

# POOR DOCUMENT

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THE WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JANUARY 10, 1906

**THE SEMI-WEEKLY TELEGRAPH**  
is published every Wednesday and Saturday at 10 a.m. PAYABLE IN ADVANCE.  
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R. W. McCREADY, Editor.  
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Wm. Somerville

**Semi-Weekly Telegraph**  
ST. JOHN, N. B., JANUARY 10, 1906

**THE ALLANS' SLANDER**  
It is not enough that the government has promptly and wisely denied the application of the Allans to leave to withdraw their turbine steamers from St. John and send them only to Halifax. The Allans, in approaching the government in this matter, have registered certain definite, false and slanderous statements concerning the government.

These statements, in honor and fairness, are retracted by the government. The statements, in honor and fairness, are retracted by the government. The statements, in honor and fairness, are retracted by the government.

Mr. Hugh A. Allan has been credited with allegations which, if he made them, prove that he acted in this affair as an enemy of the port of St. John. The statements he makes are misleading with respect to the past and untrue in so far as they relate to present and future conditions.

In a word, after the removal of several scow loads of ashes dumped overboard by the steamers, there was, as there is, plenty of water at the Sand Point wharves to accommodate the turbine ships even at dead low tide in the spring.

There is plenty of water there when next the turbine ships are due here. In any event there is the spacious I. C. R. pier, with abundant depth of water, and facilities for receiving freight from both the International and the C. P. R. There is nothing in the story, sometimes put forward, that freight is or may be scarce here.

Freight never was so plentiful as it is this year. If the I. C. R. can supply the Allan ships with freight at Halifax, how much more quickly and more cheaply can it supply them with that freight here on account of the reduced railroad haul.

The turbines have been here. There was no difficulty. The Allans never had an accident while coming to or leaving St. John. They would hesitate to say so much in regard to the ports of which they appear to be so enamored.

All of the facts in this case tend to convict the Allans of deliberate and harmful misrepresentation. The importance of securing justice for St. John in this connection, and without delay, must be clear to most people.

The turbines of the future will be bigger than those of today, bigger than the Allan ships now in question. To take these turbine vessels away, and for the reasons given, would be to establish it as an admitted fact that this harbor was not fitted to handle the great winter steamship traffic of the coming years upon which its future in great measure depends.

It will be guessed that the offending company has sought to sacrifice St. John at this time because of its dealings with the government regarding future contracts, one of which expires next summer. The motive of the Allans do not greatly matter. Had they had their way, we now have, every attempt from any quarter to represent this port or divert trade from it to rival ports less fortunately situated, would have been supported in future by the assertion that the Allan ships were taken away because there was not water enough in this harbor to float them without risk. Therefore St. John cannot rest satisfied until it has exacted a complete and public retraction of the misrepresentation.

The Allans are an important company. But a company, however artful, important or powerful, can be permitted to slander the Winter Port of Canada in an attempt to forward its own selfish aims. The Winter Port question is bigger than the Allan Line. Public men of St. John and of New Brunswick must see to it that these steamship men keep within decent limits in future.

**SIDETRACKING THE DISTRICT SYSTEM**  
St. John's interests demand a material change for the better in the Common Council. The first step necessary before that change can be made is the reconstituting of the city wards, and substituting a district system, under which the men required in the Council to give St. John an effective, businesslike administration can be elected with far less trouble than is encountered under present conditions.

The committee of aldermen appointed to consider the Citizens' League proposal for six districts to elect two representatives each, and for three aldermen at large—met last evening and modestly decided to kill off this proposal. This committee sets aside the plan proposed and puts forward in its place the suggestion that a plebiscite be taken at the next election on the advisability of returning to the old ward system.

This simply means that the committee—consisting of Ald. Baxter, Bullock, Tilly, McGoldrick and MacRae—is committed to a continuance of the present system. They—or a majority of them—object to the change, which would bring about the speedy reorganization of the Council, and the improvement of civic conditions, and are in favor of things as they stand, adding a two-years term for such of the present aldermen as feel sure of re-election by working the aldermanic combination game.

For it is to be remembered that the two-year term, headed off at the last minute at Fredericton last year, is to be passed upon by the St. John electorate at the spring elections. Unless there shall be effective civic reform organization before that time the present aldermen, or a large majority of them, will be re-elected—for two years. This, in the light of past experience, will mean that the chief causes of complaint now existing, to state which most of the present aldermen have done little or nothing, will be perpetuated.

