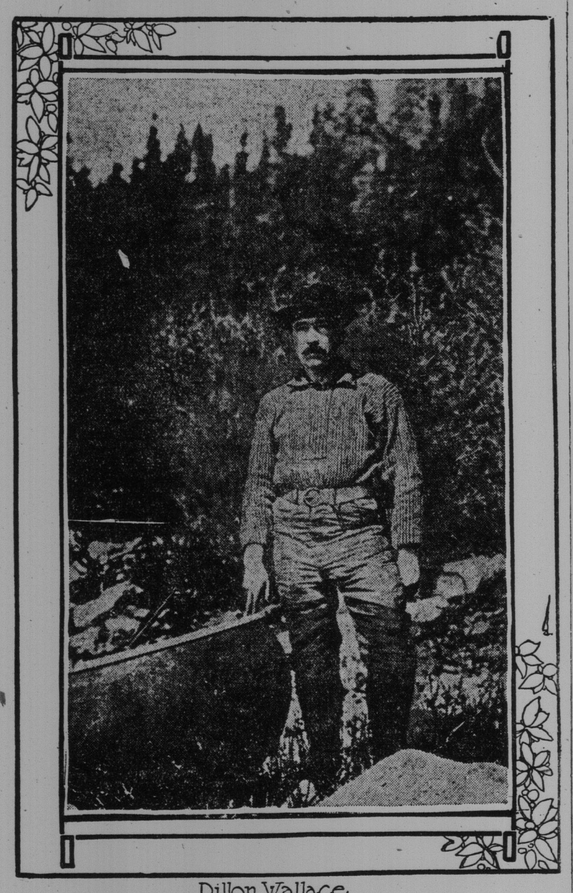
POOR DOCUMENT

MC 2033

FIVE DAYS WITHOUT FOOD OR WATER

Thrilling Fate of Dillon Wallace, the Labrador Explorer

Back in New York, He Relates the Hardships of His 2,500 Miles' Journey Through the Wilds—Wolves Ever on Their Trail—Training Half-Breed Wolf Dogs for the Sledges a Success, But They Soon Joined the Pack of Wild Ones.



Dillon Wallace

New York, May 5—After spending eleven months exploring the wilds of Labrador, Dillon Wallace has returned to his law office in William street. Between legal cases, so to speak, he will write a series of articles for a magazine and next spring he will issue a new book on Labrador.

From start to finish Wallace's trip was filled with adventure and frequent peril. After leaving Fort Chimo on the way in and while traveling in eighteen-foot canoes his party was wrecked on an island and was five days without food or water. They were compelled to abandon all of their extra clothing and walk across the ice to the mainland. In such constant danger of going down in the ice pack were they that even the native guides were ready to give up and call on Tchomgak the god of evil, for deliverance.

Upon reaching the mainland the party encountered a pack of large timber wolves which followed it for days. The wolves of Labrador, Mr. Wallace says, are the most vicious in the world. He saw one of them fight a pack of thirty dogs, and when it was shot by the owner of the dogs it had fared little worse than many of the dogs which were after it.

During his trip, which covered 2,000 miles between Fort Chimo and Natashquan, Wallace used 340 dogs in relays. At Nachvak, where they ran out of dogs, they tried an interesting experiment of raising half breeds from the get of a big wolf which had run in with the pack. Sometimes a wolf will take up with dogs of a hunting or exploring party and at night run in with them, keeping at a distance during the day time when the men are awake.

The experiment promsied to be quite successful, for the mother dog raised a litter of fine half breeds, which when only a few months old were large enough to work. None of the trained sled dogs could equal them for endurance. But the curse of the wild wolf was on them. The old gray father followed his children over hundreds of miles of snow and ice and every night he would "come in" and sleep with his family. In the day he was always the lurking wild outcast, trailing on behind the exploring party.

One morning the dog drivers went to hitch up, and all of the wolf-dog youngsters were gone. The men had feared this, knowing that the wolf by nature is a tramp, and they had always kept the half-breeds tied up at night. "The Baron," as their big gray father had been named, had come in and eaten their ropes loose. Once free, they were never afterward seen by the party.

