

**THE SEMI-WEEKLY TELEGRAPH.**  
Is published every Wednesday and Saturday at \$1.00 a year, in advance, by The Telegraph Publishing Company, of St. John, a company incorporated by act of the Legislature of New Brunswick.  
C. J. MILLIGAN, Manager.

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Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per inch.  
Advertisements of Wants, For Sale, etc., 50 cents for insertion of six lines or less.  
Notices of Births, Marriages and Deaths 25 cents for each insertion.

**IMPORTANT NOTICE.**  
Owing to the considerable number of complaints as to the misarrangement of letters alleged to contain money remitted to this office we have to request our subscribers and agents when sending money for the Telegraph to do so by post office or registered letter, in which case the remittance will be at our risk.  
In remitting by checks or post office orders our patrons will please make them payable to the Telegraph Publishing Company. All letters for the business office of this paper should be addressed to The Telegraph Publishing Company, St. John, and all correspondence for the editorial department should be sent to the Editor of The Telegraph, St. John.

**FACTS FOR SUBSCRIBERS.**  
Without exception, names of new subscribers will not be entered until the money is received.  
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**RULES FOR CORRESPONDENCE.**  
Be brief.  
Write plainly and take special pains with names.  
Write on one side of your paper only.  
Attach your name and address to your communication as an evidence of good faith.  
THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

**AUTHORIZED AGENTS.**  
The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:  
W. A. BOWENVILLE.  
Subscribers are asked to pay their subscriptions to the agents when they call.

**Semi-Weekly Telegraph**  
ST. JOHN, N. B. OCTOBER 9, 1901.

**SPECIAL NOTICE.**

As a great number of our subscribers are interested in the Census Guessing Competition, for which prizes were offered to the persons coming nearest to the correct enumeration of the population for the Dominion of Canada, given out by the Minister of Agriculture from the results of the recent census, we wish to advise the readers of THE TELEGRAPH that no announcement had yet been made by the Minister of Agriculture.

As soon as the Hon. Mr. Fisher has made the official statement showing the results of the census, the coupons will be sorted out by the Press Publishing Association of Detroit, and the announcement made of the prize winners in the SEMI WEEKLY TELEGRAPH for several issues, so that all may know who the successful competitors were.

This will save our readers and ourselves any trouble of correspondence in regard to the competition.

THE TELEGRAPH PUBLISHING CO.

OTTAWA, Ont., Aug. 16.

TO PRESS PUBLISHING ASSOCIATION, TORONTO:

Official figures are Five Million, Three Hundred and Thirty-eight Thousand, Eight Hundred and Eighty-three, but they are not final.

A. BLUE,  
Director of Census.

As soon as final figures can be obtained, the awards will be made.

PRESS PUB. ASS'N.

DR. WEBB'S CANADIAN RAILWAY PLANS.

The present visit of Dr. W. Seward Webb, of New York, to the maritime provinces, attracts attention to his object and curiosity as to his ultimate aims. It may be taken for granted that when a man of his standing permits his name to be authoritatively identified with any project it means something momentous. Why he should have seen fit to devote any time and intention of investment to a little bit of road as that now building between the Strait of Canso and Louisbourg, was a matter that first awakened interest in his designs upon Canada; but that is a mere spot of a man, showing the familiar chess-player how the game may be directed. The object of Dr. Webb and his colleagues in this movement is now avowed, or rather he has said so much in a newspaper interview, that the remainder may be judged from inference.

In the first place, the building of the ninety miles of road in Cape Breton does not primarily imply that Louisbourg is to be made the terminal for a fast line of transatlantic steamers to divert passenger travel from New York or anything of that sort. Such a scheme is of too far distant possibilities to invite the serious attention of a practical capitalist. The facts that modern fast steamships are competent to make the distance from New York to Louisbourg as quickly as railway trains,

and that people much prefer to make New York, with all its luxury of hotel accommodation and shopping facilities, their point of departure and arrival, stand most formidably against any diversion of passenger traffic through Cape Breton. It is possible that in the years to come Louisbourg may be the western terminus of the fastest transatlantic service, but such a service is not likely to materialize at any early date. Louisbourg must depend for the early acquisition of fame as a port upon freight shipments: coal and iron and steel at present, cattle and grain in the early future; then perhaps manufactured products, and these that may not be of local production will come from the north-west, not from New York or other points on the Atlantic seaboard.

