

THE SEMI-WEEKLY TELEGRAPH
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C. J. MILLERMAN, Manager.

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Ordinary commercial advertisements taking the run of the paper. Such insertion 10c per line.
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In receiving 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.

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Be brief.
Write plainly and take special pains with names.
Write on one side of your paper only.
Attach your name and address for your communication as an evidence of good faith. THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

AUTHORIZED AGENTS.
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WM. SOMERVILLE,
St. John.
Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph
ST. JOHN, N. B., JULY 23, 1902.

AN IMPUDENT OFFICIAL.
The incident related in our news columns today of certain passengers being prevented by United States emigration officials from traveling home to St. Stephen on the train, seems to be an illustration of a condition of affairs which should be promptly stopped. In this as in other cases, it appears, the emigration officials have not hesitated to interfere with passengers at the station or on the trains going toward the United States, as to their destination, and if to points in the United States they are asked questions such as are asked by the immigration officers upon the arrival of immigrants at American ports. Should the answers be such as to lead the officials to believe the passengers would be deported upon their arrival in American territory, either through having been engaged to work there and consequently coming under the contract alien labor law, or through being without funds sufficient to prevent them from becoming a public charge after arrival in the States, the passengers are warned not to proceed or they will be arrested. Of course the right to examination and deportation exists upon arrival at Vancouver or Calcutta or any where else across the line. But in the case of yesterday the passengers had tickets only to St. Stephen and were in fact booked merely from one point to another in Canadian territory. What possible right the United States emigration officials had to interfere with such passengers on Canadian soil, to prevent their liberty to travel as they chose, is the mystery. If these officials have been granted any concessions to enable them to even interrogate passengers about their affairs, it is something of an irony that the general public are in total ignorance and are such an interference with private liberties as no self-respecting people would tolerate. In fact if the statements made by the passengers in the case of yesterday are correct, a demand should be made for the removal of the offending emigration official as a protest against his unwarranted interference with the rights of Canadian citizens upon Canadian territory. The Telegraph has indeed taken some trouble to get at the facts as fully as possible and there seems no doubt that the action of the official was impudent. Whether or not the ultimate intention of these people was to go to the United States has absolutely no bearing upon the subject. The fact remains that they had purchased transportation merely from one point in Canada to another and no American official had any right whatever to interfere with them.

TRADE COMPARISONS.
The statement of imports and exports of the United States for the fiscal year ended June 30, 1902, being just at hand, some interesting comparisons are possible with the figures of the trade of Canada which were printed in these columns yesterday. For these purposes it may be approximately accurate to consider the population of Canada as one-tenth that of the United States, although the American claim is for a considerably greater population.

The total valuation of the United States exports for the year is \$1,382,033,407. Divide this by 12 gives about \$115,170,000 as what would be Canada's relative basis in exports at the same rate. But Canada's exports really were \$106,105,240 or more than seventy per cent. greater in proportion to population than the export business of the United States.

The total valuation of America's imports for the past fiscal year is \$902,911,308 which is the greatest volume in her history. On the same basis Canada's im-

ports would be only about \$75,242,000, but as a matter of fact they amounted to \$302,791,301, or more than 180 per cent. greater per population. Of course there is a difference of opinion as to the relative merits of heavy imports or the ability to supply the bulk of one's own requirements in the way of manufactures and produce in a country. In the case of the United States the more tropical territory enables them to raise many things that we are obliged to import, while our lower tariff encourages free trade to a greater degree, enabling us to enjoy the products and manufactures of Great Britain particularly to a very much larger extent. But to say that Canada now imports an undue proportion of her consumption of goods in comparison with her exports, is totally at variance with the statistics of the United States, for we find that whereas the exports of the republic in the month of June amounted to only \$89,254,680, at which rate the Canadian exports per population would be only \$7,437,916, in the same month Canada's exports aggregated \$23,170,295, which was but a small increase over our exports for the same month last year—an evidence that Canadian exports steadily and normally increase, while those of the United States are subject to great fluctuation and interruptions.