Mr. Wallace heard of another case at Nachvak, where wolf-dog pups turned out very well for a few months, but when they were nearly grown they became so vicious they had to be shot.

All of the Esquimaux and Indians were found to be extremely hospitable. Tobacco and matches will endear any white man to their hearts. For two plugs of tobacco they would trade their prize squaw. The Indians are all heathens and polygamists. They live in skin tents and have no money save "skins." A white Arctic fox pelt, for example, is worth seven "skins," and one skin will buy a pint of molasses or a quarter of a pound of tea or a plug of tobacco. The worth of every commodity is rated by its "skin value."

Shrewd at Barter.

While the Indians and Esquimaux there are a child-like people in some ways, Mr. Wallace says they are great bargain drivers. One they met had two foxes to sell, and he asked 700 skins for them, but he took fifty without any hesitancy.

The Ungava Bay Indians live in snow houses and are filthy in their habits, but notwithstanding are extremely healthy. Then men are giants and the women are universally robust, despite the dirt they live in and raise their children in. Each man carries a snow knife, which is about eighteen inches long and looks something like a Cuban machete, except that its handle is wrapped with leather so it will not stick to the hands. An Indian can build himself a snow house which will be ample for his entire family in about half an hour. They cut the snow building blocks with these snow knifes faster than they could be cut by machinery, and as they drop, the wife and children pile them up into a snow house. These houses last indefinitely. The snow and icy north wind harden them until they are as solid as if hewn out of marble.

Mr. Wallace says he advises all New Yorkers who are going on a trip of this kind to fit out in Manhattan. One should know, of course, what he needs and be careful not to overpack. In the matter of food he recommends pemmican very highly for trips to the cold regions. He ate about a pound a day and found it fully sufficient. He says one does not grow tired of eating it even for months at a stretch. After using it you do not feel full, as one does after an ordinary meal of meat and vegetables, but in about a half hour one begins to feel quite satisfied and it seems to nourish the body immediately.

Do not make the mistake of carting whiskey along, he says, as you cannot use it in the cold countries. Even the natives do not use it, and in Labrador the Canadian government imposes a fine of $50 on any man who gives an Indian a drink of whiskey.

Scientists in Party.

In Mr. Wallace's party were Leigh Stanton, a Nova Scotian; Clifton R. Easton, a student of forestry from the Vanderbilt College of Forestry, Biltmore (N. C.); George M. Richards, a student of geology in Columbia University, and "Pete" Stephens, a Chippewa guide. They left New York April 1, 1905, and June 26 they left the Northwest River coast for Lake Michi Kamaro, thence to the headwaters of the George River. October 16 they reached Ungava Bay. The trip in this far was the hardest part of the long tour. From Ungava they worked by 350 dog sled relays to Fort Chimo.

They returned to the Hudson Bay fur trading post and then started toward Esquimau Point, which they reached April 29, traveling in all 2,500 miles.

The party brought back many specimens of flora, wood and minerals. These collections are now being classified for exhibition and the use of students in botany and geology.

Chatham News.

Chatham, May 7—The Bay du Vin has been clear of ice since Thursday.

Steamboat Alexandra made the first of her regular down river trips today.

Inspector Dixon has appointed Friday, May 18, to be observed as Arbor day throughout his inspectorate.

Conductor Logan sprained his ankle in jumping off the train at Chatham Junction Thursday night and has since been unable to perform his duties on the train. Conductor Crulkshank is taking his place.

Another false fire alarm was rung in Friday morning, the fire brigade turned out and the town will have to pay the bill.

The pupils of the Grammar school have provided themselves with uniform caps on which the letters C. G. S. have been worked.

The pilots are laying the channel buoys, after which the outer and gas buoys will be placed.

The death of Annie, wife of the late Duncan McNaughton, and daughter of the late Donald McColl, occurred at her home, Black River Bridge, on April 29. The deceased was 70 years old and leaves three sons and one daughter.

Fred Fowlie, of Little Branch, has sold his dredge.

Fraser Marshall, maritime secretary of the Y. M. C. A., addressed the Westminster Guild of St. Andrew's church last evening.

