

THE SEMI-WEEKLY TELEGRAPH.

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.

ADVERTISING RATES.

Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per inch.
Advertisements of Wines, For Sales, etc., 50 cents for insertion of six lines or less.
Notices of Births, Marriages and Deaths 25 cents for each insertion.

IMPORTANT NOTICE.

Owing to the considerable number of complaints as to the misarrangement of letters alleged to contain money remitted to this office we have to request our subscribers and agents when sending money for The Telegraph to do so by post office or registered letter, in which case the remittance will be at our risk.

In remitting by check or post office order our patrons will please make them payable to the Telegraph Publishing Company. All letters for the business office of this paper should be addressed to The Telegraph Publishing Company, St. John; and all correspondence for the editorial department should be sent to the Editor of The Telegraph, St. John.

FACTS FOR SUBSCRIBERS.

Without exception, names of new subscribers will not be entered until the money is received.

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Be brief.
Write plainly and take special pains with names.
Write on one side of your paper only.

Attach your name and address to each communication as an evidence of good faith. THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

AUTHORIZED AGENTS.

The following agents are authorized to receive and collect for The Semi-Weekly Telegraph via:
W. A. BOWENVILLE,
W. A. FERRIS.
Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph

ST. JOHN, N. B. NOVEMBER 30 1901.

SPECIAL NOTICE.

As a great number of our subscribers are interested in the Census Guessing Competition, for which prizes were offered to the persons coming nearest to the correct enumeration of the population for the Dominion of Canada, a given out by the Minister of Agriculture from the results of the recent census, we wish to advise the readers of THE TELEGRAPH that no announcement had yet been made by the Minister of Agriculture.

As soon as the Hon. Mr. Fisher has made the official statement showing the results of the Census, the coupons will be sorted out by the Press Publishing Association of Detroit, and the announcement made of the prize winners in the SEMI WEEKLY TELEGRAPH for several issues, so that all may know who the successful competitors were.

This will save our readers and ourselves any trouble of correspondence in regard to the competition.

THE TELEGRAPH PUBLISHING CO

OTTAWA, Ont., Aug. 16.
To Press Publishing Association,
TORONTO:

Official figures are Five Million, Three Hundred and Thirty-eight Thousand, Eight Hundred and Eighty-three, but they are not final.
A. BLUE,
Director of Census.

As soon as final figures can be obtained, the awards will be made.
PRESS PUB. ASS'N.

MARKET FOR GOOD HORSES.

Twenty-five years ago—on Nov. 14, 1876, there appeared in the columns of The Daily Telegraph a letter from Mr. John Dyke, then Canadian government agent at Liverpool, England, on the general subject of Canadian horses for the English market, in which he made strong argument as to the value of developing that trade and gave specific instructions as to shipments to the best advantage. A letter just received from Mr. Dyke, who is now resident at 28 Durlay Road, Stamford Hill, London, and who, we have no doubt, would be equally glad now as then to reply to any particular enquiries upon the matter, states that advice and that those instructions are of equal force to-day.

The field for Canadian horses has been in the past year or two further enlarged by the demand in South Africa, and the excellence of our horse performance there has been such as to commend them largely to the admiration of British officers, who upon their return home would be the more willing to say good words for them on this account if desirable horses from this country were offered for sale there in any sufficient number to be considered indicative of a permanent trade. The other circumstances of the existing horse supply in England are such as to additionally attract the Canadian agriculturist

to devote more attention to the raising of horses for that market. We find that Sir Walter Gilbey, Bart., whose name is a household word in British horse breeding, and who gave £25,000 for and to retain in England the celebrated hackney stallion Danagelt, is quoted as stating that "practically all the best of the 15 hands 3 inches and 16 hand horses to be seen in carriages in the west end of London, in the park and the streets, are imported from the continent." Sir Walter also estimates that nearly sixteen and a quarter millions of pounds sterling have been paid by Great Britain for foreign horses during the past ten years. This in round figures is about eighty millions of dollars, or the total value of the whole of the horses, old and young, in Canada, about one million in number, at an average of \$80 per head.

