POOR DOCUMENT

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entrepot, through which so great a volume of the foreign trade of Canada ebbs and flows in its passage into and out of the broad national domain. Canada needs the Dry Dock for the suitable equipment of its great Atlantic seaport, St. John.

It is in the ordinary equipment of a modern port for modern trade that a dry dock becomes essential. It is because the ocean traffic of today is carried in steel ships which essentially require frequent docking in order to prevent their hulls from becoming foul and to maintain the ships in condition to make their regular speed, that owners prefer to send their vessels to ports where there are regular docking facilities. In the life of every steel vessel regular cleanings and paintings of her hull are periodically necessary, for no matter how excellent the preparation of anti-fouling and anti-corrosive composition with which the steel may be coated, it is bound to wear off and require renewal, while every scratch from collision even with a log gives danger of erosion which ought to be attended to at the earliest opportunity. For this reason modern ship owners find it wise to dock their vessels after every long voyage and if the voyage has been in tropical waters, where fouling is rapid, a failure to dock and clean between voyages means a serious loss of time on the second and subsequent voyages, with increasing consumption of fuel for inferior speed, besides damage to the ship.

Now St. John is no more the port that it was in the days of our wooden ship supremacy than are the modern steel ships compared with the wooden vessels. St. John has become the great Atlantic port of Canada and its equipment to handle the shipping which carries the imports and exports of Canada has become essential. It is not too much to say that the development of this port in the past five years has been greater than that of any other port in the empire, if not in the world. The progress now being made is the making of history. This is a fact which is not sufficiently realized today, but to the calm observer must become self-evident. The essentiality of a dry dock here, therefore, proclaims itself. If we are to have regular steamship lines out of St. John to foreign ports, docking facilities must be provided either here or at the foreign ports. The port that has the dock possesses the advantage and attracts the business. Such are the reasons why the people of Canada should take a fair view of the representations of St. John in the desire to serve Canadian interests to the best advantage by providing for its shipping trade.

AS TO EDITORS.

Our morning contemporary and its evening reprint have been prone to account for the superiority of The Telegraph by the statement that this paper has a multitude of editors, and the cheap wit of our competitors for popular favor has been sorely tried in giving fresh expression to the suggestion. The Telegraph, on a former occasion, pointed out the necessity for an additional editor or two on the staff of these journals to make them more interesting, more newsy and less full of silly errors. In yesterday's issue of the Sun another evidence of this need is shown. On the front page of that issue the Sun announces in large headlines, "Forty-six Majority" for the Laurier administration on the "First Straight Party Division of the Session," while the despatch from Ottawa covered by the heading reads as follows: "At three o'clock in the morning the vote was taken, when Borden's amendment was defeated by a vote of 117 to 61, a government majority of 56." We would suggest to our contemporary that a news editor would be a decided addition to its staff, if it is to preserve even the semblance of popular respect.

It may not be known to our contemporary that the great papers, both of this continent and of Europe, are great in their editorial utterance because they invite the aid of many minds in their pronouncements on public questions. For example, it is no secret that the New York Herald retains Dr. Geo. F. Shrady, the editor of the Medical Record and one of the foremost surgeons in the United States, to write its editorials dealing with questions of medical science. The old fable of a newspaper editor being a walking encyclopedia has been replaced on modern journals by the more exact science of using specialists in the various questions to inform the public through the editorial columns on the matters of public import.

The Telegraph, while not able to employ a large staff of talented editorial writers, believes in the modern idea of editorial utterance expressing the well formed views of men qualified to discuss the various questions, and in the interests of its readers has on many occasions consulted men of talent in various walks of life so that its dicta might be something more than the haphazard expression of ignorance garbing itself in the raiment of wisdom. For all its expressions not the personality of the editor, but the well considered attitude of the paper, has been responsible. This is one of the secrets which has made for the splendid success of The Telegraph and its remarkable growth in circulation and influence. The Telegraph seeks to be informed on every question which it discusses and in its columns in the past twelve months have appeared many interesting interviews on matters of public import with the individuals best qualified to enlighten the public mind.

THE GREAT DUNDONALD SECRET.