Emperor Francis Joseph carried out the ancient ceremony of Maundy Thursday by washing the feet of 12 aged men, who were all nonogenarians. Their united ages amounted to 1,056 years. After the ceremony, which took place at Vienna, the emperor served the old men with an elaborate banquet.

FOUND DEAD BY NEIGHBORS

Thos. H. Crawford, Who Lived Alone, Died a Hibernia, Queens County

BODY LAY A DAY BEFORE DISCOVERY

People Passing House Friday Heard Moaning But Feared to Investigate—Inquest Held—Deceased an Old Man—Children All in the States.

Hampstead, Queens county, May 6—Thomas H. Crawford, an aged and well-known resident of Hibernia, Queens county, was found dead in his house on Saturday. He was eighty-two years of age and was living alone. At an inquest held by Coroner M. H. MacDonald, of Hampstead, a verdict of death from natural causes was returned. The deceased was known to have been suffering from heart trouble.

Mr. Crawford, who was a well-to-do farmer, had been boarding all winter, and returned to his home only on Monday last. On Wednesday he was noticed by some neighbors fitting a window in his house, and was not seen again alive. On Friday people passing by reported hearing a moaning sound, but were said to be too frightened to effect an entrance.

The body was discovered by Stephen Clark, of Hibernia, and another man, who entered the house Saturday afternoon. The old man was lying on a couch dead, and it was surmised by Dr. MacDonald that he had passed away the previous day.

Mr. Crawford, who was a native of Upper Hampstead, had been in the habit of living alone during the summer months for some years past, and boarding in the winter. His wife died about twenty years ago and his three children—one daughter and two sons—reside in the States. His daughter, who is single, lives in Waltham (Mass.), and the sad intelligence was wired to her on Saturday. A reply was received today that she would start for her old home on Monday. The two sons, LeBaron and Thomas Crawford, are both married, the former residing in Boston. It is not yet known here if the funeral will be delayed until after Miss Crawford's arrival.

Rothesay News.

Rothesay, May 7—There is considerable sickness in this vicinity at present. Last evening Alvah M. Harvey, a young lady much thought of by her many friends, died of congestion of the lungs. She was a granddaughter of James Kierstead, with whom she has lived since childhood.

George Dobbins, second son of Anthony Dobbins, was taken to the hospital yesterday to be operated upon for appendicitis. Mr. Dobbins was taken suddenly ill Friday morning. He has many friends, who will wish him speedy recovery.

J. Lee Flewelling, who has been confined to his residence for more than a week with a severe rheumatic attack, is somewhat improved.

David Kirkpatrick, an aged resident upon the Cove road, who two weeks ago returned home from the General Public Hospital, where he had been operated upon for blood poisoning, with but little if any hope of recovery held out to him by his physicians, has astonished his friends by improving steadily under home treatment. Mr. Kirkpatrick is more than three score and ten years of age.

This time last year the farmers were well advanced with spring sowing and planting. In this section today no one has been able even to make a start. Continued rains have soaked the ground, and it will take days of fine drying weather before the land is in any condition to be tilled.

The steamer Hampton is making regular trips and giving a better service than the Clifton was able to last year.

Some extension will be made in the near future to the Rothesay water service. A pipe will be laid up the "post road" as far as the Rhodes property, lately purchased by L. P. D. Tilley. Tenders are asked for the excavating. Connections will be made with the residence of the Misses Fraser, which Mrs. John H. Thomson will occupy this summer, and with the residence of Thomas Bell.

W. R. Turnbull and family have moved into their new residence.

The Y. M. C. A. Camp.

There will be only one camp for the Young Men's Christian Association in the maritime provinces this year. This will be at Big Cove, Pictou county (N. S.) E. M. Robinson, of the international committee, the founder of the maritime camps, will be present and will address the campers on important themes.

The camp leader will be Andrew W. Robb, of Sydney, formerly of St. John, who has had the benefit of long experience, having led section 1 for many years. Copies of the circular, which will be issued in about ten days, can be had from Frank White and L. P. D. Tilley of the local association, and from the camp leader. The cost of the outing for St. John boys will be about $12.

