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Wm. Somerville  
**Semi-Weekly Telegraph**  
ST. JOHN, N. B., JUNE 26, 1907.

**PROFITS AND PRODUCTS**  
It is understood that the United States  
Steel earnings for May have established a  
new high record, even exceeding the re-  
cord month of October, 1906, when earnings  
totalled \$14,984,925. Net earnings for the  
quarter ending June 30 are estimated at  
\$42,000,000, against \$40,125,000 for the same  
period of 1906.

The above is an interesting financial  
statement, but should be read in con-  
nection with one or two others. For example,  
here is one made by Mr. Harriman, who  
knows a good deal about railroads:

"The real reason for the present deplorable  
condition of rails furnished for use  
on American roads is the incapacity of the  
manufacturer in placing quality of output  
above quality. The lack of competition,  
and the desire of the manufacturer to  
make a good financial showing, entirely re-  
move the incentive that formerly existed  
for one manufacturer to turn out as good  
material as his competitor."

Mr. Harriman, when he speaks of the  
United States manufacturers, means the  
United States steel company. He points  
out the great number of accidents due to  
broken rails, and it is stated that he has  
ordered his next year's supply from a  
small competitor of the big corporation.  
Collier's Weekly, discussing this subject,  
quotes a statement which it says was  
made by Charles M. Schwab, then presi-  
dent of the Steel Corporation, when it  
was desired to induce the latter to take  
over the Carnegie Steel Company, which  
it now controls. Mr. Schwab then said:

"I know positively that England cannot  
produce pig iron at actual cost for less  
than \$11.50 a ton, and cannot put pig iron  
into a rail for less than \$12.50 a ton. This  
would make rails at net cost to them of  
\$19. . . . We cannot make rails for less  
than \$12 a ton."

It is pointed out that the corporation  
has been charging \$23 a ton for its steel  
rails, even those that break so badly.  
It is not, therefore, surprising to learn that  
the company has made large profits. But  
Mr. Schwab has been stirred up of late.  
He was in Pittsburgh this week, and it is  
announced that he was present at a con-  
ference which may have important results  
in relation to the steel rail business. We  
quote:

"The head of the Bethlehem Steel Cor-  
poration had a long talk at the Duquesne  
Club with high officials of the Carnegie  
Steel Company, who, like Mr. Schwab, are  
now much interested in the steel rail prob-  
lem, as put up to the makers lately by the  
indignant railroads. It is believed that  
Mr. Schwab and the Carnegies are uniting  
on a rail which will be shown the railroad  
committee at a meeting to be called soon."

There is, however, one other aspect of  
the question, which appeals to a writer in  
the New York Journal of Commerce, who  
asks:

"Where will come the money necessary  
to buy and lay the improved rail shortly  
to be put on the market? If it be proved  
that manufacturers can supply a rail that  
will render travel less dangerous, the pub-  
lic will be quick to discriminate against  
roads that do not adopt the improvement.  
Yet how can a railroad spend that which  
it has not and cannot borrow?"

These queries are based on the present  
tightness of the money market, which is  
expected to continue for some time, but  
there never yet has arisen a difficulty in  
connection with getting funds for legiti-  
mate railroad purposes, and there need  
be no serious worry on that score. The  
real trouble, from the public standpoint,  
is that there is not enough competition to  
guarantee a continuance of production of  
good rails. The statement made by Mr.  
Harriman still remains pertinent and cor-  
rect.

**THE U. S. TARIFF**  
Considerable prominence is being given  
in a portion of the press of the United  
States to a statement made this week  
by Governor Cummins of Iowa, in an  
address on Reciprocity:

"I am for tariff revision and for tariff  
reduction as a measure of justice to the  
buyers of protected commodities. It  
seems to me that we have gone mad in  
our zeal for the seller and have abandon-  
ed the buyer to the tender mercy of mon-  
opoly, combination and greed. The peo-  
ple have borne excessive tariff with mar-  
vellous patience, but they will not bear it  
in silence, and little by little they are  
coming nearer to their own. The way is  
beast by many difficulties, but they will  
be overcome, and it will not be long  
before a Congress will convene that will  
be as swift to give them the relief to  
which they are entitled as the Congresses  
of the last few years have been resolute  
in denying."