There seems to be more than ground for gratification at the steadily increasing prosperity of Canada evidenced by this showing—a ground for satisfaction at the apparent reliability of our business, without any abnormal fluctuations. If we do not possess as yet such a large manufacturing population as the United States, we are not subject to the same inconvenience of labor troubles and the whole-sale disasters consequent upon strikes and lockouts, preventing the filling of orders and causing temporary stagnation of all dependent lines of business. This and the whole tenor of the statistics also show further that Canada has a better style of government for the encouragement of efficient trade than has the United States; there is no prostration of business in terror of results every four years at presidential elections, and Canada is, in such respects as in many others, a very much better place than is the United States in which to live.

AMERICAN SHIPPING

The reason why American shipping cuts such a small figure in the ocean carrying trade in spite of the large production of the American shipyards, is explained by the enormous employment afforded American vessels in the commerce of the great lakes and within the ring-fence known as the coasting trade, which now takes in Hawaii and Porto Rico and may possibly include the Philippines. A bulletin of the Twelfth Census of the United States, recently issued, shows that in less than four months of the year 1900 the Americans built a greater tonnage for their own trade than they launched in ten years previously for the foreign trade. The statistics in fact show that the foreign going tonnage under the stars and stripes was continued of late years to diminish. In 1890 the volume on the registry books amounted to 946,000 tons. Vessels subsequently admitted to American registry by general or special law, or acquired by the annexation of Hawaii, or by capture from Spain, represent 134,000 tons. Thus, including the 206,000 tons built during the decade for the foreign trade, the total would have been about 1,286,000 tons and none gone out of existence. But in 1900 this tonnage had shrunk to a total of 26,000 tons, or by 400,000 tons, which was more than twice as much as the new tonnage built. At the same time the tonnage entering the ports of the United States from foreign ports had increased from 15,000,000 in 1890 to 23,400,000 in 1900. The actual import of these figures is commented upon by the census report with the statement that it would be a conservative estimate to take it that 5,000,000 tons of shipping are required for the entire foreign commerce of the United States, and goes on to say:

Towards supplying that need home shipyards contributed only 20,000 tons during the census year of 1900, and only 206,771 tons during the entire ten years ending with 1900. At the rate of construction in 1900, 172 years would elapse before enough tonnage would be built for the present needs of our foreign trade. The average life of a ship is commonly computed at ten years, taking into account losses, accidents, and deterioration. But, allowing 20 years as the average life of a modern steel steamship, at the present rate of construction for foreign trade over eight years would elapse before enough ships would be constructed to provide for the average needs of one year.

A glance at the history of the United States foreign trade shows that while in 1826 it amounted to \$102,000,000 and 92.5 per cent. of it was carried in American vessels, had increased in 1890 to \$2,080,000,000 but only 9.3 per cent. of it was then carried in American vessels. Thus while all the energy of the American shipbuilding industry is, by force of circumstances, thrown into coasting and inland navigation, that of itself has a crippling effect, leaving the cost of construction per ton higher in the United States than in other countries, notably Great Britain.

When we read therefore of an American shipbuilding trust, we understand that it is mainly for the further exploitation of domestic ship construction, which is a protected monopoly of a profitable character. When we read of a ship-subsidy bill before congress, we understand that it is a measure to if possible encourage vessel builders and owners to devote as much attention to the foreign trade as to domestic commerce by the proposition to

compensate them for turning from domestic to foreign trade. And when we read of an American ship-owning combination in foreign trade, such as that recently accomplished by Mr. J. Pierpont Morgan, we must understand that the vessels will continue to run under other than American flags, that in fact Mr. Morgan un-Americanizes himself to the extent of investing his capital in such foreign commerce, because there is no prospect that his ships will ever be admitted to American registry and there seems no ground to fear that American shipyards will ever be able to compete with British shipyards unless existing conditions are very radically changed.