The advent of Dr. W. Seward Webb upon the scene in Canadian railway construction, not only in Cape Breton but in Quebec and New Brunswick, evidently implies his desire to secure a share, and if possible a controlling share, of the enormous business which originates in the grain belts of the United States and the Canadian west. This applies to passengers as well as freight traffic, for it can be seen that with an interest in the system of railways tapping the various points of commercial importance in the maritime provinces and connecting in Quebec and Ontario, the great Vanderbilt investments represented by Dr. Webb will be able to feed the New York Central and prevent opposition diverting business from New York to a greater extent than may be desired.

The fact appears to be that Dr. Webb and his friends see the dormant possibilities of Louisbourg and the other ports of the maritime provinces through which the Canadian export trade naturally tends to trend. They realize that a thoroughly developed Canadian system which could control all the traffic to and from the Canadian northwest would have splendid leverage to compete with the Vanderbilt lines for business from the American northwest also. It is a desire to forestall and prevent a controlling competition of this nature, therefore, which is the evident incentive of Dr. Webb's present activity in Canadian railway fields. Probably inspired by the success of the Whitney investments of capital in coal and iron in Cape Breton, the Vanderbilt interests have awakened to a realization of their opportunity. They see that it is possible, for instance, to send cattle by rail from the northwest to Louisbourg, and by fattening them in the abundant adjacent pastures of the Mira valley, to ship them at great advantage by fast steamers to the markets of Great Britain—a plan, by the way, which was the practical commercial feature of the defunct-for-lack-of-capital idea of the Terminal City Company, which bonded property extensively on the Strait of Canso some ten or twelve years ago. They see that the distance from Chicago to Europe is much less via the maritime provinces than via New York, and they realize that if the avenues of travel to and from Chicago and the remainder of the northwest are controlled by the same hands which operate lines to New York, it will be possible for those hands to operate the lines in both directions without loss to themselves, although it may mean loss to Canada.

It may be taken for granted that Dr. Webb's existing and contemplated investments in this country are not for any love of developing Canadian resources. His motives are more selfish than anything of that sort. What Canada may be able to incidentally get out of his investments and operations she will be welcome to, but the ultimate aim of the New York railway magnates is to conserve the best interests of their old American investments, even if it may mean at a later period the tying up of all their Canadian investments for the purpose of diverting traffic via New York. The transportation facilities invited this autumn for the movement of our grain crops from Manitoba has undoubtedly emphasized the American desire to look after Canadian and northwest business in general. It will depend largely upon how our northwestern business develops what extent of attention Dr. Webb and his friends may, from time to time, devote to affairs this side of the line. But it is well that Canadians themselves should view all these movements and developments with eyes wide open to note the progress of American railway magnates, as well as of Canadian capitalists.

**FLOWERAGE.**

The development of the idea of floral decorations at station grounds and buildings, as now encouraged by the Canadian Pacific Railway, is a matter not only of general public interest, but also of example for general public emulation.

In Great Britain and Ireland, as well as in France, Germany and generally throughout Europe, the cultivation of flowers at railway stations is a pretty and pleasing fashion that always strikes the stranger tourist most gratifyingly. In England, Wales and Ireland particularly, almost every station has a flower garden, but there is nothing in climate or the skill of the attendants there which guarantees that better effects can be produced than are entirely possible in this country. Of course some station agents have up-hill work, and there is a tendency often on the part of thoughtless people and mischievous boys to interfere with the production of best results from the painstaking efforts of the agents. These things which better public education upon the matter may remedy and it is altogether within the province of a newspaper to suggest the desirability of school teachers,

business men and parents using their influence to assist station agents in carrying out such desirable work as the Canadian Pacific has seen the advantage of in this direction.