BILL TO RETIRE NEW BRUNSWICK JUDGES AT AGE LIMIT

Ottawa, May 4—It is understood the government intends introducing a bill giving effect to the judicature act passed at the last session of the New Brunswick legislature. It will make compulsory the retirement of judges who have reached the age limit.

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Any person, however severely afflicted, can readily cure himself at home with Fleming's Fistula and Poll Evil Cure. Even badly old cases that skilled doctors have abandoned. Easy and simple; no cutting; not a little attention every month day—and your money refunded if never fails. Cures other cases as well. Horses leaving no horse should be without it. All particulars given in Fleming's Vest-Pocket Veterinary Advisor. Write us for it—a free copy. Ninety-six pages, containing more than a hundred veterinary subjects. Durably bound, indexed and illustrated.

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MUST CUT DOWN THE EXPENSES

Dr. Inch, Superintendent of Education, Here on Way to Kingston to Discuss Consolidated School Finances.

Dr. J. R. Inch, chief superintendent of education in the province, was in the city yesterday at the Royal. He was on his way to Kingston to confer on matters connected with the consolidated schools there.

He reports that the department is finding that school rather expensive and that in another year, when the support from the Macdonald fund will be withdrawn, some way will have to be found of cutting down the outlay.

The Riverside school, on the other hand, is being run within the estimated cost.

The reasons for the greater expense at Kingston, Dr. Inch explains, are: The poverty of the districts, there being only about $100,000 worth of assessable property in the whole seven; the small number of children, and the peculiar way in which the roads are laid out necessitating as it does the employment of so many vans. The cost of the drivers, too, he says, is just one-third more at Kingston than at Riverside. Dr. Inch is hopeful, however, that after conferring with the trustees some way may be found to reduce expenses somewhat, at least bringing them nearer the extent of the income.

SPRINGFIELD WILL PLOUGH RIVER AGAIN

Steamer to Be Rebuilt and Put in Commission--Capt. Porter Likely Manager.

The steamer Springfield was bought by P. W. Lantalum for a company, and will be placed in commission on the river this summer. It will be remembered that the boat was considerably damaged by fire. Thorough repairs will be made. In fact, the steamer will be practically rebuilt.

The names of the company have not been announced, but it is understood that Capt. J. E. Porter has been urged to assume the management of the boat, and there is strong hope that he will accede to the company's wishes. As yet it is not announced what route the boat will take.

IMPORTANT TO STOCK EXHIBITORS

(Charlottetown Guardian).

An important announcement in regard to the coming exhibition is made on our first page this morning. It is in brief that freight charges on live stock entered for competition having its starting point beyond fifteen miles from Charlottetown on Prince Edward Island, and from Truro and Moncton on the mainland, will be paid by the exhibition association. All freight beyond these specified points to be paid by the exhibitor. The rule is generous in its provisions and ought to prove satisfactory to all.

It is designed to place intending Island exhibitors in an equal position, no matter where they live. The fifteen mile limit seems quite a fair one, all things considered. An exhibitor living within fifteen miles of the city does not need the railway to bring in his stock. There is no unfairness in permitting exhibitors from distant points to have their stock brought all the railway and steamer journey free, because they may have to bring their stock many miles from home to the railway or boat.

The new departure must be regarded as a highly important and beneficial one. No person need complain, let him live where he may, as no one on the Island is situated more than fifteen miles from the railway, or some steamboat landing. At the dominion exhibition this year at Halifax the exhibition commission only bear the excess of freight over 100 miles. No person wishing to exhibit in Charlottetown this year, be his residence ever so remote, can have any cause of complaint on account of expense in transporting his stock.

Furthermore, bringing the exhibits of live stock free from Truro or Moncton on the mainland cannot fail to be highly beneficial. It is almost certain to ensure a fine array of the best stock from the other provinces and will enable our people to see the very best stock produced and shown in Canada. It is also to be noted that the prizes are this year practically doubled as compared with previous years. This is the result of the dominion grant of $10,000. The directors of the association are showing praiseworthy forethought and care in their arrangements, and all signs give promise of far the best exhibition ever seen in Prince Edward Island.

