POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH

is published every Wednesday and Saturday at $1.00 a year. PAYABLE IN ADVANCE, by The Telegraph Publishing Company, of St. John, a company incorporated by Act of the Legislature of New Brunswick.

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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., one cent a word for each insertion.

Notices of Births, Marriages and Deaths 25 cents for each insertion.

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Wm. Somerville

Semi-Weekly Telegraph

ST. JOHN, N. B. FEBRUARY, 14, 1906.

JUST THE THING

The London Statist, this morning's despatches announce, strongly urges the United States to undertake the policing of Morocco and thus prevent war between France and Germany, a war that would spread and involve the world. The Statist, it will be remembered, is not a humorous journal, as one might suppose from its suggestion, but is the leading financial publication of London, as solemn and conservative as may be. Yet, fearful as the thought is, it is almost impossible to read the cabled summary of the Statist article and wholly dismiss the idea that it is "rotting" Uncle Sam.

Mr. Roosevelt has been widely advertised as the "international policeman," and we have had much evidence to show that he does not regard the part with disfavor. The Statist seriously points out that the United States alone could undertake the police work in Morocco without treading on the corns of France, Germany, Britain, Spain, Italy or Austria. Mr. Roosevelt, the Statist reminds the world, but recently plucked the Russ and the Jap asunder, or was widely credited with this great feat in his own and some portions of some other countries. No one but Castro has been known, or is likely, to bully the United States. Besides, Mr. Roosevelt yields to no one in his strenuous desire to keep the peace of the world—"even if he has to fight to do it." Nor is he without interest in and experience with Morocco. The world remembers the famous despatch he is said to have dictated: "Perdicaris alive or Raisuli dead!" True, that was on the eve of a general election, but it must be reckoned with other evidences that the president is the man for the Morocco job—the logical candidate.

Persons there may be who would say the Statist is flattering Mr. Roosevelt and "handing" him a very large and active hornet's nest at the same time; but the London journal makes out a strong case, as thousands of imperialist and expansionist Americans will be quick to admit today. Mr. Roosevelt may take the flattery, but one suspects that he will decline the hornet's nest. He has been at some pains to explain why the United States is busy in Santo Domingo, how it got hold of the Panama canal zone, what its subjects had to do with the attempt to unseat Castro. He has a "bucking" Senate on his hands. He will be asked soon, in all probability, to separate the coal barons and the coal miners, a duty to daunt even the hero of San Juan Hill. He would scarcely add Morocco to his other enterprises.

Yet, if the world is really threatened with a conflagration, and if it could be averted by adopting the Statist's suggestion to place the red hot stove in the ambitious hands of Uncle Sam, thereby turning a tense situation into a joke of the first magnitude, it would seem a pity were Mr. Roosevelt to decline with thanks.

AN EXAMPLE

A Yarmouth correspondent who is interested in civic affairs there, and here, sends to The Telegraph the somewhat unusual appeal to the electors made by Dr. A. M. Perrin, suggesting that it may be a valuable hint to civic candidates in St. John. The fact is that Dr. Perrin's card contains suggestions of value to both St. John taxpayers and candidates, for which reason it is reproduced here:

"To the Electors of the Town of Yarmouth:

"Ladies and Gentlemen:

"Without solicitation from anyone I, in justice to myself as a ratepayer, offer myself to my fellow townsmen as a candidate for the office of Councillor for the Town of Yarmouth.

"I believe that I am wrongfully and illegally taxed. That the town officers receive too much salary for work performed; that the expenditure for town necessities is too expensive; that the water tax is a burden to the poor taxpayers and that the unnecessary expenditure of public moneys must be stopped. I believe that I can see a remedy. I am a fairly large ratepayer and what will be an advantage to me will help the majority of the taxpayers.

"I consider that the government of a town is better for a sharp and vigorous opposition. The harmony in the present council has been its weak point and from the names now offered for the new council, if elected, I believe that harmony will still prevail and bad government still continue.