**HALIFAX AND THE GAS RATE**  
Commenting on the wisdom of the municipal rulers of the early days of Toronto, the Telegram of that city says the reduced price of gas, which is one of the conditions on which the Consumers' Gas Company holds its franchise, and the payments to the city, which are among the conditions on which the Street Railway Company holds its franchise, are worth not less than \$1,000,000 annually to the citizens of Toronto. It adds that this \$1,000,000 per annum would have been diverted from the public benefit to private profit if ancient city councils had granted perpetual gas and street railway franchises as modern city councils grant perpetual electric light franchises.

This leads the Halifax Herald to consider the position of Halifax in relation to gas prices and the street railway. It says that a million dollars a year for a city as big as Toronto would be equal to \$200,000 a year in the case of Halifax. "What amount is Halifax saving or gaining with respect to artificial light and street railways?" it asks. "Toronto has gas at eighty cents a thousand feet; Halifax has gas at \$2.50 a thousand, or \$2 net, if paid within ten days. Toronto is in a province that produces no coal; Halifax is the capital of a great gas coal producing province; and yet the price of gas is three times as high in Halifax as in Toronto. From the street railway in Toronto the city gets a regular payment of \$100,000 a year; the city of Halifax, on the other hand, pays the company's receipts; the city of Halifax, why such glaring difference? Efficient, prudent, intelligent government in one place; something else in the other place. Isn't it high time for some awakening, and some change, in this city and province?"

The high price of gas in Halifax is attributed by some to the small amount consumed. But the high price keeps the number of consumers small. A reduction in the price, experience in other cities proves, is followed by a large increase in the amount sold. The consumer profits, and the gas company certainly does not suffer. Guelph, a small city in Ontario, but from the coal area, has gas at \$1.40; but Halifax, because it is long suffering, pays \$2.50.

**THE TARIFF**  
Since the Tariff Commission entered New Brunswick its sessions have been less satisfactory, because less instructive, than those held in other sections of Canada. The men heard before the commission here, in many instances at least, have advanced somewhat narrow views, and evidently sought tariff changes ministering to their private interests, giving never a thought to the consumer or to the necessary give-and-take policy by which to so great an extent any Canadian tariff under present conditions must be governed. Moreover, the volume of opinion heard in New Brunswick thus far has not been nearly so representative as is desirable. It may be hoped that this defect will be remedied in some measure at today's meeting. Particularly is it to be desired that the general consumer and the farmer be heard from. The commissioners are conducting a most democratic inquiry in the sense that anyone with a tariff story to tell has a chance to be heard, and facts of all sorts, so long as they fairly relate to the subject in hand, are welcomed. Men with tariff views, then, should seize this opportunity to present any and all views which they believe to have weight.

A gentleman who has had much experience in tariff matters, and who has accompanied the present Commission since it began work, was asked by this journal yesterday what impression he had formed of New Brunswick's tariff attitude as a result of the sessions already held in this province. He was reluctant to speak of the tariff as a political issue, but he readily availed himself of an opportunity to discuss one feature of the New Brunswick tour that had struck him. In this Loyalist province the Commission had heard no witnesses who mentioned the British preference, at least none who said it should be continued or extended, though a few were ready to have it withdrawn in order to further protect the particular interests with which they are identified. The Telegraph's authority contrasted the New Brunswick showing in this regard with that of Quebec, rural Quebec particularly. Nine counties of Quebec sent delegations who took occasion to commend the preference. Nothing of the sort had been observed here.

Right or wrong, The Telegraph's information believes the Commission's experience since it set out on its incline against any increase in the tariff. He expects many changes, much rearrangement, with a tendency toward lower rather than higher schedules. In a general way he agrees with a forecast recently cabled to London and reprinted here. A summary of this guess as to the probable action of the government in tariff matters follows here:

1—The abolition of the all-round rate of preference and the substitution for it of a fixed preference in each class of British goods, ranging from ten to seventy-five per cent. off the general list. This would give an opportunity for all reasonable safeguards to Canadian manufacturers.

2—Duties for revenue only on many lines of British manufacture which have not been developed in Canada.