A PAUSE

Peace throughout the world and prosperity, particularly at home in Canada; the King recovering steadily from his illness, the sudden climax of which shocked the empire; even the sensational features of pacifying the Philippines having petered out, the readers and makers of newspapers for the time without any thrilling national events upon which to concentrate their interest. Not since the outbreak of the war between the United States and Spain in 1898 has there been less of spectacular moment in the field of nations. Following that war, the events of the war in South Africa, the death of Queen Victoria, the accession and elaborately planned coronation of King Edward, have for several years given a serial story style of attraction to the daily prints and a point to the question "what's new?" that had since lapsed into vagueness. The catastrophe of Martique has this year added to the thrilling features of news and the horror of it has hardly yet faded from public interest, but at present neither events nor programmes for events seem productive of anything more in world interest. Even in science and invention and discovery the investigators seem to have nothing to report. Since the marvels of the latter years of the last century, including the telephone, electric lighting, x-ray, the wonderful developments in bacteriology, the bicycle, the phonograph, the kodak, the moving picture, the electric trolley car, the automobile, the turbine steam, smokeless powder and wireless telegraphy, the progress in such lines seems to have abated, or rather to have been without new and striking features, how is it that the extraordinary give no further hope of communicating with Mars and even Marconi's progress in developing his invention seems slow. The chief attention of the world seems to be devoted to commerce and at the moment our conference of colonial premiers appears the leading feature of this nature. The utter impossibility of predicting thrilling news, however, always leaves interest in the daily newspaper, for one never can tell what may transpire during a night. It is ours only to rejoice in the present, bend our energies to work and trust a kind providence from day to day for all the rest.

WHERE THE STRIKE STRIKES.

"They say" that the coal strike to date has cost \$50,000,000. Does that mean that had there been no strike we would have got our coal for \$50,000,000 less than we shall now pay for it?—Boston Herald.

Looks that way, according to present prices, doesn't it? Of course the mine owners and coal handlers don't calculate to lose anything on account of the strike if they can help it, which makes intelligible their lack of apparent interest in settling it. When there has been a strike in a daily newspaper office it has never meant the stoppage of the supply of papers, because the editors have to be maintained, somehow. In the case of coal mines, the interference with the public convenience doesn't count—at least in the States. Labor says that capital is its enemy and capital says: "Very well; we'll fight you out on that line." In the end the labor has to take what share of the capital it can get. But as for governmental interference with the mine owners, so that the public may be enabled to lay in their winter's supply of fuel at reasonable prices and business may be afforded the transportation people—oh, no; that would be interfering with the freedom of the individual. At least it has been so considered hitherto and if President Roosevelt or any other American authority brings about any change, he will be doing something new. The dictum that the public, having been for generations taught to regard the possibility of obtaining fuel at fair prices as a custom, have any right to expect the maintenance of that custom, has not yet been established in the great and free republic.

OUR IMMIGRATION

The benefits that Canada is now receiving from immigration have been fairly intimated in the statistics presented for the past fiscal year compared with previous years. The total number of immigrants according to the record in the year ended June 30 last was 64,024, of whom 17,000 came from Great Britain, 24,000 from the United States and 23,225 from various countries in Europe. Thus it may be assumed that about two-thirds of our year's immigration were English-speaking, a great advantage over the relative proportion of English-speaking immigrants to the United States, for in the fiscal year just ended we find that more than two-thirds of the American immigration came from Italy, Austria-Hungary and Russia. Of course our total immigration was about one-tenth the number arrived in the United States during the same time, but our arrivals exceeded by 15,490 the number of settlers reaching this country in the previous fiscal year. This was an increase of more than 25 per cent. and the British part of it exceeded by fifty per cent. the record of any previous year. It is also particularly notable that our immigration from the United States in the year exceeded by more than 33 per cent. the number of the fiscal year 1900-01. Well, 65,000 such immigrants are sufficient to make quite a nice city and considering the great attractions in South Africa, and the great number of Britishers engaged in the war, Canada is to be materially congratulated in having proved such an attractive place. In all its phases therefore this immigration is gratifying, for the influx from the neighboring republic shows that there is no further danger of our losing the people who come to us direct and it is a well-known fact that immigration is stimulated and attracted more by the successful immigrants sending for their friends and relatives than through any other means.

LAW IN THE STATES.

When the American people decide to do a thing they generally do it. That constitutes the law. If there is any sentiment of popular doubt about the expediency of the action or the custom, it may be left to drag its way through the courts for settlement. But that the courts do not establish or enforce law is evident. In the matter of dealing with the negro in the south, for instance, the evident popular idea is that lynching and burning at the stake is the sole remedy for immoral offence. That has become the law and no time is occupied in further argument. Of course the custom has no right under any written law and is totally at variance with the Declaration of Independence and the Constitution of the United States. But that simply shows that one should not believe what one reads about the laws in the great republic. Law is the custom of the place, in whatever part of the republic one happens to be.

