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Write plainly and take special pains with punctuation.
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Semi-Weekly Telegraph
ST. JOHN, N. B., MARCH 22, 1902.

PROVINCIAL FINANCES.

Premier Tweedie's budget speech at Fredericton Wednesday presents a clear and gratifying statement of the financial operations of the province for the year ended October 31st, 1901, as well as a pleasant outlook for the estimated revenue and expenditure for the current year. The income of the province last year, as will be seen by the speech, was eminently satisfactory in comparison with the estimates that had been made. In 1900 the receipts had been \$18,796 in excess of the estimates and the government had evidently pursued the same careful course of not exaggerating their possible revenues in preparing their programme of expenditures. In accordance with such a policy the expenditures in the present estimates are placed at only \$805,767 while the revenue is estimated at \$805,676, giving a surplus of nearly \$90,000 for the benefit of the provincial credit.
In his explanations of the various services which it is essential for the government to conserve, Premier Tweedie has been perceptive and circumstantial, exhibiting a thorough acquaintance with the details of affairs which cannot but add to his reputation and that of his administration for close attention to the business of the country and faithful endeavor to produce the best possible results in all the interests for which it has been their duty to care. The showing that in the lumbering interests of the province a revenue exceeding the estimates by \$15,000 in the past year has been attained is but a single illustration of the business-like administration of the present government and in this respect as well as upon their energy and enterprise that have so gratifyingly encouraged agricultural development, etc., the government is to be heartily congratulated by the people. Premier Tweedie has made a showing which will go far to strengthen the claims of the government for return to power when next it appeals to the country.

THE OPPOSITION.

It must be confessed by even the most enthusiastic of the Conservative party, if there is any enthusiasm in any individual of the party, that their leader's criticism of the budget speech is a lame apology for an exhibition of statesmanship and that his leadership has not evolved any plan of salvation for their organization. Yesterday of all days was his golden opportunity, a day that the country had been looking forward to for the unfolding of the Tory policy, a day upon which it might have been the privilege of a Tory statesman, if there were one, to raise a banner under which the disappointed and disheartened clansmen might gather with some aspiration for success, a day for the leader to sound his bugle and lead his cohorts into some semblance of cheerful array. But today the Tories will be regretfully obliged to admit that the man of their choice as champion is "not the man to cheer for." The opposition to the government's policy which he has so weakly voiced bears no note of distinctive originality, and points no gateway out of their wilderness of despair which his flagging followers can adopt in order to again merit the approbation of the people. Who of his party that sat in the galleries at Ottawa yesterday and who that reads today the reports of the proceedings there but will involuntarily picture in contrast the occasions when Sir Richard Cartwright and other able statesmen of the Liberal party had the duty of criticizing the Tory budgets and of elucidating in opposition a policy which stood the test of brilliant debate and eventually con-

vinced the people of its superlative excellence. Who that heard Sir Richard yesterday, no longer in adverse criticism of the budget, but in criticism of the opponents to it, but must have emphatically remarked the difference in statesmanship between the men who now conduct the administration of affairs in Canada and the Conservatives, a party without a policy, almost without a leader, ousted from power for the benefit of the country and in the face of whose opposition Canada is growing in prosperity by leaps and bounds.

The amendment moved by Mr. R. L. Borden, M. P., did not receive at his hands very specific explanations. It would have been much more interesting and instructive had he snapped out a course which he as premier would pursue in order to attain the end he depicts. The nature of his plan reveals an extraordinary repudiation of the Tory doctrine in view of the old dictum of an eminent Tory authority who, in answer to a comment that the National Policy was inimical to British connection, replied: "So much the worse for British connection." Such announcements as that seem to have been quite forgotten by the Tories of today. If they wish to carry out their object as avowed in Mr. Borden's amendment, of "reciprocal trade preference within the empire," their safest and best practical method is to support the policy of the Liberal administration.

WHEN SIR RICHARD SPOKE.

