POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH

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C. J. MILLIGAN, Manager.

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Write plainly and take special pains with names.

Write on one side of your paper only.

Attach your name and address to your communication as an evidence of good faith.

THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

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The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:

WM. SOMERVILLE,
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Semi-Weekly Telegraph

ST. JOHN, N. B., JUNE 25, 1902.

AN ENTERPRISING EFFORT.

The recent announcement that Dr. R. W. Ells, of the Canadian Geological Survey, has arrived in Prince Edward Island to practically prosecute an investigation of its mineral resources, especially with a view to the possible discovery of coal, has awakened very great interest among many persons. If it should be shown that the island possesses coal areas awaiting development, capital will not be lacking for the purpose, for, while it will be a tremendous boon to the islanders themselves, it will also be a boon to the people of Quebec and the northern part of New Brunswick whose coal supply is now drawn from the fields of Cumberland and Pictou counties (Nova Scotia) and the various collieries of Cape Breton island. The mere item of the home market of 100,000 population in the island, all of whom at present have to import their winter's supply of fuel while the season of navigation lasts, is one that would represent the profitable operation of a considerable colliery, while if the coal found should prove superior in quality to that of the nearby fields its outside market would be materially enhanced.

The island's reputation hitherto as a mere sand-bank, wholly devoid of stone or mineral, applies, we are now told, to the surface only, and until the borings have been made to determine the nature of the substrata, it is impossible to say what wealth may lie in the depths. It is regarded by some scientists as entirely possible that the coal formation of Pictou county may extend beneath the Northumberland Straits northward, and if coal, perhaps also other valuable deposits may be discovered. It must be very gratifying to the people of Prince Edward Island that the present government at Ottawa have taken hold of this enterprise and authorized this the first geological investigation of the resources of the province since it has entered confederation.

MILITARY LESSONS.

Whenever a war is in progress it is closely studied by the military critics of all the military powers—and if it is a naval war by the naval critics—with a view to ascertaining if anything may be learned for their advantage. It is like experts watching a game of chess and studying the moves made in order to perfect themselves in the game. Of course the information acquired is not always made public, but it generally transpires from the subsequent actions of the powers, in preparation for possible further warfare, what they have deemed to be the wisest lessons learned. It is too soon yet to judge what the nations may have learned from the Boer war, but the journalistic enterprise of the great London dailies in expressing the views of specially retained military critics who have carefully followed the war, are beginning to be made available and are probably both as valuable and interesting to all military authorities as if they were official.

Prominent among these criticisms is that of the military expert of the London Daily News, who finds that the sum total of military knowledge has gained decidedly by the experience of the British troops. The results of his observations and deductions have been very comprehensively set forth under headings as to whether theories had been confirmed or proved false by experiment, what doubtful questions had been settled and what unexpected results had transpired. He has found the following theories proved in practice: That the ability to take cover and to use the ground is essential to efficiency; that until the last rush advance must be made in very extended order; that scouting is at once more difficult and more important; that guns within 1,200 yards of infantry can be picked off, and, unless very strongly supported, will be lost, and that a defensive position can be held by a somewhat smaller number of men proportionately than was the case with the older weapons. The principal theoretical conclusion proved false he considers the hitherto regarded difficulty of holding a railway line, which difficulty Kitchener showed to have been greatly exaggerated. Among the doubtful questions settled he regards as most important the enormous advantage of possessing a mobile yet heavy piece side by side with one's ordinary field batteries, while the moral effect of artillery he says has been thoroughly demonstrated. The facility with which guns may be surprised he considers additionally proved, and he likewise comes to the interesting conclusion that the role of cavalry has not been reduced to scouting, for, says he: "The moral effect of a great body of horsemen (although they can always be checked by unshaken infantry) has, for infantry in the least demoralized, much of the terror which it formerly possessed."

