

THE SEMI-WEEKLY TELEGRAPH
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C. J. MILLIGAN, Manager.

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Be brief.
Write plainly and take special pains with accuracy.
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 CIRCULATION IN THE MARITIME PROVINCES.

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

Semi-Weekly Telegraph

ST. JOHN, N. B., MAY 28, 1902.

A NEGLECTED OPPORTUNITY.

It is safe to say that the agriculturists of the maritime provinces have not given sufficiently great attention to the proper development and raising of thoroughbred cattle. No portion of Canada is more favorably situated for raising hardy thoroughbred stock than the maritime provinces. It is a well known fact that the best thoroughbreds come from Great Britain. This is almost entirely due to the climatic conditions of the British Isles. Early in the century, the English stock breeders, south of the Tees, began the development of Shorthorns on an extensive scale, and for many years the markets of the world for this class of stock were supplied from the English breeders. Within the past 40 or 50 years, the Scotch agriculturist has taken up the breeding of Auld Shorthorns, and today the cattle of Auld Scotia are much superior to those obtained south of the Tees, and the foreigner and Englishman now look to that country for their supply of breeding stock. This fact is entirely due to the more favorable climatic conditions which exist in Scotland for the development of a hardy class of cattle. Just as the human races developed in the northern climes are more hardy and resistant than those of the south, so with cattle and animals of all classes. It is a well-known scientific fact that sea air and an invigorating climate produce a much better and stronger class of animals than those developed in warmer and dryer climates. The climatic conditions which are so favorable in Great Britain for the development of good stock are in great measure reproduced in the maritime provinces, and no part of America is more favorably situated for the development of good cattle than these provinces. It is acknowledged by the best breeders in America that no country so closely resembles the British conditions as does Prince Edward Island and the adjacent provinces, and yet it is found that very little is being done in the development of thoroughbred cattle here.

In addition to the climatic conditions, the maritime provinces have all the facilities for excellent grazing and the production of root crops. Today the United States breeders have to import the greater portion of their breeding stock from Canada and Great Britain in order to maintain the status of their cattle, which degenerate very quickly in a climate that is unsuitable for the development of a hardy class of stock. As already stated, the sea air plays an important part in the raising of this hardy grade of cattle, and there appears no good reason why the farmers of the maritime provinces should not give more attention to the question of producing thoroughbred cattle and supply not only the large American market for this class of animal, but also be in a position to supply a portion of the animals necessary for the improvement, regeneration and development of the thoroughbreds of the Ontario and Quebec agriculturists.

BUILDING UP ONTARIO.

When one realizes that the population of the city of Toronto has grown from 50,000 in 1871 to 208,040 in 1901 and that the population of the province of Ontario today is nearly 2,200,000, one can understand the importance attached to a policy of enterprise and energy on the part of the Ontario provincial government. In a recent article we instanced one measure to the credit of the Ross administration in its fatherly care of the "developing country"—the construction without any federal subsidy of a hundred miles of railway through provincial crown lands to

the Lake Temiskaming district in order to open up the land and afford communication for settlers otherwise cut off in winter. This was a measure which the Whitney opposition endeavored to cold-shoulder and which action they are now feeling the weight of in the election campaign that is to close this week.

Another railway enterprise fostered by the government is the Algoma Central, now actively progressing in construction. On this road fifty miles of the grading has been completed and men are now at work laying steel rails the future supply of which for the road will be furnished by the Clergue company's own steel plant at the Sault Ste. Marie. Along the line of this road new towns and industries are steadily springing up. At Goulais River, for instance, where the first workmen's boarding house was erected in July last, is now a saw mill with a capacity of 50,000 feet per day, town lots laid off and building up, and electric light and water works already supplied. The charter of this line extends from "the Soo" to Hudson Bay and part of the road is already in use hauling ore from the Helen mine to Michipicoten Harbor, whence it is carried by the company's steamers to the steel mills at "the Soo." Other iron and copper mines are also on the line of the road and a brilliant future for it is predicted. How this enterprise is viewed by a correspondent on the spot is illustrated by the following extract from a letter from Ogishki Station:

The Conservative press and public speakers would make you believe if they could, that the land grant to the A. C. and H. B. Railway was a gigantic fraud, a big steal, and so on. Now, as I understand it, the A. C. and H. B. Railway Company are building this line of railway through a wild mountainous country. Not a dollar of cash do they get. Now it is an indisputable fact, that unless a railway was being built, the land and timber would certainly have remained in its uncultivated form, and would never have been any use or worth a cent to any one. And I venture to say that had the Clergue syndicate failed in their efforts to secure from the Ross government this charter and land grant, no other company or body of men would have undertaken what Mr. Clergue proposed to the government to do, and has since fulfilled, and a great deal more than was proposed. And I think, Mr. Editor, the benefits resulting from the so-called steal have benefited both Old and New Ontario a hundred fold greater than it could otherwise have done.