"I will not solicit a vote nor use any means to secure one. I will not give a drink of rum for a vote nor hire a team to carry a voter to the polls. If I am elected on this principle I will be astounded—and will try to merit the confidence of my fellow ratepayers. If I am not—I will consider that they have the right to judge who should conduct the spending of their hard-earned dollars, and remain

"Their humble servant,
"A. M. PERRIN."

Dr. Perrin must have been "astounded," for he led the poll in every district, though he made no canvass and did not solicit votes in any way beyond issuing the foregoing election card.

One must infer that the electors were dissatisfied with existing conditions and believed good men would correct them. In St. John, thus far, independent candidates of the sort needed appear to fear the people would not elect them if they came out, or are unwilling to devote the necessary time to civic affairs. If this apathy continues the Council will be by no means as strong as it has been even this year, for Alderman MacRae, and the late Dr. Christie and Mr. Millidge will be missing.

Election day is still some weeks distant. Possibly before it rolls around many citizens will begin to ask how many votes the contractors can count upon when the new board assembles. But it will then be too late to do anything.

THE MOTOR HABIT

A few years ago the number of bicycles in use in the United States was staggering. But bicycles were comparatively cheap. The automobile is expensive; yet if motor cars were as numerous here as they now are in the United States St. John would have fifty-six. An estimate which may be regarded as approximately correct places the number of these vehicles now in use in the United States at 100,000. Or, as one writer expresses it, "one person out of 800, one family in less than 200, operates one of these machines. There were seven times as many automobiles made in 1905 as grand pianos in the last year for which figures are at hand. There are now about four-fifths as many automobile owners in America as there are lawyers or clergymen, engineers and firemen, plumbers or butchers. The automobilists actually outnumber the bartenders of America. Allowing only one to the machine, there must be more men engaged in handling automobiles than all kinds of water craft, for the boatmen and sailors in the continental United States in 1900 numbered only 78,406."

The average of property per capita in the republic is high, yet this estimate gives one a new idea of the number of persons who can, or do, afford to buy motor cars. The price varies greatly—from a few hundred up to many thousands, and the average cost of the machines in use amounts to a considerable sum. The facts appear all the more remarkable because the auto is a comparatively new arrival.

CHEAP SHIPS AND DEAR ONES

H. M. S. Dreadnought is referred to as the costliest warship ever built; yet for Great Britain she may prove to be the cheapest in the long run, as some examination of the question may show. In launching this greatest of sea-fighters Great Britain shows herself the first of the fighting nations to apply the naval lessons of the war between Japan and Russia. The war emphasized the value of first class battleships as compared with all other vessels. The British naval architects have produced a fighting machine far more powerful than any attempted hitherto; yet while its offensive power is astonishing, it surpasses all other ships of the line in speed, steadiness and defensive appliances. Had the Russian admiral possessed a ship of the Dreadnought class at the Battle of the Sea of Japan, and had she been manned by brave and skilful fighters, there might have been another story to tell.

The best German, French, and American battleships of today carry four 12-inch guns. The Dreadnought mounts ten of these rifles, and while their calibre is the same as that of other 12-inch guns their range and penetration are greater than those of any other naval guns yet constructed. In gun-power the new creation will be equal to any other three ships now afloat. The 8- 6- and 5-inch guns of which all other first class battleships carry a large number, are ineffective against armored ships at long range. The Dreadnought will carry only the ten big rifles and eighteen 3-inch guns for protection against torpedo craft. Her speed will be derived from turbine engines of immense power. It is believed she will be faster than all other big warships, and she will be able to fight effectively at a range so great that most other vessels would be comparatively harmless. At a closer range her greater armor protection and her terrific gun-fire would render her much less liable to crippling injury than the war vessels now in commission.

Her cost, when she is completed a year hence, will have been $7,500,000. It is said to be the purpose to build several more like her if her trial proves satisfactory. The cost is immense; but it will increase rather than diminish as new terrors are added to the equipment of the modern fleet. A squadron of Dreadnoughts might well be the cheapest kind a nation in Britain's position could build. The cheapest fleet is one that whips the enemy at sea wherever and whenever it finds him. The costliest fleet is one which, like Russia's, is whipped by the enemy and loses to him the control of the sea upon which success or failure depends. This view of the cost of such ships is peculiarly applicable to Great Britain, to whom sea power is existence itself.