Considerable force is given to the re-  
marks of Governor Cummins in the United  
States. This is made clear by a letter to  
the New York Journal of Commerce, from  
its correspondent in Washington. He  
writes:

"Fundamental among the facts that are  
being faced today by government experts  
and by students of treasury conditions is  
the rapid accumulation of the surplus. The  
excess of receipts over expenditures are

ounted to \$75,015,336 at the close of busi-  
ness on June 15, and it is the confident  
expectation of the treasury department that  
the month there will be in round numbers  
\$80,000,000 as the net result of Treasury  
operations for the year. It is recognized  
that this condition cannot be allowed to  
continue, and predictions are being made  
by close observers of legislative conditions  
that great strength will be lent to the  
movement for tariff revision by the con-  
tinued growth of the net balance. Demo-  
crats are already openly laying plans for  
a determined campaign designed to show  
extravagance in expenditure both in the  
past and as concerns the appropriations  
of the coming Congress. They will also  
point to the great accumulation of re-  
venue in the House will endeavor to curb  
the tendency to appropriate largely, with  
the coming campaign in mind. An inter-  
esting situation will develop as a result."

**A RIVER TRAGEDY**  
That a small steamer lying at her berth  
should take fire in the night and be ut-  
terly destroyed, with the loss of the lives of  
four persons and the injury of others on  
board, seems almost unbelievable. Yet this  
is about what happened at Cole's Is-  
land, at the head of Washademoak Lake,  
on Thursday night. The steamer Crystal  
had arrived there, discharged her  
freight, taken on board other freight for  
this city, and those on board were sunk  
in slumber. No watch was kept. With-  
out warning the fire made headway until  
it had enveloped four men, and made it  
difficult for several other men and women  
to escape. There was a large quantity of  
hay on board the vessel.

This terrible event, which has shocked  
the province and brought sorrow to so  
many persons, ought not to have occurred.  
No doubt there will be a thorough in-  
vestigation. The old controversy on the sub-  
ject of carrying hay on steamers which  
they carry passengers will be revived. It  
may be true that the Crystal Steamer had  
no passengers on board at the time, and  
was lying at her wharf, but the presence  
of the hay made the work of the flames  
and smoke more swift and deadly.

Universal sympathy goes out to the  
bereaved families. Seldom are the papers  
called on to record so sad a tragedy occur-  
ing so near at home.

There should be no reasonable doubt  
about the safety of the lives of persons  
employed on a steamer like the Crystal  
Steamer while she lies at her berth. In  
circumstances like those under which this  
catastrophe occurred some one should be  
responsible for the safety of the lives of  
those on board, from such a fate as over-  
took four persons on this steamer and  
threatened the lives of more than a man-  
y more. Whatever competition there may  
be on the river; whatever difficulties may  
be met with by steamer owners, the  
safety of the lives of crews and passen-  
gers must always be the first considera-  
tion, and whatever legal enactments may  
be necessary to ensure it should be pro-  
vided.

**AN OTTAWA INSTANCE**  
Another striking evidence of the value  
of the probation system in dealing with  
youthful delinquents has come to hand. It  
comes from the city of Ottawa, and is thus  
stated in the Toronto Mail and Empire:

"Mr. W. L. Scott, Master-in-Chancery at  
Ottawa and president of the Children's  
Aid Society, who is in Toronto, strongly  
favors the extension of the probation sys-  
tem. The movement has proved successful in  
Ottawa since its adoption. In nine months  
only one boy has been committed to a re-  
formatory. Two ladies have been acting  
as probation officers. They are Madame  
Bruchesi, sister-in-law of the Archbishop  
of Montreal, and Miss Cassidy, of the city  
mission. These ladies give all their time  
to the work and enlist the interest of vol-  
unteers. Mr. Scott states that there have  
been some remarkable instances in Ottawa  
of boys, believed incorrigible, becoming  
law abiding and ambitious, because of the  
faith shown in them by good people."

