

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B. APRIL 20, 1901.

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**THE SEMI-WEEKLY TELEGRAPH.**  
An eight-page paper and 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.

**ADVERTISING RATES.**  
Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per inch.  
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**IMPORTANT NOTICE.**

Owing to the considerable number of complaints as to the miscarriage 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 order or registered letter, in which case the remittance will be at our risk. In remitting by checks or post office orders 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 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 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.:

Allison Wishart.

Wm. Somerville.

W. A. Ferris.

Subscribers are asked to pay their subscriptions to the agents when they call.

**Semi-Weekly Telegraph**

ST. JOHN, N. B., APRIL 20, 1901.

**BRITAIN'S FINANCES.**

The financial returns for the year of Great Britain which were recently brought down by the chancellor of the exchequer show that he greatly underestimated the revenue when he made his last budget.

He estimated a total revenue of £127,520,000, whereas the amount received was £140,018,000. This shows a surplus over the estimates of £12,500,000. The principal sources of increase were the customs with a surplus of £2,880,000, the excise with £4,817,000, estate duty £4,080,000 and property and income tax £1,120,000. On the other hand the stamps yielded £725,000 less than the estimate.

This underestimation of the revenue of Great Britain has been unprecedented in the financial history of the country. It is not clear how Sir Michael Hicks Beach arrived at his estimates of a year ago, but no doubt he was cautious not to over-estimate any of his sources of revenue on account of the war which was then at a very uncertain stage.

In the matter of expenditure there has been applied from supply the sum of £161,025,000, which exceeds the estimate by £3,044,000, to which must be added an estimated expenditure of £21,919,000, making the total expenditure for the year of £185,014,000 and thus there will be a deficit of £42,996,000 for the year.

The chancellor of the exchequer met this by twenty-seven millions which was raised under the war loan act of 1900 and an other twenty millions from the sinking fund.

He thus had on hand four millions to meet expenditures which were maturing from other sources. As the war in South Africa is not near an end more money will be necessary. One of the much discussed subjects in financial circles in Britain today is the question of how best to accomplish the augmentation of revenue without any undue increase in taxation.

**OUR SCHOOL CHILDREN.**

It is astonishing the indifference of parents and the general public to the question of school hygiene. The future man or woman may lay the foundation of many of their infirmities, in even early age, through the neglect of proper hygiene methods in and during their student days. The subject of school hygiene has been the cause of much research among continental scientists and many valuable facts and lessons have resulted from their investigations.

The general health of children attending school can be impaired in a large number of ways. One great source of danger is the unsanitary condition of many of the buildings employed for school purposes, not only in this country, but also in other

lands. Over taxing the immature mind is another fruitful source of injury to the health of scholars.

In few schools are the desks and seats of the proper hygienic construction to serve their purpose efficiently. Then there is the eye; how many young people have destroyed these organs through causes, which to a large extent could be avoided.

It has been thoroughly established in Germany that shortsightedness grows in proportion to the length of time a scholar spends in school. For example it was found that after six months it is 10.75 per cent, after five years it is 10.75 per cent, and when children have spent 12 or 14 years, as is frequently the case in Germany, at school, the percentage rises to nearly 64.

To obviate this condition many reforms have been introduced. The textbooks should be clearly printed and have a well spaced broad face type upon yellowish paper, with an unglazed surface, rather than upon glazed white or blue paper. Blackboards should be a dead black and not a polished or glazed black.

In Germany the slate and pencil has been almost completely abolished, and the same may be said of the lead pencil, and the scholars employ the pen and ink in preference, on account of its distinctness, and relief to the eyes.

The vertical writing is preferable as it does not cause the scholar to assume the unnatural distorted positions necessary in the slanting or sloped style. It is highly important that maps and diagrams employed should all be well printed and easily discernable from the most distant part of the room, so that the students are not required to strain the eye in observation.

A feature which is almost entirely overlooked by the ordinary educationalist is the time of study.

In many institutions today the child of ten years of age has to study as many hours as the scholar of sixteen. This is unnatural and much of the inattention and restlessness exhibited by such conditions is entirely due to this fact, besides the time spent is practically valueless and an injury to the scholar.

A child under seven years of age should not be employed in study more than three hours; up to ten years, three and a half; twelve years, four hours; fifteen years, six hours, and older students such as those attending universities, eight hours.