3—Rearrangement of the free list so as to give new advantages to British exports, especially encouraging Canadians to import raw material or partly finished material from Britain rather than from the United States.

4—A stricter enforcement of the provision calling for twenty-five per cent. of British labor in all goods securing the British preference, so as to meet the fraud whereby German and other foreign goods now enter Canada on preferential terms.

5—The amendment of the Canadian anti-dumping law so as to make it more difficult for the United States manufacturers to dump their surplus in Canada, to the detriment of Canadian and British manufacturers.

sume that the captain is not a second Rojstevsky, but that he mentioned St. John's, and really did see a berg off that port; which is, decidedly a horse of another color.

The source of the despatch—Halifax—is probably not responsible for this accidental label upon the St. John route; for in Halifax all the newspaper men know how free from ice our waters are, and none of them would deliberately follow up the Allan line's campaign at this time by adding imaginary icebergs to the imaginary lack of water charged up against this port by the enterprising subsidy-hunters. In the matter of the Allans, St. John's loss would be gain for Halifax, and the Chronicle has been led into the weakness of seemingly questioning the depth of water here. As a rule, however, fairminded men in both cities admit the advantages of each port for particular purposes, and look forward to a not distant day when both shall have a greatly increased traffic.

St. John is now bound to place before the government satisfactory proof that the contents of the Allan are groundless, and to have the generally accepted character of the port restored. It is most important. Some talk at yesterday's Common Council meeting will assist in keeping the record clear, though it may occur to many that the aldermen are somewhat tardy and that their previous efforts in behalf of the port have not been of the happiest.

**A COMPLICATED SUICIDE**  
There is a very complicated case of suicide or a very complicated case of coroner in Connecticut just now. Some curious features of either are worth glancing at showing, perhaps, the palms and perils to innocent folk may be subjected to through circumstances for which they are not responsible. A prominent New York man goes to New Haven to visit relatives, and is found in bed, dead from a bullet wound in the head. There is no pistol in the room, but there are all the conditions necessary to establish a mysterious assassination.

There are relatives who appear to have had among them what the law calls "ex-communicated" to commit the crime suspected. One of these relatives is placed under surveillance.

They have coroners in Connecticut, but no coroner's jury. The coroner investigated that Edward, the man who was killed, left his bed in the middle of the night, partly dressed himself, went from the house, shot himself in the head, threw the pistol into some shrubbery, drank some laudanum, hid the bottle, went back to his room, tucked himself carefully up in bed—and died.

Very possibly the Connecticut coroner's theory will hold water. In reality it is not likely to be proved or disproved. But if this was really a case of suicide what a tangled web the deliberate Edwards left for the entanglement of the relatives whose fearful guest he was. Had he plotted a legacy of trouble he could scarcely have done better, or worse. There will be some guesses, skepticism plenty to call the coroner a fool and Edwards the victim of a cunningly planned murder.

**A MILLIONAIRE FAILURE**  
Too many of the people on this continent see only the material property of such men as Yerkes. But there are many who weigh him properly, and their number will be increased by the clear cut estimate of such publicists as William Allen White, of Kansas. He writes:

"One of the most colossal failures in life America has produced died yesterday worth many millions of dollars. He was Charles T. Yerkes; he failed as a husband, and his wife left him; he failed as a citizen, and went to jail; he failed as a business man, and was black-balled by the leading clubs of the world; he failed as a Christian gentleman, and died despised by his fellows."

Yerkes had won great wealth, and it was his custom to have everything money can buy. But money in such hands can buy but little after all, as Mr. White reminds a money-worshipping generation. Yerkes' monument is the infamy attaching to his memory. A great captain of industry, a man of immense personal force, he was an evil influence in so far as he affected his generation. Fortunately he leaves no lasting impression. Some of his money—if it be not wasted in suits at law—will do good, and perhaps the evil that he did will not live long after him. But his example has been pernicious in an age when his country greatly needs sanity and high thinking in its army of wealthy citizens.