The secret of the success noted is made  
clear in the last two sentences. The per-  
sonal influence and interest of good men  
and women turns the current of the lives  
of these boys into new and helpful chan-  
nels. The relatively small number of per-  
sons willing to interest themselves in the  
work accounts for the very large number  
of cases of delinquency on the part of  
children. That there are some incorrigibles  
does not lessen the responsibility of so-  
ciety, but society is unwilling to accept the  
responsibility and the personal effort is in-  
valuable. That community is the most  
fortunate, the most orderly and the most  
progressive, in which the altruistic spirit  
is most manifest.

**THE RAILROADS**  
The New York Commercial has a fling  
at Mr. Charles M. Schwab in connection  
with the proposal to provide steel rails of  
better quality. The Telegraph yesterday  
gave some interesting comments on var-  
ious phases of this question. The Commer-  
cial, like the Journal of Commerce, views  
the question from the standpoint of the  
railroad corporations, which are just now  
very much worried about many things af-  
fecting their business. The Commercial  
says:

"Charles M. Schwab, former president of  
the United States Steel Corporation, agrees  
with the charge of the railroad companies  
that many accidents are due to the poor  
quality of the rails in use. He believes a  
better quality steel rail than is now in  
common use—the open-hearth steel. But  
I would go still farther than that, he de-  
clares, 'and make a nickel alloyed rail, by  
which I mean a harveyized rail. The rail-  
roads should use a rail that can be de-  
pended upon at all times, practically safe  
forever. And the mills will make them.  
They will make anything for which there  
is a demand.' Of course, But the price  
of harveyized rails might be some consid-  
eration with the railroads—especially those  
companies which the state are forcing to  
accept two cents a mile for passenger hauls,  
or those which can't borrow money just  
now chiefly because Somebody has shut  
out from the house-tops that the rail-  
roads are 'robbers' or rotten in their man-  
agement and ought to be 'curbed.' Then,  
again, Mr. Schwab is engaged largely in  
making one sort of harveyized steel—that  
is, warship armor-plates for the United

States government—and were that con-  
sideration of profit ever to cut down its  
orders, as seems quite probable, there  
would have to be found other customers  
for the Schwab harveyized steel. And  
why not the railroads? They can stand  
almost anything and 'stand for' almost  
anything! May we next hear of Penn-  
sylvania passing a law compelling the rail-  
roads to use only nickel alloyed rails, with  
the penalty for their officials the penalty for dis-  
obedience?"

The public will not be greatly concern-  
ed about the difficulty the railroads may  
encounter in paying for good rails. The  
two-cent rate has not yet been generally  
adopted, and the railroad corporations are  
still believed to be making money. In any  
case, public safety is the first considera-  
tion, and the corporations as well as gov-  
ernments must bend to its dictates.

**POLITICAL TALK**  
The political situation in Canada is be-  
ginning to arouse some interest and some  
comment in the press. Mr. S. D. Scott  
in a recent letter ventured the remark  
that it was semi-officially announced at  
Ottawa that the St. John and London  
by-elections would take place in August.  
Some Conservative papers predict that the  
general elections will take place next fall,  
but Mr. Borden says he anticipates an  
other session of the present house. A  
Montreal despatch says:

"Editors of Conservative papers all over  
Canada are tending toward this city to  
take part in the deliberations of the Con-  
servative party managers. Some time ago  
Mr. Borden intimated his desire to meet  
the men who moulded public opinion  
and had their pulse on the mood of the  
people. Publishers and editors have been  
requested to attend the present confer-  
ence and they are responding."

The Conservatives of Quebec province  
will begin a series of large political meet-  
ings before the end of this month, and an  
Ottawa despatch to the Toronto World  
says that "the Liberal party is arrang-  
ing an extensive and militant campaign  
for the late summer and early autumn."