SOMETHING ABOUT FLAGS.

Now that the days of flag flying have again come to us with the balmy airs that flutter them so gracefully, it is worthy of remark, that probably no place is more democratic in its sentiments in regard to its flags than our own good loyalist city. Anything in the way of banning which adds to decorative effect is upon a decorative occasion not only tolerated but welcomed. Of course "the old red rag" holds the most conspicuous place, but there is none of that rabid ignorance miscalled patriotism in the United States, which would interfere here with an American or any other foreign resident amongst us flying his own flag to his heart's content. It is safe to say however that many of our citizens are unaware of the true significance and character of the varieties of their own flags and how they should be authoritatively used. It may not be generally known for instance that the red ensign and the union jack are really the only flags which for ordinary purposes have a right to be used and that even the union flag is the distinctive flag for government buildings, embassies, consulates, forts, the headquarters of men-of-war, etc.

The white ensign may be used only on ships of the royal navy and by courtesy on vessels of the Royal Yacht Squadron, also in naval dockyards; but never on land except by landing parties of sailors. The blue ensign is exclusively the flag of the Royal Naval Reserve, to be flown upon ships whose commanders are officers in the R. N. R., and also by customs officers when it bears the crown added. The royal standard, with three lions on a shield, and four quarters representing England, a red lion rampant on the second quarter representing Scotland, and a harp on the third quarter representing Ireland, is down only over palaces, residences or yachts containing British royalty. In this flag two of the three lions formed the arms of William the Conqueror, Henry II adding a third. The lion rampant is the ancient emblem of Scotland.

There are other British flags used with equal authority in their respective services, but less commonly seen. The admiralty flag has a red field, with a white anchor in the centre. The Lord Lieutenant of Ireland's flag is a union jack with a harp in the centre. The Governor-General of India's flag is a union jack with a crown above a star in the centre. The flag of the United Kingdom diplomatic service is a union jack with the royal arms supported by a lion and unicorn in the centre. All are equally entitled to respect, but the old red ensign with the jack in the corner is good enough for most of us.

OIL AS STEAMSHIP FUEL.

Perhaps the most noticeable development in the evolution of the modern steamship is the successful adaptation of marine furnaces for the burning of oil as fuel. In the use of this fuel probably the Russian steamers on the rivers and the Caspian Sea have been the pioneers, but there was considerable difficulty in arranging devices for the successful self feeding of oil so as to give constant heat in ocean steamers. The difficulties however, seem to have been now surmounted

and for many months the ships of the Shell line in the transatlantic trade out of New York have found the oil fuel quite satisfactory and advantageous. Now comes the announcement that all the steamers of the American-Hawaiian line plying from New York and Philadelphia to San Francisco and Honolulu, are to be adapted to burn either oil or coal, the change from use of one to another being possible by ten minutes' manipulation of machinery. As these are all exceptionally large new ships and their route one of the longest in the world—about 14,000 miles each way, the fact that they are being fitted for the use of oil implies a radical departure from stereotyped methods and if other steamship lines follow suit, their equipment and supply with oil fuel will develop a new industry in the marine world. For this particular line a tank vessel is to be maintained with oil storage in the Straits of Magellan, but if oil is to be generally used for steamship fuel, stores will have to be established wherever there are coaling stations at present. The advantages of oil for fuel are that it can be stored where coal could not be on shipboard, thus saving bunker space, and can be pumped to the furnaces, thus making it possible to dispense with the services of a large force of firemen and coal passers. Besides these advantages, however, it is said that recent oil discoveries at various places ensure a widespread supply of it as of coal. Whether the naval powers will adopt it for warships remains to be seen.

THE MEANING OF PEACE.