Harcourt Items.

Harcourt, May 7—The Methodist services in Clairville, Ford's Mills and Harcourt churches were conducted yesterday by H. H. Steuart, Rev. Mr. Champion being absent.

J. Larkin Morton, late night operator at Kent Junction, has been transferred to Canaan Station. J. Walter Howard has gone to Campbellton for a time. His place here is being supplied by Mr. Mitton.

David Thompson, of the Moncton-St. John section of the I. C. R., spent Sunday and today at his home in Bass River.

Harrison McWilliams, of McGill electrical engineering department, came home last week to Ford's Mills to take charge of his father's lumber cut this spring. Thos. McWilliams, the proprietor, being laid up for a month, to come on account of his factured leg.

Miss Dora Humphrey, of Newcastle, has been ill at the Eureka Hotel here for some time.

Mr. and Mrs. William Bryant returned to River Hebert (N. S.), last week.

Mrs. Bette returned to Harcourt last week from visiting her brother in Beersville.

At a recent meeting of Grangeville Baptist church, which has had no pastor for some time, an unanimous call was extended to Rev. George H. Beaman, now living in New Canada, Lunenburg (N. S.) Mr. Beaman's reply has not been received.

BURIED 'NEATH TONS OF EARTH

Earthquake Piled It Ninety to One Hundred Feet Deep Over Several Men

FORMER ST. JOHN RESIDENT ONE

Relatives of J. Oliver Dunham Receive Sad News Confirming Fears of His Death in California—Another Member of Family, Who Was in San Francisco, Is Missing.

No hope that J. Oliver Dunham, formerly of St. John, is alive is now entertained by his relatives, who include W. C. Dunham, clerk of the city market here, and Frederick C. Dunham, of the Maritime Nail Works. In fact, word received yesterday indicates that he and sevreal others are buried ninety to 100 feet in a mound of earth thrown up by the earthquake in California.

J. O. Dunham was foreman in a paper mill in Santa Cruz county (Cal.), and the first report received was that the mill was destroyed and all employes were engulfed in the ruins. Mr. Dunham's home was about six miles from the mill, and escaped damage. His wife and one son, a clergyman, are there. A letter from the clergyman to relatives in Boston and forwarded to the brothers here, tells that one of the mill employes escaped with his life. The other nine, including Mr. Dunham, were buried in the ruins and earth—in places ninety or 100 feet deep—has been piled up over them. Three of the bodies had been recovered at time of writing and it was proposed to dynamite the huge earth mound in search of the other six.

Besides the clergyman, another son lives in Boston, and he has a son, a young man, who was in San Francisco at the time of the earthquake. He has not been heard from, and there is fear for his safety. The family has suffered severely indeed by the earthquake, and many friends here and in Kings county and elsewhere will extend sympathy. J. O. Dunham married a daughter of Caleb Davis, of Kings county.

A letter received yesterday tells of the safety of James S. Woods, brother of Mrs. R. A. Courtney, of North End. Mr. Woods is a resident of Salina (Cal.), and formerly of St. John. The earthquake, he writes, shook them up but did no damage to their home. Mr. Woods' son was a student in San Francisco College at the time of the disaster, but he escaped unharmed.

Fred. Blackadar, formerly of this city, but for the last few years a resident of Vancouver, where his mother is now located, was in San Francisco during the earthquake, and no tidings of him have been received. He was the son of the late Fred. Blackadar, who some years ago kept a crockeryware store in Union street.

Wm. H. White, of the Narrows, has received news of the safety of his nephew, Arthur E. White, who was in San Francisco at the time of the earthquake.

Clarence Foster, of Amherst, arrived here yesterday from the earthquake stricken city.

Harry S. Day, of the North End, is another survivor who has reached his home in St. John.

Saturday Night's Concert.

The concert in the Opera House Saturday evening in aid of the San Francisco sufferers netted $81.40 to the fund. A good programme had been prepared but the rainy weather, the change of date at short notice, and the fact that Saturday is always a poor night for entertainments were causes which prevented a large attendance.

