

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., AUGUST 22, 1906.

THE SEMI-WEEKLY TELEGRAPH.

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RULES FOR CORRESPONDENTS.

Be brief. Write plainly and take special pains with facts. Write on one side of your paper only. Attach your name and address to your communication as an evidence of good faith. Write nothing for which you are not prepared to be held personally responsible.

THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

AUTHORIZED AGENTS.

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

T. W. Rainsford,
Alison Wishart,
W. A. Ferris,
Wm. Somerville.

MR. T. W. RAINSFORD, Traveling Agent for the Daily and Weekly Telegraph is now in Charlotte County. Subscribers are asked to pay their subscription to him when he calls.

Semi-Weekly Telegraph
ST. JOHN, N. B., AUGUST 22, 1906.

THE NEW BRUNSWICK CONTINGENT FUND.

When the first contingent was sent to South Africa a guarantee was given that the soldiers sent from New Brunswick would receive fifty cents a day from the people of this province in addition to any pay that they might receive from the Dominion and Imperial governments. It was assumed at that time that this payment would not extend beyond six months, but as our readers are aware the war has been prolonged and at the present time they are only now talking of bringing our soldiers back to our shores. When the second contingent went it was felt that they should be treated in an equally liberal fashion as the members of the first contingent, and some words that were uttered by the mayor led to the belief that the second contingent would receive the same treatment as the first, or at all events, that those members of it who were actually residents of the province would be considered in any distribution of extra funds for the benefit of the boys in South Africa. The treasurer, Mr. H. D. McLeod, in making up his accounts, finds that there will be a shortage of something like \$800 in the amount of money available for the payment of the second contingent up to the first day of September of this year. We trust that this sum will be speedily made up, and we think that we may rely on the liberality of our people to do so without any pressure on the part of the press or of persons interested in collecting these sums. Any money from the out counties can be sent direct to Mr. McLeod, whom, we hope, will soon have sufficient in his possession to be able to announce that no more is needed and that every promise that was made to our soldier boys was faithfully kept. We believe that quite a number of our citizens, owing perhaps to their attention not being directed to the subject, have failed to contribute anything to the contingent fund, and the present call will give those gentlemen an opportunity of subscribing.

PEKIN CAPTURED.

Pekin was entered by the allied forces on the 15th inst., and the rescue of the surviving members of the embassies effected. We can imagine the feelings of joy which these rescued men and women felt when they found themselves again under the protection of a civilized flag and free from the danger to which they had been exposed for almost two months from an implacable and treacherous enemy. There never was in the whole history of the world a more dramatic episode than the siege of the members of the embassies

of the great nations in the British quarter at Peking. Every circumstance that could add horror to the event was there. The presence of women and children who must necessarily suffer in an equal degree with the men during the siege and who if captured would be subject to outrage as well as murder. There was a scarcity of food and a scarcity of ammunition, and the defence was feeble in comparison with the means of attack, yet with a dauntless courage which we cannot admire too highly we praise too much, these men who were thus besieged presented a gallant front to the enemy and never lost heart at any time or spoke of surrender. In fact knowing the character of the Chinese as they did, surrender was not to be thought of; there was nothing to do but to fight on, and at length after weary weeks of waiting their rescuers came and then the pressure upon them was relieved. The whole episode shows how much may be accomplished by brave men who are fighting in a good cause and who are commanded by vigilant and capable leaders.

LORD WOLSELEY ON THE ARMY.

If it be true as stated by the London Daily Mail that Lord Wolseley, field marshal and commander-in-chief of the British army, delivered a most scathing condemnation of the troops who participated in the manoeuvres on the 16th inst., the fact will be likely to lead to a general shaking up of the military force of the Empire. Lord Wolseley is said to have declared that the 20,000 men who participated in these manoeuvres were utterly unfit to send abroad, being badly led and badly taught. Perhaps the language of Lord Wolseley was not as strong as the Mail makes it appear, but there is no doubt that a severe critic might find a good deal to censure in the condition of the British army mainly because of the lack of attention on the part of the officers to their duties. As we stated in a former article the officers of the British army ought to be taught that their business is soldiering and not becoming social stars, and it ought to be understood that any soldier in the ranks whose conduct and proficiency in his military duties and education qualify him to become an officer, will have a hope of rising to that position without being treated as an inferior by men who have more money but far less brains, and who are less fitted to command men than he is. It will be one of the first duties of the government when the present war is over to effect such a change in the army, especially with respect to promotion from the ranks, as will make it more popular as well as more efficient.