The value of the great strategic fortresses, such as those which separate France from Germany, was not tested in the Boer war, for there were no systematic assaults. The unexpected lessons of the war are regarded as chiefly: the very small losses in battle, the value of small machine guns as range finders, the lack of terror of the magazine rifle, and the possibility of creating, owing to the extreme flatness of trajectory of the modern rifle, a zone through which it is often impossible to bring up water, ammunition, reserves, etc. A good many of these matters are of little interest to other than practical military men, but it must be of general interest to find that the conduct of the war developed so much to the credit of the British system wrought out from theory, and so little to lead one to the conclusion that any other military power might have done as well under all the circumstances of the war, even supposing that any other could have placed in the field such an army as the British.

ECONOMY VS. DANGER.

The matter of the use of oil as steamship fuel seems to have received a setback by the decision of an English company which has been using it on its steamers in the Indian trade for two or three years, to give it up and revert to coal. The reason alleged is that so many of the oil-fuel steamers have suffered damage on account of accident, collision, explosion, etc. It is also stated that the Shell line of steamers in the same trade has recently had two of its ships so badly damaged by explosions of oil on board, one of them, the Nerite, being totally wrecked by fire in the Suez Canal, that this line will probably also abandon oil as fuel, although it was one of the earliest and most enthusiastic in its adoption.

On the other hand the American-Hawaiian S. S. Co., which has given orders for the equipment of its steamers with oil-burning apparatus, does not seem at all discouraged, and is reported to have contracted for additional tank vessels to be used as storeships at points along the route. The board of United States naval engineers appointed to investigate the matter has also succeeded, it is said, in producing one-third more steam from a standardized boiler with oil than was possible with the best coal, while it is announced that the recently developed oil-fields in Texas will be able to offer such fuel to consumers at 50 to 60 cents a barrel, which will make the cost of generating steam by the use of oil about half the cost of generating it with coal. The statement of the United States Fruit Company, operating between Boston and the West Indies, that in one year a saving of $9,210 was effected through the use of oil instead of coal in the steamer Breakwater, is also a great incentive to attempt the innovation.

It is this great chance for the exercise of economy in the operation of steam vessels by the use of oil which is the temptation inducing so many steamship owners to give it serious consideration in spite of all the risks, but doubtless if the use of oil should become very general for the purpose, the underwriters and the steam-vessel inspection authorities will exercise careful restrictions. It is to be noted meantime that the restrictions in regard to the transportation of oil and all other combustible materials on passenger vessels continue to be rigidly enforced in the United States.

WHAT DOES THE FUTURE HOLD?

The Telegraph has on several occasions referred to the controversy over the suggestion of the adoption of the fiscal policies of Great Britain and the colonies to and Imperial Zollverein or preferential tariff within the empire. The suggestion is not a new one, and yet, considered as a practical proposal, it found its first formidable champion in 1897 in the person of Hon. Joseph Chamberlain, Britain's Colonial Secretary. Mr. Chamberlain's powerful advocacy, in conjunction with the remarkable growth or development of imperial sentiment, occasioned by the South African war, has given the idea an impetus that has exceeded the dreams of the early fathers of the plan for Imperial Federation. And yet much of the imperial sentiment which impelled Canada and the other colonies to co-operation with the mother land would be opposed to the idea of a British zollverein. As Mr. John Charlton so well expressed the idea of the Canadian people: "Instinct and loyal impulse led the colonies to range themselves almost instantly on the side of the mother land, with a determination that the great British empire in Africa should remain intact, and that British influence and development in Africa should proceed unimpeded." Many of the ablest Canadians, while endorsing this utterance, have agreed with Mr. Charlton that not only would imperial federation with its various stepping stones of imperial customs union, federal union and central domination of imperial affairs by a parliament representative of all portions of the empire, never be realized, but that it was not at all essential to imperial unity that it should be.