These figures show the practically unlimited extent of the British market for horses. In France as in Russia horse breeding is a foremost industry, although land as well as taxes in the former country is very high. How much more profitable might horse raising prove in Canada, if properly conducted. On the other hand, if Canadians chose to enter more determinedly into this business, it would probably be advantageous to import more English thoroughbreds, which are being extensively used in France to increase the speed of trotting stock. These and hackneys are used at most of the French government studs and the director of those has just reported that the state spent fully £70,000 (\$600,000) last year in encouraging horsebreeding. A specific idea of the magnitude of the horse breeding industry in France may be gained from the statement that there were in January of this year at the twenty-two depots, no less than 3,007 stallions, with 165,704 mares.

There may of course in Canada be some difference of opinion as to the value of entering particularly into the business of raising trotting stock, as it is said to be impossible to determine whether the progeny of even the best bred horses will develop into speedy and therefore valuable trotters. But the value of general purpose horses is nearly constant and in the business as a whole there should be abundant opportunity for the investment of capital with the prospect of accomplishing heavy dividends. Perhaps it might be possible for provincialists possessing the necessary facilities of land and a nucleus of some stock, to interest competent Englishmen who would see the opportunity for aiding them by the investment of the necessary capital and their own services in management.

THANKSGIVING.

Thankfulness, it has been well said, is an essential of true religion. This does not imply that the man who is truly thankful is necessarily contented, but rather that he is thankful for the ability and vigor with which to improve his condition. Thankfulness to the Creator and Giver of all good things, and a recognition of the "God from whom all blessings flow" is calculated to inspire a salutary frame of mind and to enable the recipient of worldly blessings much more abundantly to enjoy them. If it is further recognized by men who are greatly blessed with this world's goods that they are merely the trustees of that wealth for use to the best advantage, which is an eminent doctrine of Christian teaching, it may not be calculated so strongly to inspire the wealthy with their cause for thanksgiving, but, as the attainment of happiness is the ultimate aim of all mankind, it is an easy matter for a wealthy person, if necessary, to dispense with sufficient of his wealth to reduce him to that stage of happiness in which he can be thankful. Under any circumstances, however, the man of the possessions, those who have acquired honest comfort by their own efforts under the blessing of Providence, or aided by what some people call good luck, and who look to a continuance of their own exertions to bring them the means for the future enjoyment of happiness, may be particularly disposed to consider themselves in a position to sincerely observe a day of Thanksgiving.

If on the other hand a man does not recognize the guiding hand of Providence, never consults the unseen pilot, and ascribes entirely to his individuality the ability for his success, what better off is he? Apart altogether from the force of his example, is it not possible that he fails to enjoy the serenity of conscience with which the truly thankful man is blessed? If a man is thankful for the slightest blessings, even for the knowledge that bad as his condition may perhaps be, it might yet have been a great deal worse, does it not imply a sense of faith in himself and in the inspiration of ability to acquire a better status, which is itself wholesome and healthful? It is of course not to be said that it is the duty of all the men who are truly thankful for the blessings they enjoy to ostentatiously join in public acknowledgement of the same. A man's sentiments are shown by his life and character, and true religion is not akin to ostentation. Not every genuine Christian is a pew-holder in a church.

Despite any untoward circumstance that may seem to cast a blanket upon our joy at the present date, our city, our province and our dominion have very much to be thankful for in the history of the year since last Thanksgiving Day for which to give praise. And an enumeration of public blessings would undoubtedly be exceeded in length by the private record of almost any of our citizens catalogue of mercies and enjoyments. Perhaps the concluding verse of Edwin Markham's latest poem may suggest to

many individuals the wording of thoughts they mean to voice:

Father of Life, I thank Thee, too,
For old acquaintance, near and true—
For friends who came into my day
And took the loneliness away;
For faith that held on to the last;
For all sweet memories of the past—
Dear memories of my dead that send
Long thoughts of life, and of life's end—
That make me know the light conceals
A deeper world than it reveals.

NEW TIME NEEDED.

