

THE SEMI-WEEKLY TELEGRAPH.

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Advertisements of Wants, For Sale, etc., 50 cents for insertion of six lines or less. Notices of Births, Marriages and Deaths 25 cents for each insertion.

ADVERTISING RATES.

Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per inch.

IMPORTANT NOTICE.

Owing to the considerable number of complaints as to the misprints 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.

FACTS FOR SUBSCRIBERS.

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 arrears are paid.

RULES FOR CORRESPONDENCE.

Write plainly and take special pains with names. Write on one side of your paper only. Attach your name and address to your communications as an evidence of good faith.

AUTHORIZED AGENTS.

The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.: W. A. FERRIS, St. John, N. B.

SPECIAL NOTICE.

As a great number of our subscribers are interested in the Census Question, 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, 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.

ENCOURAGEMENT IN AGRICULTURE.

If a man is shown how he can improve his business by better methods, the knowledge is worth more to him than the leading to him of additional capital. In this age of competition, when men need to know not only how to get the most advantageous work out of themselves and their help, but also out of their machines and the materials they handle, the value of education that is fitted to the particular line of business in which a man is engaged becomes especially noticeable.

A government that encourages the education of those whose affairs of state it administers is therefore doing the people a material and up-to-date service. When such education is not only encouraged, but the facilities for acquiring it are carried to the doors of the people who need it and they are invited to study in the most attractive methods, and at their most convenient times, the wisdom and ability of the government become matters for congratulation to the people. They show that the government endeavor to not only represent the people, but to keep in the closest touch with them, to improve their business, so that they may be more contented with their country, and the country may increase and prosper. In progress by such means not only does the government, but all the population have additional pride, and the results attained

must inevitably redound to the mutual benefit of all concerned.

The lectures throughout New Brunswick in the course of the Farmers' Institute System are a species of the wise and beneficial acts of our local government which must be classed as works to which the foregoing commendatory words apply.

The fact of agriculture being one of the best bases of prosperity in this province was properly and wholesomely recognized by our legislators. What can we do, they said, to get our farmers to improve their businesses, to enable them to win greater prosperity, to help the country boys to worthy independence without the necessity of their becoming disgusted with worn-out lands and scattering from their old homes to the four corners of the earth seeking to earn dollars as hirelings of other men? Consideration of the subject resulted in the materialization of the educative programme that is now comprised in the lectures referred to, and a glance at the programme of the October and November series will show how excellently this plan has been carried out.

It is safe to say that had some such system as this been inaugurated in New England in the past generations, Massachusetts would not today be mourning her abandoned farms and the great tracts of land that have been lying idle, depreciated in value so as to be considered practically worthless, would today have been the homes of people almost as thrifty as those of the Holland. We in New Brunswick have superior advantages over many parts of New England in that our farming sections are naturally more fertile and the use of rail and water transportation today affords our farmers material compensations for their somewhat greater distance from large centres of consumption than were the old New England farms. With their present ability to ascertain the most modern methods, therefore, and the practical aid extended to them by the government, there is no reason why our agriculturists should not increase in wealth and power, using their opportunities to the fullest possible advantage. It should not be surprising also that the agricultural status in New Brunswick will be so elevated as to make the field of this industry not only attractive for desirable immigrants, but seductive for energetic young men of our cities who, rather than face a doubtful future in the avenues of trade, might steadily and certainly acquire solid property in a farming life as well as competence in the social scale in the communities in which they might choose to settle.

We find that the programme of the series just closed included practical addresses and instructions upon such subjects as the care of dairy cows, pig production, the conservation of soil, poultry, chicken feeding, mixed farming, better management of crops, care of manure, mistakes in sheep breeding, cross breeding of animals, planting and care of an orchard, profitable farming made profitable, farming as an occupation, etc., etc. The wide range of these subjects and the extensive field they cover shows the thoroughness with which the programme was carried out. The efficiency of the lecturers, including not only local men and young men who command the respect of their hearers because showing what they themselves have been able to accomplish in a limited time (such as Mr. F. E. Sharp, of Midland), but the best available talent from other provinces, including Mr. D. Drummond and Mr. T. G. Baynor, of Ontario, Mr. Robert Nees, of Quebec, and Mr. C. H. Black, of Nova Scotia, was a feature of the series that made it much more of a success than if the topics had been handled in a merely theoretical fashion. The fact that the commissioner of agriculture, Hon. L. P. Harris, and other members of the government, were constantly in attendance at the meetings, was evidence of the care of the government for the practical success of the movement. The second series of lectures which will begin in January should meet with even greater success and appreciation.