It is a big idea this imperial federation scheme and one which naturally catches the imagination. Whether it is either practicable or desirable is another question. The suggestion of a British zollverein is, it seems to us, the first natural step towards the larger scheme of consolidation. Of its wisdom, even if it were practicable to attain its consummation, we have grave doubts. In saying this we are of course viewing the question in its broadest form and from the standpoint of its effect on Great Britain and the empire as a whole, for we can readily concede that if we regard the matter merely from a Canadian standpoint that Canada has everything to gain and very little to lose by a British zollverein apart from what it seems to us are its natural results. The imperial preference in duties will probably never be conceded by the great importing part of the empire. Great Britain itself, without other important principles being attached to the concession, such as the assumption by the empire of the heavy burthens of imperial defence. And while we do not necessarily shrink from the assumption by the colonies of a fair proportion of this expense, it seems to us that any very heavy burden of that nature might defeat the future of the colonial nations which are struggling along with all the difficulties to be overcome which naturally result from the development of new countries by a limited population. We confess that we have a feeling of envy mingled with wonderment at the men who, like Colonel Dennison, can settle so weighty a project in a five minute discussion.

To us there seem many powerful objections to such a policy, and we confess that we cannot imagine the British voter, born, bred and nurtured in his free trade principles, being willing to make the sacrifice which the adoption of even a small imperial preference must involve, although its advocates seem impressed with the idea that the wave of patriotic fervor, which will naturally be at its height during the coronation festivities, may be sufficient to bear the imperial vessel freighted with their dearest imperial federation hopes into the haven of adoption. Our reading of history, however, is that common sense plays a larger share in the making of the British fiscal policy than does imagination. Time will show whether we are correct.

KEEPING FAITH WITH ST. JOHN.

A good deal has been written and spoken of late regarding the duty of the people of our city and more especially of the duty of the Dominion government to provide the further improvements needed in the equipment of the port of St. John to cope with the gratifying growth of the winter export and import business. We have heard very little of the duty devolving upon the C. P. Railway to make good the terms of the contract entered into by them with the city of St. John to provide additional facilities as the business should demand them. We have no desire to interfere with any arrangements which that well managed corporation may have in view for the assumption of their contract burdens by the Dominion of Canada, but lest the railway gentlemen might fall into the error of thinking that everyone in St. John is as thoroughly mesmerized as the gentlemen who compose the majority of the city's common council, we venture to suggest that there is a contract, an appeal to the terms of which would rectify any mistaken impression that the duty is devolving on anyone more particularly than it is specified in that bond to devolve upon the corporation to which, as a consideration for future activities along these very lines, the people of St. John presented the facilities on the west side provided by local patriotism and so much local sacrifice.

We agree with Superintendent Oborne in his statement recently to the Montreal Star:

If St. John is to become Canada's winter port and also secure a fair share of the summer trade, advantage should be taken of the fact that it is the youngest port on the Atlantic enjoying some excellent natural conditions and should strive to have everything at least one better than the best of the existing ports, and the wisdom of this proposition is demonstrated by the fact that we have the finest stock yards on the Atlantic coast and they are so much in advance of those at any other point that Colonel Dent, representing the British government, is shipping horses via St. John to South Africa, notwithstanding the fact that Montreal, Quebec and other ports are open.

That is the spirit of the contract entered into by the C. P. Railway with the city of St. John, and we trust the C. P. R. will see to it that the facilities provided are up to the high standard so sensibly set by their brainy superintendent. But if Mr. Oborne cannot induce the C. P. R. to live up to the spirit of its contract he and they at least have no option about his company carrying out the letter of it. If the C. P. R. can arrange for the Dominion government to assume its contract burdens, well and good. But in the meantime the people of St. John are not content to fall between two stools when they hold so definite an understanding regarding the providing of additional facilities as is embodied in the agreement to which reference has been made. At least such is the common sense view of the plain thinking people of St. John, who are not sufficiently subject to mesmerism to forget facts.

THE COST OF THE WAR.

