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Semi-Weekly Telegraph
ST. JOHN, N. B., NOVEMBER 28, 1906

THE WINTER MAIL ROUTE

The C. P. R. train which left St. John with the Hong Kong mail at 6:23 Friday evening was covering about forty-five miles an hour early next morning when it was within one hundred miles of Montreal, and it should reach that city about half past five—about eleven hours for the journey. The Express left about seven hours by putting in at Halifax, and she encountered rough weather between Halifax and St. John which delayed her three hours more. Had she not been compelled to reach this port before noon yesterday and the mails would have been in Montreal at an early hour last evening. The I. C. R. train which left Halifax with the Express' Canadian mails went through Montreal in twenty hours or a trifle less—last time reflecting credit upon the road. Even so, it must be apparent that even with the evidence supplied by this single voyage of the Express, the St. John route, if given a direct test, would give the whole country quite as good a service as that via Halifax. Indeed the knowledge we shall have after a few more trips will probably show that the direct St. John route has many advantages so strong that they cannot be ignored.

The question of the routes is now in the condition that both study and agitation will be necessary before St. John can secure a proper decision with regard to it. Our members of parliament and our public men will be led to give the matter close attention in order that the port may lose neither business nor prestige because of neglect on the part of those who should be most interested. The Expresses are proving to be very fast ships. They could come from Liverpool to St. John direct inside of six days. Shipping men familiar with prevailing conditions know that these ships could come to St. John with much less risk of delay at any season than to Halifax. Pressure will be exerted to prevent a conclusive test of the routes, and steps should be taken to counteract that pressure, not only in the interests of St. John but because the whole country, which pays the subsidies, is entitled to clear proof as to the best means of utilizing the money. While some facts necessary to a positive conclusion are yet lacking there is reason to believe that one of the Expresses coming direct to this port could land the mails in Montreal via the C. P. R. steamer than they could get there by a steamer of the same speed using Halifax and the I. C. R. from that port. As further experiments and calculations will soon be available it would seem that these matters will call for action by the Common Council, the Board of Trade and the Provincial Government.

PEARY'S DASH
In all probability Peary will rest content with the polar record he has established. This time the grim northland nearly gripped him and his intrepid companions with the hold of the overhanging ice. Luck and daring united to open the way south again, but Peary's own narrative shows that it was touch and go in the march northwards which depleted the stock of provisions, and with equally favorable conditions at the end, Peary might readily have got, say, a hundred miles nearer the pole. He was stopped not by natural obstacles, but by the state of the commissariat, and the necessity of getting back. Here, indeed, is the inevitable difficulty of any such attempt, and it is hard to imagine any sledging expedition from the Greenland approach greatly bettering Peary's record. When it is recalled how far north the Fram drifted, it would seem that a dash with sledges from such a floating base might, under fortunate circumstances, bring some happy explorer within considerably less than 200 miles of the pole. The getting back will always be the pinch, though some emulators of the unfortunate Andree may yet do the trick by balloon. For sheer success, however, in setting human intelligence and courage against the forces of the frozen north, it is not likely that Peary's latest journey will be surpassed.

THE PROOFS OF CHRISTIANITY

Considerable interest attaches to all of Mr. Goldwin Smith's utterances with respect to religion. Here is his latest: "A correspondent calls earnestly on the Bytander to disavow belief in the supernatural and in miracles. Belief in the supernatural it is not difficult to disavow, since everything that exists must be natural as a part of the nature of things. But if by 'supernatural' the writer means the 'spiritual,' disavowal is a different affair. That the spiritual is not real and a part of nature the Bytander holds to be as yet unproved. Were it proved, the case of the pessimist would be strong. A miracle is an interruption of the ordinary course of nature performed in proof of a divine mission. Impossible it cannot be said to be, since we cannot determine the bounds of possibility. Belief or disbelief is a question of evidence. The evidence must be eyewitness or testimony not less trustworthy. The Bytander, however, does not mind saying that the great proof of the truth of Christianity, as it seems to him, is not miracle but Christendom, all corruptions and perversions of it notwithstanding. To that footing of belief the Christian world appears to him to be inching. Of one thing the Bytander is sure, there is no salvation for us but in thorough-going loyalty to truth."

