

December 9, 1903.

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H. W. McCREADY, Editor.

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**Semi-Weekly Telegraph**  
ST. JOHN, N. B., DECEMBER 10, 1903.

**Special Notice.**

Positively the latest date on which we can keep our books open is DEC. 31st, and as the time is short we would be greatly obliged if all those who have not yet remitted the amount due for their subscription would REMIT AT ONCE and have their names appear on our annual statement as FULLY PAID UP.

**THINK OF THIS.**  
All who pay their arrears to date and also pay for one full year in advance will receive

**The Montreal Weekly Herald Free For One Year.**

This is without doubt the greatest offer ever given by a Provincial newspaper over 1,000 persons have already taken advantage of it. Why not join this rapidly increasing list and thus this splendid paper for a year? We intend making eight drafts through the Bank on all persons who do not remit before DEC. 31st, and when we are compelled to collect in this way we cannot give the premium, as the cost of collecting is then largely increased. We believe our friends will much prefer to remit direct, and receive this splendid premium free.

Address all communications to  
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**A WONDERFUL FEAT**

Great interest has been aroused by the use of the electrophone, by the London News to report the Birmingham speech of the Rt. Hon. Joseph Chamberlain. The News had the speech printed and on the streets of London 27 minutes after Mr. Chamberlain resumed his seat in the hall in Birmingham. The Scientific American describes the manner in which it was done.

In the editorial rooms of the News, 113 miles from Birmingham, an eleventh receiving station was established, comprising twelve receivers. At the hall where the speech was delivered, just in front of the speaker, were arranged six side-aid electrophone transmitters in small boxes. The wires connected thereto were switched onto the wires of the National Telephone system, which were carried to the hall for this purpose. These wires led to the Birmingham post office, where they were switched onto the trunk cable to London. At the metropolis post office they extended to the National Telephone Company's exchange, and thence to the newspaper office.

The task of reporting the speech was carried on by ten reporters, and their work was divided into two-minute spells of reporting, subsequently reduced to one-minute intervals as the speech neared completion. That is to say, the first shorthand reporter was connected to the wires for two minutes, then gave way to the second reporter, who also had a two-minute interval, and so on with the whole of the ten men in rotation. Then while No. 2 was reporting, the first shorthand writer who had been relieved transcribed his notes and was ready for another spell of reporting after the tenth man had completed his two minutes. In this manner the whole speech was reported verbatim in literature. Then as fast as the shorthand notes were transcribed they were handed to the linotype operator, and the speech was composed and made ready for printing. To guard against risk of breakdown of the cable, two other trunk cables were held in reserve, but the first cable proved sufficiently reliable for the work. By this the newspaper was enabled to obtain its report and publish it more than an hour before the first complete telegraphic report was received.

Mr. Chamberlain began his speech at 8.10 in the evening. The first batch of copy was sent to the composing room and set at 8.22. Mr. Chamberlain sat down at 10.08; the last batch of copy was sent to the linotype operator and set at 10.20. The type was cast, printed, and the paper on sale in the street at 10.32, and the last batch of the telegraphic report was not received until 11.37, so that the electrophone beat the telegraph by one hour and five minutes. The speech was set up and made into columns from end to end, even including the last passages, which were not issued in the stop-press news space. Had the stop-press column been utilized for the last passage of the speech, the paper might have been published earlier.

The enterprise was purely an experiment, but was so successful that in future the electrophone will play an important part in the report of a great speech, since it is now realized that distance does not militate against the successful operation of the instrument. The words were heard with perfect distinctness, as if the reporters were in the room in which the speech was delivered. At times, it is true, the words of the speaker were drowned in the applause of the audience, and thus escaped the reporters, but that was a contingency against which they would have had to contend had they been present in the room, unless they had been exceptionally close to the speaker. Every sound in the hall was heard with extraordinary clearness.

**MR. BLAIR READ OUT.**  
Having announced its intention to support the nominees of the Liberal party in this constituency, the Globe appears to have entered upon the work of shutting out from the possibility of nomination all but the particular candidates it regards with favor. It began with Mr. Blair, on Saturday evening, and devoted a long article to the purpose of reading that gentleman out of the list of available nominees. "As the Globe pointed out some months ago," it says, "there will have to be found here a party candidate in place of Hon. Mr. Blair."

