

THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday at \$1.00 a year, in advance, by The Telegraph Publishing Company, of St. John, a company incorporated by act of the Legislature of New Brunswick.

Ordinary commercial advertisements taking the run of the paper. Each insertion \$1.00 per line. Advertisements of Wants, For Sale, etc., at 50 cents for insertion of six lines or less. Notices of Births, Marriages and Deaths at 50 cents for each insertion.

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Without exception, names of new subscribers will not be entered until the money is received. Subscribers will be required to pay for papers sent them, whether they take them from the office or not, until all arrearages are paid. There is no refund of money on a change of address until all that is owed for it is paid.

It is a well-established principle of law that a man must pay for what he has. Hence whoever takes a paper from the post office, whether directed to him or somebody else, must pay for it.

Write plainly and take special pains with names. Write on one side of your paper only. Attach your name and address to your communication as an evidence of good faith. THIS PAPER IS NOT RESPONSIBLE FOR OPINIONS IN THE MARITIME PROVINCES.

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the last Tory administration, led by "the great stretch" himself, having "puffed itself to pieces," it is hardly dignified for a journal which professes to be the exponent of the views of such leaders to preach harmony and unanimity to any other party. The trouble with the Tory party is, as we previously remarked, that it is so narrow, intolerant and dictatorial that its own leaders cannot tell from day to day whether they may be able to keep their rank and file within discipline. It is, on the contrary, in the broadness of its policy, the national calibre of its statesmanship and the toleration accorded the expression of views by its membership, that the Liberal party stands today harmoniously representative of all the best interests of Canada.

TO THE LIBERALS OF ST. JOHN.

Liberals are invited by our morning contemporary to attend the convention on Tuesday evening for the purpose of nominating candidates in opposition to the local government. We trust that no Liberal who has the interest of the party and of the country at heart will respond to this invitation. While it now suits the Tory organs to seek to obtain the assistance of Liberals in their warfare, Liberals will do well to bear in mind the fact that the Tory organization directed from Canterbury street will in the next provincial election, as it has in many past elections, direct all its efforts to the attempt to overthrow the Provincial Government, knowing that to succeed in their efforts would be to give a striking blow to the Minister of Railways and to the Liberal Government, and that the effect would be to most materially assist the Tory party when the next Dominion elections take place.

THE PRESIDENT'S PROSPECTS.

The Republicans of New York State have endorsed President Roosevelt for nomination as the Republican presidential candidate in 1904, although Mr. T. C. Platt, the Republican party boss in state politics, recently expressed the opinion that the state convention would not go so far as to advocate his candidacy. This expression of Mr. Platt's was in the final report of the order of events, for it must be remembered that although it has been customary to offer an efficient president a nomination for a second term, Mr. Roosevelt has never yet been nominated for the presidency. He was elected vice-president and only succeeded to the presidency through the death of President McKinley. It is true that when elected to the vice-presidency it was believed by many that his previous phenomenal success marked him as a child of destiny and that a presidential nomination would be naturally his next step in the line of fame; but it is none the less true that it is the exception to the rule to elect as president a man who has been vice-president and there has been no case of the sort since long before the civil war. Therefore if Mr. Roosevelt were relegated to obscurity after his accidental term as president it would be merely following in the line of precedent.

THE EXPONENT OF HARMONY.