AMERICA'S DEBT TO SALISBURY.

Although Lord Salisbury has been rather upbraided by some of the press critics for his alleged lack of what might be termed for brevity imperial enterprise, during his long term of office, they are evidently no charges against him of lack of conservative statesmanship and safe guidance through periods of national perplexity. In the latter respect indeed it must be gratifying to note the editorial tribute paid him by such a paper as the New York Herald which remarks that there has been nothing during his premiership so striking or so welcome as the close ties of friendship welded between England and the United States. It cites conspicuously his calmness in urging arbitration on the occasion of the Venezuela dispute, his service to the United States during the war with Spain and the success of his statesmanship in dealing with both the South African and the Far Eastern situation at the same time. In his quiet diplomatic achievements Lord Salisbury thus won for himself prestige and fame greater than could have fallen to the lot of any meteoric radical.

See the Suits at \$ 5.00
See the Suits at \$ 8.00
See the Suits at \$12.00
See the Suits at \$15.00

Men's Suits.

Young Men's Suits.

Do you suppose we would be doing the largest Clothing business in the Maritime Provinces if we didn't give the greatest sort of satisfaction?—good-wearing, good-fitting, good-looking Clothes for less money than other people ask. Conservative styles for the solid citizen; dashing styles for young men.

See the Suits at \$ 5.00
See the Suits at \$ 8.00
See the Suits at \$12.00
See the Suits at \$15.00

Stylish Clothing

For Boys.

Buy the best you can afford when out-fitting the boy. It pays in the better service that good clothes give; it pays in satisfaction to both parents and the boy. We don't let our fine stocks run short in sizes. Any boy can be fitted in any of the styles of suits that have kept this store pleasantly talked about all during the season.

Boys' Sailor Suits, \$ 75 to \$10 00
Boys' Russian Blouse Suits, \$5 and \$ 5 50
Boys' Two-Piece Suits, 1 50 to 6 00
Boys' Three-Piece Suits, \$3 to 10 00

Washable Suits—There isn't a good sort missing—75c. to \$4.00.

GREATER OAK HALL,

King Street, Cor. German.

SCOVIL BROS. & CO.

press packages, and with three bits of the route by rail and two by steamer it must be confessed that the project lacks considerable of the temptation for comfort to the average long distance traveler, even if the very close connections necessary could be accomplished according to Sir Robert's schedule.

NOTE AND COMMENT.

July seems to have at last struck a fair gait in the weather line, St. Swithin to the contrary notwithstanding.

Hon. S. Parent announces a surplus of \$25,000 for the province of Quebec for the fiscal year ended June 30, a triumph unusual for our neighboring province.

Former President Steyn, of the Orange Free State, is, it is said, ruined in health as well as financially. He seems in fact to have altogether lost his stayin' power.

The latest census of the United States cost \$12,000,000. The directors say he sees ways whereby the cost of the next one may be reduced although he thinks the population, including dependencies, will in 1910 number 100,000,000.

The death of Mr. John W. Mackay removes from the list of American millionaires one of the oldest and most original figures. The new rich have become so numerous that his fame in late years has been quite overshadowed.

Evanson (Ill.) young people here, it is said, started a new order called the kins shamers, and the portraits of the star members are going, and the rounds of the American papers. If the pictures are true the girls at least certainly don't look it.

Three great steamers well loaded with exports for South Africa have left New York within ten days and all the lines trading in that direction have been providing increased transportation facilities since the cessation of the war.

Canada will extend a large and hearty welcome to the English newspaper men who are to visit us next month. We are anxious that they should know all about Canada and the more they learn during their stay the better we shall like them.

The application of wireless telegraphy for the determination of longitude in the fixing of boundary lines is said to have been demonstrated as entirely practicable. The surveying party carry a chronometer and compute the time distance from a fixed station.

It is said that 20,000 men will be needed this year for grain harvesting in the Canadian Northwest. Last year the army amounted to 17,000 men. Until the system of mixed farming increases the population, such an annual migration will continue to be necessary.