**LEAGUE AND COUNCIL**  
The Council throws out the report of its committee recommending a plebiscite on the question of returning to the old ward system, and adopted the minor recommendation with respect to candidates depositing an "entrance fee" which is to be forfeited by tail-enders in the aldermanic race. The Citizens' League proposal for six districts and three aldermen at large is ignored by the Council. This merely means that the Council favors present conditions, and hopes the electors will vote for a two-years term next April. But the League, which last winter prevented the adoption of legislation doubling the aldermanic term, and secured from the legislature permission to submit the matter to popular vote, can now ask for a plebiscite on the district system. Indeed, if the League has any fight in it, the Council's action in ignoring the district system, will lead to preparation for a lively civic campaign.

And campaign material will not be wanting. The League proposed, in its platform, certain civic reforms which were generally esteemed necessary and desirable. Not a few members of the present Council were favorable to those reforms—before election day. But their page of effort has been a blank ever since. Since last May the reforms have been forgotten so far as the Council is concerned, with some few exceptions among which may fairly be included Ald. MacRae's move to raise some revenue from the traffic at Sand Point. But the matter of responsible and efficient department heads, the efficiency of the departments themselves, and other equally important questions, have been neglected by the busy men at City Hall. Business at City Hall, in general, has been transacted on the old low level. Ald. Frink has made strenuous efforts to improve the ferry service, but up to the present that ancient problem has baffled him. The ferry department, like some others, requires drastic treatment, but the Council has hesitated to apply it. Frink, however, may yet master the conditions which have prolonged a wretched service notwithstanding the building of a first class ferry steamer.

But four or five practical, active, and public-spirited men in the Council, if there are so many at present, are by no means enough. And there will be no change for better unless there shall be, during the next few weeks, preparations for a fighting campaign which will replace much of the present aldermanic deadwood with a working majority of representatives committed absolutely to a definite policy of improvement. The Citizens' League, having failed to make any impression upon the Council by a conciliatory policy, would now seem bound to try other tactics.

**NOTE AND COMMENT**  
Make the Allans take it back.

The Morocco conference, two weeks hence, will test the value of Germany's protestations that she desires only peace and a fair deal. If the German demands are extreme and the German demeanor ruffian, Europe will experience a war scare of tremendous proportions.

Having learned that a man named Lerch, whose office is in Indianapolis, has ordered the printers in his employ to go on strike unless the owners permit them to run the business, the Montreal Gazette is fighting the union, and will seek to control its own property. It will be temporarily crippled, but no doubt will soon bridge over the difficulty.

The London Morning Post prints an alarmist electrifying article, asserting that a big majority against Mr. Chamberlain will mean that the "pro-American" element in Canada will throw this country, commercially if not politically, into the arms of the United States. Easily answered. There is no "pro-American" element in Canada. The Morning Post argument is both foolish and dishonest.

In spite of discouraging opinions from several engineers the aldermen did not hesitate to order the small appropriation required to secure a report on the reversing fall. They took the wise course. The money may be sufficient to test a question that has been too long in doubt. There have been great advances in applied electricity since the falls were examined by any competent authority.

Louis of Battenberg found water enough in this harbor for his big cruisers. The merchant ships will have to grow considerably before they can avoid St. John because of lack of deep water berths. It is odd that the port whose people have made most sacrifices to make it a national entrepot should be forever forced to defend the harbor against direct or implied misrepresentation.

The aldermen will have several important matters before them today. They will doubtless forward the proposal to secure an expert opinion as to the reversing falls. What they will do with their Citizens' League proposal to side-track the committee's plan for a district system is a matter for speculation. Some of the present aldermen can scarcely expect re-election in any case.

Rumors concerning the Sun and Star become more persistent, but those journals do not seek to clear the air with definite announcements as to their own future. Newspaper men here will hope there is no chance that they will soon be losing several of their valued colleagues. All of the present Sun and Star men will no doubt remain where they are if they so desire.

The Tariff Commission begins work here on Monday. Men for and against tariff changes, will be expected to present their cases on that day. It may be hoped that St. John will produce somewhat broader views of the tariff problem than some presented to the commission since it entered this province. The tariff that would promote every interest without adversely affecting any as a get-rich-quick scheme not as yet invented.

Mr. W. T. Russell, an Irish M. P., is going about Great Britain asking the people to save Ireland from the Liberals who will, he fears, repeal the embargo on Canadian cattle which "have been kept out for years owing to the prevalence of a dangerous disease," and ruin Ireland for the benefit of Canadian farmers "who pay no rent." Canada's cattle as well as Canada's sentiments are the subject of some lively misrepresentation in John Bull's island just now.