The morning Tory organ, as was to have been expected, again and wrangles severely under the accusation of The Telegraph that such harmony as may occasionally exist in the Tory party is of the variety that is only controlled by the lash. It seeks, as is its usual custom in such cases, to evade the broad question and to elaborate instead a discussion as to the merits or demerits of individuals, which may be done in its readers to see with its position. Such a course is neither explanation nor argument. Talk, its readers speedily discover, is cheap, and as to talk about cabinet discussions, one does not need to overhaul the records of the Tory party very long to find some conspicuous instances of the "Tory leaders' ideas as to the beauty of "standing together." It is, for instance, only necessary to revert to the scenes immediately preceding the disintegration and downfall of the Tory administration at Ottawa to see an illustration of the state of affairs which has ever since grown worse within its party lines. Doubtless the Sun may be able to recall the incident of January, 1901, at the Dominion capital, when its distinguished friends Hon. Geo. E. Foster, Sir Charles H. H. Tupper, Hon. J. G. Haggart, Hon. A. R. D. Coe and others of Sir Mackenzie Bowell's cabinet disagreed with their leader and kept lamenting waiting day after day without a session until the venerable Sir Charles Tupper got up to present "practical information" respecting New Brunswick, including details relative to its soil, climate, productions and agriculture, published for the use of persons intending to settle upon the lands of the New Brunswick and Nova Scotia Land Company. The work was printed in London in 1843 and the office of the company was at No. 5 Copthall Court, Throgmorton street. The maps and descriptions are good enough for use

today save that they do not refer to railroads or other marks of progress, but in the presentation of conditions as they then existed that the work has its attractiveness.

The New Brunswick and Nova Scotia Land Company, we learn, was incorporated by royal charter in 1834 with a capital of £200,000 and the following directors: Messrs. Henry Blanehard, Thomas Butts, T. P. L. Hallett, Ambrose Humphreys, S. E. Mangan, John Moxon, George Nicholls, Thomas Newham, J. W. Ogilvie, George Palmer, Thomas Potts and Newman Smith. The agent in St. John was Mr. John V. Thurgar and the commissioner at Stanley, about which place and in York county, where the company had 300,000 acres of land to which they invited settlers, was Lieut.-Colonel R. Hayne, F. R. A.

To review the interesting descriptions of how to get along in this new country, the instructions for building log houses, planting potatoes among the stumps, clearing a farm, etc., would occupy space which The Telegraph in a future issue may be able to more greatly devote, but a few of the remarks may now be culled. We learn that St. John then contained about 20,000 inhabitants, that Frederick had about 4,000 and Sir William McBean Colebrook was then governor; that the Indian name of the river St. John was the Looch-tuck, or long river; that St. John harbor, then as now, was famous for being open all the year round; also that the voyage to St. John from England by sailing vessel varied from four to six weeks and the stevedore passage, including provisions, cost from £4 to £5. The constitution of the provincial government was set forth as being a transcript of the constitution of England. There were, it was stated, neither tithes nor taxes, but a moderate poor rate only was required. There were four or five weekly delivery plinths in St. John, two at Fredericton, two at St. Andrews and one at Miramichi. The work closed with an extensive report on the country by Mr. E. N. Kendall, dated Dec. 31, 1835; the report of the York County Agricultural Society for 1841 by Mr. L. A. Wilnot, secretary and treasurer; an account of the River St. John by Mr. Edward Ward, of Fredericton, and letters from emigrants settled on the company's lands, including Robert Wrough, Grand Manan; Michael Carro, John Kerr, James Neale, Thomas Main and T. H. Body.

Further immigration to South Africa is not at present desirable as one that should inspire further content in Canada. There is abundant room for all honest toilers in the Canadian west. Mr. Eugene N. Fogel, the Republican candidate for congress in the 11th district, Boston, has declared himself in favor of reciprocity with Canada and the admission of Nova Scotia coal, hides and wool free of duty. This is certainly a new platform for a New England Republican. Premier Bond, of Newfoundland, is emphatic in assuring the Americans that neither he nor his countrymen have any idea of annexation. All they want is reciprocity. And when Uncle Sam puts up his best offer in that line the chances are that they will be ready to use it as a basis for a deal with Canada. It did seem strange that Messrs. McInerney and Hatheway were so conspicuously absent from the Labor Day sports on Saturday. Mr. Hatheway might have won additional fame had he entered in such as the hop-step and jump contests. But perhaps these gentlemen calculate to have sufficient sport with labor without being too officiously sporty. The Montreal civic authorities have ordered that steam boilers shall not be fitted with whistles for the purpose of calling employes to work—in fact that there shall be no such steam whistles within the city limits. This is an action which may peace-loving people would wish to see penalized elsewhere. It is expected that the South African diamond mines will take an extra boom the coming winter on account of the prohibitive price of coal. It is rumored that American millionaires are preparing to send for a few cargoes of diamonds rather than waste money on anthracite. Mention time they are importing coal to New York from England. The valor and value of the great American mule for army service have been so abundantly demonstrated of late that specimens of him, and a dozen jacks for breeding purposes, have just gone from New Orleans to Bombay for the Indian army. If there should ever be a Russian invasion of India, these unique animals might play an important part. That old reliable Cape Breton Tory organ, the North Sydney Herald, announces that the Strait of Canso ferry steamer Scotia is a big success and is doing such splendid work that her efficiency has quite placed the bridge project in the shade. It is now in order for the New Brunswick Tory organs to retract and apologize for their erroneous representations of old and unfair charges in regard to the Scotia. As an interesting and daring gang of municipal hoodlums the combine of the St. Louis city council, just brought to light,