In regard to President Schwab's statement in his affidavit presented to a New Jersey court, that the steel trust will probably earn \$140,000,000 this year, net, above all expenses, all charges for sinking funds and depreciation of plants, the Boston

ton Post says that this stupendous sum is got together through the fact that every ton of steel used by American industries the American people pay Mr. Schwab \$11 more than he charges Englishmen for the same products carried 3,000 miles across the sea.

The great question of whether one ought to utilize steamer transportation to attend a special religious service on Sunday will agitate the minds of many people tomorrow. If it be true, then the Sunday travel on our ferry-boats ought to be restricted.

Premier Bond of Newfoundland has again remarked in London that the question of confederation is one of terms. That's nothing new. If he had said that it had become one of enterprise or lack of enterprise on the part of Newfoundland it might have been more explicit.

The naive way in which the Halifax papers refer to things is sometimes almost fascinating. For instance: "The bullet which accidentally went into young Laurence's leg," etc. Blame it on the bullet, of course. The bullet didn't mean to.

The dear old Globe in neighborly love referred on Thursday to an incident of the Deaf and Dumb investigation. We beg to remind our ancient contemporary that people who live in glass houses should never throw stones. There have been legal proceedings quite as interesting as the Deaf and Dumb inquiry in which the Globe is more immediately concerned. But no particulars have been published.

The evidence of Rev. Mr. Campbell in today's issue furnishes an interesting explanation of the reasons why misconduct in the Fredericton Institution for the Education of the Deaf was possible without the Committee being cognizant. The guardians of such an institution should meet oftener than once a year if they take their responsibilities seriously.

The Halifax Chronicle in making such statements as that "New Brunswick and Nova Scotia have taken no steps whatever either to conserve what little (of their timber land) is left or to provide for the future," ought to restrict itself to its own province. New Brunswick took a very decided and material step in this direction at the last session of the Legislature which was duly chronicled in the Telegraph. The only criticism to make of it was that it didn't go far enough.

The New York Sun is inclined to give considerable credence to the statement of President Schwab, of the United States Steel Corporation, that its property assets, apart altogether from its good will and business, are actually worth the company's entire stock at par, together with its bonds. Considering that the company is capitalized at a billion dollars, this seems like rather a large statement, but if it is true, then, as the Sun further remarks, "one of the cornerstones of Am-

erican commercial health, the vast corporation in question, is a more solid foundation than even the leading optimists have dreamed of."

The number of persons in Prussia with incomes ranging from \$225 to \$750 has increased by 62 per cent. in the last ten years, and the number above \$750 by 37 per cent. The former class now number 30.44 per cent. of the population and the latter class 4.31 per cent. This still leaves twenty millions of the population with incomes of less than \$225 per year.

It seems to be a question of veracity between the U. S. immigration agent who deterred those passengers from going to St. Stephen on Friday last and the passengers themselves. The agent now denies having prevented them from proceeding to St. Stephen, although the passengers stated positively that he had threatened to have them arrested if they so proceeded.

The Telegraph has had plenty of opposition from its contemporaries in the past two years in the betterment of conditions, but it has nevertheless succeeded in leading public opinion into a number of reforms. It has promised to cleanse the Fredericton Institution for the Education of the Deaf, and it will keep that pledge as it has every other it has made to its patrons—the public. Meanwhile it accepts the abuse of such papers as the Fredericton Gleaner as the highest compliments.

Clergymen who go driving on Sunday had better beware the fate of Rev. Dr. Murray, editor of the Presbyterian Witness, Halifax, who last Sunday was thrown from his wagon and severely injured. The Ottawa Citizen commented with the text "Think ye that the eighteen men on whom the tower in Siloam fell were sinners above all men?" Then the Halifax Herald hastened to explain that the reverend gentleman was at the time returning to his home from having conducted service at the city prison.

The mayor of Minneapolis and the superintendent of police, who happens to be his brother, have fled. Their name is Ames. Their aims at present seem to be to elude the righteous wrath of the Grand Jury which is aiming to clean up the nest of iniquity in civic affairs. The mayor's private secretary, who seems to have been invested with some extraordinary power by the absent mayor, is a man for whose benefit the mayor is said to have offered the bribes for which he was indicted. The whole city government of Minneapolis seems indeed to be in a condition of collapse, consequent upon exposure and disgrace.

Castoria always bears the Signature of Chas. H. Fletcher.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

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