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This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph.

ST. JOHN, N. B., APRIL 12, 1899.

CONCERNING OUR WOOD PRODUCTS.

The other day we published a statement made by a U. S. western senator to the effect that in his opinion the United States who were interested in lumber would be willing to have the duty on Canadian lumber reduced by 20 per cent. or from the present figure, \$2 per thousand, to \$1.60 per thousand. We were told what great sacrifice Canada's was expected to make by way of return for this tremendous concession, but doubtless something rather large will be expected, for our neighbors are good at a bargain, and have no disposition to grant any favors in the way of trade to the people of Canada. Indeed a good deal of their legislation has been enacted with the deliberate and avowed intention of injuring us and to protect their own people against our competitor. Judging the future by the past, therefore, we have no reason to expect much from any new treaty that may be made with the United States, so far as trade is concerned, however satisfactory it may be as respects the boundary and other questions that have been in controversy.

A good many people have been expecting great results from a reduction of the tariff on lumber, and a reciprocity in respect to that and other articles, but we must confess that our hopes in that direction have never been high. The lumber interests of the United States claim to be so fully protected as other interests, and it is difficult to see how any valuable reduction of the lumber duties can be made unless there is an entire change in the fiscal policy of that country. That change will of course come in time, but in the meantime the people of Canada will have to do that which seems best for their own interests, for self-preservation is the first law of nature. There are indeed people in Canada who hold the opinion that reciprocity in lumber would not be a desirable thing for the dominion, and that while it would give us certain immediate advantages it would be attended with grave disadvantages in the future as our native industries began to be developed in certain lines. Without fairly committing ourselves to this view of the matter we propose to relate what is said on that side of the question so that our readers can judge of the matter for themselves.

The people who object to a treaty of reciprocity in wood products with the United States, are thinking not so much of lumber, in the ordinary meaning of the term, as of pulp wood, which is now largely exported from this country to the United States, and which is likely to be exported still more largely in the future. One correspondent from whom we have received long communication on this subject, states that Canadian interests are being greatly injured by this export of pulp wood because, to quote his own words, "The very spruce which Canada allows to go into the United States free of an export duty is made into pulp and paper which is used as a cheap substitute for the English pulp and paper market. Canada is furnishing the pulp and the United States is using it. But if Canada would do what she could with her raw material and immense water powers she would be within eight years the greatest paper and pulp producing power in the world. She has the facilities and all she needs is the proper legislation to bring capital in to develop it."

Such are the views of this correspond-

ent, who seems to be well informed with regard to what is going on with respect to pulp. He states that all the Canadian gets for a cord of pulp wood is three or four dollars and this is made into forty dollars worth of paper, the Americans getting the whole benefit of all the labor used in converting a low priced article into one of high price. Canada's share of the product is \$3, for which a great deal of hard work has to be done, while the share of the United States is \$37, mostly expended in labor. These facts are worthy of particular attention at the present time, when the people of Canada are beginning to go into the manufacture of pulp on a large scale.

THE FRANCHISE FOR WOMEN.

The premier of New Brunswick has evidently not altered the views he held when the question last came up in the legislature in regard to the propriety of bestowing the franchise upon women. Monday he gave notice of a motion that in the opinion of the house the time is now ripe for a law providing that the rights of citizenship shall not be denied or abridged on account of sex, but that a full franchise shall be granted to the women of the province on the same terms as the men. The ladies may now congratulate themselves on having secured the services of a powerful champion no less than the leader of the government.

THE U. S. LUMBER TARIFF.

The high duty placed on lumber by the Dingley tariff was directed specially against Canada, and was intended to destroy our lumber trade with the United States. The removal or modification of this duty was one of the objects of the Joint High Commission, and although that commission has not yet ended its labors, it is to be hoped that when it meets again it will be able to dispose of the lumber and other questions in a satisfactory manner. A Tacoma despatch states that United States Senator-elect Adlington C. Foster, after spending several weeks investigating in the east and middle west the attitude of the Anglo-American Joint High Commission on lumber and coal tariffs and the Alaskan boundary question, has returned home. He has been giving the public the benefit of his views on the lumber duty, and they are interesting from the fact that he probably expresses the views of a majority of the American people. He says—