**JAPAN AND FORMOSA**  
Japan is having some trouble with the  
natives of Formosa, which was ceded to  
that country by China in 1895. The in-  
habitants are chiefly Chinese, Negroids and  
Malays, and do not take kindly to Japan-  
ese rule. Latest mail advices tell of brisk  
fighting between the Japanese and Formo-  
san natives. The Japanese have organized  
drives with a daily extended line, gradu-  
ally forcing back the natives, who hold three-  
fifths of Formosa, and number 100,000.  
After months of guerrilla warfare, in which  
numerous camphor workers were killed,  
the Japanese troops were ordered system-  
atically to drive the natives into submis-  
sion. Each advance is to be made perma-  
nent by the capture of the natives and the  
1,075 square miles have been covered in  
this manner. The natives are reported to  
be fighting desperately.

Formosa is a fertile island. It is tra-  
versed by mountains, on the slopes of  
which wheat and other grains, guavas,  
oranges, melons and sugar cane flourish.  
The exports of the island include camphor,  
sulphur, petroleum, salt, tea and sugar.  
Formosa is therefore a valuable possession,  
and the enterprise to take the island from  
the natives is the half-savage methods  
of the natives. The island is in the area  
dominated by the new spirit of the Orient,  
and must yield to the inevitable.

**A SOUTHERN ENTERPRISE**  
The great work of extending a railroad  
from Mexico through Central America to  
be accomplished within a few years. A  
recent despatch from Mexico City says:

"J. M. Neeland, general manager of the  
Pan-American Railroad, yesterday collect-  
ed from the Mexican government \$1,200,000  
as the third payment of the subsidy  
which was granted by the Mexican govern-  
ment, making the total paid to date \$5,000,000,  
and leaving a balance of \$2,000,000,  
which will be paid when the railroad  
reaches the Guatemalan border. The road  
is now within 140 miles of the border,  
and construction in Salvador and Spanish  
Honduras will commence before the close  
of the year."

When this work is completed it will  
make a great change in the territory  
traversed. Capital and enterprise and new  
ideas will follow the railroad, and the com-  
parative isolation of the little republics  
will be a thing of the past. That they  
have great resources is doubtless true, and  
though their climate is not satisfactory to  
men from the north the latter will be  
the leading spirits in the work of develop-  
ment.

**CANADA'S INTEREST IN IT**  
Doubtless the London despatches exag-  
gerate the situation with regard to New-  
foundland. Sir Robert Borden is not likely  
to have talked of secession or even of an  
appeal to The Hague which would be a  
step toward separation. The mention of  
these things, however, is enough to re-  
mind Canadians that their interest in  
Newfoundland is so great that the thought  
of its removal from the Empire could be  
tolerated. The Ancient Colony guards  
the mouth of the St. Lawrence and much  
of our coast, and the Canadian view is  
and will be, that no flag but the British  
should be hoisted there. There is in  
Canada much sympathy for the sister  
colony in her attempt to guard her rights  
and to preserve her autonomy, and she  
would have from this Dominion steady  
support in any reasonable position she  
might take with respect to the provisions  
of the treaty which must soon succeed  
the modus vivendi, both because of our  
natural interest in near neighbors of our  
own blood and allegiance and because her  
problem wears much the same color as  
some of which we recently have had to  
deal.

But Canada's interest in the preserva-  
tion of British territory unbroken, in re-  
taining for all time our present sea front,  
would far outrun our desire to witness the  
triumph of a purely local cause in New-  
foundland, no matter what its justice.  
First of all, Canada would say, Newfoundland  
must take no course which would  
weaken the position of this country, and

so saying Canada would set her face as a  
flint against any proposal which might re-  
sult in the ultimate capture of Newfoundland  
by the Gloucester fishing interests;  
and that would be the certain result of a  
temporarily independent island.