The almost momentarily anticipated news of the declaration of peace in South Africa is not liable to cause any great exhibition of red-tape and hurrah in the British dominions for the reason that the event has been so long foreseen as inevitable in fact was inevitable the culmination of a programme worked for. The British people are not generally liable to lapse into any barbaric display of boastfulness when they have accomplished a hard and disagreeable task that was not of their own asking. They prefer to let the result speak for itself and rest upon the laurels of their reputation which is recorded through history as characteristic of the race. If the peace had been under circumstances of which there had been any doubt, or attended by a grand victory over a nation of warlike steel, the cause for enthusiasm would have been different. But as the victories of Lady Smith and the making of Pretoria have long since been celebrated, the continuance of hostilities in the field by a system of guerrilla warfare was one which only meant a question of time in its ending, an event that has been prepared for so fully as to discount any joyous exhilaration at the announcement of the actual news. The notable contrast in the matter with the war in the Philippines is one to the credit of the British flag. The victory of Dorey at Manila long antedated the Boer invasion of Natal which marked the outbreak of the conflict in South Africa, and the programme of American conquest in the Philippines seems to be yet far short of a conclusion.

That peace in South Africa will mean the cessation of the work involved, however, is not to be thought of. If it had been a war with France or Russia or any other civilized nation, peace would mean the settlement at one blow of the matters in dispute. But the obligations to make British colonies of the belligerent Boer republics involve still a very great deal of hard work. The establishment of real peace, order, system, good government, educational and business facilities, and the other adjuncts indispensable to contentment and progress, mean the policing of the country and the administration of affairs in a fashion that will require keen executive ability and a large force of directors for a long time to come. The whole work of the British will not be accomplished until the colonies are as strongly educated to appreciate the beauties of and are as allied in support of British institutions as are any other colonies of the crown. This means therefore that the declaration of peace will mark but a stepping stone in the programme of South African events. In the years to come, when the British flag is as spontaneously revered upon the veldt as it is in Canada, and the Boers bless the day that led them into the British fold, the whole winning of the war will be possible of adequate celebration.

THE PRESBYTERIAN DISCUSSION.

The New York Sun remarks as very significant that contemporaneous with the revision of its creed by the Presbyterian church of the United States, an entire Congregational church in New Jersey has passed over to Episcopalianism. The Congregationalists were primarily founded upon the same Confession of Faith as the Presbyterians and it is noted that the Episcopal church was the one to which the Rev. Dr. Briggs chose adherence when the Presbyterians so vigorously decided to permit his departure from their fold. The Sun terms the new American Presbyterian revision as "sugar-coated Calvinism" and fears that it will also tend towards "secession to the agnosticism which gives up all religious belief."

The New York Sun, however, able as it is as a newspaper, is not to be taken as a guide in matters of religion. In fact it does not profess to be such a guide. It merely treats these matters from a news point of view and in doing so refers to

churches and creeds as such, not to pure religion. It would not deny the fact which made the preaching of Moody and other evangelists so powerful, that they were entirely undenominational and not in the interests of any one church. Moody preached the gospel only and let his converts do their own church selection, whichever way they thought would be their best means of grace. And so it is with the greatest preachers who win most converts. If a thoughtful honest man, who is not a hypocrite, is told that he must subscribe to certain documents as formulating his religious belief, he is very apt to refrain from prominently identifying himself with the subscribers to such documents. It is the broadness of the United Presbyterian Church in Canada which, as has before been remarked in these columns, avoids dissensions in this respect. Nevertheless if such public discussions of creeds and doctrines as have lately characterized American papers owing to the Presbyterian intervention there, accomplish the result of revealing the people to study and find out the truth for themselves, it cannot but result to the benefit of the people, whether it does to the benefit of any particular church organization or not.

THE EDUCATIONAL ENVOYS.

The letters which The Telegraph has been publishing from Miss Winifred Johnston, its correspondent with the brigade of Canadian teachers who have gone to South Africa to instruct the Boer children, have been very interesting. Not only are the letters well written and contain a literary effort, but they have given our readers a clearer idea of the recognition by the British people of the kinship of blood and sentiment which makes the Canadian no longer simply a colonist in the eyes of the British born, but one of the units which make up the World Empire. The courtesy and kindness shown the Canadian girl teachers in London has brought the people of the home land a little closer to our hearts, and in this way these bright educationalists have already been the means of adding strength to the Imperial bond. We have no doubt that they will be equally successful in weaving the sliken net of kindness about the hearts of the youthful Boers and winning them to a recognition of the good will with which they will be welcomed into the new British citizenship.