The acceptance by Lord Dundonald of the command of the militia forces of Canada seems to be an unusually good thing for the Dominion from more than one point of view if all the rumors are correct. The principal rumor in connection with him is one that seems to have much in historic fact to bear it out, but which has not generally been talked about, because it is a secret. The fact of its being a secret is what makes it valuable and causes its possessor to be a particularly valuable man to any country securing his services. It is principally because this wonderful secret is in possession of Lord Dundonald therefore that he becomes such a valuable man to Canada.

All that we know of the secret is the admission by most eminent British authorities that its practice in war would be irresistible and infallible for the destruction of an enemy, and the only reasons why it has not hitherto been used by the British are that its operation would be out of accord with the feelings and principles of civilized warfare and that, once used, the secret would become usable by other nations—in fact that it could no longer be held an absolute secret. Such a statement seems like a fairy tale, but the history of the secret as now stated seems authentic.

The secret is said to have been invented by Thomas Cochrane, Earl of Dondonald, who lived from 1775 to 1860 and became one of the greatest of British admirals. It is said that the mystery has been carefully handed down from father to son and has never been made known in detail to anyone except the members of two secret British commissions, one in the year 1807 and the other in 1847, both of which admitted its efficiency, but reported against its use for the reasons above stated. It is said also that Earl Dundonald twice urged his plan during the Crimean war and offered to risk his life and reputation upon it, but the government recoiled from its acceptance.

If therefore Lord Dundonald, our new general, brings this secret with him, and the confidence which its possession inevitably inspires, Canada under him must prove invulnerable and, even if it should ever be necessary to use his secret for the vanquishing of an enemy, it is believed that, as the Hamilton Times thrillingly remarks, one trial would suffice for all time and make war impossible through fear of it.

DIRTY PAPER MONEY.

The gentleman who was at the trouble and expense a few years ago of sending letters to every member of parliament and all the leading newspapers in Canada asking their aid in securing the prohibition of reissuing paper money, was at a lot of unnecessary pains had he only known it. The Minister of Finance settled the matter and explained the position in about two seconds when it was brought to his notice. There is no need for the constant circulation of unclean paper money, he says. So far as the government is concerned, the Receiver General at Ottawa will issue new bills for old ones as fast as the banks turn in the old ones and make the request. The onus therefore is entirely upon the banks. They do not have to issue dirty bills. So far as the issue of unclean bank notes is concerned the cause is probably a matter of economy with the banks; so far as the reissue of unclean Dominion notes is concerned, it seems to be a matter of laziness with the banks in not having them redeemed. It ought to be a matter of pride with the banks to remove the source of complaint.

THE RAILWAY COMMISSION.

The introduction of the bill providing for the appointment of a railway commission has revived the public interest manifested last year in the proposal to adjust traffic rates and to place in the hands of a small permanent committee of competent experts the manifold questions arising in connection with the great transportation problems. At present all railway legislation is passed upon by the railway committee of the House of Commons and by the railway committee of the privy council. Serious fault is found with matters of such technical difficulty and far-reaching public interest being disposed of by these committees for several reasons. In the first place the railway committee of the House is an unwieldy body of 100 or more members of parliament, and it is simply impossible for it to give the necessary time and consideration to the constantly increasing number of bills and complaints affecting railway matters in Canada. Moreover, both the railway committee of the House and of the privy council are political bodies which must of necessity view questions submitted to them more or less largely from the standpoint of political expediency. The members of these committees are with few exceptions men of absolutely no technical knowledge in railway matters such as would seem so desirable in the settlement of perplexing questions involving intricate details. Anyone who has attended the meetings of the railway committee of the House must have been forcibly impressed with the desirability for a change in the system which would remove the vexed disputes of railway tolls and regulations from so cumbrous a committee.

The proposal in the bill introduced by the Minister of Railways is to transfer the powers of the present railway committee to a railway commission of three members to be appointed for a term of 10 years eligible for reappointment but with a provision for an age limit incapacitating any member from acting.