"I am of the opinion that the removal of the duty on lumber is one of the most important concessions sought by England. In fact, while the duty port of entry to the Northern gold fields is much in demand among Canadian legislators, I rather incline to the opinion that a satisfactory adjustment of the lumber and coal schedules are equally, if not more so, in demand. On my way West I conferred with various senators and congressmen on the subject, and I find, all things considered, that our lumber people in all parts of the United States are inclined to yield a little in this matter, provided the tariff on lumber and coal also, if possible, can be made a part of the treaty. Lumbering is a great industry, and we would not for a moment consider the proposition of removing the tariff altogether. The lumbermen, as a rule, would willingly make a reduction on the tariff from \$2 to \$1.50 per 1,000, provided that whatever was made a part of the treaty, and thereby became permanent as long as the treaty lasts. This would constitute a reduction of 20 per cent. in the lumber tariff, as now in force.

A reduction of 20 per cent. would not be regarded by the people of Canada as of any particular value, and would not be accepted as an equivalent for any substantial concession on our part.

ANOTHER ATTACK ON ST. JOHN.

The signs multiply that the people of Halifax, so far as they are represented by their public bodies and their newspapers, are determined to do all they can to injure St. John and to prevent, if possible, from being the winter port of Canada. The recent meeting of the Nova Scotia Board of Trade showed this clearly enough, and numerous utterances of the Halifax press since then have still more clearly exemplified their hostility to this port. The Halifax Chronicle of Friday contains an article on the "treacherous and unconquerable character" of the Bay of Fundy tides, in which the late of the Castilian which is on a voyage from Portland to Liverpool is used as a plea for the construction of the Harvey-Salisbury Railway, so that all Western freight may go direct to Halifax. This article is described in its heading as being "written for the Chronicle," and it is signed "G.," but what G. stands for does not appear. The character and design may be judged by the following extract—

Nature gives to the world an agree and ingress to the great north continent of Canada, the north Bay, and the port of Halifax, with its many facilities for the accommodation of shipping, but it is too easy of entrance, not enough remains not enough to conquer and so, by the Canada Pacific Railway, trade finds its way from across the bay at Portland or from the terminus of the Bay of Fundy, where there is something to subdue, and something to conquer in Fundy's tides, but it is a costly business. The cost of the vessel and cargoes which have been lost in fighting Fundy's tides would build another Pacific railroad from Halifax to Vancouver. In this last week at the entrance of the bay on Mud Island we find a ship with all modern improvements, well manned and equipped, with one of the largest cargoes that ever left Portland, consisting mostly of the produce of the Dominion of Canada, stranded fourteen hours after leaving port, a helpless wreck. Experience has gone for nothing; knowledge is useless and Fundy's tides roll on unconquered. The night was fine, the sea was smooth, the compass was true, but the treacherous tide was sweeping her to destruction. If the sea had been rough the ship would have had more motion, and the compass would have been more lively, but the smooth sea and almost motionless ship, the compass, while showing the direction of the ship's head, was too slow in moving and the ship was lost. Board of trade laws have been compiled with, but all the known laws and all modern navigation cannot conquer Fundy's tides.

It will be observed that the writer of the above states that the ship Castilian was lost in consequence of the "treacherous tides" of the Bay of Fundy, although the court before which the captain and mate of the Castilian were tried for the loss of the vessel found that the tides did not cause the loss of the Allan liner. This is in accordance with the best traditions of the people of Halifax who when St. John is to be attacked care nothing for the facts or the rights of the matter. The Castilian was not bound to St. John and she had no more business in the Bay of Fundy than she had in the Gulf of St. Lawrence. But we can tell the Chronicle of a ship which was bound to Halifax and which on a fine night went ashore near the entrance of that harbor drowning five hundred and sixty human beings. Let those who think Halifax is the only safe port in Canada keep this horrible disaster in their minds and it may induce them to keep silence.

CANADA AND NAVAL DEFENCE.