The concert in the Opera House Saturday night, promoted by Judge Willrich, United States Consul, realized $81.40 for the San Francisco sufferers and brought the total contribution in St. John and vicinity to $6,501.55. This amount is made up as follows:

Telegraph-Times fund	$5,379.35
At U. S. consul's office	521.05
At Globe office	519.75
Concert in Opera House Saturday May 5	81.40
Total	$6,501.55

San Francisco sent St. John in 1877 $6,902.69.

The Telegraph-Times fund was increased yesterday by $5 from Ald. J. B. M. Baxter and 25 cents from A Canadian.

St. Martins Notes.

St. Martins, May 7.—The funeral of the late Miss Phoebe Rourke took place from the residence of her brother, James, on Saturday afternoon. The services were conducted by Rev. C. W. Townsend and Rev. J. Valentine. The interment took place in St. Martin's cemetery.

On Saturday evening a very successful pie social and entertainment under the S. of T., was held in the temperance hall. The chair was occupied by Vernon McCumber. The following programme was well carried out: Chorus, The Bonnie Banks of Loch Lomond; reading by Miss Annabelle Hadsmyth, Drinking the Starch; reading, Miss Florence Kelly, The Poet in Anger; recitation, Miss Maggie Redford, The Parson's Turkey; duet, Just Behind the Times, Miss Hannah Sweet and Miss Lily Wood; recitation, The Lumber Crew, by Vernon McCumber; reading, Katy's Jealousy, by Miss Hannah Sweet; chorus, Capital Ship. The pies were auctioned by J. C. Boyer and brought good prices.

Mrs. Barker, wife of W. L. Barker, principal of high school, who has been visiting friends in Nova Scotia, returned to her home on Friday evening.

Rev. J. Valentine, Presbyterian preached his farewell sermon on Sunday and left for St. John on Monday. The Rev., gentleman, who has labored here during the autumn and winter, has done very substantial work and carries with him the best wishes of his many friends.

Schr R. Carson, Capt. G. McLean, arrived here on Saturday. She will proceed to Harvey, Albert county, where she will load deal for St. John.

The Hampton and St. Martins train made her first trip for the season over the line on Monday. It will now run regularly.

A Willimantic (Me.) man's will bequeathed to a sister $1 and a swarm of bees, which he hoped would sting her into repentance for the way she had treated him.

STANDARD OIL MAGNATES "CONSCIOUS OF RECTITUDE"

H. H. Rogers and John D. Archbold Issue Statement in Answer to Roosevelt's Message to Congress---Deny That the Octopus Has Done Anything Illegally---Make Sarcastic Reference to Roosevelt's Habit of Handing Out Advice on So Many Things.

New York, May 4—In reply to President Roosevelt's message and the report of Commissioner Garfield, H. H. Rogers and John D. Archbold, of the Standard Oil Company, said that their examination of the message and report had necessarily been a hurried one, and that they should at a later date make a full answer to their shareholders. They gave to the Associated Press tonight the statement which follows in part:—

"In the president's effort to secure the passage of a bill enlarging the powers of the Interstate Commerce Commission, and just and equitable railway rates, we have precisely the same interest that any good citizen has. No more and no less. Regarding his criticisms upon the management of the railways, or his strictures upon any acts of the Interstate Commerce Commission, we have neither responsibility nor concern. When, however, he or Commissioner Garfield attacks the Standard Oil Company and uses its methods of doing business as an object lesson for the purpose of promoting his views, we protest. It may be frankly stated at the outset that the Standard Oil Company has at all times, within the limits of fairness and wih due regard for the law, sought to secure the most advantageous freight rates and routes possible. There will be no denial of this fact on our part. The question is whether we have, at any point, violated the law or the proprieties.

"The present inquiry grew out of a resolution adopted by congress a year ago upon motion of Mr. Campbell, of Kansas, instructing the secretary of commerce and labor to investigate the oil business as carried on in this country. We welcomed the investigation. When Commissioner Garfield, in the discharge of his duty, visited our office he and his experts were given free access to our books and the fullest opportunity to ascertain the manner in which our business was conducted. Frank disclosures of all of our methods were made and every criticism offered by him was met with a candid and painstaking answer.