APOLGIZING FOR THE TORY PARTY.

The Sun of yesterday made a labored apology for Mr. George E. Foster and the Conservative government of which he was a member in respect to their treatment of St. John. We must say that the Sun makes a very poor case for the Tory party, for the very excellent reason that they have no case, because neither Mr. Foster nor the government of which he was a member ever did anything for this city that they could possibly avoid doing. However, as we have no desire to hide the good lights of the late government under a bushel we give below the Sun's apology for them in full:

"It could be shown that the Liberal Conservative government, in spite of the resistance of the opposition of that time, gave St. John the short line connection with Montreal and the west. Mr. Blake for the very excellent reason that they have no case, because neither Mr. Foster nor the government of which he was a member ever did anything for this city that they could possibly avoid doing. However, as we have no desire to hide the good lights of the late government under a bushel we give below the Sun's apology for them in full:

A very slight examination of the above will serve to show that there is not one item in it in which the late government acted for the benefit of St. John. The Short Line Railway was built, not for the benefit of St. John, but for the benefit of the Hon. Mr. Pope, who was a member of the government of the day and a particular friend of Sir John A. Macdonald. Mr. Pope was the owner of a line of railway from Lennoxville to Montreal, and he thought that if he could make it a part of a Short Line from Montreal to the maritime provinces through the state of Maine, he could dispose of it to more advantage than as a separate road. It was for his benefit therefore that the subsidy was given to this Short Line, and we may add that when the Short Line was built the government never made the slightest attempt to utilize it. The line went into operation in 1880 and six years elapsed before a single pound of freight was sent over it for export at the port of St. John during the winter season. A proof that the road was not built for the benefit of St. John lies in the fact that in the spring of 1880 Sir John A. Macdonald introduced a bill into the House of Commons, and carried it through that house,

providing for the construction of a line of railway from Harvey, in the county of York, to Salisbury, in the county of Westmorland, as part of the Short Line. This line of railway was intended to pass through Fredericton, and the avowed object of it was to carry the freight from the upper provinces straight through to Halifax and to avoid the port of St. John. This railway bill was defeated by the action of the Senate of Canada, which once in its history, showed some slight independence of the Conservative government to which most of its members owe allegiance. Moreover the St. John Sun supported the government in this attempt to divert the trade of the upper provinces to Halifax, as can be seen by a reference to its issue.

As to the statement that the late government established the first winter port service from St. John, it ought to be remembered that this work was delayed for six long years, and the service was only established in 1895, although it ought to have been established in 1880. It is well, moreover, to remember that this concession was only exacted from the government under duress. Mr. Foster did not give this city a fast winter service of his own free will, or for any love of the people of St. John, but simply because he was forced to do it by pressure brought to bear upon him from other quarters. He had only a choice of evils, and he elected to subsidize a steamship to St. John rather than face a political revolution in the ranks of his own party. As for the statement that the late government adopted a policy of establishing a first class steamship cargo service winter and summer from St. John it is a very good story for the marines. The promise was merely made for the purpose of carrying the election and of avoiding the imputation of treachery which Mr. Foster and no person connected with the government had incurred in their treatment of St. John with respect to the fast line steamship service. Mr. Foster on the platform of the Mechanics' Institute, in the hearing of more than a thousand people, solemnly declared that the port of St. John would be considered in the fast line steamship service and it would be given an equal chance with Halifax. Yet when the tenders were issued for such a service the port of St. John was not named at all, Halifax and Quebec being the only ports that were mentioned. Then Mr. Foster thought he would throw a sop to the people of St. John by promising them a fast freight service in winter. We believe that there never was any intention of carrying out this promise any more than the one with respect to the fast line. If Mr. Foster and the government could break one promise solemnly made to the people of St. John, they could break another, and if the late government had remained in power we believe that St. John would never have had anything in the way of steamship subsidies beyond the single line to Liverpool.

The truth of the matter is that the treatment of St. John by the late government was shameful to the last degree, and no person knows it better than the editor of the Sun, who is attempting to defend Mr. Foster for his numerous acts of misfeasance, malfeasance and nonfeasance to St. John.

THE QUESTION OF TAXATION.