A year ago The Telegraph pointed out that a railway commission would not provide a remedy for all our complaints in regard to railway tolls. In our issue of March 7th, 1901, we said:

"The Telegraph is in favor of the appointment of a railway commission, but this paper does not advocate its appointment in any foolish belief that it will prove a panacea for all our railway ills. We have no sympathy with the western idea that the railway commission is to be used as an arbitrary factor in the fixing of freight rates, excepting where it can be clearly proven that the railway is using an illegal discrimination as between individual shippers or as between individual districts. . . . The railway commission will prove a useful part of the body politic in judicially determining the rights and wrongs of the various charges of unfair discrimination on the part of the railways which at present can only be rectified by the unwieldy railway committee of the House. But in the construction of such a commission, it is required in the best interests of our country that no short-sighted policy is adopted of stabbing the railway corporations at the expense of the principle of property rights."

There is room in Canada for the services of such a body as the Minister of Railways proposes, and while it is intended to give every possibility for free discussion of the measure and to that end it is not suggested that the bill should be finally passed upon at this session of parliament, yet the principles of the bill should be established so that it can become law next year. As the Hon. Mr. Blair pointed out in his speech introducing the bill, it is absolutely important that the best men available should be appointed, and to obtain such it will be necessary to fix the salary sufficiently high and make the tenure of office free from political considerations. With such a commission in existence the old system of haphazard railway legislation too often at the selfish bidding of the corporations interested will to a large extent at least become an evil of the past.

MORE RAILWAY CONNECTION.

Without having before us as yet the details of the proposed new railway construction in this province in connection with the Canada Atlantic and Great Northern roads, it is impossible to view the matter in every light. But it would seem that the plan cannot fail to ensure to St. John very material benefit, as well as to provide New Brunswick with additional means of communication which cannot prove other than valuable. The fact that New Brunswick lies as it does on the eastern seacoast of Canada and possesses the handiest tidewater for shipment of exports from the interior provinces, is thus again illustrated to our advantage. While it is possible that as local undertakings another railway between Fredericton and St. John or between Fredericton and Moncton might not present assurances of success under existing conditions, their aspect as constituting parts of great trunk lines from the more distant provinces is entirely different. With such connections these roads will afford us all the advantages of local roads with the additional advantage of their long distance traffic from beyond Fredericton and locally through the rear part of the province that will also thus be opened up.

As a result of the construction of the road to this port therefore, St. John cannot fail to benefit. Presenting as it will the shortest haul to tidewater of the new railway system proposed to be created, a very material volume of additional business for the port must inevitably result. The enterprise seems inspired in good faith and therefore deserving of all reasonable encouragement by the authorities. It is another recognition of the fact that as Canada grows this port must develop as the great outlet for western exports, and it is the duty of the people in their own interests to welcome all legitimate means which tend to afford facilities for increasing our trade and reputation. And although a fast transatlantic line project from Louisbourg is spoken of as the great aim of the new system, the chances of St. John, as the port offering the least rail haul for ocean freight export, are in favor of our profiting more greatly than the Cape Breton port from the enterprise.

DRY DOCK ELUCIDATION.

The fact that the people of St. John are unitedly in favor of the construction of a dry dock at this port, as they would be of any other great work implying the expenditure of money and the adding of material facilities to the equipment of the port for business, is no reason why a newspaper should refrain from explaining to its readers at home the specific advantages of such a work, and to its readers at a distance the reasons why the whole country should be willing to aid in such a project. It is the duty of a newspaper to keep its readers posted upon such matters so that they may be able to reply to opposing critics or applicants for information, as well as to assure them of the solidity of their claims upon the country.

In a country stretching for thousands of miles from ocean to ocean, it is natural that the problems of the coast should be unfamiliar in detail with the people of the interior and that they should be inclined to consider as relatively unimportant, claims for public attention by coast cities in contrast with their local needs, so that for a newspaper such as The Telegraph having a large circulation beyond the confines of the city and province, among the natives who have gone west and among westerners who by subscribing evince a desire to keep posted as to the coast proceedings, it is worth while occasionally to print facts which may be perfectly well known at home, but which those at a distance will value as supplying the information and arguments necessary to explain seacoast matters to their western friends and convince such westerners as to their practical interest in the development of a Canadian port.