The grand good speech of Sir Richard Cartwright in the Canadian House of Commons, in reply to the speech of the leader of the opposition, showed that the vigor and statesmanlike ability of this veteran Liberal have in no degree forsaken him and the report of his speech in The Telegraph yesterday was read here with much enjoyment. It was play to Sir Richard to point out the inaccuracies of the Tory statistics and it was interesting to see how keenly he exposed the fallacies of the Tory arguments. Exactly how figures can be made in the hands of an unscrupulous Tory to misrepresent true conditions has so often been exposed by Sir Richard in the past that he has become the terror of their bootlicking tendency politicians and his utterances on Tuesday must have been awaited in the opposition ranks with fear and trembling. The cool, calm and concise style of the speaker must have added materially to the discomfort of his opponents whose writhing under his exposures could not have failed to add zest to the enjoyment of the onlookers.

When Sir Richard came to the exposure of the census stuffing of 1891 the ridicule reached its climax. Imagine a party which sought to proclaim to the world by official census returns a great state of activity in manufacturing in the country and under investigation it was found that such manufacturing comprised such establishments as 93 "knitting factories" in the county of Shelburne, N. S.—total machinery valued at \$823 and average wages \$12 cents per day; 40 "basket factories" in Huntingdon, Quebec—consisting of wigwags with "operatives" earning 15 cents per day; 57 "factories" in New Brunswick paying wages of 20 cents per day; 70 "carpet factories" in the poor Miramichi county of Antigonish, N. S., the constituency of the late Hon. Sir John S. D. Thompson, employing a total of 60 hands, 64 of whom were old women, at average pay of 20 cents per day!

But that was only a sample of the way in which the Tories had endeavored to cover up the actual condition of affairs in Canada which had been steadily going from bad to worse until the people were solved upon a change of government in 1896. Not until after that time, as Sir Richard very clearly showed, did the condition of affairs in Canada begin to improve and the population begin to generally increase with the attraction of immigration and the development of business which induced the population to remain in the country and more settlers to come. The exposure by Sir Richard of the carnal corruption that reigned at Ottawa from 1880 to 1896, his tribute to the unswerving partisan faithfulness of the late Thomas McCreery and his showing of attractions for fifty millions of settlers in our Northwest, were such a climax as to make his speech the despair and envy of his partisan opponents and to enhance the appreciation of his sterling worth and statesmanship in the hearts of all patriotic Canadians.

CONJUGAL CONDITIONS.

Census Bulletin No. 6, which gives "by census districts the population of Canada calculated according to sexes and conjugal condition—the latter term being used to express the relation of the population to the social institution of marriage," is interesting not only in its detailed statements, but in its explanations. It is explained that the excess of married males in certain lumbering and mining districts is owing to married men having been counted whose families at the time of enumeration were living in the United States, Newfoundland and other countries. For the excess of females in certain city districts, however, no explanation is offered.

Brunswick are of some moment. In the city and county of St. John, for instance, the total number of males now is 25,039 and of females 26,700, compared with 23,873 males and 25,701 females in 1891. The number of unmarried in this population is 15,004 males and 15,894 females, while in 1891 the number was 15,036 males and 15,590 females. The number of married folks now is 9,614 males and 9,382 females, compared with 8,705 males and 8,110 females in 1891. The number of widowed people now is 2,245 female and 830 male, while in 1891 the number was 2,051 female and 792 male. The number of divorced persons is stated at 2 males and 9 females. A summarized statement of the conditions in the other counties of this province according to the present census, is as follows:

	Total	Male	Female	Unmarried	Married	Widowed	Divorced
Alberta	3,202	2,232	2,700	3,062	1	1	1
Charlottetown	11,090	10,531	6,817	6,904	1	1	1
Charlottetown	11,271	11,034	7,086	6,922	1	1	1
Gloucester	11,146	11,771	9,288	8,883	1	1	1
Kent	11,286	11,920	9,189	7,888	1	1	1
Kings	11,146	10,500	7,132	6,142	1	1	1
North Bait	14,788	14,746	9,719	8,663	1	1	1
Restigouche	6,425	6,181	8,228	3,262	1	1	1
Sunby & Q. B.	8,819	8,667	6,672	4,709	1	1	1
Victoria	11,273	9,883	7,600	6,031	1	1	1
Sunby & Q. B.	11,120	10,671	15,476	10,671	1	1	1
York	11,123	16,477	19,389	9,306	1	1	1

THE GREAT CANAL PROBLEM.