The Sun is trying to make its readers believe that the people of Canada are oppressed by the rate of taxation imposed by the present government. As our taxes are all levied on imports and on certain articles manufactured in Canada on which there is an excise duty, and as the rates of duties both of excise and customs have been increased since the present government came into power, but diminished the present large revenue arising from taxation is due to increased consumption of the articles taxed. Increased consumption on the part of a people means increased prosperity, because people do purchase goods and use them in rich times, but only when they feel rich. This consideration knocks in the head all the elaborate statements of the Sun in reference to the alleged increase of taxation per head from \$5.48 in 1896, to \$7.20 in 1900. In the former year there was a deficit, which means that the amount raised by ordinary revenue was not sufficient to pay the ordinary expenditure, notwithstanding the fact that Mr. George E. Foster, the finance minister in that year starved every service, including the militia, and threw a number of payments into the following year for the purpose of making a good showing as possible for the government. On the other hand, in the year 1900, the fiscal year which ended the 30th of June last, not only was there sufficient revenue to meet all the ordinary expenditure, but there was such a large surplus that it more than paid all the capital expenditure leaving something over for the reduction of debt. All this clamour about taxation comes with a strange air from the Tory party which has placed such enormous burdens on the people of Canada in the shape of high taxation and indebtedness. We may refer again to the fact that in 1878, when the Liberals went out of power, the rate of taxation was \$4.37 per head, and that in 1883, five years afterwards, the Tories had raised it to \$6.60 per head, an increase of \$2.23 in five years. Moreover this increase of taxation, although it gave a small surplus, did not begin to meet the capital expenditure which the country was then incurring, and notwithstanding the heavy increase of taxation the country went into debt. When the records of the two parties come to be examined carefully it will be found that the Liberal party has

always stood for economy, and the Conservative party has always stood for reckless expenditure. That condition prevailed during the eighteen years the Conservatives were in power, and it would prevail again if the people of Canada were so ill advised as to restore them to power.

SIR WILFRID LAURIER.

The leader of the Liberal party in Canada is now in the province of Nova Scotia where he is being received with the honor due to a grateful people to so distinguished a personage and so excellent an administrator. Sir Wilfrid Laurier is easily the first man in Canada now in public life. During the four years that he has been in power he has thoroughly proved his fitness to be the head of the government. The people throughout Nova Scotia with out distinction of party, are united in showing him respect. Yet this is the time when the St. John Sun comes forth with an article for the purpose of endeavoring to show that Sir Wilfrid Laurier is a rebel and a disloyal man. Nothing more contemptible has ever appeared even in the Sun than the attack which it made on Saturday on the leader of the government, and it can only be accepted as a proof of the lack of political fitness that their organs are compelled to resort to such disreputable tactics. No man could have acted in a more judicious and honorable manner than Sir Wilfrid Laurier has done. Throughout the whole of his political career he has shown himself to be emphatically a gentleman, a man of honor as well as a man of sense. He has never resorted to extreme measures or uttered words of which he had need afterwards to be ashamed. No stain rests upon his character. No suspicion of political dishonesty has ever been attached to him, and when the story of his administration comes to be written by the future historian of Canada, we will venture to say that there is no period in the whole history of this country that will make a fairer showing than the period when his destinies were controlled by Sir Wilfrid Laurier.

RACE HATRED IN NEW YORK.

It is a deplorable thing that in the last year of the nineteenth century attacks should be made on colored men in the great city of New York for no other reason apparently than because they are black. The riots which have taken place in New York recently recall the Draft riots in 1863, although they were on a much smaller scale. The rioting in New York in 1863 lasted from the 13th to the 17th of July and it is estimated that a thousand persons were killed. The negroes were everywhere made the object of attack. Among the buildings destroyed was the colored orphan asylum and the property lost was estimated at \$1,500,000. The ostensible cause of the recent riot was the murder of a policeman by a colored man, but there is nothing to show that the question of race had anything to do with this murder. Policemen are murdered by white men as well as colored men, yet no one ever thought of instigating a riot on that account. If an Italian or a German killed a policeman, it would be regarded as in the highest degree absurd to make a general attack on all the Italians or Germans in New York on that account. It is equally unreasonable to hold the whole colored race responsible for the act of a single man. There is no doubt that the feeling of the masses in New York towards the colored men is not a good one, hardly better than that which prevails in the South. Even in Massachusetts, which has been the centre of the abolition movement, and from which so many denunciations of slavery have proceeded, the negroes are not treated as the equals of white men. A color line is severely drawn even in these places where we would suppose it would be ignored, and in other ways the colored men are made to feel that they belong to an inferior race. This is very unfortunate because the color of a man's skin ought not to interfere with his advancement in life, and it is a pity that the feeling prevails in the United States, that a country cannot be said to have attained its ideal of liberty and justice.