This, of course, includes the hours spent in studying both at home and in school. Longer hours of study are decidedly harmful and the labor is ineffective.

Modern authorities on pedagogy hold that the length of the lesson should vary, according to age, from fifteen to thirty minutes, and this space of time should not be exceeded, as it is useless and harmful to prolong a lesson. School children under twelve years of age should sleep at least ten hours, while those of seventeen can do very well with eight hours sleep.

We have frequently seen students endeavoring to burn the candle at both ends, and devote twelve hours daily to study.

The result was, in the majority of instances, injury to the health and inefficient work. Had the students divided the time into three periods of eight hours, the results in every way would have been much better. There is no need of the student sitting up half the night with the head bandaged in wet towels and the strong cup of tea by his side. The time would have been better spent in repose or healthy exercise. It is to be hoped that the day is not far distant when people will give more attention to the subject of school hygiene than they do at present.

**THE ATLANTIC SERVICE.**

The proposition which Mr. B. R. Macaulay has submitted to the Dominion Government for the establishment of a fast line of steamers between Canadian and British ports, seems a reasonable and practical solution of the question of an up-to-date service between this country and Great Britain. The full details of the proposal are given in our columns this morning. In brief, the offer made by Mr. Macaulay on behalf of English capitalists whom he was able to interest in the project is as follows: The shipping men interested agree to furnish a fast mail, passenger and freight line of five steamers of 10,000 tons each with modern cold storage equipment, sufficient to make the passage in 6 to 12 days between ports. In return they ask from the government a bonus of \$500,000 a year for ten years, a reduction of 2 per cent. on the preferential duty on all goods shipped from Great Britain to this country through Canadian ports, and a bonus of 1 per cent. on Canadian farm and dairy products. The benefits of the two latter conditions are not confined to the goods shipped by this particular line, but are to be applied generally, but not to come into effect for two years, by which time the company would have their steamers constructed.

The proposal seems a sound, business like offer, and on the face of it reasonable. The service suggested would be far in advance of anything which Canada now enjoys, the bonus asked very moderate. This service seems just what Canada needs—a fast steamship connection of new steamers equipped with modern cold storage, sufficiently speedy to satisfy the demands of both freight and passenger service. Such boats as are contemplated would be superior for our purposes to any now in existence, and from the outline proposed the business usefulness of the service would not be sacrificed to any vain glorious attempt to run an impracticable passenger service. These boats would carry with the goods the bills of lading, avoiding delay in the entry of

perishable products which require the speedy transit under perfect storage conditions. The question of the one per cent. bonus, as suggested, would necessarily be arbitrary, but would rather be subject to arrangement between the government and the steamship owners.

This project should receive the hearty support of both political parties, as it is in reality a solution of the problem of the building up of the Canadian ports. At present there is a great tendency to divert the export trade of Canada to American ports and this is in large part due to the want of proper steamship facilities. The proposal, should it be adopted, would undoubtedly tend to build up the export trade of Canada through our own ports and at the same time offer additional facilities for the rapid transportation of fruit and other easily perishable goods to the British markets.

**NOTES AND COMMENTS.**

The Toronto Telegram (Conservative) endorses Hon. A. G. Blair's steel contract.

The soap trust is the newest thing in business circles. The addition of water to the stock will dissolve it.

The policy of the Tories is to keep every person out of Canada. They do not want any immigrants to come to this country while the Liberals are in power.

The energetic action of Mr. Beverley R. Macaulay in connection with the proposed improvement in the Canadian steamship service is worthy of the highest commendation. It is to be hoped his proposals may be carried into the accomplished fact. That is the end devoutly to be wished.

The favorite term of the Ottawa correspondent of our morning contemporary is "unmanned." The following have been "unmanned" by turn—Laurier, Tarte, Fisher, Fielding, Blair, and now it is Cartwright. The young man has evidently not lost his nerve. He is now qualifying as a fourth rate Baron Munchausen.

**MONCTON NEWS.**

Great Satisfaction With New I. C. R. Locomotives—Personal.

Moncton, April 18.—The new passenger train locomotives recently purchased by the Intercolonial Railway from the Manchester Locomotive Works, are giving great satisfaction. The engines are being run on the through trains and the drivers say there is nothing like them on the road for all round working.

Mr. and Mrs. W. T. Humphrey (M. P.), celebrated their sixteenth wedding anniversary Tuesday night a large number of friends gathered at their home to take part in the celebration.