THE DESIRED INFORMATION.

As might be inferred, the recent articles in the Sun on the termination of the C. P. R. I. C. R. traffic deadlock were written in ignorance. At least that is the plea of that inaccurate journal in its issue of yesterday, when it swallows its pride and asks The Telegraph to supply it with the text of the traffic arrangements recently entered into between the two railways. The questions at issue are still so fresh in the minds of the people of St. John that it is only necessary for us to make the briefest reference to them. The minister of railways last year declined to renew the agreement giving the C. P. R. equal privileges for canvassing for business arising in I. C. R. territory, involving the right to direct traffic for the west via Moncton and St. John where it could be taken by the C. P. R. over its own road to Montreal. This refusal was based on the business principle claimed by all railroads of taking the long haul out of all traffic arising in their own territory before sending it to other lines to be carried to their destinations. It was not a question of competition, and as the I. C. R. had been continued to Montreal, it claimed that western business originating east of Moncton must go via Moncton and St. John, President Shaughnessy, of the C. P. R., admitted the soundness of the business principle laid down by the I. C. R. management, but claimed it was necessary, if his corporation was to continue the national export business through St. John

to have a quid pro quo in the shape of I. C. R. traffic for the west to fill his cars, otherwise they would go back empty and prevent the profitable handling of this export trade. The minister of railways rejoined that the I. C. R. was a business proposition and that it would be unfair to rob the people's railway of its legitimate business, even for such a desirable as the export trade undoubtedly was to St. John. The C. P. R. then made a grand stand play of offering extra mileage of 60 miles over the actual mileage up to 330 miles, which would give the I. C. R. an excess of 60 miles to all points between Moncton and Halifax. The Sun and its Tory friends applauded the generosity displayed by this offer and were apparently unable or unwilling to see that the real issue, namely, the splendid business principle developing at Sydney, would be a gift to the C. P. R. under such terms. But the minister of railways stood firm against the howl of disapproval raised by the enemies of the government in St. John and was threatened by political assassination at the polls as a result. His election by a splendid majority was an apt illustration of the fact that "you can fool part of the people all the time or all the people part of the time, but you cannot fool all the people all the time," for about that time the majority of the people woke up to the fact that the battle being waged by the Hon. A. G. Blair against the most powerful corporation in Canada was a fight for their own rights.

After the election the negotiations were renewed by the C. P. R., which dropped its threatening attitude, and was disposed to recognize business principles once more. They announced their willingness to develop in earnest the winter export business through St. John and asked to what extent their canvassers would be permitted to canvass for business in I. C. R. territory. The minister of railways offered a compromise that privilege to the west of 25 per cent. of the I. C. R. would be given them, and the long haul an excess mileage of at least 100 miles on all points up to and including Sydney, C. B. These terms he would instruct the traffic manager of the I. C. R. to put in the form of a memo to be signed by both roads, with the privilege of being cancelled at any time if the result was found damaging to I. C. R. interests. The terms were immediately accepted by the C. P. R. and the deadlock ended. It is under the terms of this arrangement that the energetic measures for the development of the winter export trade through St. John are now being made.

Our readers can at a glance see how completely the hon. minister of railways has maintained the hon. minister's interests in this arrangement. The stand taken by the C. P. R. last fall was an untenable one which nothing but the people's folly at the polls would have rendered possible of enforcement, and the electorate knew their own interests and refused to follow the bidding of the Sun. The result is that St. John gets the winter export business without the necessity of sacrificing the best paying portion of the people's railway and everybody is happy—except the Sun.

MAY HAVE MORE ROYALTY.