A HEAVY TASK

A student of statistics says that the average British working-class family spends one-sixth of its income for liquor. The actual consumers of beer or spirits in the United Kingdom number 24,000,000, for of the total population there are 3,000,000 abstainers and 14,000,000 children less than fifteen years old. The consumers' average yearly expenditure for liquor is $35 a head. For ten years past the country has spent from $875,000,000 to $950,000,000 a year on drink, or more than the revenue and nearly as much as the cost of the Boer war. A reviewer who has been looking into this subject recalls once more the peculiar position of the British and some other northern races, as compared with the more sober Latin peoples:

"The countries that drink the most are not necessarily the most drunken, and statistics of consumption are a poor guide to the degree of a nation's intemperance. On paper the greatest drinkers in the world are the French, yet France is a notoriously temperate country. Her statistics of police drunkenness are less than one-fourth the English record. Before the phylloxera ravaged the vines and led to spirit-drinking, the French probably held the palm for sobriety among European peoples. Italy, Spain and Portugal, being wine-growing and wine-drinking countries, have large statistics of consumption, but are, as a matter of fact, exceedingly temperate. Northern Russia, Scandinavia and Scotland are the most drunken parts of Europe, though the consumption of alcohol per head is comparatively low. Climate and race have much to do in determining such matters. A warm country is naturally a sober and usually a gambling country. A raw, dull and damp climate predisposes to indulgence. Thus the northern counties of England are more drunken than the southern, Scotland is more drunken than England, and the west coast of Scotland more drunken than the east. The vigorous pre-dominant races of Europe, if not of the world, seem to have been always given to strong drink."

Poverty and congested population have something to do with it. An explorer of London's slums asked a clergyman who labored among the most wretched class why these people clung so desperately to the rookeries in the worst sections of the city, and resisted all attempts to move them. "Because nowhere in the world is vice so cheap as it is right here," was the clergyman's reply. The drink figures, considered in connection with the great and growing number of unemployed and "unemployables," gives some indication of the size of the task confronting the new government which will attempt to mitigate the misery and arrest a rising menace to the state. The British premier has said that the unused land of Great Britain must be utilized to maintain the people who need food, work, and air. "We desire," he said in one of his speeches, "to develop our undeveloped estate in the country. We wish to make the land less of a pleasure ground for the rich, and more of a treasure ground for the nation."

Not only waste land, but the holdings of the big country estates as well, would appear to be included in this programme, for "Sir Henry Campbell-Bannerman declares in favor of strengthening the hands of municipalities by reforming the land system and the rating system. In this he definitely includes the imposition of a rate upon ground values. It is clear from this declaration that the government intends to discourage the holding of large tracts of idle land, and to promote use and cultivation by taxing the value of unimproved property. The power has so long rested in the hands of the territorial landlords in Britain that they have ordered the laws to their own special advantage." They will resist any attempt to change present conditions, but they cannot long prevent the reforms which the necessities of four-fifths of the people make imperative.

COUNTING THE COST

The total money cost of the coal strike of 1902 is estimated at $150,000,000, some of the items contributing to the total being, a loss of wages to miners, $29,000,000; $35,000,000 in other ways to the miners and allied trades; $78,000,000 to the mine owners and railroads, which the public has since paid; a loss of $10,000,000 to the tradesmen and farmers in the strike district; a loss of $7,000,000 due to destruction of property by dynamite and other explosives. Just what the public lost in money through the increased cost of fuel during and since the strike cannot be accurately estimated. The number of human beings killed and injured was very large.