The New York Journal of Commerce is authority for the statement that "the war with the Boers will pass into history as one of the most costly of all conflicts, and beyond all other wars in the cost proportionate to the number of men engaged." While this statement may not be absolutely exact, it is practically correct so far as any figures we have of other international conflicts enable us to form a judgment. The cost of the South African war will aggregate a billion dollars, for according to the British budget speech a few weeks ago the war had then cost Great Britain $825,000,000 and we have the later statement of Sir Michael Hicks-Beach that the $200,000,000 estimate for the present year will be required, although the war is ended, for transporting the burghers home, bringing the British troops back, paying outstanding bills and meeting all the incidental cost of establishing peaceful conditions.

For the three years prior to the war, Britain reduced her public debt at the rate of $100,000,000 a year. Since the war commenced she has borrowed $600,000,000 and has raised about $250,000,000 by extra taxation.

The reasons for the South African war being a particularly costly one to conduct, are apparent. While the number of men kept in the field has not been anything so large as in such wars as the Franco-Prussian or American civil war, no previous war has ever been conducted at such long range. The expenses of transportation not only of men, but of horses, mules, guns and ammunition, and the food for both men and beasts have been enormous. Moreover the war being carried on not only in a hostile country, but in one which the enemy was able to eat bare, it has been necessary to import and transport everything necessary for a three-year's military campaign. A further element of expensiveness no doubt was introduced by the guerilla tactics of the Boers, as much food and supplies must have been destroyed in order that they should not fall into the enemy's hands. We are rather inclined moreover to agree with the Journal of Commerce in the statement that "probably no government was ever robbed more freely by contractors than the British government in this war." The reasons for this would be very much the same as for the natural costliness of the war. Where so much of the supplies, horses, mules, etc., had to be purchased in foreign countries there would be no restraining element of patriotism to repress the contractors, and the difficulties of scrutiny and prevention of frauds very much greater than in ordinary military campaigns.

Fortunately the war is ended and Britain has once more an opportunity to make wealth instead of merely spending it.

OUR MINERAL WEALTH.

The news of the oil strike in Westmorland county, which was published in The Telegraph today, seems to foreshadow an era of development that may prove of most material value to this province. If the conditions so far reported are true, it would appear that a very extensive oil field has been tapped and in such an event the results may be of vast commercial magnitude. The statement that the quality is superior is likewise very gratifying and naturally the stockholders in the venture are overjoyed at their success. While they are to be congratulated upon such a promising inception of the enterprise, however, it must lie to a considerable extent with the provincial and local authorities to so safeguard the people's interests that the best results to the public may be attained. By this we mean that not only wise and careful legislation to guard the safety of the public must be enforced, but that far-sighted provisions should be made to cover the indirect results from the establishment of an industry which may prove much more rapid and elaborate in its development than would appear at first glance. For an abundance of good oil means not only refineries and the building up of a shipping export trade, but it may mean a supply of material so cheap for fuel and lighting and all sorts of mechanical manufactures as to cause an influx of population to boom the locality beyond the wildest anticipations. The reports at present of the quality of oil being so superior as to place it beyond competition for cheap uses, remain of course to be demonstrated when the development becomes greater; but it is always the part of wisdom to prepare for emergencies and it is the unexpected that very often happens, so that people now who do not realize the prospects will have themselves to blame in future if they fail to profit from them.

The fact seems to be, from this and other recent discoveries, that the mineral wealth of the maritime provinces never yet has been fully comprehended or appreciated. See how many years it was that the coal and iron industries of Nova Scotia languished, and how the gold mines of that province, although they have turned out fortunes for some owners spasmodically, are even now worked in but a desultory and unattractive system. How strange it seems that only now an effort is being made to find coal in Prince Edward Island, although the late Sir J. W. Dawson and other scientists years ago reported that coal probably might be found there at a depth of from 500 to 2,000 feet. And when one is boring for coal one never knows what else of value one may find beneath the surface. Thirty years ago an oil prospector in Ontario incidentally found one of the most extensive beds of solid salt in existence. The supplies of water from artesian wells have proved godsends to more than one locality. The copper mine at Dorchester, as has been reported in these columns, bids fair to prove a most valuable property. The albertite section in Albert county is a most interesting geological formation and it seems a pity that it has not been more thoroughly investigated, although it yielded considerable wealth while it lasted. All these things seem to be but finger-marks pointing to the probability of wealth lying at our very feet if we would only dig for it. The question is, when shall we become sufficiently inspired with faith in our own resources to demonstrate them? and how can the best and grandest results be accomplished? It is a problem inviting the sincere attention of scientists, statesmen, patriots and business promoters.

