONS.—Three-fourths duty on tea. Half duty on sugar, cocoa and coffee.

RESULTS.—Reduce city artisan's food cost five cents per week. Reduce country laborer's food cost four cents per week.

This is show week in St. John, and the number of visitors in town shows that the country is awake to the fact that our doors are open and the entertainment is worthy of patronage.

AROUND ST. JOSEPH'S UNIVERSITY.

A Full House—College Societies—Late Hay-making—A Splendidly Equipped Opera House.

St. Joseph's, N. B., Oct. 7.—Frank McGuire, St. John, who arrived yesterday, is the two-hundredth student enrolled on the entrance register of 1903-04. The slight increase in the terms for that year (\$1 per month more than heretofore), does not seem to have appreciably affected the attendance.

Heavier Clothing.

A look through our stock of Heavier Clothing will convince every one that there are great advantages in buying Clothing at this store.

A very Large Assortment, Better Style and Fit, Better Wear and by far the Lowest Prices in town, is what we offer.

Men's Overcoats, \$5.00 to \$16.50 Boys' Overcoats, \$3.85 to \$10.00
Men's Suits, 4.00 to 15.00 Boys' Suits, 75c to 7.50

We invite inspection and comparison.

J. N. HARVEY, Clothing & Tailoring,
199 and 201 Union Street.

Haying Season

Will soon be here and our stock of Waterville Brand Haying Tools is large and complete. We have found that the farmers like this brand of tools better than any other on the market. They are all made of the very best materials.

IN SCYTHES WE HAVE "Sibley" Pattern, "York's Special," "Cornwall's Choice," "King's Own."

Send for our new Price List.

W. H. THORNE & CO., Ltd.

Agents for A. G. Spalding & Bros' Athletic and Sporting Goods.

ESTABLISHED 1851.

MORE THAN FIFTY YEARS MAKING MATCHES.

no wonder he is CANADA'S GREATEST MATCH-MAKER.

All brands carried in St. John warehouse.

SCOTFIELD BROS. Selling Agents.

Announces the most remarkable proposition ever made by a Canadian publication to its readers:

TWO DOLLAR-PAPERS FOR ONE DOLLAR

By special arrangement, and at heavy cost—justifiable only by the certainty of largely increasing our subscription list—we are enabled to offer our paper at the

MONTEAL WEEKLY HERALD

a great dollar weekly, for ONE DOLLAR per year. This offer is exclusive, and can be made by no other paper, as we have purchased the exclusive rights for this district.

REMEMBER THIS FACT—Every subscriber paying the dollar in advance for our paper will receive The Montreal Weekly Herald for one year without extra cost. The expense to us is so great that we can make no deviation from this rule—the money must be paid in advance, and all arrears must be paid.

As a Newspaper.

THE MONTEAL WEEKLY HERALD is published every week, except on Sundays and public holidays. It is the only paper of its kind in the city, and is read by every one who is interested in the news