Surely that is a remarkable statement, in view of the fact that Mr. Blair has not yet announced his retirement from the field, and since there are many Liberals who believe Mr. Blair would prove the strongest candidate they could possibly nominate. The Globe takes the ground that, whoever the Liberal candidates are, they must be out and out supporters of the Grand Trunk Pacific measure; and intimates that as Mr. Blair opposed the bill, and has not since endorsed it, therefore he is not fit to be a Liberal candidate in St. John. By the same process of reasoning, it is fair to assume, the Globe would decline to accept for the Liberal candidates the support of any man who was or is opposed to the Grand Trunk Pacific.

The Globe intimates also that Mr. Blair would not be regarded by the government as an acceptable candidate, for it says: "Above all, the government will seek to be justified in this constituency, in which, through our city representative in the dominion parliament, that policy (the G. T. P.) has been so distinctly challenged."

When one has read the Globe's article, and become aware of its obvious intention to shut out Mr. Blair, the force of the opening sentence of the article is not quite apparent. That sentence is as follows: "It is a part of the opposition game in this province to make people believe that there is a division of some serious kind in the ranks of the Liberal party in St. John."

Mr. Blair's friends may perhaps be excused if they think the Globe is trying to create a division, by giving notice to the convention that he must not be nominated. While it may be true that Mr. Blair should give an early announcement of his intention, the case does not seem to be so urgent that he should not be given a few days more before he is thrown down by the organ of the party to which he belongs. Mr. Blair appears to be on very good terms with Sir Wilfrid Laurier, and has not yet been censured by a party convention here.

There appears to be a feeling that Mr. Blair will not desire to be a candidate, but a despatch from Ottawa to Saturday's Telegraph intimated a belief in political circles there that he might decide to offer, as a supporter of the government's policy except on the Grand Trunk Pacific. It was evidently that despatch which prompted the Globe's editorial, insisting that the candidates of the government must endorse its policy on all points, and especially with regard to the Grand Trunk Pacific. The Globe's article will not make the choice of candidates any easier, even if it is followed by others showing why Col. Tucker and Mr. McKewen should be left out of the count.

**A SOUTHERN WINTER PORT.**

New Orleans is the most southerly, as St. John is the most northerly of the winter ports on the Atlantic coast, and the wonderful development during the past ten years is a matter of special interest here, where during the same period there has also been a notable though less marked enlargement of facilities and trade.

New Orleans, with dock facilities for a great number of steamships, its dock conveyors operated by electricity, and the same power utilized for much of the freight hauling in the yards; with elevator capacity for nearly 5,000,000 bushels of grain, and with several great railways owning terminals at the river-side, has leaped into prominence and is steadily growing in importance as a great shipping port, both summer and winter.

It is interesting to note that some two years ago the public wharves were transferred to a dock commission, which has reduced the wharf charges twenty-five per cent., and is projecting further great improvements in the facilities for the prompt and safe handling of freight.

Of course New Orleans has the whole 4,000 miles of the Mississippi valley behind it, but it has also been brought into touch by means of railways with the whole of the great railway systems of the United States. A statement issued by the secretary of the board of trade, after pointing out the enormous productive capacity in corn, wheat, cotton, iron, timber and sugar, of the region tributary to the Mississippi, says:

The increase of railroad construction in the South is a remarkable one; it is hard-

ly a decade since the great railroad trunk line extended their system to this port. Today the following great railroads terminate in New Orleans and radiate therefrom into the interior, intersecting the whole railway system of the United States: The Illinois Central Railroad, with its connection, the Yazoo & Mississippi Valley Railroad, connects our port with the grain region south of the Great Lakes, also with the Northwestern States, which are noted for the extent of the grain fields and other numerous resources. The route from this section to the sea is fully 500 miles shorter than by the east and west railroad lines to the Atlantic Coast. The Louisville & Nashville Railroad, as well as the New Orleans & Northeastern Railroad, is reaching Mobile, Montgomery, Birmingham, Louisville and Cincinnati. The Texas & Pacific Railroad, and the Southern Pacific Railroad, in their turn, extend as far as El Paso and San Francisco, respectively, and the great "Pacifi" system and the Shreveport & Louisiana Railroad Company are building direct lines into Orleans.