SERMONS

The amount of space recently devoted by serious reviewers to the nature of present day preaching suggests a conviction in some quarters that the pulpit of our time lacks effective power. Any such conviction would necessarily take note of much wonderfully effective preaching, while lamenting much that is neither effective nor highly useful. Mr. Arthur C. Benson, son of a former Archbishop of Canterbury, has an article on "Sermons" in the National Review. An Anglican, he addresses Anglicans particularly, but much that he says applies to many. No doubt less time is expended today than formerly in seeking to exalt one denomination at the expense of others. Mr. Benson, however, sees other needs. For example, "I would go some considerable distance to hear a sermon by a kindly and shrewd old parson, who had lived an honest and simple life, on making money, or on falling in love; and the more that sermons deal with universal experiences, the better for pastor and flock alike. One does not want sermons to aim at transporting one into a different region; one does not desire to be conducted into the courts of an imaginary and not very interesting heaven, so much as to be brought face to face with the Kingdom of God on earth. My belief is that most people are interested in morality and conduct, and are interested in the development of Christian doctrine; that most people have a sense of religion, not very many a sense of liturgical worship."

No doubt another suggestion he makes is daring, but we must suppose it springs from a conviction due to personal observation to preachers and study of preaching. It is this:

"I should in the first place like to see the number of parochial sermons halved; one sermon Sunday, at the evening service, is ample. I never can understand why the reading of the discourse of great preachers is not encouraged. If Robertson, or Newman, or Kingsley have written persuasively and enthusiastically about some points of the Christian life, why should we not be allowed to listen to their words, rather than to the words of a tired and possibly dispirited man, who preaches because he must, and not because he has any very special message to deliver?"

MONCTON AND ST. JOHN

The Moncton Transcript comes forward with a new and extraordinary argument bearing upon the winter mail service. It says:

"Which of the St. John newspapers demands that the mails be landed at St. John shall be carried over the I. C. R. on all Canadian soil to the Great West of Canada? Not a single St. John newspaper has ever put forward the contention that there should be a provision that the mails should be trans-shipped to the I. C. R. and

carried westward. Surely the people of the rest of Canada have a right to expect that the newspapers will ask that British mails brought over in British vessels be landed in a Canadian port, should be carried to the point of destination exclusively on Canadian soil. The St. John newspapers wonder at the hostility of Moncton towards their demands. How can they expect Moncton or any other patriotic city to sympathize with a movement which means taking from the I. C. R. as an all-Canadian railway, the traffic and business which legitimately belongs to it and transferring the same to a railway which, in three hours after leaving St. John traverses American territory for a long distance?"

Does the Transcript seriously contend that the mails, if landed here, should be sent aboard the I. C. R. instead of by the short cut? Would the Transcript man, if he found himself in St. John and in a great hurry to set out for the Great West of Canada, avoid the C. P. R. because it traverses a portion of foreign Maine? The Transcript applies its unusual logic to freight alone, saying:

"The newspapers in St. John have almost unanimously supported the proposal that the British preference would be granted on goods imported as Canadian ports, but it seems logical that Mr. Logan's resolution should go further and provide that it shall only be granted on goods landed at Canadian ports and carried on an all-Canadian railway to the point of destination. That would seem logical."

Would it? St. John, then, if this Moncton logic ruled, would transport no business except via the I. C. R. Even Moncton men hardened by a long course of Transcript reading will be compelled to shy at logic like that. Does the Transcript perceive any sound objection to a thorough test of the mail routes, via St. John alone and via Halifax alone, in order that the country which pays the subsidies may know which route will give the best service?

TAXES ON FOOD

Tariff-making run mad is well illustrated in Germany just now by an absurd attempt to shut out foreign food products in order that the great industrial class may be compelled to buy, at protection prices, the food produced at home. No doubt the experience of people who eat dog and horse flesh, and who are coming to know why they are doing so, will lead to a change. The Montreal Witness in reviewing this extraordinary situation, says of it:

Prussia at present gives an instance of the injustice and folly of taxing a nation for the benefit of a class. By the operation of an election law, designed to keep down the growing preponderance of the industrial classes in the cities, the landed interests, known as the Agrarian party, has a majority in the Reichstag. The power thus obtained that party has exercised in the framing of the tariff so as to make the industrial class wholly dependent on them for food supplies. The result is that the price of food of all kinds has risen beyond the ordinary means of the working classes in the cities. For the working class is an unobtainable luxury, the flesh of horses, dogs and even cats being eaten, as stated in the despatches. Germany aspires to be a great manufacturing country, and has made wonderful progress in that direction. This progress was largely owing in the first instance to the low cost of living, but since the import duties on foodstuffs from America and neighboring European countries were increased, so as to give the landed interests absolute control of the home market, the situation has been completely changed. Food has become very dear, for the simple reason that Germany does not produce enough for her own people, and what is produced is increased in price by taxing all that comes from abroad. The manufacturers cannot make a corresponding increase in wages, because it would raise the cost of their products so high as to render them unable to compete with those of Great Britain and the United States. Germany is thus in precisely the same position that England was before the repeal of the Corn Laws, and an agitation like that led by Richard Cobden, has been commenced for removing the restrictions on the importation of foodstuffs, especially meat. At present the movement is not so active in Prussia, but as the tariff is imperial in its scope, and conditions are the same in all the states, it is sure to spread throughout the empire. Those countries which, like Canada, the United States and France, produce a surplus of foodstuffs can, at least, endure protection. Food production, where it is lavish, can bear untold exactions by other industries, if forced to. Whether it is wise to lay burdens and disabilities on a country's staple industries is another question. But where the operation of protection raises the cost of food to very soon becomes intolerable, as was the case with the Corn Laws, and was the condition in Great Britain when the demand for free trade arose, and so it will be in Prussia and all Germany under the operation of a natural law which no tariff laws of human contrivance can withstand.