A man in Ontario, for instance, may be apt to overlook the fact that vessels plying upon salt water require more frequent docking on account of greater corrosion and fouling than on the fresh water lakes. Many another western man may also fail to see at a glance why St. John should want a dry dock while Portland, Me., for instance, has none. The answer to that of course is that Portland and the other New England ports are interested only, apart from their coastwise traffic in smaller vessels, in the transatlantic trade carried by foreign steamers which prefer to dock at their own home ports. St. John on the other hand as a national port of Canada has a steadily expanding ocean traffic with all foreign countries in steamers that may never go to England, or which, even if they do go to England, might prefer to patronize a Canadian dock when they would not usually patronize a foreign American one.

Such items as this, elucidating the practical side of the transportation problem, are of moment to the westerner who at first sees only that he has grain and hay and other produce or manufactures to export, but who does not realize unless it is explained to him, why a dry dock at St. John should be made to any extent a national matter of interest or support. In view of the very great importance to St. John and to Canada of the construction of a dry dock at this port, it is eminently desirable that a newspaper should thus have its readers fully persuaded on all points connected with it, which is the explanation of the thanks received by The Telegraph for its recent articles on the matter.

BUILD UP CANADIAN PORTS.

The London Canadian Gazette of March 27 calls attention to the case of Portland, Maine, as illustrating the way in which Canadian trade has been diverted through United States channels. It is shown that of imports valued at $9,036,927 at that port during 1900, the imports in transit for Canada amounted to $8,254,064, and of total exports from Portland of $35,445,650, Canadian trade was responsible for $23,041,692. It is also noted that during 1901 there were exported from London to Canada by the way of various American ports no less than 12,000 tons of merchandise. The paper referred to quotes these figures in the interest of encouraging an all Canadian route for Canadian trade and the building up of Canadian ports rather than the diverting of our trade for the benefit of American ports.

NOTE AND COMMENT.

There's no dust while it's raining; that's one comfort.

* * *

Don't you want to practice shooting with a "Charlie Ross" rifle?

* * *

The statement of peace being concluded with the Boers comes this morning from a source that may or may not be authentic. The further programme for compelling peace will meantime proceed.

* * *

Bishop Fowler, of New York, says that the besetting sin of clergymen is laziness and that they ought to exhibit as much vigor six days in the week as does the ordinary business man.

* * *

The Patagonian Welsh immigrants are certainly coming to Canada, or at least some hundreds of them. Taffy may have been a Welshman, but the Welsh evidently do not require much "taffy" to induce them to become Canadians.

* * *

There is no reason to doubt that Canada's new volunteer army of one hundred thousand men will equal in efficiency any other army of double the strength. It will be a popular thing.

* * *

In view of the sworn allegation by Major Waller, U. S. A., that he had orders from Gen. Smith, commanding in the Philippines, to "kill every native over ten years old and make Samar a howling wilderness," comments by Americans on alleged atrocities in warfare by other nations rather lose weight.

* * *

An atmospheric deposit of sulphate of lime has been removed from the cornice below the dome of St. Paul's cathedral, London, which is said to have taken 200 years in accumulation and to have been formed directly from the city smoke in the atmosphere, the sulphuric acid in the air acting upon the carbonate of lime in the building to produce the mass.

* * *

It is the expected and promised in the way of legislation that very often does not transpire in the United States. Not only the ship subsidy bill, but the trans-isthmian canal bill and various other measures of importance to the world at large have been "hung up" until after the elections next fall.

* * *

That the reckless and unfounded statements of the Sun sometimes strike men whom it is dangerous to tread upon, is evidenced by Mr. Russell's and Mr. Doody's repudiation, in another column of this paper, of specific charges made against them by our morning contemporary. Hope it will be a little lesson for the Sun.

* * *

The Boston Globe of Tuesday last, in an article accompanying a portrait of Senator J. V. Ellis, said that he had been for a long period editor of the St. John Telegraph. Of course, this is a mistake, but one which is quite pardonable. It is obvious that the fame and name of The Telegraph has reached Boston with stronger force than that of its contemporaries, so that when preparing the article the writer at once associated Mr. Ellis with the best paper.