The interests of the Empire, of Canada,  
and of Newfoundland will be served best  
by a policy which, first, will give the is-  
land and the railways. They can stand  
almost anything and 'stand for' almost  
anything! May we next hear of Penn-  
sylvania passing a law compelling the rail-  
roads to use only nickel alloyed rails, with  
the penalty for their officials the penalty for dis-  
obedience?"

**INSURANCE PAYMENTS**  
The Insurance Press of New York prints  
a statement of the life insurance policies  
paid in the United States and Canada  
during 1906. In spite of the agitation fol-  
lowing the New York exposures and the  
consequent disturbance of business, 200  
cities north of the Mexican line received  
more than \$100,000 each from the com-  
panies. The claims paid in the United  
States and Canada amounted to more  
than \$27,000,000. New York city leads  
with \$2,600,000. Philadelphia received  
\$2,157,507, and St. John's (Nfld.) \$218,031.  
Hamilton is next among Canadian cities  
with \$183,300. Winnipeg following with  
\$176,403. St. John is forty-eighth in the  
list, and the payments made by the Press  
are paid here are noticeably large  
in proportion to our population compared  
with other cities, for St. John is fifth on  
the Canadian list. Elmira, (N. Y.), about  
the same size as St. John, received only  
about half as much. Canada as a whole  
is credited with somewhat more than \$18-  
000,000, New York state with \$65,000,000,  
Pennsylvania \$38,000,000, Ohio \$22,000,000,  
and Illinois \$18,000,000. The Press  
estimates the amount of life insurance  
in force in Canadian cities as follows:  
Montreal, \$23,400,000; Toronto, \$148,300-  
000; Ottawa, \$68,500,000; Quebec, \$47,900-  
000; St. John, \$42,200,000; Hamilton, \$22-  
800,000. The estimate for New York city  
is \$2,709,000,000, and for Philadelphia \$873-  
500,000. Of policies of \$100,000 or more  
the Press reports only two in New Brunswick  
during 1906, Kilgour Shires, \$12,000, and  
William H. Murray, \$10,000.

**PREPARING FOR — ?**  
The proposal under consideration at  
Washington to move a fleet of battleships  
from the Atlantic to the Pacific means  
that while the Americans do not expect at-  
tack on their eastern seaboard many of  
their public men are not so sure about  
the Pacific. They talk peace and concilia-  
tion, but they believe it wise to place  
the fighting weight of the navy where it  
can be used to advantage, either in  
diplomacy or in war. While most Ameri-  
can journals run very gently at Japan  
when at all, there are exceptions. With  
something like brutal frankness Collier's  
Weekly asks whether, after all, it will  
avail the United States to continue to treat  
Japan with more consideration than the  
other nations. The answer is convinced that  
a show of superior sea power is the one  
step to keep the Japanese civil, if indeed,  
it is possible to avoid fighting them after  
a while.

"The Japanese," says the Weekly, "are  
a sensitive, proud, and warlike people.  
'Look cross-eyed at him, an' they're into  
ye'er hair,' remarks Mr. Dooley. Their  
natural disposition to feel insult keenly  
and resent it quickly is increased by the  
consciousness of recent victory over a  
Caucasian race of five feet ten. If we  
avoid war with them for the next ten  
years, it will be because we shall have  
treated them with an excess of studied  
courtesy, never practised toward any ob-  
ject, or have maintained a navy so ob-  
viously superior that they fear to fight us.  
Are we likely to escape by the former  
method? Is the San Francisco stevedore,  
on a Saturday night spree, collectively so  
potential of international insult, likely to  
learn the discriminating wisdom of the  
Sage of Archway Road? 'Ye can bump any  
foreigner ye meet but a Jap; don't touch  
him; he's a live wire.' Will drunken Den-  
nis Kearney, lurching down a Mission  
Street pay-day night, check a belligerent  
fat to save gray hairs for Mr. Root? Hardly. Whatever respect may be prac-  
tised by the more enlightened and respon-  
sible, the feeling of the street crowd which  
makes international complications will be  
that of the Philippine army poet, when  
Governor Taft was preaching consideration  
and duty toward 'our little brown brother':  
'He may be a brother of William H. Taft,  
But he ain't no brother of mine.'"