WE MUST BLAME OURSELVES

The doctrine of individual responsibility, which we neglect every year in St. John by complaining of aldermanic neglect for months and then electing the same or similar aldermen when the elections come, was neatly outlined in a public speech by Justice Gaynor in Boston recently. He was discussing the sins which corporations were allowed to commit through carelessness or class legislation. He said in part:

"The voters and their legislative representatives were crying out loudly against the trusts. Was such a spectacle ever before seen in the world? Buckle points out that the commercial reforms of the first half of the nineteenth century in Europe consisted in repealing the laws which had been passed to regulate and aid commerce, and which were all sources of mischief instead of good. Is this history to repeat itself with us in the twentieth century?"

This is odd, it is true; and likewise it is properly of national rather than of civic application; but it will suffice very well as an introduction to another old story—neglect of St. John—of their own interests—by the citizens of St. John. If we pay two prices for bad gas and are without promise of redress, it is our own fault. So of other matters. The past summer we had a record-making season of bungeing at City Hall—the direct result of our own neglect in declining to take enough interest in civic affairs to infuse into the Council enough new blood to convert it into a board of directors who would transact business like business men dealing with their private affairs. Men on every street in St. John have week demned the aldermen during every week since last May, and yet there is every prospect that the most precious of the men at City Hall today will be their own successors.

It was announced some months ago that the heads of departments were to be entrusted with authority and held strictly to account for results. Last night's exhibition of the safety board meeting shows how little there was in that announcement. The \$80,000 ferryboat is tied up at the beginning of the Winter Port season, and report says that the ten men now tinkering her will not be able to make her fit for the route for weeks to come. Some thousands of persons who crossed the harbor on Sunday would have given some thought to the Laidlaw and her brief but eloquent history; but no man expects that this thought will show in the election returns next spring. Good government would be a considerable impetus to public and private business in this city, a considerable aid to public comfort and a welcome minister to public spirit and public pride. There is no likelihood that we shall have it unless some influence at present invisible sets the people to thinking seriously, and to acting in the immediate future.

TOMORROW

Yesterday Socialism and labor as political forces were negligible quantities nearly all the world over. Then in Germany and in France, in Italy, in Austria, and suddenly in Great Britain, they became formidable. Today in the United States, and in some degree in Canada also, Socialism and labor together with allied movements, are beginning to exhibit remarkable vigor. As yet these forces lack the guidance they will have later on. It will come to them once they have the requisite driving power, and the rapid development of this power is a phenomenon that today is causing many people to ask the question of tomorrow. It is noteworthy in this connection that several American journals of national reputation, which ordinarily are regarded as representative of the conservative business classes—the New York Evening Post and the Journal of Commerce, to mention two—simultaneously publish articles in which frankness and with reason the growing power of the forces to which we have referred is set forth. These writers, abandoning the earlier attitude of mere hostility to the new movements, admit their present strength, and think it will be multiplied in the very near future, and the necessity for a wise compromise. These questions are by no means foreign to the Canada to-day, with its somewhat turbulent element in British Columbia, and with its eager labor movements in the other provinces. No great foresight is necessary to conclude that what is happening in some other countries today will be happening in the Dominion tomorrow, as our industrial centres multiply and increase in population and the industrial classes begin to follow the lead of labor in the Old Country. Labor conditions in Canada have not scored conspicuous successes thus far; it is unlikely that they will for some little time to come; but it is to be remembered that the elements which make such candidates possible are increasing rapidly. In Canada in comparison with other elements. The Journal of Commerce, which forecasts some rapid and serious changes in the complexion of American politics puts forward this reminder for those who will not see because they persist in ignoring the sign-posts:

"It is never to be forgotten that exist the long run impossible reconstruction, or their action will be controlled and moderated by a more rational majority of this class. That is a rational hope; but its realization may depend upon the discussion of the most sensitive and difficult questions with a controlling spirit of forbearing and intelligent patriotism."