It now appears possible that the example of globe trotting set by the Prince and Princess of Wales may be followed by royalty of other nations. It has been stated that Wilhelm, the crown prince of Germany, proposes to visit America next spring to represent the Kaiser and the fatherland at the launching of the new imperial yacht, which the German emperor has ordered from an American contractor, and perhaps he may also come to Canada. In this case, as his royal highness is young and handsome, only in his twenties, he will doubtless command almost as much social attention as there is consideration of foreign royalty could. There is no doubt of his careful training and education, so that he may play well the part entrusted to him, and probably he will acquire all that is possible for him to learn through keeping his eyes open to the evidences of industry and the possibilities of progressive development. If the German prince is followed by royalty of other nations it will not be surprising; in fact we may infer from what is being said and written in Europe generally that the tour of the Duke and Duchess of Cornwall and York is regarded as having been a great stroke of enterprise worthy of emulation.

TRADE WITH JAMAICA.

The members of the Halifax Board of Trade seem very much afraid that St. John may divert their Jamaica trade from them. Our despatches concerning yesterday had quite a number of things about us—St. John trying to grab everything, don't you know, and all that sort of thing. Now this is very sad. What is there in the way of this trade to which St. John has not quite as good a right as Halifax? What right has Halifax to discrimination in its favor if St. John offers as good inducements for the trade and the people of Jamaica possibly prefer to trade with us to some extent? Indeed if, with all its boasted record of long years of trade with Jamaica, Halifax has not so abundantly strengthened her position as to hold the trade in spite of all comers, doesn't she deserve now to lose some of it?

The St. John merchants are certainly within their rights and privileges in doing all they can to cater for trade with Jamaica and every side of the sea with which they can establish satisfactory business connections. Nothing venture, nothing win.

FREDERICK WEDDING.

Frederick, Nov. 14—At the home of Mr. and Mrs. William R. Turner, George street, last evening, their only daughter, Ada May, was united in marriage to Mr. Harry Boyer. The ceremony was performed by Rev. J. H. Macdonald, only a few immediate friends of the bride and groom being present.

Norway's population is the smallest in Europe compared with her area. Each of her inhabitants could have 40 acres of land, while the Briton would have to be content with less than an acre.

CHARGE DISMISSED.

Hearing in Matter of Board of Health Charge Against Physician.

Dr. Byron S. Price, a city physician, was before the police court yesterday for a charge made by the board of health of neglecting to report a case of smallpox. Col. J. R. Armstrong appeared for the board of health, while Dr. Price was represented by Dr. A. A. Stockton and A. W. Baird.

The board of health, Col. Armstrong stated, charged Dr. Price with attending a smallpox patient at No. 10 Haymarket square between Oct. 24th and 31st last without reporting it to the board. The prosecuting counsel said the principal witness for the board of health was Dr. W. L. Ellis, the physician at the epidemic hospital, who was in quarantine at that institution; but he made a statement by telephone from Dr. Ellis.

A letter written by Dr. Price on Nov. 9 to the board of health was put in evidence. The letter reported suspicion of Mrs. Alward's case and asked that Dr. Morris be sent to diagnose. In the letter, Dr. Price also asked that his name be withheld in connection with the case, his regular practice would suffer owing to the timidity of the people for physicians who had been in an infected house.

Dr. Morris said that he had previously seen Dr. Price who, like other physicians, wanted to avoid being mentioned in connection with having attended a case and he told him to write to the board of health but not to telephone.

Dr. Price then took the stand. He said he was called on Oct. 21 to attend Mrs. Wm. Alward, who was in a serious condition from double pneumonia (both lungs affected). Owing to the woman's critical illness he consented to attend her. Dr. Scammell and W. L. Ellis, who visited the patient with him. This was after a rash had appeared on Oct. 25. Dr. Price said he could not classify the rash, but was positive that it was not smallpox. In answer to Col. Armstrong, he said he had seen smallpox before. It was not because of having failed to classify the rash which he called Mrs. Ellis and Scammell, and the General Public Hospital, and the latter in turn telephoned to Secretary Burns at the board of health.

Dr. Stockton contended that there was nothing to show that Dr. Ellis said what was contained in the statement in the position of Dr. Armstrong and intimated that the board of health had more to do with it than Dr. Ellis.