BRITISH ARMY REFORM.

We publish elsewhere an article which appears in Harper's Weekly from the pen of Julian Ralph, the famous American war correspondent, dealing with the lessons to be learned from the Boer war and especially with reference to the improvement in the British army. Julian Ralph is not like some Americans who have written on the Boer war, a bigoted enemy of Great Britain, but he is a judicious friend, and one who desires to speak as well as possible of the men he has associated during the recent campaigns. Yet his criticisms on the war and the causes which have led to so many British disasters are precisely in line with those which have appeared in this paper, and which may be summed up in the brief sentence that the British officer is not first, last and all the time a military man. In fact it is not considered good form for the British officer to be strict, to be a sportsman and a social star, and he all, a sportsman and a social star, and he looks with something like contempt on the officers of continental armies who have to wear their uniforms at all times, and who are first and last soldiers. We believe that this spirit which now exists

in the British army will have to be suppressed before Great Britain will obtain from her sons their best service. Julian Ralph speaks in the highest terms of the British private soldier and he is a man who is competent to speak on all subjects as he has seen the troops of all nations. Up to the time of the Boer war he believed the Turk to be the best soldier in Europe, but his experience in the field of South Africa has shown him, he says, that Tommy Atkins is still better, the British soldier having all the good qualities of the Turk, bravery, vigilance and patience as well as other good qualities which the Turk does not possess. The true policy of the British government in reorganizing the army ought to be to place the British soldier in such a position that he can aspire to be led by men who understand their business and who will also be found equal to any emergency in which they may be placed. Incidentally Julian Ralph makes mention of the colonial soldiers who have fought in South Africa, and he finds them even superior to the British soldier. The words which he utters in regard to the army are well worth weighing and we hope they will be duly considered by all that they are clear that no people are more interested in the condition of the British army than the people of the colonies who might some day find it necessary to call on that army for their defence.

THE CHINESE SITUATION.

The occupation of Peking by the forces of the powers has been accomplished and now it remains to be seen what the next move will be. No doubt the powers will first of all exact from China a full indemnity for any losses that they have suffered, and it is likely that the Chinese government will yield almost anything that may be demanded. But when that is done what then? In going to the rescue of the imprisoned legations all the powers had a common object in view, the saving of their own people, but when this object has been accomplished there does not appear to be any bond of union between them. Each country is looking out for its own interests, and the interests of some countries are directly in opposition to the interests of others. Here, for instance, we have Russia which desires to acquire territory in China but does not desire to share the trade of that country with any other power. Here, too, we have Germany which proposed to build up in northern China a rival of Hong Kong, yet which will not share with any other power the trade of that region. A most significant circumstance is the opposition offered by both Germany and France to the landing of British troops at Shanghai. These powers complain that if British troops are landed they should be allowed to land troops also, and they have even gone so far as to ask the United States to take part in this movement. The fact is, and the sooner the British realize it, the better, the Germans are hardly hostile to British interests, then are the French. Germany seems to be the rival of Great Britain in commercial matters, and the next great war is quite as likely to arise out of a trade conflict as from any other cause. The situation is one of extreme difficulty, but in dealing with it, it will probably be found that the boldest course is the safest one. If the war in South Africa could be brought to an end, Great Britain could spare plenty of troops for operations in the east, and in fact could place a larger army in China than any other power. That this will be done should it become necessary we do not doubt.

THE KENTUCKY TRIAL.

The finding of Powers guilty of being concerned in the murder of Goebel, governor-elect of Kentucky, and his sentence to imprisonment for life, will serve to revive the discussion of the troubles of that state. Goebel's murder was a political crime and was the direct result of the extreme jealousy which had arisen between the Republicans and the Democrats. The desire to get possession of the government of the state was so strong that they were ready to take any step to bring it about. On the face of the returns Taylor, the Republican candidate, appeared to have been elected, but by a provision of the law of Kentucky, the election returns are subject to the revision of the legislature and the legislature threw out every vote which was cast for Taylor to elect Goebel. This was certainly no worse than the shameful action of the returning boards which threw out the votes of several states which were cast for Mr. Tilden for president in 1876 and resulted in the choosing of Hayes to that high office. But the Kentucky episode met with the vigorous condemnation of these very Republicans who have condoned the crime which elected Hayes, showing clearly that it makes a good deal of difference with some people whose ox is gored. Taylor, the Republican candidate, attempted to maintain himself in office by force of arms, and it was while going to the legislative buildings that Goebel, the Democratic candidate, was shot and killed. The crime was a disgrace not only to the state of Kentucky but to the whole of the United States, yet it has found apologists who declare that Goebel was a bad man, that he had shot someone several years ago, and that he was responsible for the law which resulted in the defeat of Taylor. The whole episode shows the length to which partisanship has gone in the United States, and it should serve as a

warning to the people of Canada against allowing partisan feelings to override all considerations of truth, honesty and justice.