Mr. George McSweeney, proprietor of the Hotel Brunswick, is expected home this week from Florida.

The government road crusher, which began work last fall on the March road leading to Fox Creek, has resumed operations and the work is being proceeded with vigorously. When completed, which will probably take six weeks, this will be an excellent piece of highway. An effort will be made to have other work done by the crusher before it is taken away.

Miss Hazel Taylor, daughter of Mr. C. E. Taylor, and formerly of the Dorchester school staff, has been appointed teacher in the Moncton schools, in place of Miss Simpson, resigned.

Mr. James Thomson has returned from Boston and other New England towns.

**PARE MURDER CASE.**

A Suspect Under Arrest for Canadian's Death.

Kineo, Me., April 18.—Sheriff Frank P. Pennell arrived today having in custody Alexander Terrio, who is charged with the murder of Martha Pare, on the Misery Road, on March 11. A peculiar chain of circumstances led to the arrest of Terrio. He is known to have worked on the Misery Road, and a further inquiry showed that Terrio purchased a rifle of 30.30 calibre at a store in Kineo a few days before the date of the murder. Sheriff Pennell found Terrio at work on the drive for Mr. Gerry on the Seacote, eight miles northwest of this place on Wednesday. The officer had a hard time over ice and through the forest to the camp where Terrio was employed. When told that he was a prisoner Terrio offered no resistance. The prisoner is a native of Canada, but has resided in this state for a number of years, his home being on the Canada road, a few miles from Jackman. He is 45 years old, square built, with mustache and is married. Owing to the treacherous condition of the ice on the lake, the sheriff and his prisoner remained here tonight and will attempt to reach Greenville in the cool of the morning when the crust will make travelling safe. The prisoner will be taken directly to Skowhegan.

**Crow's Nest Southern Railway.**

Ottawa, April 18.—At the railway committee of the commons today, there was a large attendance. Hon. Jas. Stewart presided. The minutes were read by Hon. J. I. Tarte and Hon. Clifford Sifton. The Crow's Nest Southern Railway bill was read. The bill was passed after much discussion.

**Reorganizing Montreal Police Force.**

Montreal, April 18.—(Special.)—The proposed re-organization of the mounted police force has been commenced by the selection of Capt. Leggett for the position of inspector, to be vacated at the end of the month by Inspector Lacey.

## THE FRESHET.

Water Reached High Point Yesterday—Aberdeen Reaches Fredericton.

At Indiantown last evening the freshet took a sweep forward, and found itself very near to the electric car tracks. At that point it was the highest yet, this spring. All yesterday the water at Indiantown was free from ice, but a big flow of that article, mixed with timber, was expected along, at almost any time.

The Washademoak Lake is clear as far up as McDonald's Point, and Grand Lake is open to Miller's Landing.

Yesterday the steamers Star, Hampton and Springfield left for up river, while this morning at 8 o'clock, standard, the David Weston will start up stream for the first time this season. She will carry a mixed freight.

Tomorrow morning it is expected the Victoria will leave.

Mr. Kingsville is being pointed.

Mr. N. B. April 18.—A letter raised a foot since yesterday. Ice and logs are running thickly since this morning. Declining now, 11 o'clock a. m.

**FREDERICTON NEWS.**

Preparations for Swinging the Booms—Rev. Mr. Currie's Funeral.

Federicton, April 16.—Mr. L. H. Higgins, of Moncton, Mr. W. F. McLeod, representing the Shelburne Boot and Shoe Company, and other creditors of Mr. A. Lotimer, who made an assignment a few days ago, are in the city today, and meeting with the assignee, Mr. John Kilburn, this afternoon. It is stated that tenders will be asked for the stock at the store on block.

The Louis Lavine case was disposed of by Police Magistrate Marsh this afternoon. Lavine was charged with buying from boys goods he knew to have been stolen. His honor dismissed the case.

Major J. C. MacDugall, of Toronto, the new commanding officer of the company of Royal Regiment of Canadian Infantry here, arrived on the C. P. R. express at noon and is quartered at the officers' barracks.

It is thought probable that Rev. J. H. McDonald will accept the call to the Baptist church.