The bill was enormous. But if the greater strike now threatened really comes these figures will be far exceeded, for the struggle will be on a scale unparalleled in the history of labor troubles. The American newspapers are warning John Mitchell against ordering a strike, and not a few of them are predicting that the miners must lose. The Brooklyn Eagle says:

"Still another matter is to be considered before the mines are closed, namely, that the operators are in far better shape to resist the demands of Mr. Mitchell than they were in 1902. They have profited by experience. They are storing 75,000,000 tons of coal—the mild winter has made this easy—and they are preparing for resistance to violence. They will guard the coal better than they did before, when some of it was burned, and they will protect their workmen by stockades, and also by means of an armed constabulary which is already organized and drilling and consists of four troops of cavalry. Every member of the constabulary is a former solider of the United States army, and in case of a conflict there will be no paltering. Peace will be kept at the mines and life and property will be placed in as little danger as may be." * * *

"It is very certain that the great public regards with no kindly feelings the proposition to further increase the cost of coal. It is claimed by the miners that they have amassed a maintenance fund of $3,000,000—which shows that they are not down to starvation wages; but as the miners and the dependent families number 3,000,000, it is certain that the wiser ones among them will hesitate before leaving their employment. John Mitchell is an able man, because he has created a great following. Yet the great man is he whose efforts in behalf of mankind are constructive, not destructive. Mr. Mitchell stands at the parting of the ways. The one road leads to public confidence and the support of his fellows; the other leads into the mist. Which will he take?"

The Eagle suggests that a struggle such as is contemplated would be fraught with far-reaching consequences: "The strike that Mr. Mitchell is now contemplating will be more expensive, in case it runs as long as the other, because it involves the bituminous field. But conditions are now so different from what they were four years ago that this daring captain of other people's industries may well pause before he puts his authority to the test. In case the new strike is ordered it will be the making or the breaking of John Mitchell. It will either illustrate the absolute dominance of labor unionism, or it will rouse such enmity that unionism may well fear for the consequence."

The consequences of a strike would be so serious that attempts to exaggerate them would fail. But regard for the consequences will not prevent a strike if both the miners and the operators are ready for another test of strength.

NOTE AND COMMENT

Premier Tweedie's references to the compulsory education bill will be read with attention throughout the province.

* * *

Perhaps if St. John had compulsory education it would have fewer boy drunkards.

* * *

There is a cloud on the Morocco horizon once more, and such clouds give rise to war scares.

* * *

The Premier intimates that the speech delivered by the leader of the opposition sounds very much like the one he made last year and the year before. The interchange of amenities has begun.

* * *

And now the United States Steel Trust is reported to be fishing for control of some New Brunswick industries. Or possibly the report only represents a move for more protection for some Canadian mills.

* * *

For more than a generation Rev. G. O. Gates has been a Baptist minister in this province, and for many years he has been valued as a Baptist leader. His decision to go to Montreal will cause much regret in St. John and throughout the province. He is, and long has been, a great power for good.

* * *

The Citizens' League is to resume its hunt for candidates. But if the citizens generally do not care a button what the Loch Lomond extension is going to cost them in legitimate expenses and damages the hunt for good candidates can scarcely be successful. Perhaps the taxpayers need a lesson. They are likely to get one, anyway. And a majority of them will deserve it.

* * *

John D. Rockefeller, Jr., told his Bible class, last Sunday, that a man on the witness stand must tell the truth, and the whole truth at that. Mr. H. H. Rogers was not in Sunday school at the time. Neither was the young man's father. If these two could be induced to tell the whole truth on the witness stand the whole black story of Standard Oil would be revealed. But John D. and H. H. Rogers are not at all likely to be bound by the rules laid down by young John D. for the guidance of those who sit at his feet and learn wisdom on Sundays. They carry week-day consciences.

* * *

John Morley, the English historian and publicist, is said to have described the president, after a visit as a "sort of cross between St. George and St. Vitus." If the president ever sees this statesman from across the water again, he will no doubt give him fits.—Boston Herald.

Mr. Morley could scarcely have been guilty of a remark so shocking. The Herald is really flippant. Still, Mr. Morley preached free trade when he visited the high protection centres of the United States last year—and he may have said it. When the Kaiser reads paragraphs like the Herald's he sends the editor to jail. Mr. Roosevelt cannot do that, but he sometimes gives orders that the Washington correspondents of the offending journal be denied the usual news privileges—a rather poor retaliation, since the newspaper gets the facts just the same.

FREEMAN WEIR WASN'T POISONED

Analysis of Stomach of Digby Man Made by M. V. Paddock--Killed a Pig With Two Hearts--Other Matters.