The efforts of the C. P. R., begun last year under the direction of a competent florist, cannot have been unnoticed by any traveler with an eye for the beautiful. Laboring under many disadvantages, a considerable number of the station agents have spent time and trouble to beautify their premises, and with happy realization, quite aspiring attempts at bowers of beauty being visible along the line the past summer, but the work has had a reactionary effect upon the railway people themselves, inspiring them with additional pride in their surroundings and stimulating them to aspirations as to their own trimness to correspond. It is gratifying to note, therefore, that the railway management seem determined to let the good work go on, so that next year we may expect many more adornments of nature along their lines, enticing the sojourner of a reflective mind to fresh pleasures even more open to the senses than "sermons in stones and books in the running brooks." A neat station and surroundings certainly reflect the taste and the interest in the welfare of the line, of the man in charge. The railway which encourages such things is, therefore, to be congratulated by the public upon all the success it attains.

It may, perhaps, seem curious that the season of the acre and yellow leaves should be the occasion of drawing fresh attention to this subject, but now is the time to prepare for greater success in the future. The C. P. R. florist is at present obtaining his reports from all agents who cultivated flowers during the summer and is sending out supplies of tulip and crocus bulbs which should be planted at once so that they may show in all their gorgeous beauty almost before the snow and ice have gone in the spring. These are glorious heralds of a new season of buds and blossoms, and this hint of what railway people are doing may likewise prove incentive to householders generally.

**CHICAGO'S UNSUCCESSFUL AMBITIONS.**

The approaching close of another season of navigation on the Great Lakes and St. Lawrence will not witness the special gratification of Chicago in her ambitions to establish direct water transportation with the rest of the world. It has been stated that the company which undertook to inaugurate and maintain a line of ocean steamships between Chicago and European ports found the contract just a little too heavy, even for aggressively modern American enterprise, and has indefinitely abandoned the experiment. They have not yet admitted that the scheme is wholly impracticable, but allege that unexpected accidents and misadventures befel their proper ships so that the discouragements became too great financially, to permit of their successfully continuing the project. Under these circumstances it may be considered doubtful whether the plan will be practically revived either next season or within ensuing years by the same or any other company.

While there are features of regret about this matter which elicit sympathy for Chicago, it does not necessarily diminish the value of the Canadian system of waterways which had to be taken advantage of by the Chicago transatlantic steamers.

The upper Canadian ports that as a matter of course benefited to a greater or less extent through being the avenues of transit, may benefit to a still greater extent by having a share of Chicago's commerce loaded directly at their ports instead of its being transhipped in bulk past them. The Canadian system of canals was not devised nor designed particularly with a view to accommodate Chicago, nor with any such idea as the accommodation of transatlantic steamers especially in view, and while it is recognized by Americans as a system most admirable in every respect they can have no cause to blame Canadians for the failure of an attempt to take advantage of facilities that were in no sense guaranteed to be equal to the requirements of what American promoters might choose to conceive possible.

Whether or not Chicago may ever become a practical seaport is a problem of the future. The port of New York will still with material satisfaction the fact that grain and produce exports from the windy city claims to be the metropolis of agricultural America must continue for a time at least to be shipped by rail or strictly inland water cut for trans-shipment over sea at the great entrepôts of the coast. It is possible that this year's unfortunate experience of Chicago may induce the bringing to bear of fresh pressure upon the national congress and the state legislature of New York for the construction of a ship canal, or at least a large tonnage barge canal instead of the present Erie ditch that connects Buffalo with the Hudson river. Such a canal, however, although long talked of and extensively discussed, must be a project of vast expense and years of time in construction. In the meantime not only must our own St. Lawrence trade with its ten-thousand-ton steamships, profit in the summer by its share of American business, as we previously remarked, but the winter port of St. John, with its unexcelled facilities for cattle and grain shipments, stands to reap the rewards of whatever effort may be made to direct western freights for export through this advantageous route.