"Conscious of Rectitude."

"So conscious were we of our rectitude that we repeatedly importuned Mr. Garfield to make public the conditions existing in Kansas, but he refused. We proposed ourselves to answer some of the unfair criticisms upon the subject, but refrained on Mr. Garfield's advice, and on his assurance that his report would present the case fairly. It turned out that, so far as Kansas was concerned, the state authorities abandoned their attack.

"One does not care to bandy words with the President of the United States. It is not easy to differentiate between Mr. Roosevelt the president, and Mr. Roosevelt the individual. He has given us of his advice most generously upon every subject, from the size of our families to the mistakes of the federal judges, and some error is inevitable now and then to the most conservative man under such circumstances.

"We say flatly that any assertion that the Standard Oil Company has been or is now knowingly engaged in practices which are unlawful, is alike untruthful and unjust.

"The commissioner's report, upon which the president's message is based, opens with the statement that the manufacture of refined oil in this country is about 26,000,000 barrels annually. It is unimportant, but it would nevertheless have been fair for him to have stated that more than 15,000,000 of barrels of this annual manufacture is exported, and with its manufacture, or the price, the American public is not interested.

"He next calls attention to the fact that the Standard Oil refineries are located at centres of distribution, while the independent refineries are usually in the crude oil fields. This fact, if borne steadily in mind, will answer very many of the criticisms which he later indulges in. He says 'development of the pipe line system by the Standard Oil Company was the result of special agreement with the railroad companies.' What this can mean is past our comprehension. As a matter of fact, the development of the pipe line system by the Standard Oil Company was in the face of violent hostility on the part of the railways, which naturally were opposed to the idea of such means of transportation. At enormous cost and in the face of steadfast railway opposition, at an early date, the Standard Oil Company adopted the pipe line method of handling crude pretoleum. The first line was extended from the western Pennsylvania oil fields to Bergen Point, on the Atlantic coast. This line diverted an enormous amount of freight from the railway companies, which fact they did not view with complacency.

"Passing from this point, Commissioner Garfield takes up the question of favoritism, which he alleges has been shown by various railroad corporations to the Standard Oil Company. The first specific case of alleged discrimination to which he directs attention is in the New England territory. It is charged that we enjoy a monopoly in certain parts of that section because some of the railways there refuse to prorate. The man who could be deceived by such a statement must be pretty dense. First, if the New England roads ought to prorate, but refuse to do so, it must occur to someone, somewhere, that perhaps the New England roads and not the Standard Oil Company are blameable. Second, a very casual inquiry would show that the New England roads are simply doing what they are forced to do by natural conditions, and that Mr. Garfield's attack, to be effective, should be directed at Long Island Sound as a means of freight communication. Obviously, we have an advantage, by the use of our own pipe lines from the western oil fields to the coast, and the use of water transportation thence to New England, over anyone who uses all-rail transportation from western points. But this advantage is one which it is not possible to correct by any rate legislation, unles it is proposed to bankrupt the railways in order to meet water competition. Some of our competitors do the same thing and deliver oil at the points in New England that we do by the same process.

"Mr. Garfield claims that the refusal to prorate on the part of the New England railroads has given the Standard Oil Company practical control of New England territory and enabled it to maintain exorbitant prices for kerosene. Yet, while it is admitted that the New Haven road has recently begun to prorate, this alleged condition of control has not changed in any way, nor have the prices of kerosene been affected. The New England roads believe they can make more money by a refusal to prorate and if, in doing so, they are violating the proprieties, clearly they, and not the Standard Oil Company, should be made the object of attack.

"The commissioner is peculiarly unfortunate on the subject of 'rebates.' The public may well take his word that he made an exhaustive examination and yet, withal, he says that 'with one or two exceptions, the investigations of the bureau have as yet discovered no rebates in the technical sense on interstate business.' These exceptions were on business done wholly within the state of California, over which, of course, Mr. Garfield's bureau nor the Interstate Commerce Commission have any jurisdiction. But in those cases the alleged rebates were fully explained by Mr. Garfield and involved no turpitude whatever. It was a new business of the Pacific coast and before it had been systematized there were overcharges, not to the Standard Oil Company alone, but to everyone engaged in the enterprise, which overcharges were subsequently adjusted.