One of the interesting and most important matters before Canada today as it has been for years past is how it can best take advantage of its closer proximity to the United States to Europe in order to secure the continually growing export trade of the Northwest. The shorter sea voyage from Canadian ports ought to secure a great deal of commerce which now goes through American ports if the commerce could be brought to our ports as cheaply from the west, and there have been many plans devised to make the Canadian competition successful. In its feeding of Great Lake water traffic via Buffalo, however, the port of New York has a material advantage, and one of the Canadian shortcuts that has long been advocated to circumvent this advantage is what is known as the Georgian Bay canal scheme.

A glance at the map of Ontario will show the great saving in distance to be effected by a canal from Georgian Bay via the French River and Lake Nipissing to the head waters of the Ottawa River, over the distance around the southern part of Ontario via the Welland canal. As long ago as 1860 a survey was made of this route for a canal by Mr. T. C. Clarke, who proposed to raise Lake Nipissing some 10 or 12 feet in order to make the summit of the divide, Lake Nipissing is about fifty miles from Georgian Bay into which its waters flow by the French River. Some three miles east of the divide and empties into the Ottawa by the Mattawa, which latter stream is said to be almost dry in the summer months. The level of Trout Lake at present gives a fall of about 165 feet to the Ottawa River and the calculation of cost for a canal 100 feet wide, with 12 feet of water in the prism, 10 feet on the mitre sills at locks 250 feet long, was about \$35,000,000.

A report to the senate in 1898, however, showed that as the Canadian Pacific Railway has been built along the shore of Lake Nipissing and the town of North Bay has grown up, it will not be expedient to materially raise the level of that lake. Since then it has been proposed merely to deepen the French River to permit grain vessels to reach the C. P. R. and transfer their transatlantic freight to it there. Many extravagant estimates of the cost of making a deep canal through the divide, the Ottawa have been printed, but it has been stated by Mr. Marcus Smith, an engineer who made one of the more recent surveys that a 14-foot canal to the Ottawa would be accomplished for about \$25,000,000, and it has been affirmed by such an authority of Great Lake navigation as Mr. Alexander McDougall, of wholesale steamer fame, that steamers and consort built for 14-foot navigation and specially adapted for the smaller canal traffic, can be operated, taking the initial cost into account, almost as cheaply as any class of grain-carriers. The feasibility of the route from a financial standpoint, however, does not seem to have been yet as well demonstrated as its practicability from an engineering point of view. A study of the matter is becoming more interesting on this account.

OUR UNEXPLORED WEALTH.

When the United States paid Russia \$7,000,000 in gold for Alaska there were many Americans who raised an outcry, saying that the money had been recklessly wasted on a barren arctic region. It is history—the discovery and immense unearthing of gold in that country, and many times the purchase value has been paid back in gold ore and dust. Still, but the index, as it were, of the bonanza has been discovered. Scientists have been at work and now announce that with a certain amount of care agricultural crops can be raised to advantage in that once despised country and that cattle will thrive even in its extreme climate.

