

THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday at \$1.00 a year, PAYABLE IN ADVANCE.

ADVERTISING RATES. Ordinary commercial advertisements taking the rate of the paper, each insertion, \$1.00 per line.

IMPORTANT NOTICE. All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company, St. John, N. B.

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

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

"ISOLATED ENGLAND" There has been much excited comment in England and out of it, upon the reduction of the numerical strength of the army proposed by Mr. Haldane, Secretary of State for War.

"As to mental defects, it is asserted by competent authority that at least one-half of one per cent of the pupils in our schools are sub-normal, with all possible varieties of grades, from those who are barely somewhat slow to imbeciles and idiots.

"Sub-normal development is due to heredity, disease, accident, poor nutrition, or fatigue. The treatment should be such as to arouse dormant energies, to increase the intellectual powers, to cultivate self-control, to train to self-dependence and to some useful occupation."

"The present series of articles are designed with the object of diffusing information of our resources in order to demonstrate the advantages this province and city offer for the creation of profitable industries."

NOTE AND COMMENT. One dollar a year for each inhabitant is spent by Boston on music in parks, public baths, playgrounds, flowers and recreation facilities.

THE NEW SAN FRANCISCO. "Sheerfulness abounding with industry," part of Stevenson's creed, is the keynote of the new San Francisco.

LIBERTY. Not the lack of individual liberty but the abuse of it is responsible for the growth of Socialism in the United States and elsewhere.

ST. JOHN'S CLAIMS. The striking editorial on "St. John and its Harbor," reprinted on this page from the Ottawa Journal, makes pleasant reading for St. John people and should be found to contain suggestions for the Commission, the Board of Trade, and citizens generally.

BACKWARD PUPILS. At a time when St. John and other New Brunswick communities are beginning to perfect machinery to enforce the compulsory education law there should be an unusual degree of interest in backward pupils or those with a tendency to avoid school by playing truant or by other devious expedients to defeat the law.

extent the country is being weakened economically by this development; and the action of the French Chamber of Deputies suggests the idea that it may be necessary in the United States "to protect the right of every toilet to one day's rest out of seven, and not only to protect him in that right, but to compel him to exercise it."

GETTING VALUE FOR PRINTERS' INK. St. John merchants are coming to realize more and more the value of advertising—good advertising. They know that selling goods by advertisements is not so much a question of the amount expended as it is of selecting the best medium and making liberal use of that medium.

LOOKING AHEAD. That Canada's population will exceed that of the Mother Country a few decades hence, that it will in time equal that of the United States, and that its resources are such as to make it some day the predominant economic power of the world are some of the London Daily Telegraph's conclusions about the Dominion.

WHOSE DUTY? "Can Halifax be a great manufacturing city, and how?" The Halifax Herald has undertaken to answer this question. It has begun the publication of a series of articles dealing with the foundations of successful manufacturing as they apply to the city of Halifax.

NOTE AND COMMENT. The engineers who have been re-surveying the proposed routes for the Grand Trunk Pacific are beginning to report, and a decision in favor of the Valley or the central line is to be expected by October.

THE NEW SAN FRANCISCO. The activity is not confined to the men who were in business when the fire wiped their plants out. Men who had retired on account of age or for other reasons have re-entered business.

LIBERTY. King Edward is compelled by several considerations to decline Canada's invitation to visit this country. These considerations are carefully set forth in the communication received by Earl Grey.

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seems to mark it for early selection as the chief Canadian winter port on the Atlantic, and Parliament would do well next session if it were to make a generous appropriation for the purpose of putting St. John in the front rank of the North Atlantic seaports. What benefits St. John must benefit the whole country.

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number of Socialists in the world, that is to say members of Socialist parties, had increased to 7,000,000, these having 403 representatives in parliaments and 638 newspapers. But outside of these political organizations there are multitudes of men who, while belonging to other parties, are nevertheless at heart Socialists, or are in a fair way of becoming Socialists.