After a lot of discussion Col. Armstrong read the paper in the position of Dr. Ellis said he found the case of Mrs. Alward indefinite, but had suspicions of smallpox, and that he expressed such opinion to Dr. Price.

Col. Armstrong, Dr. Price, who was still on the stand, said he did not believe Dr. Ellis made the statement on the paper, "she said," but he believed Dr. Scammell himself, he positively stated Mrs. Alward did not have smallpox.

In the course of further observations, doubting the accuracy of Dr. Ellis' statement by telephone, he suggested that Col. Armstrong be commissioned to go to the epidemic hospital to take Dr. Ellis' evidence.

Concluding his examination Dr. Price said he considered the board of health was justified in preferring a charge against him if he believed the statement in the position of Dr. Armstrong to be correct.

Dr. J. H. Scammell told of visiting Mrs. Alward with Dr. Price. The woman was in a critical condition from pneumonia. He advised the board of health to take the case with Dr. Price and Dr. Scammell. There was nothing said among us that the patient's condition indicated suspicion of smallpox. This ended the evidence in the case.

Previously, in the course of the proceedings, Col. Armstrong said the object of the board of health in the matter before the court, was vigilance. There was no desire to be harsh with Dr. Price and some arrangement might be arrived at.

Dr. Stockton said the question of his professional reputation was involved and he desired that the charges be settled out. Dr. Price, he added, was thankful for the opportunity to have the matter investigated in the justice court. The counsel read from section 57 of the health act which read: "When any physician shall know that any of his patients is infected with the smallpox, he shall report the same to the board of health."

The judge in reviewing the circumstances, said under the act it could scarcely be said that Dr. Price was guilty, supposing he had made a mistake diagnosing, "but the physician swears he did not make a mistake," added his honor.

The case was dismissed and in passing judgment the court exonerated Dr. Price from the charge of mal-practice, so far as involved in the report of the board.

ENGLISH DEMAND FOR WOOD PAVING.

We print in another column today an article from the Timber Trades Journal, of London, in regard to the use of Canadian woods for street paving, which shows that there is a strong feeling in England favorable to the adoption of Canadian woods for this purpose. The expressions of opinion from a variety of sources that are presented in this article show that the possibility of doing business in the matter has reached a practical stage. The people of more than one English city are looking for the most desirable article for street paving and if Canadians can supply what they want, it may be feasible by proper effort to stimulate a Canadian export trade to reason why New Brunswick should not share in this trade to a desirable degree. The paper from which we quote has for some time been agitating the advisability of testing Canadian woods for the purpose more thoroughly than has been done, and its articles have already attracted attention in Ontario and in Maine. The fact that New Brunswick has such a long and firmly established trade with Great Britain, however, and such ready facilities for shipping from St. John, ought to give our lumber dealers particularly good leverage to capture the market if they are ready to do so. A recent news article in these columns giving some opinions of our city director of public works on the values of woods for the purpose attracted no little attention and the article we print today, above referred to, should be sufficient to induce our lumber merchants to seriously consider their opportunity for enterprise in this line.

Snaps in Overcoats!

We are always offering the public surprises in the way of Clothing Bargains, and we have a pleasant surprise in Overcoat Bargains to offer now.

\$5.00 buys you an Overcoat worth at least \$6.50. Sizes 36 to 42. \$6.50 buys you an Overcoat of Black Melton, heavily lined. The wholesale price was \$6.50. We got it at a bargain and give our customers the benefit. Sizes 36 to 46.

12.00 18 sample Overcoats worth at least from \$15 to \$18. You can have your choice while they last for \$12. Sizes 36 to 48. Boys and Men's Warm Winter Clothing in all descriptions at lowest prices.

J. N. HARVEY, Opera House Block,

199 Union Street, St. John, N. B.

SCHOONER ASHORE.

Annie E. Rickerson Went on Brier Island.

IS NOW IN THIS PORT.

Gale of Tuesday Night Sent the Vessel Aground—Floated, But Things Looked Bad, and Captain Richter Accepted Aid of 14 Nova Scotians, and Reached Port.