New Orleans trades today with nearly every port of the world and twenty years ago it was a remote and obscure place. Its effect in placing our great port in the front rank of commerce, giving, at the same time, the South a helping hand in its task of developing its wonderful natural resources. Not very many years ago the grain exports from New Orleans were insignificant, while today she is occupying the first place. During the last few years the packing house products of the West, which before were shipped abroad through New York, Philadelphia and Boston, have poured through this port, and most of the large Western packers are now established at New Orleans. The same conditions also prevail in all other lines of export, for instance, in flour, and the business of the port is growing with wonderful rapidity.

Where we formerly had cotton as a staple article, with everything else authorized to same the situation is at present rather reversed, and grain, cottonseed cake, and meal, cottonseed oil, staves, lumber, and packing house products, flour, pig iron, and numerous other items, are, if anything, in the majority compared with cotton. In former times the business of New Orleans was almost entirely a winter business, but now the exports continue all the year round and comprise every class of merchandise.

The port of New Orleans extends for twelve miles along the river, with docks at intervals on both sides. What is said of the Illinois Central Railroad docks illustrates the capacity of the port.

The Illinois Central Railroad has 3,500 feet of wharves with two elevators, of one million bushels capacity and 1,500,000 bushels capacity, respectively, at the Stuyvesant Docks. This latter elevator of the Illinois Central Railroad is one of the largest and finest in the United States. It is erected just above the present site of the Stuyvesant Docks, and the wharfage has been extended thereby 2,000 feet, giving the Illinois Central Railroad a total of 5,500 feet of river front at Stuyvesant Docks. The elevator is constructed of the most modern material and equipment, and is able to receive 100,000 bushels of grain per hour. Four steamships can be loaded at the same time, and the product of the great river valley can be poured into their holds at a rate of 80,000 bushels per hour. Besides the wharf facilities at Stuyvesant Docks, the Illinois Central Railroad controls Stuyvesant Docks, and has an elevator of a total capacity of 500,000 bushels and a frontage on the Mississippi River of some 1,000 feet.

Other railways already mentioned have wharves and elevators, and additional facilities are continually being provided. New Orleans and the Mississippi valley development as soon as the Panama canal is opened, for its trade will then be extended to the Orient and the Pacific coast of Mexico and Central and South America. The record of its growth is a remarkable one and it is now a great competitor of the Atlantic ports farther north, even as far as Boston.

**TELEPHONE COMPETITION.**

The Canadian Telegraph and Telephone Company, which was incorporated at Ottawa, at the last session of parliament, and which has three members of parliament on its directorate, one of them being Geo. W. Fowler, of Sussex, proposes to establish a plant in Toronto. A meeting of the representatives of the company was held in Toronto last week. America as well as Canadian capital is interested, and the intentions of the company are set forth in the following statement in a Toronto paper:

The intention is to establish a system of local and long-distance lines in Canada, under different names, but united for the purpose of fighting the old companies. This system is in vogue in the United States, and it is claimed that the independent companies there have three times as many subscribers as the Bell company. The Toronto office will be equipped with the latest approved apparatus. The directors say that every far-seeing man in the United States has an independent system in addition to the Bell, and that the effect of competition has been to improve the service and make the officials keen to anticipate the wants of the public.

**TOURISTS NOT SMUGGLERS**

Representatives of steamship lines operating between the Maritime Provinces and Boston are to protest today against a recent regulation of the United States treasury under which all passengers from the Provinces will be required to make declarations about their personal effects as if they were coming from Europe. There has been talk recently about a similar regulation being adopted by Canada.

Smuggling has grown to such proportions on the ocean steamers that the examination of baggage is no longer held to be sufficient, and a formal statement that he has nothing dutiable is required from each passenger. The steamship men declare that to enforce this rule at Boston or Yarmouth will cause such delay and inconvenience as will seriously affect business in the tourist season.

The increase of tourist travel is a matter of growing importance and a source of

increasing revenue to the Maritime Provinces. The temptation to smuggle on these steamers is not great, and the examination of baggage, while it may be none too strict, has heretofore been regarded as quite sufficient to prevent serious infringement of the customs regulations. The tourist is a desirable visitor and considerable money is spent annually in advertising the advantages of this country during the summer and autumn. Many will agree with the steamship men that regulations creating more delay and inconvenience are both undesirable and unnecessary, at least until there is more evidence that the tourists are really "free traders" in disguise. "More tourists rather than more regulations" would be the popular programme.

