

THE SEMI-WEEKLY TELEGRAPH is an 8-page paper and is published every Wednesday and Saturday at \$1.00 a year in advance by THE TELEGRAPH PUBLISHING COMPANY of Saint John, a company incorporated by act of the legislature of New Brunswick, Thomas TUCKER, Business Manager; JAMES HANWAY, Editor.

ADVERTISING RATES. Ordinary commercial advertisements at the rate of 10c per line for the first insertion, 7c for the second, 5c for the third, and 4c for each subsequent insertion. Special rates for long advertisements.

IMPORTANT NOTICES. The considerable number of communications received in the office of the publisher, and the necessity of having a list of subscribers, and the names of those who have not paid for their subscription, is hereby notified.

FACTS FOR SUBSCRIBERS. Without exception names of new subscribers will be required to pay for their subscription, and the names of those who have not paid for their subscription will be published.

RULES FOR CORRESPONDENTS. Write plainly and take special pains to be brief. Write on one side of your paper only. Attach your name and address to your communications as an evidence of good faith.

This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph. ST. JOHN, N. B., MARCH 18, 1899.

THE LOSS OF THE CASTILLAN.

No explanation has yet come to hand that will serve to account for the stranding of the Castilian on Gannet Rock.

The loss of the Castilian is seemingly due to those "unknown currents," which, in spite of warning lights and buoys, have been making their way slowly and steadily towards the coast.

Now this captain, who was in charge of the largest and finest boat of the Allan line, was 25 miles north of his course at sea, and 30 miles north of it if he had desired to give Seal Island and Cape Sable a wide berth.

One reports says that the ship's compasses were wrong, but it is difficult to believe this story. The Castilian was supplied with all the latest modern equipment by means of which compasses can be kept right, and her stern was of wood and had one compass attached to it so as to be absolutely secure against any attraction and always reliable.

It has been carefully taken notice of the navigation of the waters between Portland and Yarmouth who will say that there is any such current. Our coasting vessels go to and fro constantly and no currents disturb their peace of mind.

It is only when some British captain smashes his ship on the rocks that these unknown currents come

struck, he had to cross what is called the German Bank, which is fully 15 miles in width and on which the depth of water varies from 27 to 34 fathoms.

Had this accident to the stately liner happened when the ship was making a voyage to or from St. John, the Bay of Fundy would have been denounced on both sides of the Atlantic as the most dangerous water in the world.

There are a great many people in Canada who are anxious to have the above question answered in a satisfactory manner, and perhaps their wishes will be gratified after the official inquiry is ended.

When the ship went ashore she was less than thirteen hours from Portland, Me., so that she must have been travelling at the rate of 14 knots an hour from the hour she left Portland until she struck, for the distance from Portland to Gannet Rock is 180 nautical miles.

Now this captain, who was in charge of the largest and finest boat of the Allan line, was 25 miles north of his course at sea, and 30 miles north of it if he had desired to give Seal Island and Cape Sable a wide berth.

One reports says that the ship's compasses were wrong, but it is difficult to believe this story. The Castilian was supplied with all the latest modern equipment by means of which compasses can be kept right, and her stern was of wood and had one compass attached to it so as to be absolutely secure against any attraction and always reliable.

It has been carefully taken notice of the navigation of the waters between Portland and Yarmouth who will say that there is any such current. Our coasting vessels go to and fro constantly and no currents disturb their peace of mind.

It is only when some British captain smashes his ship on the rocks that these unknown currents come

to the front and are accepted as responsible for the disaster. For many years two lines of steamships have been running from Boston to Halifax, and they have never met with an accident on account of currents.

When it is considered that the Canadian Pacific Railway was at one time looked upon as a visionary scheme, an enterprise that would never pay, its wonderful success must be regarded as among the most astonishing phenomena of the age.

Another good friend in Mr. T. G. Shaugnessy, the vice-president of the Canadian Pacific Railway, whom we are glad to see again at his post in renewed health.

THE GOVERNMENT AND PROHIBITION. The reply of Sir Wilfrid Laurier to the Dominion Alliance, declining to introduce a prohibition bill, has been met by protests from Mr. Spence and other members of the Alliance.

While we cannot all agree with Mr. Spence and the other members of the Alliance in their views of the result of the plebiscite, we feel that a great deal of allowance should be made for the opinions of men who have made the study of this question a life work.