A French-Canadian member of the House of Commons is the Montreal Gazette's authority for "the statement that Hon. Rodolphe Lemieux will not get promotion in the shuffle of portfolios that will, no doubt, take place before the opening of the session, but that the eloquent solicitor-general will be given something good a little later on." The Gazette's informant suggests that Mr. Lemieux may one day be premier. The guess is harmless.

Mr. H. H. Rogers, of Standard Oil, flouts the investigators who seek to cross-examine him on behalf of the state of Missouri. Reminded that the supreme court of that commonwealth authorized the inquiry the great man says loftily: "It is immaterial what the supreme court of Missouri expects." But it is not. Mr. Rogers is one of the financiers who supply much material to increase the dislike and distrust with which the big corporations are regarded in the United States. And there are revelations in store for him.

Some of the aldermen on the committee which proposes to kill off the district system agitation are members of the Citizens' League. When the league meets again it might with profit consider how many of the members of the present Council are ripe for retirement and how their translation to the sweet seclusion of private life is to be brought about. The League must take off its gloves if it is going to do any business this year. It must deal with individuals as well as with theories. It must prepare for a fighting campaign or resolve itself into a debating society.

Mr. James J. Hill, the railroad magnate, has been telling young men how to succeed. Those who are willing to work hard—and some are not—will find this advice, from a man with Mr. Hill's record, of some value. Here is his receipt:—"Begin at the bottom, show that you are familiar with your work, keep pointing away at your special line of work and the reward will come. Railroadmen are not like politicians; the competent man wins. It is necessary that he should, for railroad men are dropping out of harness every day. Those who stick to their work and show capability are necessarily elevated. The office boy of today may become president in a decade if he be made of the right stuff and make his services indispensable."

According to the Springfield Republican's Washington correspondent, if anything is done with the tariff in the way of reciprocity and retaliation, it will be at twenty-five per cent. to the Dingley rates as against national duties. America's custom duties against Europe are raising the full Dingley rates as a reciprocal concession. This, the Republican asserts, would be of course be making a bad matter worse—for it is the excessive Dingley rates which are causing such reprisals as Germany will soon put into force. A maximum schedule in excess of the present rates will only invite further reprisals. It is not only an unwise, but an outrageous proposal.

The departure of the insurance investigating committee from New York affords intense relief to many distinguished invalids. The Post notes a great change for the better. It says:—

Bulletins that might have been issued by physicians to famous invalids at a minute's notice after midnight of Sunday:—

As the clock finished striking twelve there was a decided change for the better in the condition of David B. Hill. The fever has almost subsided.

Andrew Hamilton began to improve at midnight. There is little doubt that he will be able to sail for the United States early in the year.

Frederick K. Burnham is out of danger. After many weary weeks of distressing ignorance, Thomas D. Jordan's son now hopes to get a clue as to his father's whereabouts.

A. C. Fields, William H. McIntyre, and General Louis Fitzgerald are expected to emerge before the ground hog, though their reappearance will have no significance as an indication of the end of frost.

**Personal and Peculiar**  
A minister in Missouri recently married a rich woman and now he has bought a \$2,000 moving picture machine to illustrate his sermons with.

A little girl out in Kansas recently stuffed her father's incubator full of china eggs in hopes that they would hatch out into a new dinner set.

A British authority has made the rather pleasing suggestion that criminals caught committing crime under an alias should be branded with their real names.

Vine Hovey has acted as agent for the Burlington road at Forest City, Missouri, for forty years, without losing a single day's work, and in consequence has been given a two years' vacation with full pay.

The German city of Ploetzheim has a population of 68,000 devoted almost entirely to the manufacture of jewelry, there being about fifty factories where it is made.

Bishop McCabe has delivered his great lecture on the Bright Side of Life in Lafayette, 1,500 times, and \$200,000 has been brought into the church treasury by the same.

Mrs. M. O. H. Russell, of Bloomington (Ill.), is the only woman oil operator in Kentucky, and perhaps in the United States. She is only twenty-eight, and one of the largest operators in the country.

Larried away twelve houses and fifteen persons are missing. It is reported that they were killed.