If this be true of Alaska, how much more so is it when applied to our own extreme north eastern and north western territories? A great deal, in fact the larger portion of this territory is as yet practically unexplored, and who can tell what mines of wealth may be hidden in its icy streams? If crops and stock can be raised to advantage in Alaska, which is naturally less fertile than our territories, it is obvious that they can be raised to

better advantage in the latter. Of course it will, like everything else, take time. The land will have to be gone over by those venturesome sons of fortune, the explorers and prospectors, and in their track will follow the first settlers, the hardy pioneers who are willing to brave the rigors of that extreme climate for the joys of fortune and the happiness of a home. After the first settlers will come the railroad and with it civilization. It will require a strong constitution and a firm determination to overcome the drawbacks in conditions, but where fortune is found to be beckoning, there will certainly be those who are willing to follow her dictates, and a later date will undoubtedly find agriculture viewed from an entirely different standpoint from what it is at present, to say nothing of possible new gold fields on Canadian territory in our far north and perhaps through Labrador.

THE SLAPDASH EDITOR.

To be able to rewrite an article successfully it is sometimes a good thing to become more or less conversant with the subject. The New York Journal of Commerce, for instance, in a recent editorial on steamship competition began as follows:

Appalled at the increasing demands for fuel in the effort to maintain high speeds across the ocean and to beat records, there was a time when the steamship companies operating on the North Atlantic attempted to convince the travelling public that saving a few hours in crossing the ocean was a matter of no consequence. There was an effort to persuade the public that seventeen or eighteen knots an hour was fast enough, and a considerable number of steamers that would make that speed or a trifle better and carry a large amount of cargo, as well as a good passenger list, were put into commission.

But the Monoton Times in appropriating the article for its own editorial columns began:

The growing scarcity of fuel led the ocean steamship companies to try to persuade themselves and the travelling public that a few hours' difference in the time of crossing the Atlantic was of little moment.

WHY THE TIMES WHINES.

The Monoton Times asserts that the immigration expenses of the local government are too great a price to pay for securing immigrants. That of course depends upon the quality of the immigrants, and the local government has very clearly shown that those who have settled in this province are of such a high class that their investments will very much more than repay any such expenditure that may have been made to induce them to come. If the Times could secure as valuable patrons for its business as the country has in this immigration, how quickly would it pay a "rake-off" of even greater amount to anybody "delivering the goods." But the Times' business has become so small and unsatisfactory that its patrons are like what it says used to be the case away from St. John, "drifting with immigrants to Canada," "drifting since the Times used to absorb its boodle so unscrupulously that the country's interests were totally neglected. The motto of the old Tory government in Canada was "after it the deluge." The Times is now getting its share of the deluge and whining accordingly.

THE CONTRAST IN CONDITIONS.

One of the most notable points that must appeal to the thoughtful reader of Mr. Fiedling's budget speech is that in which he shows that while under the Conservative regime the country was excessively piling up debt, the present government has been able to pay 71 per cent of the expenditures on capital account from the current revenues. This implies that although the tariff has been very materially reduced, yet, as the Toronto Globe comments, "the revenues have grown to such an extent that the country can now meet all its heavy capital expenditures with little necessity for recourse to the borrowing power." Such a recognition of the actual status of affairs entirely dispenses of the claim set forth by the Toronto Mail and Empire that the increased revenues have meant a "heavier aggregate taxation." On the contrary the increased revenues inevitably imply a vastly increased amount of business in the country calling in connection therewith for the importation of so much more goods that the customs tariff, lower than under Conservative regime, has yielded a vastly greater amount of income.

THE GREAT AMERICAN DOCTRINE.

That Monroe Doctrine of the United States seems liable to get them into trouble sooner or later. It has been pointed out that if Great Britain wished to take possession of the French Islands of St. Pierre and Miquelon, by purchase or otherwise, for instance, the United States would be obliged to prevent such a transfer. Or if Great Britain or any other power wished to purchase the French or Dutch or other West Indies they could not be permitted to do so, on account of the

Monroe Doctrine. The United States can buy up or otherwise acquire any real estate in sight on this side of the Atlantic, but no other power can, they say, on account of the Monroe Doctrine. On this account the alleged object of the German overtures for American friendship has stirred up a highly indignant tone of resentment in the American press. "Friendship," they say, "oh, yes; but as for Germany obtaining a coaling station or other naval privileges in the Caribbean Sea—that idea could not for a moment be entertained, on account of the Monroe Doctrine."