"A Japanese general, wearing all the  
medals that he so rightly won at Mukden,  
carrying a Yale diploma in one hand and  
a Harvard degree in the other, would con-  
tinue to be to the American truck-driver,  
at the best, an amusing little brown man.  
This is, of course, utterly wrong, and dis-  
illusionment would partake of the nature  
of retribution; but for Japan's interest and  
our own, so long as this prejudice con-  
tinues, with its big possibilities for casual  
bells, the best insulator for live wires on  
the Pacific Ocean is two ships to Japan's  
one."

In other words it is hopeless to expect  
the "man in the street" in the United  
States, particularly in California, to treat  
the Japanese with respect, and it is cer-  
tain, also, that Japan will not long permit

any foreign nation to treat her subjects  
as inferior to its own. Collier's sees no  
way out of it but a navy so big that Japan  
will not challenge it. This policy is a  
very costly one, but the Americans ap-  
peared committed to it even before there  
was any friction with Tokio. Their naval  
programme is a most extensive one, and  
the tendency is to enlarge rather than  
diminish it. The American purse is much  
longer than Japan's, and for that matter  
the most expensive navy afloat is cheaper  
than a war.

**NOTE AND COMMENT**  
A question which ought to have been  
settled long ago must be settled now. Are  
the river steamers to be permitted to  
carry both hay and passengers?

The awful intelligence comes from the  
family district in China that thousands  
must die before aid can reach them. They  
face a horrible fate that we, in a land of  
plenty, can scarcely conceive.

There should be no further delay in  
passing through the British parliament the  
bill providing for increased provincial sub-  
sidies in Canada. It has not yet been  
read, and no opposition has de-  
veloped.

There is some doubt as to the rate of  
progress in building the new berths. The  
Council should learn at once whether or  
not a reasonable effort is being made to  
prepare the port for the next winter  
business. The public is entitled to a  
prompt and business-like examination of  
the situation by the aldermen. They are  
responsible.

They show no mercy in politics in On-  
tario. Note this, from the Toronto Globe:  
"Orchard, the king of murderers and  
prince of assassins, was formerly a con-  
stituent of Hon. Dr. Willoughby's in  
Northumberland. To the Globe, the Min-  
ister said this morning: 'One of the things  
to Orchard's everlasting credit was that he  
voted Tory. He was one of my warm  
supporters.'"

The meeting of the Supreme Orange  
Lodge in Vancouver (B. C.), is not with-  
out its exciting moments. There was a  
political topic to the discussion yesterday,  
and Dr. Sproule on Wednesday expressed  
the fear that Mr. Fielding's visit to Rome  
might have some relation to his desire  
to be the next premier of Canada. The  
fear is not well-founded. Canadian prem-  
iers are made in Canada.

The English government suppressed  
"The Mikado" because they were afraid  
that the Japanese would not like it. The  
Japanese bands on the warships at Chat-  
ham played aim from that shore, perhaps,  
as an American reviewer suggests, to show  
that they appreciated Gilbert and Sullivan's  
joke better than the British themselves.  
Anyhow it was the proper answer to  
the British suggestion that the Japanese  
had no sense of humor.

The Hon. Mr. Farris evidently put his  
time in the old country and France to  
good purpose. He has secured some of  
the finest horseflesh ever imported into  
the province, and on their arrival the  
animals will be sold at auction, for dis-  
tribution in the various counties, to im-  
prove the breed of horses in this part  
of Canada. With regard to sheep impor-  
tations, he has learned that our needs can  
be more satisfactorily supplied in Can-  
ada, and steps will be taken to that end.