**CONCLUSION OF THE RACES.**

It cannot be regarded by any fair-minded critic that the American yacht retains the famous cup this year through

anything more than a matter of luck. The Columbia has not been proven a faster yacht than the new Shamrock, although she has been sailed with the most consummate skill. Never before probably, have two yachts been more evenly matched, but had the wind held as steady during the latter half of Friday's race as it blew at the start, there is every reason to believe that the Shamrock would have won that event handsomely. It was the prevalence of similar weather conditions in the first race which enabled the Columbia to win. It is sincerely to be hoped, therefore, that Sir Thomas Lipton will not be discouraged in his brave endeavors, but may be persuaded to once more challenge for the supremacy. His efforts have brought the development of the game to a climax. The Americans have been able to go no further along the lines of producing speedy yachts than they did two years ago. British skill and science have done better in the new Shamrock and may possibly be able even to excel her.

Friday's event off Sandy Hook must have been a thrilling one, but it was not a fast race. More than four hours and a half to cover a thirty mile course means very light or uncertain winds. Yet the Shamrock actually led her competitor from start to finish and in reality covered the whole distance in seventeen seconds quicker time of sailing. The handicap of fifteen seconds at the start and the time allowance of 43 seconds turned the balance, however, into a victory of twenty-six seconds for the Columbia. That is to say, the American yacht won the race by less than half a minute on time allowance.

It is also worthy of note that on the run of fifteen miles out to the mark with a fair steady breeze, the Shamrock actually beat the Columbia by 49 seconds, officially. It was only owing to the fluky, puffy airs which ensued on the beat home that the Columbia was able at all to get within her time allowance.

In the light of all the meetings between the two yachts, the aims of the designers and builders of the new Shamrock have become apparent. They tried to produce the fastest possible craft for moderate breezes, such as might reasonably be expected off New York in September. In this they admirably succeeded, and they have certainly so scared the holders of the cup that they should not abandon the hope for ultimate success. Even with the same yacht and the same crew, more practically in handling her by another season, Sir Thomas might be able to achieve better results.

**THE YACHT PROBLEM.**

Will it be possible for any other type of yacht to be developed which will come within the rules of the competition for the America's cup and yet be made to sail faster than the Columbia? That is the problem for naval architects to consider if they contemplate again challenging the predictions of Herreshoff. When those competitors first began the centennial schooner was considered the fastest type of craft afloat. Then came the American schooner, which was the English cut-along as compared with the English schooner, and later the spoon-bowed fin-kneed style of racing machine, dog-rigged, which is exemplified in both the Columbia and Shamrock. The "skimming-disk" type now seems to have attained its climax, however, and apart from the catamaran it is a question whether any other type of vessel can be made to answer for the work in the guise of a yacht. But there is every reason to believe that the Scotchman, as he is called, or resource as any people can be won back to us, and if that cup can be won back we are inclined to believe that even Sir Thomas Lipton's abandonment of the project will not see the end of the programme of challenges.

**TURBINE STEAMERS.**

The president of the American line of steamships, after spending quite a time in England a year or so ago, remarked on a return that the turbine principle of engines for speed had fair to be the next thing which would revolutionize the modern construction of steam vessels. The loss of the British torpedo boat destroyer Cobra strained the Cobra and broke her back; the other day tended, in the opinion of some naval architects, to give the turbine principle a black eye, because it seemed clear that the force of the new engine strained the Cobra and broke her back; which was rather an unexpected peril for an ordinary vessel, but not perhaps unexpected in a vessel more than ten times the length of her beam. If she was normally staunch, however, it is said that ships will have to be made so much heavier and stronger for turbine engines that speed will be sacrificed and that the necessity of turning a 45-mile an hour vessel at a very long distance from the obstruction ahead in order to have her clear it, will greatly militate against her usefulness. Nevertheless, it is to be noted that a German company has just been organized in Berlin, with a capital of three million marks, to build turbine steamers on the Parsons' model.

**NOTE AND COMMENT.**

America retains the cup.

Two Conservatives were elected in Nova Scotia on Wednesday. Just one pair.

This is the last day for persons to make application to the city revisors to be added to the electoral lists.

One would imagine every Nimrod was a Kitchener from the size of the "bag" he reports to have brought home.

The Toronto Mail and Empire attributes

**Men's Overcoats.**

We don't see how any man needing Clothing can pass our windows without coming in. We are not backward about admitting that others offer bargains; but we do say this:

Nowhere else will you find Clothing of like style and quality and finish at prices as low as ours.