Some time ago the government of Canada introduced into parliament and passed a tariff bill granting a discrimination of 25 per cent. in the rates of duty in favor of British goods.

There does not seem to be any good reason why committees of the Board of Trade and Common Council should not confer together with regard to terminal facilities for this port or any other public question.

We publish elsewhere a letter from a teacher on the subject of compulsory education. We believe that the time has come when the public feel that no class in the community ought to be permitted to bring their children up in ignorance.

most of which was incurred to make the road better fitted to carry heavy freight trains. If we add the last amount to the sum expended on the New Brunswick portion of the line we shall have a total of \$643,078, nearly every dollar of which was expended by the company to assist St. John to become the winter port of Canada.

When it is considered that the Canadian Pacific Railway was at one time looked upon as a visionary scheme, an enterprise that would never pay, its wonderful success must be regarded as among the most astonishing phenomena of the age.

Another good friend in Mr. T. G. Shaugnessy, the vice-president of the Canadian Pacific Railway, whom we are glad to see again at his post in renewed health.

THE GOVERNMENT AND PROHIBITION. The reply of Sir Wilfrid Laurier to the Dominion Alliance, declining to introduce a prohibition bill, has been met by protests from Mr. Spence and other members of the Alliance.

While we cannot all agree with Mr. Spence and the other members of the Alliance in their views of the result of the plebiscite, we feel that a great deal of allowance should be made for the opinions of men who have made the study of this question a life work.

Some time ago the government of Canada introduced into parliament and passed a tariff bill granting a discrimination of 25 per cent. in the rates of duty in favor of British goods.

There does not seem to be any good reason why committees of the Board of Trade and Common Council should not confer together with regard to terminal facilities for this port or any other public question.

We publish elsewhere a letter from a teacher on the subject of compulsory education. We believe that the time has come when the public feel that no class in the community ought to be permitted to bring their children up in ignorance.

importation and sale of liquor there must be a strong body of public opinion in its favor. The government thinks that the voice of 23 per cent of the electorate is not such a strong body of public opinion as would justify them in enacting a law which would cut off \$8,000,000 of the public revenue and require the country to pay many millions more in compensation to distillers, brewers and others who would be driven out of business by the law in question.

When it is considered that the Canadian Pacific Railway was at one time looked upon as a visionary scheme, an enterprise that would never pay, its wonderful success must be regarded as among the most astonishing phenomena of the age.

Another good friend in Mr. T. G. Shaugnessy, the vice-president of the Canadian Pacific Railway, whom we are glad to see again at his post in renewed health.

THE GOVERNMENT AND PROHIBITION. The reply of Sir Wilfrid Laurier to the Dominion Alliance, declining to introduce a prohibition bill, has been met by protests from Mr. Spence and other members of the Alliance.

While we cannot all agree with Mr. Spence and the other members of the Alliance in their views of the result of the plebiscite, we feel that a great deal of allowance should be made for the opinions of men who have made the study of this question a life work.

Some time ago the government of Canada introduced into parliament and passed a tariff bill granting a discrimination of 25 per cent. in the rates of duty in favor of British goods.

There does not seem to be any good reason why committees of the Board of Trade and Common Council should not confer together with regard to terminal facilities for this port or any other public question.

wick ports in the face of this discrimination. One London firm writing to a firm of shipbrokers here says, in a letter dated the 25th January, that they find difficulty in getting tonnage owing to the "difficulty which underwriters are making about covering steamers with British North America included in the policies."

When it is considered that the Canadian Pacific Railway was at one time looked upon as a visionary scheme, an enterprise that would never pay, its wonderful success must be regarded as among the most astonishing phenomena of the age.

Another good friend in Mr. T. G. Shaugnessy, the vice-president of the Canadian Pacific Railway, whom we are glad to see again at his post in renewed health.

THE GOVERNMENT AND PROHIBITION. The reply of Sir Wilfrid Laurier to the Dominion Alliance, declining to introduce a prohibition bill, has been met by protests from Mr. Spence and other members of the Alliance.

While we cannot all agree with Mr. Spence and the other members of the Alliance in their views of the result of the plebiscite, we feel that a great deal of allowance should be made for the opinions of men who have made the study of this question a life work.

Some time ago the government of Canada introduced into parliament and passed a tariff bill granting a discrimination of 25 per cent. in the rates of duty in favor of British goods.

There does not seem to be any good reason why committees of the Board of Trade and Common Council should not confer together with regard to terminal facilities for this port or any other public question.