Digby, Feb. 12—By an analysis of the stomach by M. V. Paddock, of St. John, it has been decided that the death of the late Freeman Weir was not caused by poison.

The new tug George L., commanded by Capt. C. F. Lewis, of Digby, and owned by Albert J. Lutz, of Moncton, has arrived here from Yarmouth, and is now ready for business.

John Q. Porter, of Victoria Beach, recently killed an average weight June sow pig which had two hearts, two livers, two lights and four kidneys.

Thos. F. Anderson, financial editor of the Boston Globe, is spending a few days in Digby and vicinity.

A life preserver marked "Gypsum King," has been picked up on Brier Island.

Schooner W. Parnell O'Harra, Capt. Wm. Snow, which arrived here last week with a good fare of fish, has hauled up for the remainder of the winter.

Tern schooner Wanola, Capt. Atkin, is loading lumber at Sproul's wharf for the West Indies, shipped by Clarke Bros., of Bear River.

Quite a large business is being done at Deep Brook, Annapolis county, digging clams for the Boston market. Two hundred barrels have just been shipped from that station via the D. A. R.

DIED AT HIS SON'S FEET

Worcester, Feb. 11—Mr. and Mrs. Timothy McCarthy, sr., died within five minutes of each other this morning under most peculiar circumstances.

Mr. McCarthy had never had a sick day in his life, while his wife has been dangerously ill with bronchial asthma for three days.

This afternoon she suffered a change for the worse and her husband, with his son, went to a drug store to telephone for the doctor. The son stood outside while the father was telephoning, and learning that the doctor was away from home, Mr. McCarthy returned to the sidewalk and dropped dead of heart disease at his son's feet.

After seeing that his father's body was properly cared for the son sadly returned home, only to learn that his mother had died while he was away.

VESSEL BOUND TO ST. JOHN WRECKED

Schooner Joseph Hay, With 400 Ton of Coal, Sunk at Vineyard Sound Entrance

Struck on Sow and Pigs' Reef, and Went Down Almost at Once—Capt. McLean and Crew Had Barely Time to Save Themselves--Lost All Their Effects.

Vineyard Haven, Mass., Feb. 11—The famous Sow and Pigs reef at the entrance of Vineyard Sound claimed another coaster today, when the New York tern schooner Joseph Hay struck on one of the western ledges, bumped over and sank fifteen minutes later in twelve fathoms of water. The six men on board, who jumped into their yawl without saving any of their belongings, were brought here this afternoon by the tug Dudley Pray.

The accident took place about 8 o'clock this morning. The weather was clear at the time and the vessel was running along on the port tack with a fresh north-northeast breeze. For some reason the Hay was kept in close to the Cuttyhunk shore, from which the ledge runs out a distance of two or three miles. The vessel was making good progress at the time, although deeply laden with about 400 tons of coal which she was carrying from Perth Amboy to St. John, N. B. Suddenly she struck one of the western ledges, crashed along on top of it and then bumped over into deep water. The crew rushed on deck and started the pumps, but it was seen that the vessel was sinking, so the yawl was hastily cut away. Without attempting to get any of their personal effects, the six men jumped into the little boat, Captain C. B. McLean being the last to leave the vessel. Fortunately the revenue cutter Dexter was in the vicinity of the Vineyard sound lightship at the time and the watch saw the vessel stagger and go down. The cutter was headed toward the scene, and when the crew of the schooner rowed alongside they were taken aboard. Shortly after, the tug Dudley Pray with a tow of barges bound east, came in sight and as the crew of the Hay wished to be landed here, they were transferred to the tug. Upon reaching port this afternoon, they went to the Seamen's Bethel, where Captain McLean will await instructions from the agents.

The Joseph Hay was built in Cohasset in 1864 and was originally a two-masted schooner. Recently she was rebuilt and changed to a three-master. She was 165 tons net burden, 103 feet long, 29 feet wide, and 10 feet draught. She was owned by Archer C. Puddington, of New York.

J. Willard Smith, who is the agent here for the schooner Joseph Hay, said yesterday that he had received word of the loss and that the vessel was bringing coal to this port for J. S. Gibbon & Co.