EMPIRE BUILDING BY CHILDREN.

One of the notable movements of the times, which seems to be deserving of encouragement throughout the empire, is that for which a league has been organized in London under the chairmanship of the Earl of Meath, the objects of which are as follows: "To impress on the youth of the empire the duty of loyalty and patriotism, to encourage and further their training in all matters calculated to make them efficient citizens in any part of the empire."

It appears that Sir Philip Hutchins is chairman of the executive committee and at a meeting on May 29 he reported an enrolled membership of some nineteen hundred and a sum of £90 subscribed toward the starting of a magazine. He also took occasion to warmly commend the action of Canada in founding an Empire Day for school celebration on May 24. Addresses were delivered on the privileges and responsibilities of imperial citizenship and a programme was outlined for the extension of the movement in the colonies.

The idea of inculcating patriotism among the juveniles as carried out in the schools of the United States to what seems a ridiculous extent to Britishers who become fully cognizant of it, the American flag being held up almost for worship; but when the very cosmopolitan citizenship of the republic is considered it is easier to realize why the teachers feel safer in going to the patriotic extreme than in neglecting the instruction. The fact that fewer British subjects proportionately than those of any other nationality become naturalized Americans, however, shows that the starry flag furore does not appeal to them as it does to the Europeans of less limited monarchies.

At the same time it is entirely possible that we in Canada do not spend quite enough effort in teaching our children all that we fairly might to make them proud of their empire and their flag. It has been said that Brtishers inherit such a patriotism that teaching of it is unnecessary, which may to some extent be true, and certain it is that the more they live abroad the more they see to appreciate in life under their own flag. But now that Canada is beginning to absorb such a large share of foreign immigration also, it is no harm that the children should know more of the value of their citizenship so that they may be able to give a reason for the faith that is in them and amply be able to persuade the stranger. Some time ago a movement was started for the exchanging of letters between Canadian school children and those in the United Kingdom which seemed to present many desirable features. If this children's league will likewise foster the mutual acquaintance of the children of the various sections of the empire, by such correspondence or some other wise means, it can hardly fail to provoke good results and possibly prove a valuable factor in the best kind of empire building.

NOTE AND COMMENT.

Now that the Toronto street car strike is settled, what about the "diggers?"

* * *

We cannot all go to the coronation, but we can all do our little best to celebrate the happy event.

* * *

Mr. J. Pierpont Morgan has bought an antique German clock. Let us hope that this is not a preliminary step in the formation of a time trust.

* * *

It must seem funny to Spain to send a consul to Havana, but she has braced up national dignity equal to the emergency and the act has been done.

* * *

The civil servants at Ottawa are hoping to obtain a coronation bonus equal to a month's pay. Their hopes will probably prove nothing more than smiling rainbows.

* * *

The city fathers, if the people only permit them to remain long enough at the council board, may obtain some information about the McLeod wharf, and also find a use for it.

* * *

The Harvard students sang the "Marseillaise" last Friday. This song is becoming more popular since our civic delegation gave it the stamp of approval during the recent visit to Montreal.

* * *

Canadians in London will today celebrate the anniversary of the sighting of North America by Sebastian Cabot in 1497. We notice with interest that the tickets are 10s. 6d. each, not including wine, and the Hotel Cecil is the place of meeting. Perhaps a civic delegation, by cablegram, might attend.

* * *

The holding of the Presbyterian General Assembly's next session in Vancouver will be a notable event on account of the distance so many representatives will be obliged to travel. But if our far westerners do not all become Presbyterians it will be because they have pretty good reasons for withstanding a vigorous campaign.