seems to take the prize. Since the arrest of some of the nineteen aldermen for whom warrants were issued, after the suburban street railway company had been held up by them for \$75,000, it has developed that the men were bound together by a most solemn oath, framed in terms asking the help of God to perform, and authorizing the taking of a member's life, the cutting of his throat, the tearing out of his tongue and casting of his body into the Mississippi if a member even confessed that such a combine existed. And this after they had taken the oath of office to honestly administer city affairs.

Our morning contemporary remarks: "A man was killed by an Intercolonial train in Cape Breton the other day. The coroner's jury brought in a verdict that the accident was due to negligence of the railway management in not having gates provided to protect life and property." But the Sun omits to remark that when the railway was built into Sydney by the Tory government, the Liberals in that town most strongly urged that this be made a grade crossing and the local Liberal paper showed that with very little greater expense the crossing could be made absolutely safe, as it was already in a cutting, by building up the post road each side, instead of cutting it down, and putting a bridge across the track. The appeal was refused and not until a Liberal government came into power was the road still further graded and broadened to make it more safe.

Chinese regard as sacred paper that is either printed or written upon in their own language. A conscientious Chinaman would fear for the peril of his immortal soul were he to destroy even the smallest scrap of printed paper, such as those found on ginger jars, or even an envelope. In the Chinese quarter of New York a furnace, with its own priests and attendants, is lighted twice a week to consume the accumulation of waste paper, which is collected from the streets and houses by men especially selected for the purpose. After the papers are burned the ashes are taken from the furnace, put on a ship belonging to a Chinese company, and as soon as the vessel is loaded it goes out to sea, where the ashes are scattered over the waters.—(New York Herald.)

A PEBBLE'S REMEDY AND TONIC. The Home Medicine Chest not containing Wolfe's Anodyne, Schenck's Schnapps lacks one essential thing, gives such relief when assailed by Colic, spasms in the Stomach, nervousness, and Headaches. Old and young are equally benefited. It is efficiently aided by the Minister's Belief do without a dozen other specifics than without this pebble's Remedy and Tonic, known and cherished by our Grandmothers. Physicians all over the world freely commend it. Beware of substitutes.

James A. Boudy, an American in Brazil, has found a tree called Balbala, near Para, the juice of which promises to rival rubber.

Men's Fall Suits.

Comparisons prove, we give you more or better for your money than any other store gives you.

Don't we scour the markets for the best goods and the smartest patterns? Isn't every piece of Cloth that goes into Oak Hall Clothing carefully tested for wear—worth—and color? Don't we keep our eyes upon the makers and see that every stitch measures up to our standard? Don't we give better value for the money than any other clothing store in town? Men know what they want—and they come here for it.

See the Suits at \$8.00 See the Suits at \$10.00 See the Suits at \$15.00

Single or Double-Breasted Coat, any cloth; any color, There, now, aren't you coming to see em?

Boys' Real Good Clothing.