C. P. R. AND TRACKMEN WILL ARBITRATE.

Names of Two to Constitute the Court Are Announced.

Montreal, April 9—(Special)—The difference between the Canadian Pacific trackmen and the company are to be settled by arbitration. Chief Engineer Vautelet, of the C. P. R., will represent the company and President Wilson, of the Brotherhood of Trackmen, the men. Chancellor Boyd, or Judge McDougall, of Toronto, is named as the third arbitrator.

WENT TO NEW YORK A BRIDE.

Lady of Prominent Truro Family Captures Wealthy Husband.

Truro, N. S., April 8—(Special)—Miss Annie McCully, who has been in New York for some years, arrived home this week followed by a wealthy New York gentleman who took her back with him tonight as a bride. The event was a complete surprise to friends here. Miss Lillie McCully, a well known singer, came home from Boston to attend the wedding.

The ladies referred to are cousins of Charles A. McCully, secretary of the Brighton Beach Trotting Association, N. Y., and a leading authority on turf matters.

FATALITY AT MILLTOWN, ME.

Young Boy's Skull Crushed In by a Wheel.

St. Stephen, N. B., April 9—(Special)—A sad accident occurred this afternoon in Tyrrel's blacksmith shop, Milltown, Me., where a young lad lost his life. It appears Harry Lawless, aged nine years, was playing in the shop and a heavy wooden frame or platform used for tiring wheels was standing against the wall. Young Lawless crawled through the centre hole in which the hub of the wheel was put when being tired. The wheel fell crushing in the boy's skull and killing him instantly.

Church Election at St. Stephen.

St. Stephen, April 8—The election of officers for Trinity church took place Monday evening. Rev. F. Robertson presided. Following were elected:

Wardens—L. A. Mills, F. E. Rose.

Vestrymen—Samuel McConkey, John Ryder, J. W. Scovil, D. H. Grimmer, W. A. Mills.

Vestry clerk—Chester Gregory.

Delegates to synod—H. Graham, L. A. Mills.

Substitutes—L. F. Mills and F. Grimmer.

Treasurer—F. E. Rose.

Auditors—N. M. Mills and D. H. Grimmer.

RHODES' POLICY FOR THE WORLD'S WELFARE.

Favored Organization of a Society on the Lines of the Jesuit Order.

London, April 8—A letter written by Cecil Rhodes to Wm. T. Stead, in 1892, will appear in the forthcoming number of the American Review of Reviews.

The article consists of a frank, powerful explanation of Cecil Rhodes' views on America and Great Britain and for the first time sets forth his own inmost aims. For originality and breadth of thought, it eclipses even his now famous will, yet it is merely a collection of disjointed ideas, hurriedly put together by the colossus, as a summary of a long conversation held between himself and Mr. Stead.

In three columns of complex sentences the whole philosophy of Mr. Rhodes' international and individual life is embraced. Perhaps it can best be summarized as an argument in favor of the organization of a secret society, on the lines of the Jesuit order, for the promotion of the peace and welfare of the world, and the establishment of an American-British federation, with absolute home rule for the component parts.

TO MAKE BANK NOTES.

U. S. Treasury Department Places Its Contract for Paper.

Washington, April 8—Bids were opened at the treasury department today for distinctive paper used for United States government notes, checks, etc. The only bid was that of Crane & Co., of Dalton, Mass., the present contractors, 43 1-2 cents a pound for note paper, for the present year, and 30 cents a pound for check paper. This last price is 3 1-2 cents a pound lower than under the present contract. The bid was accepted.

John Bull's Beef to Cost Him More.

London, April 8—At a meeting at Liverpool today of the emergency committee of the Butchers' Association, the committee issued a notification that, owing to the unprecedented scarcity in the trade, it would be compelled to increase the price of beef.

Blondin's Mother Dead.

Boston, April 9—A telegram received in this city announced the death at Montreal of Mme. Blondin, mother of J. Wilfrid Blondin, now awaiting trial in Middlesex county on a murder indictment.