Take our Overcoats at \$8.50 for example. Where else will you find such value? A beautiful Dark Gray Frieze Overcoat, velvet collar, \$8.50. Cannot be matched under \$10; or take our Double Breasted Raglanette Overcoat, of Dark Grey Cheviot, cuffs on sleeve, silk velvet collar, vertical pockets. Linings and finish what they ought to be. Price \$15. Others would ask you \$20 for this coat.

No matter what price you want to pay we know that you'll get a better coat for that price here than anywhere else in St. John.

Fall Overcoats \$5.00 to \$20.00.

**ORDERING GOODS BY MAIL.**

If you cannot reach our store, our Mail Order Department can serve you to your thorough satisfaction.

Our Style and Sample Book for Fall and Winter is now in the hands of the printer and will be completed in a few days. Let us have your name and we shall forward one as soon as ready.

**GREATER OAK HALL,**

King Street, Cor. Germain.

**SCOVIL BROS. & CO.,**

St. John, N.

Wool taken in Exchange for Goods.

the great Liberal victory in Nova Scotia to the demoralizing influence of Hon. W. S. Fielding. Very sad!

The speaker of the Nova Scotia legislature will require to use a microscope to discover the opposition in the house.

The British and American people have been too busy with the yacht races to observe the little incidents which are occurring in South Africa and the Philippines.

The Presbyterian synod has adjourned and the question of individual communion cups goes up to the general assembly. There will soon be a conflict between science and religion on this question.

The footballist is the popular hero of the hour with the fair sex. The golfer takes a back seat until the spring, and rests his caddy.

The mayor should observe what Mayor Howland, C. M. G., of Toronto, has to say of robes and cocked hats. Probably Mayor Daniel thinks he will feel more at home in mediæval costume than that of the twentieth century.

Edward M. Shepard is the Tammany nominee for the mayoralty of New York. This is a case of the "tiger" being led by a Shepard, which is apt to be a S Low performance.

The Moncton Times and Chatham World are opposed to the arrangement by which the dual party will occupy the residences of Messrs. Jones and McNutt. The people of this province do not take much stock in the opinions of our Moncton and Chatham contemporaries.

John Chinaman has recently been outwitting the Yankee immigration agents. He disguises himself as a monk and thus succeeds in crossing the United States line. "For ways that are dark and tricks that are vain the heathen Chinese is peculiar."

Our Tory contemporaries have not yet attributed the great Liberal victory in Nova Scotia to the French vote. According to the Tories the Liberals are only strong in Quebec, not Nova Scotia puts the latter province in the shade as the home of Liberalism.

The \$600 deposit money lost by the defeated Tory candidates in Nova Scotia would be a welcome contribution to the party funds in some of the New Brunswick counties, where big election notes are still outstanding. Even small meries are thankfully received.

**THREE NEW COASTERS.**

Among Arrivals Saturday Were the A. L. B., the Murray B. and the Effort.

Among the late arrivals Saturday night were three new coastwise vessels, which were moored in the market slip. One is the A. L. B., of 21 tons, commanded by Captain Bent, and will sail between this port, Digby and the Bay shore.

Another new schooner, which arrived here on Saturday, was the Effort, a very handsome little vessel of 63 tons and a fine specimen of what they can do in the way of vessel building at the yard of W. A. Hickey, Bay Shore, Annapolis, N. S., where she was launched on Sept. 28, the present being her maiden voyage. She is painted white and has three headsails, gives her the appearance of being of much larger tonnage. She spreads nearly 1400 square yards of canvas after sunset and was constructed especially for the trading service across the bay to this port. Capt. David Milner, formerly of the schooner Thelma, is in command of the new vessel and is justly proud of her. She brought as a maiden cargo some 600 barrels of apples and will load general cargo to return about Friday. Anyone who likes to look at a pretty vessel may view her at the South Market wharf. Her sails, spars and rigging were all made in Annapolis, except the wire standing rigging, which was procured in this city.

The other new vessel, which is of good appearance, is the Murray B. 43 tons and is commanded by Captain Baker. This vessel will trade between this port and Margareville. All three were much admired by those who visited the Market Slip yesterday.