As the year begins to draw to a close and thoughtful persons prepare to form good resolutions for the new year, isn't it about time for the city of St. John to realize the disadvantages of our existing varieties of keeping time? The beginning of the year would be a particularly auspicious occasion upon which to organize a new method which would be easier of calculation and far more convenient for tourists than any explanations can possibly make the existing system. The maintenance of solar time in St. John was all right enough before the inauguration of a railway system of standard time. This has been found so exceedingly convenient throughout the United States and Upper Canada that all the cities and towns have adopted it and the result has been the prevention of confusion and the making more certain of business appointments. The same system was satisfactorily inaugurated throughout Nova Scotia some years ago by adopting the time of the 60th meridian, which is exactly one hour ahead of the time current along the American Atlantic seaboard.

As it exists at present, however, St. John has neither one thing nor the other. A passenger coming across the Bay of Fundy finds that we are either 24 minutes or 36 minutes different from Nova Scotia time—he never can remember which—and a man from Maine or Boston finds we are similarly different from his time in the opposite direction. It not only seems ridiculous, but it results in awkward complications. If a man from the states has an appointment in St. John with a man from Nova Scotia, it is necessary for him to specify which species of three times is meant in the appointment, and then for each to calculate the difference from his own time. If a St. John man invites both these strangers to meet him for lunch or dinner, he is bound to be disappointed unless he takes pains to set their watches beforehand. If a stranger from anywhere else has a serious appointment at a St. John bank he needs to particularly worry himself as to time, in order that he may not get left, for that is a time when time is not to be paid for off-hand.

Any thinking man who contemplates the situation in this respect must conspicuously realize the awkwardness of the prevailing conditions as well as the ease with which they may be remedied. It is only necessary for the people of St. John to agree as to what sort of time they prefer, either American or Nova Scotian, or perhaps exactly half way between the two, then have the mayor proclaim their wishes, and set their clocks accordingly. As we previously remarked, the hour of midnight on New Year's Eve next would be a conspicuously good occasion for St. John to begin to have a new time, and right away now is the time to prepare to inaugurate the change.

BRITISH NAVAL PROTECTION.

A fact that may not be known sufficiently to be appreciated by all who are interested in the British navy is that at the British admiralty is constantly kept an order of battle, which is carefully prepared and revised from time to time, showing the disposal of every ship, including the ships in reserve. This statement was made by both Lord Spencer and Lord Goschen last July in the House of Lords and has recently been referred to by the London Times in refutation of certain recommendations by Lord Brassey, who, though not dissatisfied with Britain's available naval strength, ventured to suggest that the forces might be more advantageously distributed. The Times further remarks that "if any of our squadrons are unduly weak, the true inference is that our total strength is insufficient. Not that it is badly distributed, and so far as this can be shown to be the case the country must and will hold the admiralty and the government strictly to their awful responsibility in such circumstances."

The criticism of Lord Brassey in this connection suggested the wisdom of greater strength in the fleets on the Mediterranean and China stations, even at the expense of reducing the North American fleet. He thought that the South American station might be included in the North American command and that under the circumstances of the friendliness of the United States and the ease of reinforcing the American fleet, a squadron which would include the first-class cruiser Crescent, the second-class cruiser Cambrian and Charybdis, the third-class cruiser Barracouta, and four sloops, should be fully equal to the ordinary peace duties of the American station. He drew attention to the fact that while the number of vessels of all kinds built, and building in the British navy is 695, yet the published return of the fleets of the powers as analyzed by the American Naval Intelligence Department, credits Great Britain with an available strength of only 447 ships built and building, including 99 torpedo-boats and 10 vessels armed with muzzle-loading guns.

We venture to hope that some at least of the 218 vessels of the British navy not accounted for by the American authority quoted by Lord Brassey might be found

available for more than non-combatants and harbor ships; but at all events, as the Times remarked, the British admiralty ought to be as thoroughly competent as any of their critics to look after the disposition of the fleets. So far as Canada is concerned there will no doubt be much greater satisfaction in having the full strength of the present fleet on the North American and West Indian station maintained than if Lord Brassey's suggestion were adopted.

ENCOURAGING OUR TIMBER TRADE.