Mr. W. H. Murray, of St. John, president of the St. John River Log Driving Company, is in the city. He has spent the greater part of the day in the tugboats on the river overseeing the preparations for the swinging of the booms. The freshet made the work difficult but the company have four or five tugs at work and now that the river is free from running ice it is hoped to have the booms swung in a day or two.

The funeral of the late Rev. G. S. Currie was held this afternoon, service being held first at the home of Mr. William Currie, father of deceased, and then at the Free Baptist church at Kingsley. The obsequies were very largely attended. The Free Baptist clergymen in attendance were Revs. Dr. McLeod and F. Clarke Hartley, of this city; Rev. A. B. Paul, of Waterville, and Mr. J. H. Currie, of Boston, were present among the mourners. The remains were interred in the new cemetery adjoining the Kingsley church, this being the first interment in that burial ground.

**REMARKABLE SUCCESS**

Of a New Cataract Cure.

A large and constantly increasing majority of the American people are catarrh sufferers. This is not entirely the result of our changeable climate, but because modern investigation has clearly proven that many diseases, known by other names, are really catarrh. Formerly the name catarrh was applied exclusively to the common nasal catarrh, but the throat, stomach, liver, bladder, kidneys and intestines are subject to catarrhal diseases as well as the nasal passages.

In fact, wherever there is mucous membrane there is a feeding ground for catarrh.

The usual remedies, inhalers, sprays, douches or powders, have been practically failures, as anything more than temporary relief was concerned, because they simply dry up the mucous secretions without having the remotest effect upon the cause, which is the real source of catarrhal diseases.

It has been known for some years that the radical cure of catarrh could never come from local applications, but from an internal remedy, acting on the blood and expelling the catarrhal poison from the system.

An internal preparation which has been on the market only a short time, has met with remarkable success as a genuine, radical cure for catarrh.

It may be found in any drug store, sold under the name of Stuart's Catarrh Tablets, large pleasant tasting lozenges, composed principally of antiseptic ingredients, Eucalyptol, Guaiac, Sanguinaria, Hydrastis and similar catarrh specifics.

Dr. Amies in speaking of the new catarrh cure says: "I have tried the new catarrh remedy, Stuart's Catarrh Tablets, upon thirty-four patients with remarkable satisfactory results. They clear the head and throat more effectively and lastingly than any douche or inhaler that I have ever seen, and although they are what is called a patent medicine and sold by druggists, I do not hesitate to recommend them as I know them to be free from every local application, but from an internal remedy, acting on the blood and expelling the catarrhal poison from the system."

Any sufferer from nasal catarrh, throat or bronchitis, catarrh of the stomach, liver or bladder will find Stuart's Catarrh Tablets remarkably effective, pleasant and convenient, and your druggist will tell you they are absolutely free from any injurious drug.

**Never Worry**—Take them and go about your business—they do their work whilst you are doing yours. Dr. Agnew's Liver Pills are system renovators, blood purifiers and builders; every gland and tissue in the whole anatomy is benefited and stimulated in the use of them. 40 doses in a box, 10 cents—21

Sold by C. Fairweather, Union street.

## Our Spring Book is Ready.

No greater aid to the shopping community has ever been devised than the mail order system.

Those living at a distance and occupied by the various duties of life cannot always find time to visit the city to purchase the different articles they may desire. To them the system is invaluable.

They may be hundreds of miles away, but still can purchase their goods as easily and satisfactorily as if they were to visit our store in person.

A postal card directed to us will bring you our Spring Style and Sample Book of Men's and Boys' Clothing. You can then sit quietly at home and make your selection without the bother of going to the city.

We supply full measuring instructions with every sample book, and if carefully followed a perfect fit is assured.

Orders received by mail have as careful attention as customers buying in person.

Shall we send you a copy?

GREATER OAK HALL,  
King Street, Corner Germain.  
SCOYIL BROS. & CO.,  
St. John, N. B.SELLING MILLIONAIRE  
GILMAN'S HORSES.

Harness Sets Average \$350 Each—High Prices Bring Receipts to \$28,000.

New York, April 16.—About 500 persons gathered at the American Horse Exchange this afternoon to attend the sale at auction of the horses from the estate of the late George F. Gilman at Black Rock, Conn. The sale was begun under authority of the Bridgeport Trust Company, the administrators. The first articles offered were 22 sets of harness, which sold at an average of \$350 apiece. Following these the sale of a large number of saddles, bridles and road wagons were begun. The 30 horses will be sold last, and are expected to bring high prices. One of the most notable is Merry Legs, a bay gelding, 15½ hands high.