**TEACHERS' UNIONS**

There are now eight teachers' unions in New Brunswick. In Nova Scotia and Prince Edward Island there are several more. Delegates from the three provinces are to meet in Moncton next week to effect a general organization and if that be done and a vigorous campaign be carried out thereafter it is certain that the authorities controlling educational matters will be subjected to a certain amount of "stirring up."

The teachers have some grievances. The taxpayers also have some. Referring which benefit the teacher should do as such as will improve the school system. The teachers protest, and with justice, against the small salaries paid in some instances. The taxpayers might protest, with justice, that while many teachers earn more than they receive, some who are in the public pay should be earning a living in some other field of endeavor.

Mr. J. Ernest Estabrooke, President of the N. B. Teachers' Union, explains the aim of the unions in The Educational Review. He says while it is generally admitted that the salaries paid are inadequate the teachers are met at every turn with the reply: "We know you are working for less than you should receive, but we can get others to do the same work for the same pay, and we will give no more;" and he adds: "Teachers, recognizing the tendency of school boards to drive hard bargains, have banded one another and at last they are the most poorly paid class of laborers in our province."

He complains that while the cost of living has increased, and while teachers are forced to spend more money and while more is expected from them than formerly, their incomes have not increased in spite of the fact that in other crafts and professions the remuneration is much greater than formerly. "Is it any wonder so many men and women abandon the profession?" he asks. "No, it is any wonder that, with from 300 to 400 new teachers each year, many of the schools remain closed, when we consider that many of the men have to meet these conditions on less than \$300, and many of the women on less than \$200 per year?"

Fortunately Mr. Estabrooke insists that the unions have more in mind than a mere increase of pay. If, for instance, it were found that the unions were composed only of mediocre teachers whose sole aim was to increase their income, the movement would be doomed to failure. If, however, competent and energetic men and women, representative of the profession, give life to the unions, much may be accomplished. It is a movement which will be watched with interest, and one in which much will depend upon skillful guidance and the constant remembrance that a higher standard in the schools should be its chief aim. Judging from what Mr. Estabrooke says, many of the advanced teachers are in the unions, and the claims of the public as well as those of the teachers will be kept in mind.

**FOR AMERICAN CONSUMPTION.**

Much "information" about Canadian matters, prepared especially for American consumption, is now being telegraphed from Ottawa, Montreal and Quebec. Several New York journals print a despatch from Quebec which is interesting enough but which is at variance with the known facts. Here is a portion of it:—

"A growing wave of anti-imperialism is sweeping over a great part of the Dominion of Canada. The jingoism, which attended the sending of Canadian troops to Africa, and the enthusiasm which marked from prompt approval of Mr. Chamberlain's scheme of preferential trade within the empire, are cast into the shade by the propaganda of the Canadian National League on the one hand and the calm calculation by cool-headed politicians and business men on the other, of the money value of Mr. Chamberlain's proffered preference, as compared with the advantages of Canada of reciprocity with the United States."

The very name of imperialism, like that of Chamberlain, is detested by the bulk of the French-Canadian people as much as it is by their Irish fellow citizens. These two classes of Canadians may, therefore, be expected to unite beneath the banner of the new league together with the large element of English and Scotch Canadians, who prefer a policy of American reciprocity to closer trade relations with the old world."

This "growing wave of anti-imperialism" has not been detected in these provinces and if it has "swept over" Ontario, Quebec, and the West it has created very little disturbance. This country has seen for some time past evidence that some of the people across the border are awakening to the value of our market. Some of them still make the mistake of supposing Canada is as eager for reciprocity as she was years ago. Thoughtful men on both sides of the line know that there are still in operation at Washington forces which were and may again be too powerful to permit the United States government to offer terms which this country would be justified in considering. Until our neighbors are ready to offer terms which it

# Honesty in Overcoats.

It's the hardest thing in the world for a man to carry values in his eye; he may see an overcoat marked \$15 at one store and \$18 at another, but he can't remember "whether it was just the same thing or not."

¶ Cloths and styles in so many stores look alike—it is confusing.  
¶ So he must depend upon the reputation of the store and its garments.

The Oak Hall reliability is behind every overcoat we sell—not one penny beyond its actual value is ever tacked on to the price of a garment.