Sir Louis Davies made an interesting statement at the meeting of the British Empire League on Thursday in Ottawa, with reference to the part Canada is likely to take in the naval defence of the empire. He said that a suggestion made by the government, that a training ship should be placed on our coasts in which our fishermen could be trained, had not met with the approval of the admiral on the station. A counter proposition had been made to train one thousand fishermen of the maritime provinces for two, three or four months yearly in sheds to be erected for the purpose and equipped like the deck of a ship. After being trained in these sheds or camps along the coast the men would be drafted to a man-of-war where they would be trained for two seasons of four months each, after which they would be entitled to a respectable pension. The government had not yet had that matter formally before them, but he admitted that the matter of contribution by Canada to the naval defence of the empire was worthy of consideration. He did not believe in making a cash contribution. He thought that Canada could render far more effective service in some such way as he had outlined, and if the dominion supplied instructors and paid the men, he thought at least the home government should furnish the necessary armament. These views met with the approval of the meeting, but there is no doubt that any scheme for the training of our fishermen for a naval reserve will be attended with some difficulties. Canada possesses a large body of fishermen, some 75,000 in all, as hardy and able a set of men as any to be found in the world. Add to these the thousands of sailors that man the coasters of Canada and we have an immense amount of material from which to draw for the naval defence of the empire if proper measures are taken to obtain it. A draft of one thousand men would not impose any severe strain on the resources of the Maritime Provinces, and perhaps the scheme outlined above is as good as any, but many more men than one thousand might be obtained if the time of training could be so arranged as not to interfere with the regular fishing season.

OUR PUBLIC LIBRARY.

A few days ago we showed what the city of Hamilton, a city no larger than St. John, had done and was doing for its free public library. Hamilton not only erected a stately building suitable for library purposes, but has been paying upwards of \$15,000 a year for its maintenance, a sum that looks very large in comparison with anything that St. John has ever done in that direction. Our people are now beginning to take a pride in their public library, and this is a good sign for it was not always so. There was a time in the history of St. John when a great many of its leading citizens thought that a public library was not needed, and the first suggestion to establish one was not well received. When the new market building was being erected a quarter of a century ago, a St. John newspaper man, who thought that this city should have a public library, prepared a petition to be presented to the common council requesting that body to appropriate the large room in Germain street end of the Market building to the purpose of a public library. He took out this document to obtain signatures, and the first two men he met were a very high official of the city and county and a leading business man extensively engaged in shipping. Both the men refused to sign the petition, saying that St. John did not need a library. Nevertheless it obtained sufficient signatures to attract the attention of the common council and they granted the request contained in it. The occurrence of the

great fire of 1877 shortly afterwards made it necessary to use this large room for other purposes and when the city was rebuilt the room appropriated to the library was turned into a warehouse and the fact that it had been dedicated to public use was apparently forgotten. Both the objects to the public library scheme are now dead, and this city has a library which or reference is almost a perfect, and which contains a large number of excellent books for general reading. But our library is badly housed and has already outgrown the limits to which it is confined. It requires a building specially constructed for it, and this is a matter to which it is to be hoped the common council will direct its attention at an early day.

NOTE AND COMMENT.

Lt. Col. MacShane, although for many years a resident of Halifax, still takes a kindly interest in St. John as will be seen by his letter which appeared in the Halifax Chronicle on Saturday and which we publish elsewhere today.

The captain of the Labrador, who wrecked that vessel on the Skerryvore, has had his certificate suspended for three months. The Labrador was a good many miles north of her true course, but no one claimed that an ocean current was responsible for this. The ocean current theory does not prevail in the British Islands to the same extent that it does in Halifax and in the St. John.

Mr. S. D. Scott, of the Sun, is again in Ottawa, and is now providing that paper with three or four columns of abuse of the government daily. Mr. Scott is the most expert mind in the press of the maritime provinces, but we have never been able to discover that this accomplished producer any other effect on the public mind except to injure the party whose cause he espoused. The result of the recent provincial elections shows that mad-slinging is a most unprofitable business.

The Conservatives will make a desperate effort to hold Brookville and they have put forward Mr. Peter White, late speaker of the house of commons, as their candidate. Mr. White was defeated in North Renfrew, a seat he had held since 1874, at the last general election, and he is therefore available for the Brookville constituency. Brookville has not returned a liberal to the house of commons since 1874 and has only been represented by a Liberal twice since confederation. If the Conservatives fail to hold Brookville they may well yield to despair, yet it is quite possible that they may lose it.