The largest crew that ever arrived in this port in a three-masted schooner, came in early Thursday morning on board the three-masted schooner Annie E. Rickerson, which according to their story was at the time likely to be a wreck. The Rickerson, Capt. Richter, sailed from Boston for this port early in the week, to load lumber here for Philadelphia. The managing owner here is J. A. Gregory, of Grand Bay. It was early in the week when Capt. Richter sailed from Boston. His wife accompanied him on the voyage to St. John where his vessel had been chartered to load lumber. After leaving Boston the weather was most disagreeable. The wind blew strong, accompanied by a heavy sea. On Tuesday evening the vessel struck on the south western point of Brier Island, where she had been carried with the heavy gale. Shortly after the vessel struck she floated off and Capt. Richter dropped both anchors and the vessel rode out the gale for a few hours. The schooner was lying in a very bad place and it was not known just what time she would again go ashore and become a total wreck. Capt. Richter and his crew at once made preparations to leave the vessel and stowed their clothes and other belongings they wished to save in bags and trunks. The vessel was pitching in lively fashion in the sea.

Capt. Richter's wife was taken ashore on Brier Island, the captain and crew remaining by the vessel, but with all their clothes packed ready to leave. About this time fourteen residents of Westport and vicinity, led by Colonel Thompson and Charles Bellie, boarded the vessel. According to the boarder's story, Capt. Richter made a bargain with them, that if they would put the vessel into the nearest or any port that a certain sum would be paid them. The offer was accepted, and the 14 Nova Scotians started in to save the vessel, as they say, against great odds. They got one vessel in a very bad place, and according to agreement tried to work her into one of the nearest harbors, Westport or vicinity. But, because of the wind, it was found necessary to make the course for St. John and with the strong gale the Rickerson, on Wednesday, bounded on her way to this port, manned by 29 men, including the regular crew.

On arrival, the schooner was docked at the Maritime Nail Works wharf, and the men from Westport took lodgings yesterday afternoon at the Sailors' Mission, Prince William street.

Some of the men claim that there is trouble regarding their claim for taking charge of the vessel. The schooner is consigned to J. A. Gregory, and it is said the Nova Scotians were offered by the captain \$800 to put her into port.

Mrs. Richter, wife of the captain, is consigned to J. A. Gregory, and will arrive here soon. The Rickerson damaged will be looked into as soon as possible. It is thought that her heel, keel and shoe are considerably damaged.

Nothing Tastes Good

And eating is simply perfunctory—done because it must be. This is the common complaint of the dyspeptic.

If eating sparingly would cure dyspepsia, few would suffer from it long.

The only way to cure dyspepsia, which is difficult digestion, is to give vigor and tone to the stomach and the whole digestive system.

Hood's Sarsaparilla cured Mrs. Frances Blodgett, Pembroke, Ont. Her husband, Clinton, Ont., and W. A. Nugent, Belleville, Ont. Express from Halifax and Pictou, N. S. Express from Quebec and Montreal, P. Q. Express for Halifax and Sydney, N. S. All trains run by Eastern Standard Time. Twenty-four hour notation.

D. POTTINGER, General Manager. Moncton, N. B., October 16, 1901. GEO. CARVILLE, C. T. A. City Ticket Office: 7 King Street, St. John, N. B.

Kerr's Bookkeeping. Fourth (enlarged) Edition just published. Joint Stock Accounts a prominent feature. Mailed for retail price. Send for our Catalogue, containing terms of study. Now is the time to enter.

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ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills. Must Bear Signature of Scott's Emulsion.

FOR HEADACHE, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FOR SALLOW SKIN, FOR THE COMPLEXION.

Intercolonial Railway. On and after MONDAY, October 21, 1901, trains will run daily (Sunday excepted) as follows:

TRAINS LEAVE ST. JOHN. Express for Halifax and Campbellton, 7.00 Express for Point du Chene, Halifax and Pictou, 11.15 Express for Sussex, 11.20 Express for Quebec and Montreal, 11.25 Express for Halifax and Sydney, 12.30

TRAINS ARRIVE AT ST. JOHN. Express from Halifax and Sydney, 6.00 Express from Sussex, 6.30 Express from Montreal and Quebec, 12.40 Express from Halifax and Pictou, 12.45 Express from Quebec (Saturday only), 12.50 All trains run by Eastern Standard Time. Twenty-four hour notation.

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