## Men's Winter Overcoats, \$5 to \$20

AT \$5.00—Blue and Black Beaver Overcoat, made Chesterfield style, having Italian body linings and mohair sleeve linings.  
AT \$6.00—An All-wool Grey Frieze Overcoat, made Raglanette style, body linings of Italian. Best value ever offered in an overcoat. Can't be got elsewhere under \$8. HERE FOR \$6. We also sell at this price a good quality of Blue and Black Beaver Overcoats made Chesterfield style.  
AT \$10.00—Men's fine Overcoats of Cheviots, and Dark Grey Military Frieze made Raglanette style, also of fine English Blue and Black Beaver. These coats will compare favorably with those shown elsewhere at from \$2 to \$3 more.  
AT \$12.00—Men's stylish Overcoats, made of fine Dark Grey Vicunas and Cheviots in Raglanette style. In the lot is one of fine Grey Cheviot, having a fine stripe, which should command your attention; also at this price five Imported English Blue and Black Beavers made Chesterfield style.  
AT \$18.00—A line of Men's Overcoats made of finest quality of Grey Cheviot with a fine white stripe running through the cloth, with all the style and good trimming usually put on a \$22 coat. OUR PRICE \$18.00.

The above will give you an idea of the Overcoat stock. To fully describe it would take a whole page. Price ranges from \$5 to \$20.

## Your Winter Underwear.

You don't want to neglect purchasing your winter supply of underwear longer, for the change in temperature is very apt to cause you to contract colds which a little judgment now in displacing the thinner underwear of Summer will prevent. We absolutely know that we offer the very best values in Winter Underwear for your money to be found in St. John.

Shirts and Drawers 45c to \$2.50 per garment.

## GREATER OAK HALL, KING STREET, COR. GERMAIN ST. JOHN. SCOVIL BROS. & CO.

would be worth while to discuss Canada will not be stirred greatly by reciprocity talk.

As for Mr. Chamberlain the people of Canada have shown a marked degree of sympathy for his work and they await with keen interest the result of the great fiscal struggle in Great Britain. If Mr. Chamberlain secures a mandate from the British people events of sweeping importance may follow. Meantime certain correspondents will continue to sell to the American newspapers the anti-imperialistic stories for which they know there is a market.

**STREET SIGNS.**

Were St. John a less progressive city, less eager to attract winter trade and summer travel, the absence of readable signs on the street corners might be excused, or regarded as due to a disregard of those evidences of civic pride which are to be observed in other towns. But St. John is not lacking in ambition or enterprise, and therefore the citizens should insist on having a good system of street signs. There will be no better time than the dull season of the year with those who would probably tender for the job of erecting the signs, and the work could be done before the next summer opens, and a serious cause for complaint and source of reproach would be removed.

Of course the question would have to be discussed at City Hall, and doubtless referred to a committee, or some of the officials, to get information on the subject. Some time would necessarily elapse before the proper course would be decided on, and the aldermen should therefore lose no time in taking the question into consideration. St. John should have up-to-date street signs on every street corner throughout the city. There is no reasonable excuse for delay in providing them.

**WHO KNOWS?**

This question of the minister of railways grows more and more perplexing. When Mr. Blair was in St. John recently he is understood to have assured his friends that Hon. Mr. Emmerson could get the portfolio. Hon. Mr. Emmerson has expressed the same view. There has been a rumor that Mr. Emmerson would only hold the portfolio for a year, when he would yield it up to Mr. Blair, who would then resign the chairmanship of the railway commission. Mr. Emmerson taking a judgment. But there is a still later rumor, which has been current in this city for a day or two, that Hon. Mr. Fielding will take the portfolio of railways and canals, and Mr. Emmerson get nothing at all. In that case New Brunswick would be without a minister. There is also the rumor that Hon. Dr. Pugsley himself will be asked to take the office. The very latest, however, was that Mr. Emmerson had received notice to go to Ottawa to enter

## Boys' Clothing for Winter.

The Boys' Clothing store serves all tastes, and stands for good qualities alike to all.

Just a hint today of what, perhaps, your boy wants in his winter outfit, with price ranges.