**CHANGING ROUTES OF EXPRESS MESSENGERS**  
Moncton, N. B., Jan. 8.—(Special.)—A. M. Patterson, superintendent Canadian Express Co., at St. John, is here today making changes in several express messengers' runs. W. S. Morrison, running between Moncton and Halifax, has been transferred to run between Moncton and St. John. N. C. McAuley, formerly from Palmerston to Point du Chien, takes Morrison's old run, and I. H. Murray, Sheldrake, has been taken into the service, taking McAuley's former run.

**When You Buy Kendrick's Liniment**  
you buy the best. The best is made to you. Be sure and get Kendrick's Liniment. Sold by all dealers in medicine.

A freight car brought a black cat with three kittens into Belfast (Mo.) the other day. The animals were given quarters at the depot for a time and later were saved from an untimely end by John Sauters, who now has five feline boarders instead of one.

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Some of the aldermen on the committee which proposes to kill off the district system agitation are members of the Citizens' League. When the league meets again it might with profit consider how many of the members of the present Council are ripe for retirement and how their translation to the sweet seclusion of private life is to be brought about. The League must take off its gloves if it is going to do any business this year. It must deal with individuals as well as with theories. It must prepare for a fighting campaign or resolve itself into a debating society.

Mr. James J. Hill, the railroad magnate, has been telling young men how to succeed. Those who are willing to work hard—and some are not—will find this advice, from a man with Mr. Hill's record, of some value. Here is his receipt:—"Begin at the bottom, show that you are familiar with your work, keep pointing away at your special line of work and the reward will come. Railroadmen are not like politicians; the competent man wins. It is necessary that he should, for railroad men are dropping out of harness every day. Those who stick to their work and show capability are necessarily elevated. The office boy of today may become president in a decade if he be made of the right stuff and make his services indispensable."

According to the Springfield Republican's Washington correspondent, if anything is done with the tariff in the way of reciprocity and retaliation, it will be at twenty-five per cent. to the Dingley rates as against national duties. America's custom duties against Europe are raising the full Dingley rates as a reciprocal concession. This, the Republican asserts, would be of course be making a bad matter worse—for it is the excessive Dingley rates which are causing such reprisals as Germany will soon put into force. A maximum schedule in excess of the present rates will only invite further reprisals. It is not only an unwise, but an outrageous proposal.

The departure of the insurance investigating committee from New York affords intense relief to many distinguished invalids. The Post notes a great change for the better. It says:—

Bulletins that might have been issued by physicians to famous invalids at a minute's notice after midnight of Sunday:—

As the clock finished striking twelve there was a decided change for the better in the condition of David B. Hill. The fever has almost subsided.

Andrew Hamilton began to improve at midnight. There is little doubt that he will be able to sail for the United States early in the year.

Frederick K. Burnham is out of danger. After many weary weeks of distressing ignorance, Thomas D. Jordan's son now hopes to get a clue as to his father's whereabouts.

A. C. Fields, William H. McIntyre, and General Louis Fitzgerald are expected to emerge before the ground hog, though their reappearance will have no significance as an indication of the end of frost.

**Personal and Peculiar**  
A minister in Missouri recently married a rich woman and now he has bought a \$2,000 moving picture machine to illustrate his sermons with.

A little girl out in Kansas recently stuffed her father's incubator full of china eggs in hopes that they would hatch out into a new dinner set.

A British authority has made the rather pleasing suggestion that criminals caught committing crime under an alias should be branded with their real names.

Vine Hovey has acted as agent for the Burlington road at Forest City, Missouri, for forty years, without losing a single day's work, and in consequence has been given a two years' vacation with full pay.

The German city of Ploetzheim has a population of 68,000 devoted almost entirely to the manufacture of jewelry, there being about fifty factories where it is made.

Bishop McCabe has delivered his great lecture on the Bright Side of Life in Lafayette, 1,500 times, and \$200,000 has been brought into the church treasury by the same.

Mrs. M. O. H. Russell, of Bloomington (Ill.), is the only woman oil operator in Kentucky, and perhaps in the United States. She is only twenty-eight, and one of the largest operators in the country.

Larried away twelve houses and fifteen persons are missing. It is reported that they were killed.

**CHANGING ROUTES OF EXPRESS MESSENGERS**  
Moncton, N. B., Jan.