All this may "go down" very well with Germany, but we venture to predict that if John Bull should some day have occasion to make the same remark about the Monroe Doctrine that Boss Tweed did about the public, and set accordingly, Uncle Sam would find a pretext for suggesting that "that's different," and of making a contra remark similar to that which the governor of North Carolina made to the governor of South Carolina.

ST. JOHN VS. BANGOR.

The Bangor newspapers are actively rejoicing because during the coming summer four or five new saw mills are to be erected in the eastern part of the state, giving employment to about one hundred hands. The Bangor News says:

The finding of work for such a crew of men means more money, not only to the workpeople who are directly benefited by the new industries, but it means new trade at Bangor stores, new homes in Maine towns and new valuation on the books of the State assessors. Though Maine has waited long and anxiously for revival of business, though our country towns have diminished in population and our cities have not increased as fast as have wished, this tide now seems setting our way.

How much more should St. John rejoice, with its cotton mills, now come more in full blast, giving employment to several hundreds of hands; the steady employment through the winter of hundreds more upon our winter port shipping, with all the incidental expenses of the steamers while in port here and the benefits which their purchase of supplies means; the constant progress of our foundries, nail works and other manufacturing and mercantile enterprises; and the establishment now in progress of a big saw mill for the English market, a box factory and minor enterprises involving new investments in capital of some hundreds of thousands of dollars.

Poor little Bangor is rejoicing because it sees employment for perhaps a hundred more hands in new saw mills. St. John has its thousands of regularly paid employes and the Tories are still alleging that greater prosperity exists in the United States than in Canada.

NOTE AND COMMENT.

Hon. Senator Wark now in his 90th year, is again at his desk in Ottawa.

As the ice moves spring business ought to, but not in the same direction.

St. John people need no further demonstration of the value of houses built upon a rock in case of flood.

The parliament are actively discussing estimates for the country and paternal families for Easter millinery.

New Brunswick seems to be getting some immigration too, and of no mean class according to the statements of the local government.

Jupiter Pluvius, hello! Kindly shut off the tap, won't you? St. John needs a little soil on its rocks, you know, just for lawns and flower beds.

"Is American honor to be sacrificed to a beet?" asks the New York Tribune. If the Trib could get "a beet" on it perhaps it might survive the shock.

This is the kind of weather when every one has seen better days. That is, excepting newly born babies and they don't count because they can't.

Ex-President Cleveland became 65 years old this week and there are a good many Americans who still think they might do worse than have "four more years of Grover."

The speech of the Minister of Railways in parliament yesterday did not sound like that of a very much discouraged or enfeebled man, such as his opponents have been endeavoring to represent him.

Hon. Geo. E. Foster seems to be taking quite a philosophic view of life in his old age. Speaking at the annual dinner of the Irish Protestant Benevolent Society in Toronto the other night, he remarked, according to the report in the Mail and Empire, that "men were often in politics by accident, or for a diversion." He did not specify under which class he ranked himself.

NATURE REVOLTS.

Because the kidneys were overworked and weakened, the doctor could not do their whole duty. South American Kidney Cure cleared away the impurities—beated the diseased parts—made a sick-to-death man well.

One of the happiest men in the County of Huron to-day is Mr. James McBride, of Jamestown. He was suddenly attacked with most severe kidney disease which climaxed in a complication of bladder troubles. He tried the best physicians in the County without avail. Attracted by testimony of most marvelous cures by South American Kidney Cure he procured it, and before he had used one bottle was completely cured.

Sold by M. E. Fiedling.

THE DANGER IS AT HAND; ICE IN ST. JOHN RIVER IS ON THE RUN.

(Continued from page 1.)

played considerable havoc. It is said by some of the old residents that it was the heaviest freshet since 1854. The highway bridge which spans the river here suffered considerable damage. About 30 feet of the approach next the abutment was washed away and the north side of the river where the principal part of the village is located was submerged so that the occupants of the houses moved from one place to another in boats. There are bad washouts on the Central railway and bridges are reported damaged. No mails have left Norton for Queens county for two days.