Sackville News.

Sackville, Feb. 12—The funeral of the late Mrs. Wm. George was held yesterday and was very largely attended. Rev. George Steel conducted the service, assisted by Rev. Dr. Stewart, Rev. Dr. Borden, and Rev. Dr. Young. A quartette, composed of Misses Bertie Hicks and Winifred Harper, Jos. Dobson and James Anderson, rendered the hymns Asleep In Jesus and Some Sweet Day, very nicely. The sons of deceased and son-in-law—Messrs. Fletcher, Arthur, Frederick, George and C. C. Eaton—acted as pallbearers. The floral tributes were very beautiful. Interment took place at Sackville rural cemetery.

Mr. and Mrs. C. R. Palmer, of Moncton, attended the funeral of the late Mrs. George yesterday.

Rev. Dr. Andrews spent Sunday in Nappan (N. S.)

Rev. Egerton Ryerson Young preached the annual sermons of the Methodist Missionary Society yesterday.

Chas. D. Stewart will entertain the business men of the town to a supper at Ford's hotel this evening.

H. F. Paisley, of St. John, spent Sunday with his parents, Rev. Dr. and Mrs. Paisley.

A new lot of twenty cent pieces of the coinage of 1904 are beginning to make their appearance here.

Rev. W. W. Conrad, of Wolfville (N. S.), is supplying the Presbyterian church at Lorneville for three months.

Don't Neglect a Cough or Cold

IT CAN HAVE BUT ONE RESULT. IT LEAVES THE THROAT or LUNGS, OR BOTH. AFFECTED.

DR. WOOD'S NORWAY PINE SYRUP IS THE MEDICINE YOU NEED. . . . . .

It is without an equal as a remedy for Coughs, Colds, Bronchitis, Sore Throat, Pain in the Chest, Asthma, Whooping Cough, Quinsy and all affections of the Throat and Lungs.

A single dose of Dr. Wood's Norway Pine Syrup will stop the cough, soothe the throat, and if the cough or cold has become settled on the lungs, the healing properties of the Norway Pine Tree will proclaim its great virtue by promptly eradicating the bad effects, and a persistent use of the remedy cannot fail to bring about a complete cure.

Do not be humbugged into buying so-called Norway Pine Syrups, but be sure and insist on having Dr. Wood's. It is put up in a yellow wrapper, three pine trees the trade mark, and price 25 cts.

Mrs. Henry Seabrook, Hepworth, Ont., writes: "I have used Dr. Wood's Norway Pine Syrup in our family for the past three years and I consider it the best remedy known for the cure of colds. It has cured all my children and myself."

Read the People's Paper

The Daily Telegraph

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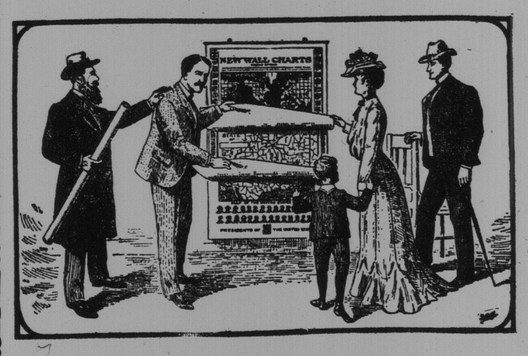
Wages, raw material, and all other newspaper supplies are advancing so rapidly that we may be compelled to advance the price of our paper at any moment. It is therefore to your interest to subscribe at once.



To everyone who will mail direct to this office before the 28th of February, 1906, $3.00 for a subscription to THE DAILY TELEGRAPH, we will send *absolutely free,* one of our beautiful *Wall Charts;* price $1.00; size 28 x 35, containing—

Map of the World,

History and Map of Russo-Japanese War,

Latest and Best Maps of Maritime Provinces and Dominion of Canada, as shown.

In addition, to the FIRST TWENTY-FIVE persons whose subscriptions are received at this office, we will send a BEAUTIFUL CALENDAR for 1906.

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Please send me The Daily Telegraph for one year along with one of your wall charts for which I enclose herewith $3.00.

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This coupon is not good after Feb. 28, 1906