It is gratifying to note that there is a growing sentiment in England amongst others than politicians, in favor of encouraging trade with Canada. It is particularly pleasing to people in our own section of the country who take on such a practical feature as the encouragement of the Canadian timber trade. It is not every English paper that sees in the greater development of our timber trade encouragement for desirable English emigrants, but a little thought will show much to be a logical deduction of ordinary reasoning. The following from the Bristol Journal of recent date is therefore of considerable interest:

"Shall we reciprocate Canada's differential duties? Shall we extend reciprocity till we make the Empire a Zollverein? Canada's success is encouraging, and as our last differential duty was in favor of Canadian timber, let us see how we could renew it. A duty on timber from Sweden, Russia, and the United States, by lessening our imports from them, would lessen our exports to them. Would the lessening be large? That is, presuming our duties to be small. Should we pay more for timber? and would the increase be trivial? Would it be compensated by Canada sending us more timber, and taking more of our goods? The consumer finally pays the duties; but this general rule is subject to exceptions, such as you point out, in our cheapening our goods to meet the McKinley tariff; and as Canada can supply us, perhaps foreign timber would be cheaper to the Canadian level, after paying the duty from which Canadian timber would be free.

"Developing Canadian timber trade means developing Canadian railways, canals, and power to take our emigrants now going to the United States. It would strengthen friendly Canada instead of possible enemies, and by showing kinder to our emigrants towards foreigners might lessen their jealousy and hate."

THE WEST INDIA LINE.

At a meeting of the Halifax Board of Trade, held on the 14th inst., Mr. Walter Jones made the statement that not more than 500 barrels of freight were taken from St. John on each trip of the West India steamer. We pointed out that Mr. Jones was evidently not well informed on the freight shipments from this port by these steamers, and that the average space taken by the goods shipped from St. John was equal to 3,500 barrels. The Halifax gentlemen have looked into the matter a little more thoroughly and find that their statements made at the Board of Trade meeting were not correct. It is quite possible that if our Halifax friends revised a few more of their reckless assertions about St. John, they would acquire a greater reputation for accuracy. The following is the correction of Messrs. Jones and Black as published in the Halifax Chronicle:

A statement was made at the Board of Trade meeting, in the course of the discussion on the West India line subsidy to the effect that St. John furnished only from 500 to 800 barrels of local freight each trip. The statement was made by Mr. Jones as the result of a conversation with W. A. Black. Both Messrs. Jones and Black are anxious that if a mistaken statement has been made inadvertently it should be corrected, and Mr. Black, on looking into the matter, finds that St. John furnishes about 2,000 barrels local freight and there is an average of about 1,000 barrels western freight. Messrs. Black and Jones therefore wish the fact made public.

OUR NEW HOSPITAL.

We believe the Board of Health has done the best it could under the circumstances in the purchase of the new epidemic hospital. The objections raised regarding the pollution of Newman's Brook were not serious and are easily answered. If the hospital is properly conducted all the dejects, etc., from this institution will be thoroughly disinfected before it enters the drains of the building, so that no living germs of the disease can reach Howe's lake, and much less Newman's brook.

It is to be hoped that the board will now take energetic steps towards stamping out the smallpox and the every sanitary measure in that direction will be properly carried out. The past actions of the board have not been above criticism, but now that the municipal council has given it a free hand the citizens expect it to perform its duties in a proper and efficient manner. Eternal vigilance is the price of safety.

NOTE AND COMMENT.

The Midnight Sun Society chose the wrong time of year for their efforts to brighten up Alaska.

Robert Beith, ex-M. P., carried off the grand challenge cup at the New York horse show. This is Canada's year for cups.

The Macdonald prohibition law can only be brought into operation in Manitoba by the proclamation of the lieutenant governor.

The Tory press are greatly exercised over the woolen industries of Canada. This is quite proper since they have the monopoly of the wool-pulling business—over the eyes of the public.

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SISTINE MADONNA.



THE HORSE FAIR

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All who have heard descriptions of this greatest piece of Canadian scenery, as well as the many who have seen it, will desire to become the possessor of this artogravure, which is a wonder in art coloring.



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These are separate plates on heavy paper, each being 18x24 inches, and are very artistically gotten up with a border of roses.

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