President Nicholas M. Butler, of Colum-  
bia University, thinks that Governor  
Hughes of New York will be well in the  
running for Republican candidate for the  
presidency. He says: "The more likely  
nominations are Taft, Hughes and Knox.  
Hughes is gaining strength every day.  
Great pressure will be brought to bear  
on Mr. Roosevelt to get him to consent  
to run for a third term, but he never will  
accede. The candidate must have the  
support of the whole party to win, and  
President Roosevelt will heartily support  
the man who is nominated."

Premier Deakin of Australia is in no  
wise cut down by the failure to carry  
out the imperial conference that he  
desired. Those who have been disposed  
to think otherwise will be enlightened by  
the following cable: "Speaking at Perth,  
West Australia, Premier Deakin surveyed  
the Imperial Conference at length and  
said it was a triple success in the work ac-  
complished, but, greatest of all, when the  
members spoke straight to the people of  
the Mother Country, apart from and above  
all local politics, as citizens of the Em-  
pire."

Secretary Taft has been ill. As he  
looks like presidential timber the news-  
papers are keeping close watch upon his  
condition. A St. Louis despatch is favor-  
able:

"Secretary Taft has evidently recovered  
from the attack of indigestion which was  
said to be the cause of his recent illness  
at Minneapolis. His breakfast bill this  
morning at a Union Station restaurant  
was \$2.63. He allowed the waiter who  
served him to keep the thirty-five cents  
change of the \$3."

Yet the size of the bill does not neces-  
sarily indicate a complete recovery. Mr.  
Taft weighs more than 300 pounds and is  
regarded as no weakling with a knife and  
fork. Furthermore \$2.63 is not very large  
American restaurants will not pay for  
more than a cup of coffee, a roll, a slice  
of melon, and a cigar, and if big Mr. Taft  
were really fit he would regard these  
things as a mere preliminary canter rather  
than as a square meal.

The statement made by Mr. W. I. Gear,  
of Montreal, to The Telegraph on Thursday  
evening should arouse some interest among  
the citizens. Mr. Gear does not believe  
the two new steamship berths can be  
completed in time for next winter's busi-  
ness. It would be most unfortunate if  
they were really fit he would regard these  
things as a mere preliminary canter rather  
than as a square meal.

railways in the west will be able to handle  
this year's crop. If so there should be a  
very large business for this port next win-  
ter, and every preparation should be made  
to handle it with all necessary despatch.—  
Daily Telegraph.

The Russian government took ample pre-  
cautions to preserve the peace before dis-  
solving the Duma. A cable from Warsaw  
says: "While the news of the practical  
disfranchisement of Poland has spread  
gloom and indignation throughout the  
country, there is not the slightest chance  
that serious disorders will occur. Around  
this city there are 35,000 troops, which  
can be massed at once at any given spot.  
The coup d'etat of June 16 was most care-  
fully prepared by the government. The  
Polish governor-general was informed days  
beforehand and was able to take the most  
complete precautions and to prevent the  
slightest manifestation."

**JUDGE SCORES KINGS  
COUNTY MAN WHO PLEADS  
GUILTY OF ABDUCTION**

Donald B. Kennedy's Bad Record  
Shown by Justice Wedderburn—  
Sentenced Wednesday.

Hamilton, N. B., June 24.—(Special).  
At the adjourned session of the King's  
county court this morning, Judge Wed-  
derburn continued his hearing of the case  
in which Donald B. Kennedy is charged  
with the abduction of Elsie Boone, the fif-  
teen year old daughter of Fred Boone, of  
Apoahqui, on June 1st. A number of ad-  
ditional witnesses were in court ready to  
give evidence, but before any of them  
were placed on the stand, J. M. McIntyre,  
counsel for the accused, said he had been  
instructed by his client to withdraw his  
plea of "Not guilty," and to plead guilty  
of the charge as set forth in the indict-  
ment. He had no extenuating cir-  
cumstances to lay before his honor, but be-  
lieved that the prisoner had committed no  
crime against the person of the young girl,  
who would go out to the world without a  
stain upon her character, save that she  
had been guilty of an indiscretion in going  
off from her home with the prisoner, who  
he urged that his honor extend such mercy  
as he might in delivering sentence.