Good cloth—good wear. Pshaw! Others say the same and advertise suits at similar prices. So they do. But go back of their words and ours—compare cloth, make-up, style. Whose are slighted at every point? Of course—and we shall never do that—it doesn't pay. The largest clothing business in own proves it.

Two Piece Suits (in Norfolk Jacket, Pleated and Double Breasted) - \$1 50 to \$5 00 Three Piece Suits, \$3 00 to 10 Sallor Suits - 75 to 12 00 Russian Blouse Suits, \$5 00, 5 50, 6 00 Vestee Suits - 2 00 to 3 00

GREATER OAK HALL,

King Street, Cor. German. SCOVIL BROS. & CO.

MR. BORDEN IN THE WEST.

It is rather difficult to imagine from the reports of Mr. R. L. Borden, M. P., during his present western trip what possibly effective platform he would be able to devise for the adherence of his Tory followers with anything like a prospect of success should there be another Dominion election in the near future. Instead the probability seems to be that instead of Mr. Borden attempting to outline any tangible policy for his party, he is merely talking against time, severely confident of the uselessness of anything he now might say being of any weight or influence in the disturbing the security of the government at Ottawa. Take, for instance, his utterances advocating the restriction of the immigration of Japanese to Canada. Is it likely, even if he were leader of a government in Canada today and passed such a measure, that the British government would allow it in view of the alliance that exists between the two nations? Such an idea savors of insanity, but there are few ideas savors of insanity, utterances on his present tour that appear to be more brilliantly state-confirmed or calculated to inspire confidence and respect in him as a leader.

NOTE AND COMMENT.

The evidence accumulates that Mr. Harnsworth's English syndicate means business with our pulp mills. The poor little vituperative Fredericton Gleazer continues its waste of editorial space upon this paper. And the people of the Celestial city smile—and buy The Telegraph.

The Halifax harbor ferry steamers consumed 338 tons of coal during August. This exceeds the record of the Quaugondy. But perhaps the latter wastes less steam on log signals.

New York city schools are so overcrowded that the expedient is to be tried of granting free transportation out of town for sufficient children to fill up the suburban schools.

The Lord's Day Alliance of Toronto has appealed to the privy council from the decision of the Court of Appeal that the Dominion and not the province has power to pass Sabbath day legislation.

The lumber laden American schooner Fannie E. Wolstan has been drifting around the Atlantic derelict for more than four years, in which time she has traveled without a crew upwards of 9,100 miles.

The extraordinary decrease in exports of food and breadstuffs from the United States this year is not an encouraging feature for the commercial life of the republic. It is in strong contrast to the tremendous increase in such exports from Canada.

The statement in our despatches that

ENGLISH RAIL FREIGHTS.

The great value of modern large rolling stock in freight handling by rail is well illustrated by a glance at existing conditions in England. In a lecture recently delivered before the Institute of Mechanical Engineers of Great Britain by Mr. W. R. S. Jones, former carriage and wagon superintendent of the railways of India, he stated that in India a four-wheeled steel car is used which carries 15 tons and weighs 4.7 tons, and he calculated that if such a car were used in England instead of the present type of a 10 1/2 ton coal car used on the Northern Railway (which is larger than the average), allowing for the same expansion of traffic in the next twenty years as in the last, that is 36 per cent., a saving of about \$43,500,000 would be effected in locomotive power alone by reason of the immense reduction in the dead weight hauled. He also calculated that if the railway companies should them-

SIXTY YEARS AGO

In a very interesting old volume of addresses and brochures upon then current topics of the time, recently presented to The Telegraph, is found a document which bids fair to become more valuable in the light of future history. It is entitled "Her Majesty's Province of New Brunswick, British North America," and was got up to present "practical information" respecting New Brunswick, including details relative to its soil, climate, productions and agriculture, published for the use of persons intending to settle upon the lands of the New Brunswick and Nova Scotia Land Company. The work was printed in London in 1843 and the office of the company was at No. 5 Copthall Court, Throgmorton street. The maps and descriptions are good enough for use