**Reports from Fishing Centres.**

Halifax, Oct. 7.—Reports from fishing centres are: Nova Scotia. Sand Point—Cod fair; no herring. Port LaTour—Squid plenty; cod and herring fair. Salmon River—Haddock fair; no cod. Whitehead—Squid plentiful; cod fair; other breeds fair. Canso—Squid fair; cod scarce. Canso—Cod and squid fair; inshore herring boats out. Pictou—Good appearance of fish; squid fair. Point St. Peter—Squid plenty; cod and herring scarce. Digby—Cod fair. All branches dull at Port Mulgrave, Malpeque, Margareville, Port Hood, Cheticamp, Musquodouit, Lunenburg, Arichat, Doreceuse, Petit de Grat, Lockport, Alberton, Bloomfield and Southport. Bait and ice.

Bait can be obtained at Digbytown, Gaspere, Carisque, Fox Island, St. Ann's, Pubnico, Lunenburg, Arichat, Canso, Queensport, L'Ardoise, Guysboro County, South Head, Cheneville Head, Grand Harbour, Grand Manan, Digby, Tiverton and Newport Point. Ice at Arichat, Digby, St. Mary's Bay, Digbytown, Tiverton, Granville, Lunenburg, Georgetown, Pannine Island, Pubnico, Lockport, Port Malcolm, Liverpool, Whitehead, Yarmouth, Port Mulgrave, Canso, Queensport, Southport, Port Mouton, Prospect, Hubbards Cove, Guysboro Town, Port Island, Guysboro County and Port La Tour. Frozen bait at Bayfield, Souris, Port Mouton, Gaspere, Alberton, and Queensport.

**TWO LIBERALS AND O' TORY IN P'.**

C. E. Tanner Elected Over Dewar.

Pictou, N. S., Oct. 4.—(Special.)—The sheriff's official figures for Pictou were announced today. They are: McDonald (Lib.), George Patten and C. E. Tanner (Con.), elect. The official figures are as follows:

E. M. MacDonald (Lib.) ..... 63  
George Patterson (Lib.) ..... 34  
C. E. Tanner (Con.) ..... 86  
Cameron (Con.) ..... 177  
Dewar (Lib.) ..... 157  
Munro (Con.) ..... 111

Mr. Tanner, the Conservative, was thus defeated by a large margin the two Liberals who were elected him, but in turn ran ahead of Mr. Dewar, the Liberal candidate, by 29.

Amherst, Oct. 5.—(Special.)—Sheriff Logan, as returning officer, held court yesterday afternoon when the following results of Wednesday's election were announced:

Black (government) ..... 2,944  
Tucker (opposition) ..... 2,933  
McLeod (opposition) ..... 2,946  
Smith (opposition) ..... 2,720

A change of 23 in the figures of Springfield, Mr. Black and minor change in other polls reduced his majority.

Mr. Tucker having announced a recount, Sheriff Logan announced the recount would commence on Wednesday next. Truro, N. S., Oct. 5.—(Special.)—Through oversight of the proposed parties the ballot box with the returns from Carleton Place did not arrive in time for declaration today. Declaration was therefore postponed till Monday. Mr. Laurence, who led the polls, addressed the gathering at the court house and in a stirring manner warmly thanked T. G. McMullen, late Conservative member, and Col. Blair, who sat with the Conservatives in the house for several years, for the strong support they had given him.

**The Royal Month and the Royal Disease.**

Sudden changes of weather are especially trying, and probably no more so than to the scrofulous and consumptive. The progress of scrofula during a normal October is commonly great. We never think of scrofula—it hunches, cutaneous eruptions, and wasting of the bodily substance—without thinking of the great good many suffer from it have derived from Hood's Sarsaparilla, whose radical and permanent cures of this one disease are enough to make it the most famous medicine in the world. There is probably not a city or town where Hood's Sarsaparilla has not proved its merit in more homes than in any arresting and completely eradicating scrofula, which is almost as serious and as much to be feared as its near relative, consumption.

**British Exports and Imports.**

Liverpool, Oct. 7.—The statement of the board of trade for the month of September shows decreases of \$3,024,100 in imports and of \$2,588,500 in exports.