Double Breasted Suits ... \$2.00 to \$6.00  
Navy Suits ... \$2.50 to \$6.00  
Sailor Suits ... \$2.50 to \$6.00  
Russian Suits ... \$3.50 to \$6.50  
Refrers ... \$1.20 to \$6.00  
Overcoats ... \$3.75 to \$8.50  
Old Trowsers ... 50 to 75  
Suspenders ... 10 to 65  
Underwaists ... 25 to 75  
Stockings ... 20 to 65  
Shirts and Drawers ... 30 to \$1.40  
Night Shirts ... 25 to \$1.00

upon his duties. It would be a good idea for the government to end the suspense, and let the people of New Brunswick know where they stand in this matter of representation in the cabinet.

**NOTE AND COMMENT.**

There were only seven failures in Canada last week. That is quite a notable record of good times.

If the new ferry steamer is to be ready for next summer it is about time the council asked for tenders for its construction.

The five million dollar G. T. P. deposit appears to be the subject of a good deal of discussion at Ottawa. What's it all about?

The political atmosphere is gradually acquiring a higher temperature. There should be something doing within a short time.

Dowie, beaten in New York, has won in Zion City. Seems as if there's something in that boast of the barnyard fowl after all.

Hon. Dr. Pugsley's silence with regard to the candidature of Col. McLean and Mr. O'Brien is rather mysterious. Surely he knows they are in the field for nomination.

The winter port committee should be able to announce this week that satisfactory arrangements have been made for the construction of those four steamship berths on the west side.

The Montreal Star says the elections will take place about the middle of February. If that is the case it is time for the politicians to get busy. Some of them in this constituency have taken time by the forelock.

And now the Rev. Sandford, of the Holy Ghost and Us Society, of Shilo (Me.), is reported to be short of cash, and his official printer has removed the type and presses. This is a hard winter on Elijahs.

The letter of Thos. Hetherington, ex-M. P., on the subject of immigration, is worthy of attention. Mr. Hetherington rightly argues that this country wants the best class of people and cannot afford to encourage any other class.

Sir Richard Cartwright favors a British Zollverein as a means of bringing the Americans to terms. Perhaps there is not very much of a gap between him and Premier Ross, and Hon. Mr. Foster, and Hon. Joseph Chamberlain on this subject. At all events, he is not in the same boat with Charlton.

These items are from the Charlottetown Guardian: "The signs of the coming election are multiplying. More curves are to

be straightened out on the Island Railway. The Finance Minister had better come to Charlottetown. On the Liberal diamond there has been a want of good fielding for some time past."

A large coal and coke plant is to be established at Coleman, Alberta, by the International Coal & Coke Company. In the first instance 400 ovens will be started. The engines for the plant will be of 800 horse-power capacity. Operations will begin about the first of May.

Hon. Dr. Pugsley has offended the Moncton Transcript. He only claimed eleven out of thirteen seats for the Liberals. The Transcript sees no reason why Charlotte and Northumberland should not be added to the list. It calls upon the local government to support a straight Liberal candidate in Northumberland.

Arthur W. Piers, general manager of the Canadian Pacific Railway Steamship Company, says: "At the end of the first year in which the Canadian Pacific has had fleets on both the Atlantic and Pacific, I would say that both lines have proved satisfactory. Steamers of the Atlantic line carried a larger amount of tonnage than when controlled by other companies."

The manager of the street railway company informs the Globe that many things might happen to cause brief delays or tie up the system. The complaint of the public is not that there are occasional delays, but that the general service does not meet the requirements. If the manager could put himself in the place of an ordinary patron of the road for a few days he would see the point.

The St. Andrews Beacon rises to remark: "Surely the Courier cannot be ignorant of the fact that the Liberal members of the House of Commons from the Maritime Provinces, during the recent session, signed a recommendation to the government in favor of Mr. Emmerson for a seat in the cabinet. These gentlemen should know something of Mr. Emmerson's capacity for political leadership and fitness for a place in the government."

In the course of his address in Boston last week, Senator Quails said:—"It is difficult for a Yankee to understand why England should allow competing nations to use her markets as a dumping ground for their surplus produce. The present arrangement is wonderfully convenient for American producers. The goods left over at the end of the year are offered there at starvation prices rather than overload the American market. Statistics show that year by year protected countries are selling more and buying less in English markets, thus disturbing the balance of trade and giving solace to the financiers of Lombard street."