"He says the Standard Oil Company has habitually received from the railways and is now receiving 'secret' rates and other unjust and illegal discriminations. It is hardly fair or manly for him to add the sentence: 'Of course there may be other secret rates which the bureau has not discovered.'

"In dealing with the discriminations which are alleged to be violations of the interstate commerce law, the plain answer is that if Mr. Garfield's statement is correct it was the duty of the Interstate Commerce Commission to have taken action and brought not alone the Standard Oil Company, but the railway companies involved, to book, and this they have never done.

"The statement that the 'Standard Oil Company has largely, by unlawful and unfair methods, crushed out home competition,' is fully answered by the fact that home competition has always existed, is steadily growing, and that there are now at least 125 competitive refineries in the United States. The Standard Oil Company has been investigated over and over again at the instigation of its rivals, and it always welcomes such investigations when conducted in good faith and fairly. We are engaged in a large and honorable business. We are conducting it honorably, and we sincerely believe in conformity to law."

LETTERS TO THE EDITOR

[The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letters received. Unsigned communications will not be noticed. Write on one side of the paper only. Communications must be plainly written; otherwise they will be rejected. Stamps should be enclosed if return of manuscript is desired in case it is not used. The name and address of the writer should be sent with every letter as evidence of good faith.—Ed. Telegraph.]

WANTS BETTER WHARF AT WESTFIELD CENTRE

To the Editor of The Telegraph:

Sir,—I wish to call the attention of the chief commissioner of public works to the condition of the wharf at Westfield Centre, known as Brundage Point.

In the first place, the owners of the larger new river steamers claim, and with just cause, that there is not sufficient depth of water at the wharf for their boats to call, and that in the spring it is under water. The result is that, if you want to land at Westfield Centre, you are obliged to take a small boat at Brandy Point, two miles below, or one at Woodman's Point, two miles above the wharf, and in addition to the regular fare pay a boatman to land you on the shore. The building of an addition to and on the wharf about four feet high and occupying one-third of it would do away with all this trouble. It is true that sometimes a boat can be had at the wharf landing, but when you have to depend entirely upon the kindness of your neighbors to land you or put you off to the steamers, it must become monotonous to them. Your correspondent has been living at Westfield for some years and during that time, almost without exception, the water has been over the wharf for some weeks every spring. I have it from one of the best known captains of the river service (and we have discussed the matter at various times) that to his personal knowledge Westfield is one of, if not the, most important stops on the river between the city and Gagetown. He states, and I know this personally, that the wharf is under water until about the first of June; that is, during the time of year the residents of this section wish to use it the most in order to lay in their spring goods, and also that the fact of the wharf not being available to land goods and passengers means hundreds of dollars to the steamboat men.

It has been repeatedly said by certain persons that a high water wharf at this place would be carried away. This is manifestly absurd. I have consulted practical men on this question, and they are unanimous in their opinion that there would not be the slightest difficulty in building a permanent high water wharf by means of the addition referred to, which would give the required accommodation and which would withstand water or ice, if it were properly constructed and faced with an ice-break. When wharves have been built within the last few years on the Long Reach and within a few hundred yards of each other it is difficult to understand the "no money" argument. Residents can, of course, use the train, but a single fare from Westfield to the city or return costs fifty-five cents, while for the same trip by boat the cost is but twelve and a half cents with the expenditure of but ten minutes more time. Now that the Hampstead Steamship Company are giving our people a daily service it seems that the chief commissioner of public works should give to the large and growing community at Westfield its just due by expending a few dollars to accommodate them and building this addition to the wharf at that place.

I may say that I am not interested at all in any steamboat line. Thanking you, Mr. Editor, I remain,

F. H. C. MILES.

Written upon a scrap of brown wrapping paper, the will of Michael C. Hirsch, a slate operator of Allentown (Penn.), was probated recently. His estate of upwards of $1,000,000 is bequeathed to his wife in a simple, concise statement.

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