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AUTHORIZED AGENT The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz.: Wm. Somerville

Semi-Weekly Telegraph ST. JOHN, N. B., NOVEMBER 21, 1906

THE MAIL SERVICE The unfortunate experience of the first of the winter mail steamers—the turbid Virginia—which arrived at Halifax Friday after considerable delay is worthy of consideration in weighing St. John's claims in this important matter.

The decision to maintain Halifax as the main port is so manifestly in the interests of the Canadian public, that the modification of the terms of the contract sought by the C. P. R. could not be justified on any public ground.

Well and good. The Allan liner Virginia, which was due at Halifax on Thursday, arrived off that port at about half-past three o'clock.

What we are always ready to go to the extreme verge of concession rather than fight. Our desire for peace is not in itself a guarantee that peace will not be broken.

THE MAILS The St. John Telegraph will now find the question answered. The mails will go on to Halifax—Halifax Echo.

DANGER SIGNALS Remembering the intensity of the feeling in this country while the British were grimly pounding away at the mobile Boers, we cannot but be interested to some extent by the feverish campaign now being waged in England by Lord Roberts and others who are endeavoring to insure the Empire against future disaster due to unpreparedness.

is disregarded. It is interesting now to note the causes and the nature of the present agitation in England. We shall get some idea as to both by examining this extract from a recent address by Lord Roberts dealing with the Boer war and the British failure to profit by that bitter and humiliating lesson.

And how was this situation created? Was it by a war with some powerful coalition, having at its command great fleets and millions of men? No, gentlemen, the situation which you all remember, and which is described by the then Secretary of State for War as one "of peril to the Empire," was brought about by a struggle with the smallest armed community in the world, one which possessed no sea power and had no regular army.

What, gentlemen, I would ask you, was the reason for the result of this struggle being at first doubtful, and for its being so long drawn out? How was it possible for the greatest Empire the world has ever seen to be shaken to its foundations by so insignificant an adversary? I will give you the answer in one word—Unpreparedness.

Without all solemnity Lord Roberts added that the nation is acting as if it were content to try to "muddle through" the next war as it "muddled through" the last one. The world knows Lord Roberts. Making due allowance for the fact that he is a soldier and sees the world through a soldier's eyes, we must still remember that Europe is more than ever an armed camp.

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who pay the subsidies can best be served. It will not be difficult to calculate how much time one of the steamers loses by calling at Halifax with the mails instead of laying a direct course to St. John. It will, therefore, be easy to determine in a general way, after the Empress comes and goes and their passengers have been rushed westward from this port, how the mails would have fared had there been no necessity to lose time by running in to Halifax.

No question of this sort can be regarded as settled until it is settled right. The mail contract is subject to change. More over, there will be scant public sympathy for the reactionary policy which would seek to prevent a trial of the direct St. John route and so keep from the country the only decisive evidence necessary to a just and satisfactory settlement of the matters in dispute.

THE TEMPERANCE CRUSADE The large audiences flocking to hear Mr. Tenyson Smith, and the enthusiasm evinced, presage a provincial temperance campaign arousing much interest. As for the practical results following this interest we shall all be wiser hereafter.

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Why, Certainly (Canadian Gazette, London). In the Country Gentleman appears the following fishing story, which a correspondent learned from a Montreal gentleman, and believes to be absolutely authentic.

John Burns John Burns, England's labor cabinet minister, was asked by an American woman to contribute something to her autobiography. Mr. Burns returned the album three days, and then kept it up, with a desire to have it returned.

When the Mighty Dollar Failed (Wall Street Journal). Hughes' election cost him \$618,555. Hearst's defeat cost him \$236,370.22. Victory does not always go to the man with the biggest pile of money. The contract is inspiring.

A Good Preacher (Moncton Transcript). The St. John churches seem to know just where to look for good preachers. Rev. Mr. Hopper will be a loss to Moncton but an acquisition to St. John.

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THE HARBOR'S CAPACITY St. John harbor comes in for one or two unjustifiable raps at the hands of Mr. Stephen Mac who writes to the Montreal Gazette on the subject of New Brunswick ports. After some discussion of the Grand Trunk Pacific, which he regards with little favor, this correspondent says:

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La Monte Woman's Admissions. Mrs. Platt and Hedge got into the La Monte woman's house at the coachman's room on the door of Platt's room.

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Mrs. Thomas C. Platt

Senator Platt was still the Republican leader of the state when he had himself elected to the senate. The position was then of great value to him because it gave him the right to dictate the federal appointments credited to New York.

Jerome After Gamblers. District Attorney Jerome, in general sessions today, threw some hot shot into the camp of the gamblers and pool room operators of this city.

STMR. BAVARIAN BEACHED AGAIN FOR REPAIRS TO PUMPS (Special to The Telegraph). Quebec, Nov. 19.—Steamer Bavarian, in tow of steamer Lord Strathcona, and escorted by the government steamer Champlain, and tug William Hackett, left at 7:30 this afternoon and arrived at Gilmour's Cove, Levis, at 7:30 this evening.

Mrs. Frank B. Stockton Dead. Washington, Nov. 19.—Mrs. Frank R. Stockton, widow of the novelist, died at her home here tonight.