THE LATE GOVERNMENT AND ST. JOHN.

The Sun shows to very little advantage in its efforts to excuse the late government for its total neglect of St. John during the many years that it was in power. From the time when the Conservative assumed office in 1878 up to the time when they were defeated and driven from office in 1896, they did nothing whatever to advance the interests of this port, with the solitary exception of a small subsidy which was promised to the Beaver Line Steamship Company just before the election of 1896. These are facts which cannot be controverted and which it is useless for the Sun to attempt to deny. It is true that the Short Line was built and completed from Montreal to St. John in the summer of 1880, but the Short Line railway was not built for the benefit of St. John but of Halifax, and the proof of this lies in the fact that when the company which had the building of the Short Line railway in hand refused to carry it to Halifax, the government of which Sir John A. Macdonald was the head, brought down a bill and passed it through the House of Commons providing for the construction of a line from Harvey to Salisbury, so that all the freight from Montreal might go direct to Halifax across the province, without going near St. John at all. This does not look as if the government had built the Short Line railway for the benefit of St. John, and the fact that the Sun supported this government measure to construct the Harvey-Salisbury line shows that it was quite willing that all the freight from the upper provinces should go to Halifax. If the late government had any desire to make the Short Line useful why did they not take measures to bring freight over it to St. John for shipment to this port? Why was not a steamship line subsidized in 1880 instead of waiting for six long years, and then only yielding to pressure of the most extreme kind? Why were the efforts of the people of St. John to obtain some recognition of this port treated with contempt by the late government? It was because the interest of the late government was in Halifax and not in St. John and would be the same if the Conservatives again got into power.

SIR CHARLES TUPPER.

There used to be a politician in Nova Scotia whom his followers delighted to call "the old man eloquent." This was the Hon. J. W. Johnstone, the leader of the Conservative party in that province for many years, one of the founders of Acadia University and at the time of his death the governor of Nova Scotia. Sir Charles Tupper, who has just returned from England on the Parisian, might be very well described as "the old man garrulous," for as soon as he landed at Quebec he was seized with a fit of talking, he evidently having suffered from the restraint imposed upon him by being shut off from the newspapers during the week or more that he was on the Parisian between Liverpool and Quebec. Sir Charles Tupper as soon as he reached Quebec began to give his views to the newspapers, not only with regard to the intentions of the government with respect to the elections, but also with reference to the country. Sir Charles is always sweeping the country. He was going to sweep the country in 1896, but when the returns came in it was found that the country had swept him out of power. Sir Charles will find that he is just as poor a prophet in the year 1906 as he was four years ago, and that the country is just as little inclined to have its affairs administered by him as it was then. Sir Charles is now on his way to the county of Cumberland to attend a convention of the Conservative party for the purpose of choosing a candidate in the place of the late Hon. A. R. Dickie. The late Mr. Dickie was Sir Charles Tupper's man, and it is to be presumed that the person who will be chosen in his place as the Conservative candidate for Cumberland will also be Sir Charles Tupper's man. It matters very little, however, who is chosen to contest Cumberland in the Conservative interest, for no matter who he is he is certain to be beaten. The people of Cumberland have had all they want of Conservative representation in the House of Commons, and recent events have not inclined them to send another of Sir Charles Tupper's men to Ottawa.

THE MAYBRICK CASE.

The case of Mrs. Maybrick who was sentenced to death and afterwards had her sentence commuted to imprisonment for life in England for murdering her husband by poisoning again continues to attract public attention. This matter has been up frequently in recent years and now it has almost become an international question. Indeed as Mrs. Maybrick is an American woman, the good offices of the government of the United States have been invoked for the purpose of obtaining her release from imprisonment. Still up to the present time the judicial authorities of England have steadfastly refused to interfere in the Maybrick case, or to admit that any mistake was made when she was found guilty and sentenced. The British people have been so much accustomed to accept the opinions of their judges as infallible that there has never been any public opinion in England favor-