The Journal assumes that too many men have failed thus far to take cognizance of the sweeping changes made or about to be made through the spread of education and the universalization of the elective franchise.

"The Socialist" connection," it says, "comes in the way of the vast expansion of popular education and the elective franchise. It is more than a mere concomitant and non-causative sequence of the new conditions. It is a direct consequence of the two stupendous experiments; experiments the more stupendous because they deal with the virtually unproved elements in the world's social life; elements of immeasurable possible potency, explosive and uncontrollable. For who will deny that modern popular education and enfranchisement have equipped the masses for exploiting politics and virtually empowered them to make and

unmake fundamental law without stint or effective challenge?"

Until the great reforms of the past century, the laboring classes were held under the restraints of ignorance and, to that extent, were politically impotent. When the beneficent reforms of education and enfranchisement were introduced, it might well have been considered prudent for statesmen to carefully estimate the scope, possibilities and true benefits to be aimed at in the contemplated changes. Unfortunately, however, instead of a graduated method of approaching the changes, both parties to the controversies assumed extreme attitudes; the reformers demanding far more than could be prudently granted without tentative preliminary steps, and the conservatives stimulating that overblown resistance to the most reasonable liberalization of political institutions. This has been the most stupendous blunder in the domestic politics of the nineteenth century; for which the conservatives in every country must bear a grave onus of blame."

The Journal speaks as one facing a political revolution. It believes a solution of these questions can be found without an appeal to force, adding "To attempt a forcible adjustment would be ruinous to every interest, the proletarian more promptly than any other. By no possibility could violence end otherwise than in the permanent subjection of all the interests of labor." It believes that labor will have more tolerance and more wisdom as it acquires more power; and it speaks a word as to the necessity for a spirit of conciliation on the part of the other elements of the nation. "The sturdy elements of the nation—prudence, tolerance and concession from the middle and wealthier classes. With the joint bond of education and political privileges, the workman of today is not what he has been and must be in the future. His practical intelligence, training and productive capacity enhancing his value to the community, and the race far surpasses all experience and will rise still higher. In proportion as the character and capacity of the class advance their value to mankind advances; and labor may safely depend upon the law of compensation to secure for it a just and ample reward. An attitude of fairness and generosity on the part of the employing class, it is to be hoped, may be safely trusted to evoke a response of honor and good-fellowship from the working counterpart of the world's kingdoms."

Short sighted men who saw the shadow of these questions over the recent American elections believed that shadow disappeared when the votes were counted. But these problems will vex American politics even more sharply during the decade to come. They will be in the front of the battle during the next two presidential elections. In Canada the discussion and agitation are in an earlier stage, but that the same forces are at work there can be no doubt.

NOTE AND COMMENT

Those New Brunswick seneschals continue to hang fire most stubbornly. And it cannot be for lack of men who are both willing and fit to set the yawning gaps in the Red Chamber.

With a sort of staidness still. After Count Boni de Castellane had been divorced, and so deprived of his source of income, a New York restaurant man exhibited him an offer of \$10,000 to act as head waiter. The count's decision has not been announced.

Francis, the negro convict, has been at large in Maine for nearly two weeks and has terrified many country districts. The state can scarcely be proud of the authorities whose weakness and neglect permit one criminal to set them at defiance so long.

Gov. Fraser, of Nova Scotia, who was the principal speaker at the banquet of the Canadian Club in Boston last evening, employed language calculated to un-dermine New Englanders who have been listening to fairy stories about annexation and Canada's desire for reciprocity.

An American journal suggests that as only 300 women have been added to the list of Boston registered voters this year, there is much strength in the contention of the women opposed to woman suffrage, that the mass of womanhood is not interested in the suffrage question. Another journal suggests that the women suffragists can fairly retort by pointing to the vote in New Zealand, where the number of women voting rivals that of the men. But our ways are not New Zealand's.

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Rothsney News.
Rothsney, Nov. 26.—The first river ice formed Saturday night and the cows have a firm and glazy appearance even today.

There was a very pleasant function at Kennedy's Hotel Friday night. The first having a merry good time! The first time I came to Harrison I was driving "them steers." One of his sayings were: "We want to forget a lot of things—mistakes in fruit growing." Last year from one and one-half acres of North-end Spry trees I sold \$800 worth of apples. This year I will give me as much more!" "Educate the children in apple growing till all the apple belt of Maine is covered with trees." "Must cultivate apple trees the same as orange trees in California." "Automobiles have come to stay. Can't educate the horses to 'em, but we can the corks. Time will come when devil wagons will had logs to mill and apples to market."

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