WHOLE REGIMENT AT HALIFAX OFFERS FOR SOUTH AFRICA

Halifax, April 10—(Special)—The entire Royal Canadian Regiment in garrison here has volunteered to go to South Africa. The offer has been made to Col. Biscoe. In addition these officers have sent applications to Col White for positions on the new contingent: Captains O'Farrell, Howard, Ashton, Conger, Clarke, Lieuts. Law, Allard, Breedon, Gibson, McLaren, Maclean, Wright, Papineau, Oliver.

In addition a large number of non-coms have offered. There is the greatest enthusiasm manifested in the regiment.

Lieut. Col. Irving has already received a number of applications for enlistment in the fourth contingent, from the city and country. He has not yet received recruiting orders, but expects to begin enlisting April 15th.

Salt Rheum

It may become chronic.

It may cover the body with large, inflamed, burning, itching, scaling patches and cause intense suffering. It has been known to do so.

Do not delay treatment.

Thoroughly cleanse the system of the humors on which this ailment depends and prevent their return.

The medicine taken by Mrs. Ida E. Ward, Cove Point, Md., was Hood's Sarsaparilla. She writes: "I had a disagreeable itching on my arms which I concluded was salt rheum. I began taking Hood's Sarsaparilla and in two days felt better. It was not long before I was cured and I have never had any skin disease since."

Hood's Sarsaparilla

Promises to cure and keeps the promise. It is positively unequaled for all cutaneous eruptions. Take it.

Your Throat.

Gargles can't go back far enough; sprays don't reach deep enough; but the air you breathe touches every part. Then why not put some healing medicine in the air and let them go along together? That is what Vapo-Cresolene is for. It puts the healing medicine right on the places that most need it. You now see why it so quickly cures sore throat, bronchitis, hoarseness, whooping-cough and asthma. 20

Vapo-Cresolene is sold by druggists everywhere. The Vaporizer and Lamp, which should last a lifetime, and a bottle of Cresolene complete, $1.50; extra supplies of Cresolene 25 cents and 50 cents. Illustrated booklet containing physicians' testimonials free upon request. VAPO CRESOLENE CO. 180 Fulton St., New York, U.S.A.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

"DO IT NOW."

. . TAKE . .

Doctor Wilson's HERBINE BITTERS

Constipation can be surely, quickly and permanently cured by taking Dr. Wilson's Herbine Bitters. Do not neglect nature's warnings. That full feeling, with dizziness, headache, heartburn, palpitation, foul breath and bad taste, skin pale and muddy and blotched, accompanied by loss of sleep, appetite and debility.

Herbine Bitters at once relieves and speedily cures these by toning up the stomach, and causing a natural and permanent return to good health.

At all druggists or of Brayley Sons & Co., Montreal.

Large size 25c., double size 50c.

I Will Cure You of

Rheumatism

No pay until you know it

After 2,000 experiments, I have learned how to cure Rheumatism. Not to turn bony joints into flesh again; that is impossible. But I can cure the disease always, at any stage, and forever.

I ask for no money. Simply write me a postal and I will send you an order for your nearest druggist for six bottles of Dr. Shoop's Rheumatic Cure, for every druggist keeps it. Use it for a month, and if it does what I claim pay your druggist $5.50 for it. If it doesn't I will pay him myself.

I have no samples. Any medicine that can effect Rheumatism with but a few doses must be drugged to the verge of danger. I use no such drugs. It is folly to take them. You must get the disease out of the blood.

My remedy does that, even in the most difficult, obstinate cases. No matter how impossible this seems to you, I know it and I take the risk. I have cured tens of thousands of cases in this way, and my records show that 39 out of 40 who get those six bottles pay, and pay gladly. I have learned that people in general are honest with a physician who cures them. That is all I ask. If I fail I don't expect a penny from you.

Simply write me a postal card or letter. Let me send you an order for the medicine. Take it for a month, for it won't harm you anyway. If it cures, pay $5.50. I leave that entirely to you. I will mail you a book that tells how I do it.

Simply state name of your dealer, and address Dr. Shoop, Box 11, Racine, Wis.