able to Mrs. Maybrick, and therefore the government felt itself quite secure in declining to do anything in her interest. But many persons who have read the evidence carefully are of the opinion that there was no case made out against Mrs. Maybrick which would justify a verdict of guilty. To justify such a verdict, especially in a case which involves human life, it is necessary to show that the victim could only have been poisoned by the person charged with the crime, who in this case was his wife. The poison used was arsenic and traces of arsenic were found in the stomach of the deceased. It was also shown that Mrs. Maybrick had had arsenic in her possession, but it was just as clearly shown that Maybrick, himself, who was very intemperate, used arsenic in the form of a "pick-me-up" in the morning when he awoke from the anarchy. It was therefore quite as likely that arsenic found in his body was arsenic which he had taken as a medicine as that it had been administered by his wife, and this consideration should have prevented the jury from returning the verdict they did. Such are the arguments that are used in favor of Mrs. Maybrick and it must be admitted that they are not without strength.

THE ANCIENT COLONY.

We have received from Messrs. J. & A. McMillan a book, one of "Ramblings in an Ancient Colony," by James Rupert Elliot, author of "American Farms." It is a beautifully illustrated volume with photographs of many interesting scenes in the colony of Newfoundland, and is printed in a sumptuous fashion on beautiful paper with the clearest of type. Altogether this little book is well worthy of the subject of which it treats and must be read with the greatest interest by everyone who has any connection with Newfoundland. A considerable portion of the volume is taken up with an account of a trip across the island by means of the railway from Port aux Basques to St. John's. The writer incidentally refers to the resources of the island and to the industries which are being carried on within it. There is no doubt that Newfoundland is very rich in minerals and that its minerals will be utilized at no recent date to the great enrichment of its people. Altogether, Mr. Elliot's book is quite as interesting, although in a different way, as his well-known volume on "American Farms."

The population of Greater New York, according to the census just taken, is 3,437,292. The New York Herald publishes what it calls a pictorial comparison of New York and London, in which it places the population of the latter city at 4,700,000. This, however, is a gross underestimate of the population of the world's metropolis. London, including the metropolitan and city police districts, had a population of 5,038,806, according to the census of 1901, and the increase of population between 1881 and 1901 was 866,144 persons. If the same rate of increase was maintained from 1881 to the present time the population of London would now be 6,500,000, or 3,000,000 more than that of Greater New York. London, notwithstanding its vast size, continues to grow like a young western town, and when the census comes to be taken next year it will probably be found that it has added more than a million to its population since 1901.

The speech of the German Emperor in bidding farewell to Count Waldersee, who goes out to command the troops in China, will attract attention from the fact that while effusively polite to Austria, and Russia it makes no mention whatever of Great Britain. It looks as if the German Emperor had gone out of his way to show his lack of sympathy with British aims, as an insult, as far as he dared, our mother country. The British people will not fail to remember this, and when the proper time comes they may resent it.

The Sun seems to be taking a great deal of interest in the speed of German steamships at present, and it gleefully announces that German marine architecture has again triumphed over the world and that the Deutschland has not only beaten the Atlantic record but is also sailing out to sea. The Oceanic is a British ship. The Sun ought to know that the Oceanic was not built for great speed, but for comfort. It is quite like the Sun, however, to be engaged in running down everything British.

The Sun tells its readers that Mr. Fred Cook is its Ottawa correspondent. Mr. Fred Cook is likewise the Ottawa correspondent of the Toronto Mail, the paper which said "so much the worse for British connection." Yet Mr. Fred Cook it appears has just been elected to the supreme presidency of the Sons of England. Perhaps Mr. Cook will be able to explain how he, a loyal Englishman, is able to act as correspondent for so disloyal and anti-British a newspaper as the Toronto Mail.

Discoveries While Delving Among the Bones of Kings.

Berlin, Aug. 20.—The work of opening the tombs of the ancient German emperors buried in the Cathedral of Speyer is progressing. The first discovery made was of the sarcophagus of Emperor Conrad II., surnamed the Schlege, of the house of Franconia, who died in 1039. The remains were found undisturbed.

"TAKE HEED WILL SURELY SPEED." Be sure to heed the first symptoms of indigestion, nervousness and impure blood, and thus avoid chronic dyspepsia, nervous prostration and all the evils produced by bad blood. Hood's Sarsaparilla is your safeguard. It cures the stomach, purifies, strengthens and quiets the nerves, purifies, enriches and vitalizes the blood and keeps up the health tone. All liver ills are cured by Hood's Pills. 25c.