An American general is responsible for the statement that it will take 100,000 American troops to conquer the Philippines. If this statement is true there is trouble in store for some of the politicians who have been so anxious to acquire those islands, and it is not likely that the president will escape care. To send an army of 100,000 men to the Philippines and maintain it there would cost an enormous sum of money and would be very wasteful as respects human life. It does not appear that there is any large amount of popular enthusiasm for this war, nor is it likely that there will be. Indeed there are many indications that the war is becoming unpopular.

The opposition at Ottawa have decided to move an amendment to the address setting forth that the reported irregularities in the Yukon are sufficient grave to call for investigation by a commission of judges. The only object in moving such an amendment is to have it voted down, so that the opposition may be in a position to say that the government would not allow an investigation to be held. No sensible man believes in the so called Yukon charges, and it would be utterly absurd to burden the judiciary with the work of holding an investigation into them. If any investigation is needed a committee of inquiry is quite competent to make it, and as the evidence would be published from day to day the whole people of Canada would stand in the position of jurymen. One thing is evident the opposition are trying to

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consume as much of the time of the house as possible, and to postpone the consideration of useful business by long winded speeches to which no person listens.

It is not easy for some people to learn wisdom, and this seems to be very much the case with the Sun and the rest of the opposition press. All through the election campaign they kept shouting over the pretended bridge scandal and the result of their efforts was the most disastrous defeat that ever overtook a political party in this province. Now they still keep harping on the subject of bridges and are trying to persuade people to believe that Mr. Speaker Hill is unfair in his rulings and that the government lost an investigation. They will find this a worse blunder than the other and there is some reason to fear that at the next election there will be no opposition members at all returned.

Hon. Mr. Dobbell is quoted as saying that before he left England he had almost succeeded in getting the discrimination against the St. Lawrence by the Lloyds' committee removed when the news came of the loss of the Castilian, and this had such an unfortunate effect that the committee concluded to let matters stand for the present. Some enterprising person ought to send Lloyds' committee a small school geography, so that they may learn that the Bay of Fundy is not in the Gulf of St. Lawrence. On the same principle Lloyds' committee ought to raise the rates on ships bound for London, because the Labrador was lost on the Skerryvore.

The report of the schools of New Brunswick for 1898 contains some figures in regard to the Madras schools of which there are four altogether, two in St. John one at Fredericton and one at Sussex. The St. John Central school has two teachers and 52 pupils, the North End school has one teacher and 30 pupils, and the Fredericton school has two teachers and 22 pupils. There is no return from the Sussex school. The annual income of the Madras school board from endowments is about \$4,000. The branches taught in the Madras schools are a common school course with religious instruction, music and drawing.

The New York Herald continues its efforts to work up an annexation feeling in the West Indies, and its correspondent in Jamaica is sending it some highly sensational despatches. It is very improbable that Great Britain would consent to exchange Jamaica for the Philippines, although it would be difficult to say what benefit Jamaica has ever been to another country. The population of Jamaica in 1891 was 639,491 of whom only 14,692 were white. There are three times as many people in the city of St. John as there are white inhabitants in Jamaica, yet the latter can make more noise over their real or imaginary grievances than all the cities of Canada.

The policy of imperialism which seemed so popular in the United States a short time ago is now meeting a decided feeling of opposition in many quarters, and seems to be losing strength daily. At first sight it seemed a very grand thing for the great republic to be acquiring new territory in the West Indies and the Philippines but a closer view of the reality deprives these acquisitions of much of their charm. The maintenance of the war in the Philippines, which is likely to prove so costly both in men and money, tends to bring the people to a better sense of the true meaning of the "white man's burden" of which Kipling wrote so well, and this burden does not now look as light as it seemed a short time ago.

Mr. Ganong of Charlottetown has come out as a full-fledged prohibitionist and assailed the government for not introducing a prohibitory liquor law. Mr. Ganong ought to try to convert his own party a prohibition before being too severe on the government. If ever a party played fast and loose with the prohibition question it was the Conservatives. The Liberals were the first to give the prohibitionists an opportunity to show their strength. Mr. Ganong knows these facts very well, but after the total rout of his candidates in the provincial election we suppose he finds it necessary to state some new ideas to improve his chances in the next dominion contest.