On the Salisbury & Harvey railroad in Albert county a washout is reported. The train left Harvey yesterday morning for Salisbury but at Turtle Creek a culvert was found to be washed away and passengers and baggage were transferred and driven in teams to Salisbury. Thirteen passengers were so carried and they report that the drive through piercing wind and pelting rain was a terrible one. A washout is also reported between Hillsboro and Albert.

Sussex, March 19.—The most severe freshet during 20 years commenced Monday at noon. It has rained continuously now for 50 hours. The freshet reached its highest point Tuesday at 2 o'clock. Several families on the main street lost a quantity of wood. The Provincial Dairy School had about 15 cords swept away. It is reported that the bridge at Headville has suffered considerable damage, part of one of the abutments being twisted out of place.

In Kent County.

Moncton, N. B., March 20.—(Special)—Reports from Kent county indicate that a lot of damage has been caused by the freshet. At Notre Dame, Lockhart & Co. are sufferers to the extent of about \$1,000 as result of lumber and beams being carried away. Several highway bridges on the Cocagne river have been washed away. The bridge at Notre Dame is out and bridges at Poirer's and North West, further up river, have also been washed out.

BIG LOSS OF LOGS.

J. A. Gregory's Dam Broken and Two Million Feet of Lumber Go to Sea—The Flood Described.

The residents in the vicinity of Lepreau were awakened from sleep Tuesday morning about 1 o'clock, during the storm, by the loud sound of rushing water and the breaking of timber. The noise was terrifying. Some of the most venturesome investigated and found that the highway bridge and J. A. Gregory's dam had been carried away by the freshet and with daylight was presented a scene of ruin. The heavy rains Monday caused the Lepreau stream to swell. The stream was still coated with thick ice, and on the ice and along the river banks above the bridges for a few miles were about two million feet of logs, cut and owned by J. A. Gregory of the Grand Bay Mills and who also owns the mills at Lepreau. The stream gradually grew in to a river, the ice broke and about midnight the water had risen so fast that the banks of the river were overtopped, so much that the water was up on the trees five feet.

Below the highway bridge to the southward was the Shore Line Railway bridge, and further south down the stream was the Gregory dam. The water commenced to flow over the dam in a heavy fall and at 1 o'clock the ice broke and with logs, heavy ice cakes and a deluge of water the whole came down on the bridges. Logs, ice and water piled up high on the highway bridge, which was not strong enough to withstand the strain and the bridge was carried off the piers and floated down stream about half way between the railway bridge and where it had for years stood. The mass of logs, ice and water having been cleared by the carrying away of the highway bridge rushed madly on towards the Shore Line Railway bridge. The large cakes of ice mixed in structure and, although it trembled with the weight it did not give way. The pile of debris mounted the railway track to a height of eight feet and with a roar of crashing water and the cracking of timber and crunching of ice the whole forced its way through and under the uprights of the bridge, leaving the marks of bark from the logs on the uprights as they jammed through and the timbers were badly scraped by the sharp ice, although not badly damaged.

The next obstacle was Mr. Gregory's dam. This did not withstand the onslaught long and the gates and gate posts with a small portion of the dam were carried away, and the whole went sweeping along the swollen river towards the Bay of Fundy.

As the huge wave carrying destruction in its path passed along the waters in the upper stream rapidly subsided, and further damage was not feared and the Shore Line bridge was considered safe. There were in all about 3,000,000 feet of logs carried away. They had been cut and hauled along the river banks and some hauled on the ice and there were great expectations for the spring drive when the valuable property would be safely landed in the waters held by the new dam; but now all is gone and the only thing that will be saved are the logs that can be gathered along the banks of the river between the Shore Line bridge and the mouth of the river.