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Stores open Saturday till 11 p. m. St. John, N. B., July 21, 1906

A SALE OF MEN'S PANTS at \$1.98

We told you last Wednesday among other things of this sale of Men's Pants. It is not often we talk sale, as our usual prices are away below the so-called "sale" prices elsewhere, but when we do it means a genuine saving for those who take advantage. At this Pant Sale we are selling—

Men's \$2.50, \$2.75 and \$3 Pants for - \$1.98 SEE OUR BARGAIN IN MEN'S SUITS.

J. N. HARVEY, Clothing and Furnishings 199 and 207 Union Street

SCREEN DOORS DO NOT LET THE FLEES CATCH YOU UNAWARES

If your screen doors and windows are on early think of the trouble saved.

Sizes—2-6x8, 2-10x6, 10, 3x7. Prices—75c, \$1.00, \$1.50, \$2 each.

SCREEN DOOR SETS, including one pair of Hinges and screws, one Brass Door Pull, one Brass Hook and Eye, 20c each.

MALLORY DOOR FASTENERS, for keeping the door shut, 20c ea. W. H. THORNE & CO. Ltd., Market Sq., St. John, N. B.

ST. JOHN AND ITS HARBOR (Ottawa Journal, Ind.)

It was announced in despatches last week that George Robertson, M. P. P., president of the Imperial Dry Dock Company, which proposes to build at St. John, New Brunswick, a 600 foot dry dock, has asked the council to change its forty year pro rata subsidy. The council agreed to do so. The cost will be about a million dollars, and it is proposed to begin the work by September and complete the dock in eighteen months. Such a dry dock will be a valuable feature of the general plan which is fast making St. John a great ocean port.

And this calls attention to the fact that St. John is making remarkable civic and business progress. Sir Thomas Shaughnessy, president of the Canadian Pacific Railway Company, is quoted as saying the other day that in the season of 1905-06 the total tonnage of export freight handled through the port of St. John was 32,000 tons, while in 1904 it had increased to 33,821 tons.

"Under existing conditions," Sir Thomas went on, "there is not another possible winter port on the Atlantic coast of Canada. Halifax, it is true, is in many respects better equipped than St. John, but it is too far away from the points where the ocean tonnage originates. St. John itself is handicapped because it is 180 miles further from Montreal than is Portland and 140 miles further than Boston, while the railways can get no higher rate for carrying traffic to St. John than to either of the nearer ports. If we were to attempt to increase this disadvantage by the additional 275 miles to Halifax the handicap would be too great and the railways would either be compelled to carry business at a very serious loss or give it up."

The increase in steamers' loaded registered tonnage at St. John during the winter in the past ten years has been 81 per cent, 9 per cent, 24 per cent, 22 per cent, 38 per cent, 49 per cent, 13 per cent, and 29 per cent, with only one decrease, 8 per cent, in the winter of 1900-1901. In the number of steamers the increase, from 1885-86 to 1903-04, eight years, was 542 per cent, an average yearly increase of 68 per cent.

The St. John Board of Trade has advanced the following reasons why St. John should be adopted and equipped by the Dominion government as one of the national winter ports of the Dominion. 1st. The port of St. John is open all the year round and it is always entirely free from ice during winter, which cannot be said of any other port on the Atlantic coast north of Baltimore.

2nd. The harbor can be safely entered by the largest existing steamers in the world, which could also lie at anchor in the harbor at all times of tide.

3rd. St. John is the most westerly Canadian Atlantic seaport available for steamers during the winter and consequently the railway distance to the west is shorter from St. John than from any other Canadian port.

4th. St. John is connected with Montreal and the west by three separate railroads.

5th. The distance between St. John and Liverpool compares most favorably with every other important Atlantic seaport, as will be seen by the following statement: Liverpool to St. John, via Halifax, 2,725 miles. Liverpool to St. John, direct, 2,700 miles. Liverpool to Portland, 2,765 miles. Liverpool to Boston, 2,807 miles. Liverpool to New York, 3,034 miles.

Veterinary Experience. Infallible for horse health. 100 page book, with symptoms of all diseases, sent by eminent veterinary surgeon.

WATTLE'S ELIXIR. Sure cure for cuts, colds, list, and other boils, most horse ailments, 300c. No failure where used.