The Earl of Roselyn, who has adopted the stage as a profession, and who will shortly appear in New York, has taken that course because he has no property to support the title. The family name is Erskine and their present rank in the peerage dates back to 1801, a year in which a good many peers were made for political reasons. The first Earl of Roselyn is much better known as Lord Leithborough, the famous Alexander Wedderburn, who succeeded Lord Thurlow as lord chancellor. His nephew, James St. Clair Erskine, a famous British general, succeeded to the title of Earl of Roselyn in 1805. If the present earl has any of the attributes of the first holder of the title he ought to be a success on the stage.

The School Report shows that the number of schools in operation in the province increased from 1,536 in 1891 to 1,778 in 1898, and the number of teach-

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ers from 1,632 in 1891 to 1,964 in 1898. The provincial grant to teachers rose from \$137,679 in 1891 to \$163,321 in 1898. When the opposition are railing at the alleged extravagance of the government they forget to mention this fact. A gratifying feature of our school statistics is the increase in the number of first and second class teachers and the decline in third class teachers. In 1898 there were 20 Grammar school teachers employed, against 14 in 1891. There were 427 first-class teachers, against 274 in 1891. There were 901 second-class teachers employed against 765 in 1891, while the number of third-class teachers employed fell from 579 in 1891 to 513 last year.

There were 63,333 pupils enrolled in our public schools for the term which ended the 30th June last against 58,370 for the same term in 1890. Of these pupils in 1898 the boys numbered 32,960, and the girls 30,373. The only counties in which the girls going to school outnumbered the boys were Westmorland and Madawaska. The number of pupils over fifteen years of age was 4,537, a fact which shows that the great majority of the children of this province leave school before they have reached the higher grades. In St. John city and county the number of pupils over 15 was 507, which is less than the number in Carleton or Westmorland counties, but this may be accounted for by the superior facilities city pupils have for attending the school which enables them to attain a certain degree of advancement at a comparatively early age.

The London cable to the New York Evening Post referring to the inauguration of the new Irish county councils says: "Of course, it being Ireland, these new county council elections have been fought on political lines. Equally of course, the Unionists have been completely routed and defeated. They include such representatives of the ruling class as Lords Castletown, Langford, Mayo and Rosse, who condescendingly declared their intention, by their candidature, to keep the new councils to the making of roads and similar parochial matters, and to ward off jobbery and corruption, but the Irish people cherish other purposes for their new found freedom. They remember, as one journal puts it, that hitherto in Ireland the ruling caste, generally speaking, has been English, the ruled Irish; the ruling caste has been Protestant, the ruled Roman Catholic. To the great mass of Irishmen the new councils came as one step towards reversing all this. If, they argue, Ireland makes her voice heard through nearly all the borough councils, county councils, and district councils throughout the length and breadth of the land, the Saxon mass find it less easy to ignore her claims. It is the first result of Ireland's new freedom, so far as the results are known, to be the triumph of nationalism, all along the line of displacements of landlordism from local power."

It is understood that Great Britain and Russia have come to an understanding with respect to China, but the nature of the arrangement is not yet known. In the meantime it is interesting to note the tone of the Russian press, which grows abusive or friendly towards Great Britain, as the caseor directs it. Some of the recent articles in the Russian newspapers are at least significant. The Peterburgskaya Vedomosti of Prince Ukhomsky, a journal which enjoys a certain degree of prominence from the Russian censorship, owing to the political and social influence of its editor, publishes two articles on the relations between Great Britain and Russia in Asia. In one it strongly opposes all ideas of an arrangement with Britain for the partition of China between the two Powers, and declares that Russia should firmly uphold the integrity of the Chinese empire. The writer adds that, if the idea of partition should nevertheless prevail all among the great Powers of Europe and the United States, such partition must be among all, and not only between Great Britain and Russia, the latter having no interest in such an arrangement. In the second article the Peterburgskaya Vedomosti attacks its contemporary the Novoye Vremya, for opposing the junction of the Russian Central Asia railway with the Indian system, and proceeds to express an earnest hope that Great Britain and Russia may abandon their mutual distrust, and combine their efforts in Asia to solve the problems of civilization. Foremost among their labors to this end, it says, should be the connection of the Indian and Russian railway systems by way of Orenburg, Ashkand, Samarkand, Kabul, and Peshawar. Such a work, it thinks, would doubly the opening of the new century and insure for Asia an era of brilliant prosperity.

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