This loss has not discouraged Mr. Gregory who has still in the woods a large gang of men getting out lumber and will continue operations. J. A. Gregory's loss in logs will amount to 2,000,000 feet and that financially he is a loser by \$20,000. The saw mill which he built on the river is of but recent construction. Prior to its building he said that residents who had dived by the stream for years had told him the river ice never ran out but melted.

The damage to the highway bridge is not known, but it is thought that it will be a total loss. The communication across the river is cut off and it will take some days before a temporary structure can be built.

Superintendent McPeake, of the S. L. R., with a special crew, left west St. John Tuesday evening and is now strengthening the bridges at Linton's stream and along the Magaguadavic where for nearly half

GOLD SOAP
Best for the Clothes.

a mile the tracks are submerged, but so far no damage to the roadbed is reported.

C. P. R. Traffic Resumed.
Traffic has been again resumed over that part of the C. P. R. affected by washouts. The repairing has been practically completed.

SERIOUS IN NOVA SCOTIA.

Streams Swollen Greatly—Sissiboo Pulp Mill Suffers.

Halifax, March 19.—(Special)—Heavy freshets are reported from many points in Nova Scotia and the water is higher in a number of the big rivers than for years and the dams on the Port Medway and La Have are in danger. Scores of small bridges have been swept away and many roads are under water.

Annapolis, March 19.—(Special)—High tides and freshets have done considerable damage. At Lequellie a bridge has been carried away while the mill formerly managed by George R. Corbett is surrounded by water. At Roundhill a bridge has been carried away and travel partially suspended, while at Bear River the electric light has been cut off. Mr. Rice, stone cutter, will lose a very large amount by damage to stock.

Weymouth, March 19.—(Special)—The river here is the highest for years and the mills of the Sissiboo Pulp Company are flooded. Large quantities of pulp have been lost and the mills are seriously damaged. The river is still rising and the dam is threatened.

Bridgewater, N. S., March 20.—(Special)—On account of numerous washouts, trains are not being moved from here and the east extent of the damage by freshets is unknown. The first washout, which is a bad one, is located about one mile from Bridgewater, on the Central Railway, and it is believed there are many others along the line. Yesterday's incoming train was stalled at New Germany. The track and post road are under water two feet deep in places. No mails have been sent out or received today. As the waters are still rising, nothing can be done until they subside. Davidson's mills are being closely watched. Nine inches of water has fallen since Monday night in this district. Davidson's blacksmith shop near the mill has been washed away. The water is one foot higher than last year's freshet.

Windsor, N. S., March 20.—(Special)—Freshet in this locality is higher than for years. All the D. A. R. trains are running on time, however.

Digby, March 20.—One of the heaviest rains experienced for years in this county has prevailed here since Monday noon. The streets are damaged and cellars are flooded, causing considerable damage. The streams are swollen to unknown heights and considerable damage has been caused at the Sissiboo Pulp & Paper Co.'s Mills near Weymouth.

AND STILL THEY COME TO CANADA.

Allan Liners Tunisian and Sardinian Bringing Out 1300 Emigrants.

London, March 20.—(Special)—The Allan liner Tunisian sailed from Liverpool today with 612 British emigrants and 412 foreigners for Canada. The Sardinian, of the same line, will sail from Glasgow tomorrow with 263 Scotch emigrants, Canada bound.

HALIFAX SECURES CANADIAN CONVENTION.

Manufacturers Will Hold Annual Meeting There in August—St. John and Winnipeg Turned Down.

Toronto, March 20.—(Special)—The Canadian Manufacturers' Association will hold its next annual meeting in Halifax during August. St. John and Winnipeg also wanted the meeting. The proposition to have the government appoint a Canadian trade commissioner in London and to open a Canadian office there, will have the continued support of the manufacturers.

France owns 2,841,000 dogs, 75 to every 1,000 inhabitants. The dogs are registered and so can be counted. Germany has 2,590,000 dogs.

Scrofula

This root of many evils—Glandular tumors, abscesses, pimples, and other cutaneous eruptions, sore ears, inflamed eyelids, rickets, dyspepsia, catarrh