Kennedy, on being asked by the judge  
if he concurred in the withdrawal of the  
plea of not guilty, replied that he did and  
now pleaded guilty.

His honor then addressed the prisoner  
in the most scathing manner, in the course  
of which he brought out facts which had  
been disclosed since the adjournment and  
which would have been placed in evi-  
dence had the case gone on. Among these  
were that the prisoner had served time  
in the penitentiary and had just com-  
pleted his ticket-of-leave term; that he  
was a married man with two children,  
one a babe of only a few weeks, and that  
his wife was in child bed at the time of  
his escape, with the Boone girl; that on  
the morning of June 1st he and Elsie  
Boone had gone to Apoahqui where he  
tried to secure a marriage license but  
without success; that they went to St.  
John where Kennedy secured a license  
from the registrar, Mr. Suffren, that he  
contemplated, and but for his arrest  
would have accomplished the crime of  
seduction, bigamy, adultery and desertion.  
He had led the poor young girl to  
violate the sweetest command ever given  
to man, "Honor thy father and mother  
that they may be long," all of which he  
afforded slight grounds for the plea of  
mercy. In the midst of his strong de-  
nunciation of the prisoner's conduct,  
his honor paused and said:

"Prisoner, you are reminded to jail  
until Wednesday next, then to be brought  
before me for sentence. After his re-  
moval Judge Wedderburn called Elsie  
Boone to the witness chair and delivered  
to her a most feeling address on the  
wrong she had done, the crimes she had  
barely escaped committing, and the direct  
consequences which would have followed  
in their train had she not returned home  
and a possibly untimely death. He added  
some most fatherly advice as to her fu-  
ture conduct. His honor also paid a fit-  
ting compliment to Sheriff Brown, who  
of the court F. L. Fairweather and the of-  
ficers for the very thorough manner in  
which they had elicited the facts culmi-  
nating in the position of the case de-  
veloped this morning."

Mr. and Mrs. Boone, Mrs. D. B. Ken-  
nedy, wife of the prisoner, and her father,  
James M. Hastings, of Sackville, and Mr.  
Suffren, of Sussex, were summoned to  
court and were present with Sheriff Sher-  
wood, of Westmorland. Mrs. Kennedy  
sought an interview with her husband on  
the promise that he make her a thorough  
apology for the course he had pursued to-  
wards her.

**WOODSTOCK MILL  
BURNED SUNDAY**

Plant of A. W. Hay Totally Destroyed  
—Loss Partially Covered by Insur-  
ance.

Woodstock, N. B., June 23.—At 12.30  
this morning fire broke out in Hay's saw  
mills, formerly Moore's mills, and in a  
few minutes it was a mass of flames.  
Nothing could be done by the fire de-  
partment, as the fire was too far ad-  
vanced. The cause of the fire was not  
known, but it is believed that the fire  
was caused by a defective boiler. The  
Company's buildings, coopers and lumber  
piled along the yard.

How the fire caught will remain a mys-  
tery, for one of the workmen visited the  
mill at 11 o'clock, and there were no signs  
of fire. The mill contained saws, shingles  
and lath machines, edger and three en-  
gines, no part of which could be saved.  
There was a large quantity of shingles  
and other lumber destroyed, valued at 15,000.  
The barrels owned by the coopers com-  
pany.

A. W. Hay, the owner, was partially in-  
sured, but not nearly enough to cover the  
loss. The coopers company is also a  
heavy loser.

**CANADA PROMISED  
BIG FRUIT CROP  
THIS SEASON**

Ottawa, June 23.—The small fruit crop  
of Canada will be light this year, and  
the crop of larger fruit will be heavy. The  
fruit branch of the agricultural depart-  
ment says that the plum crop will be the  
largest on record. The apple, pear and  
cherry crop will be good. The apple crop  
in British Columbia is said to be assured.

## WARM SPEECHES IN ORANGE GRAND LODGE