Mrs. Helen Hall, Frazier Gilman and George W. Smith were present at the sale.

Twenty odd sets of harness were first offered. The most noteworthy was a set of four-hundred harness, which won the second prize for the best Park appointments at the last national show and it was bought for W. B. Leeds, the steel man, who has recently taken up his residence in this city and for which he paid \$120. Mr. Leeds' other purchases were a carriage for \$1,700; a pair of brown gelding leaders "My Lord and Highness," for \$1,200; a pair of wheelers "Pall Mall and Piccadilly," for \$2,000; a pair of bay gelding leaders, "Postboy and Postilion," for \$1,200 and a pair of chestnut geldings, "Donnybrook and Buckingham," for \$1,050. The other horses and carriages and sets of harness were bought by New Yorkers, except "Alice and Duchess," a pair of horses, which were selected by E. G. Burnham of Bridgeport, and Mrs. Hall bought a brown gelding named "Frolic" for \$225. The whole sale brought in a total of \$28,000.

Some day or other some smart woman will become famous by having her picture taken with her hands in a pan of dough.—New York Press.

## Intercolonial Railway.

On and after MONDAY, March 12, 1901, trains will run daily (Sunday excepted), as follows:

**TRAINS LEAVE.**

Express for Halifax and Campbellton... 7.00

Express for St. John, Pictou and Pictou... 12.15

Express for Sussex... 16.30

Express for Quebec and Montreal... 17.00

Accommodation for Halifax and Sydney... 22.15

**TRAINS ARRIVE.**

Express from Sussex... 8.30

Express from Montreal and Quebec... 12.45

Express from Halifax, Pictou and Pictou... 16.30

Express from Quebec and Montreal... 17.00

Express from Halifax and Campbellton... 19.15

Accommodation from Halifax and Sydney... 24.45

\*Daily except Monday.

All trains run by Eastern Standard time.

Twenty-four-hour notation.

D. D. POTTINGER, General Manager.

Moncton, N. B., March 8, 1901.

City Ticket Office:

7 King Street, St. John, N. B.

## We Freely Acknowledge

that much of our present standing and reputation is owing to the character and ability of the students of whom it has been our good fortune to have had the training. This year's class is no exception, but is fully up to the standard of former years.

Business and professional men in want of bookkeepers and stenographers are invited to call upon us or write us. No recommendation will be made unless we are sure of giving satisfaction.

No better time for entering than just now.

Send for Catalogue.

**THE ST. JOHN BUSINESS COLLEGE**

200 P. O. BOX, ST. JOHN, N. B.

"My face is my fortune," she quoted.

"It's no crime to be poor," commented her dearest chum.—Philadelphia Times.

## Do You Know?

Do you know that if the ship's master had known just where that little submerged rock was, he would not have lost his ship?

Do you know that the most violent diseases have the most insidious commencement?

Do you know that Catarrh starts with the "simplest cold in the head"?—Do you know that you may be one of its victims any day?

Do you know that there is an absolute cure for Catarrh?—Do you know that DR. AGNEW'S CATARRHAL POWDER is the surest, safest, easiest applied, quickest acting and most magical in its effects?—Do you know that no case is so deep-seated it will not cure? 50 cents.

Sold by E. C. BROWN.

## Summer Boarders.

The New Brunswick Tourist Association receives many enquiries from Americans asking information as to places where a few weeks in summer may be pleasantly spent. Persons in the country, especially along the St. John river, and on the sea shore, who are able and willing to take boarders, would confer a favor by communicating with the Secretary of the Association, stating how many they can accommodate well, and what attractions as to scenery, boating, driving, fishing, etc., there are in the vicinity. The Association, of course, cannot guarantee to send tourists to any house. What it can do, and what ought to be of advantage, is to place before enquiring tourists the information received from those willing to accommodate them. Address:

CHARLES D. SHAW, Secretary N. B. Tourist Association, St. John, N. B.

## SEEDS

I have a choice lot of Fresh Field and Garden Seeds, including

12 Varieties of Tople Peas. Also, 10 Varieties of Beans; Beets, Carrots, Turnips, Parsnips, Lettuce and Radish; American and Canadian Timothy Seed, at lowest prices.

J. K. HAMM,

Marsh Bridge, St. John, N. B.