St. John, N. B., June 25, 1902.

Men's Suits.

Youns Men's Suit.

Do you suppose we would be doing the largest Clothing business in the Maritime Provinces if we didn't give the greatest sort of satisfaction?—good-wearing, good-fitting, good-looking Clothes for less money than other people ask. Conservative styles for the solid citizen; dashing styles for young men.

See the Suits at $ 5.00 — See the Suits at $ 8.00

See the Suits at $12.00 — See the Suits at $15.00

Stylish Clothing For Boys.

Buy the best you can afford when out-fitting the boy. It pays in the better service that good clothes give; it pays in satisfaction to both parents and the boy. We don't let our fine stocks run short in sizes Any boy can be fitted in any of the styles of suits that have kept this store pleasantly talked about all during the season.

Boys' Sailor Suits, - $0 75 to $10 00 | Boys' Russian Blouse Suits, $5 and $ 5 50
Boys' Two-Piece Suits, 1 50 to 6 00 | Boys' Three-Piece Suits, $3 to 10 00

Washable Suits—There isn't a good sort missing—75c. to $4.00.

GREATER OAK HALL,

King Street,
Cor. Germain.

SCOVIL BROS. & CO.

UNMISTAKABLE SIGNS OF CATARRH.

If you have a ringing in the ears, dropping in the throat, bad breath, headache, morning weakness, bad taste in the mouth—then it's catarrh. Use Catarrhozone Inhaler four times daily and eradicate this awful disease from your system. Catarrhozone kills the germs, heals the inflamed membranes, clears nose, throat and air passages by one application. Catarrhozone quickly remedies the head noises and deafness, prevents dropping, and is warranted to absolutely cure all forms of Catarrh, Bronchitis, Asthma, and Lung Troubles. Two months' treatment costs $1.00; trial size 25c. Druggists or N. C. Polson & Co., Kingston, Ont.

Richard Beatty, Truemanville, N. S.

Amherst, N. S., June 20—(Special)—Richard Beatty, a wealthy farmer of Truemanville, died last night after a short illness. Mrs. Beatty died a few weeks ago.

NERVOUS, SLEEPLESS, AND EXHAUSTED

Not sick enough to lay up, but you are out of sorts, blood is weak, nerves unstrung, kidneys deranged, vitality is low. You should take Ferrozone at once; it will enrich and strengthen and purify the blood, invigorate and pacify the nerves, and increase your energy, vitality and power. Ferrozone will renew your appetite and digestion, make you sleep soundly—in fact will make you well. Try Ferrozone. Price 50c. per box, or 6 boxes for $2.50; at druggists, or N. C. Polson & Co., Kingston, Ontario. Sold by A. Chipman Smith & Co.

In 1900 the output of coal throughout the world was about 757,000,000 tons. Of this amount 616,000,000 were furnished by three countries, viz.: United States, 240,695,917; Great Britain, 225,381,300; Germany, 149,551,000 (metric tons).

WHEN YOU HAVE HEADACHE,

from whatever cause, Bowman's Headache Powders will be found a safe, prompt and reliable remedy. Nervousness, Biliousness and Sleeplessness frequently cause Headache. Use Bowman's. They are always safe. No opium, Bromides nor other narcotics.

Ecuador has a record in volcanoes—three active, five dormant and 12 extinct. Eleven of these peaks have never been climbed.

MANY CHILDREN SUFFER

from Worms through Loss of Appetite, Fits, Sleeplessness and Pains. Give McLean's Vegetable Worm Syrup, the original and genuine. Always Safe, Pleasant and Effectual. Many years in use, always satisfactory. Get the genuine McLean's Vegetable Worm Syrup.

There were 20,000 Methodist soldiers in the English army in South Africa.

SUMMER COMPLAINTS

in Children and Adults promptly cured by Fuller's Blackberry Cordial. A Safe and Effectual remedy for Diarrhoea, Dysentry, Cramps and Pains. An old and well-tried preparation. No experiment. Price, only 25 cents.