Miss Johnston's future letters from South Africa will be even more interesting than those dealing with the British metropolis and the kindness of its leading people. They will present from an entirely new standpoint—that of Canadian womanhood—the people whom it is Britain's aim to have forget the unhappy hatreds of the past, in the happier experiences of the liberties and enlightenment of British citizenship and civilization. The Canadian girl teachers are playing no unimportant part in the Imperial programme and the results of their labors in South Africa will be watched with very great interest.

THE POWER OF HIGH-PRICED PEWS.

In one of the wealthy and fashionable churches of Washington two pews have been sold at \$2,750 and \$1,600 respectively. The rental of eligible church pews in New York however often exceeds what would be the annual interest on these amounts at five or six per cent and it is this condition of affairs which moves the Boston Transcript to editorially consider the power of high-priced pews. As contrary to the danger of faulty dictation to a preacher by an opulent congregation, this eminent journal remarks—

The voluntary system of church support apart from endowments, the tenure of the preacher being dependent entirely upon the good will of the congregation, has its admirable features and its unfortunate ones. It insures that the laity shall have just the sort of preaching that they wish to have, which is far from saying that it will always be the kind of preaching that they ought to have.

NOTE AND COMMENT.

On Friday of last week 21,000 tons of coal arrived in Boston by schooner.

Cuba wants a national song—something on the stately flag order of course.

The Ontario Tories admit that their "time for a change" argument didn't work in the Northwest Territories elections.

Now come the days of boating and soon of swimming accidents. An ounce of precaution is worth a pound of valor.

Attention again attaches to the Canada Atlantic Railway by reason of the expiration of Doctor Webb's option on June 1 next.

The beef trust ought to go to Spain. The royal demand for bull fights might enable them to make a big stroke by cornering the cattle market.

There were proclamations against the discharge of firecrackers, etc., on Saturday, but there were likewise firecrackers. What's the use?

In Ontario "you vote where you sleep." But the Tories are worrying so much that they can't sleep, so they feel very anxious about the votes.

Mr. Fowler, M. P., can, while in Ontario, correct Mr. Haggart's opinion that

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Every cloth and color.

Well made, whether you choose our cheapest or our finest. Do you think just because you pay us less we are not careful of your money? Being careful of your money has made this business what it is, and keeps it growing every day.

See the Suits at \$5.00

See the Suits at \$12.00

See the Suits at \$8.00

See the Suits at \$15.00

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Any cloth, every pattern. Made in the usual Oak Hall way. You know what that means—every detail carefully looked after.

Boys' Clothing

We believe thoroughly in Oak Hall Clothing for boys. So do others. What better proof than the hundreds of young gentlemen who came here accompanied simply by a note: "Let Jack have a suit"—not to say a word of those who came here accompanied by their parents. It isn't strange. You don't suppose we could have built up so big a business unless we put character on the boys' back and money in your pocket, do you? That's just it. The same painstaking care is shown in making our boys' clothing as is shown in making our clothing for men.

Boys' Sailor Suits, - 75c to \$10 00
Boys' Russian Blouse Suits, - \$5 00 and 5 50
Boys' Two-Piece Suits, - 1 50 to 6 00
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GREATER OAK HALL, SCOVIL BROS. & CO.

King Street, Cor. Germain.

the maritime provinces receive too much of the public money.

It seems to be safer to take a railway journey in Great Britain than stay at home. There were no casualties on railroads in the kingdom last year.

There was a time when Cuba and Porto Rico and the Philippines, etc., would have been expected to join loudly in cheers for a new King of Spain, and help pay for the celebration too.

The death of Lord Pauncefoot, British Ambassador at Washington, is, as was quoted from the Brooklyn Eagle on Thursday last, the loss of "a notable figure in diplomacy."

The fact that the plot to dynamite King Alfonso was such an ignominious failure may be used as evidence that the Spaniards were utterly incompetent to have blown up the Maine.

Senator Pettus, of Alabama, aged 81, says the secret of long life is work. He says he has noticed that all of his neighbors who get rich and retired are dead and he believes that to quit work kills every time.

Professor Pendleton's blue glass craze has been revived in New York and extensive experiments are being made in a hospital there in regard to it. Some folks say that on the principle of "similia similibus curantur" blue lights ought to be particularly a cure for the blues.

Mr. George W. Fowler, M. P., has gone to Ontario to assist his Tory friends. The Ontario people may expect to hear that the new L. C. R. yard is not two miles from the city, but four. The further away from home the longer and stronger the horns.

People who used to say that the fancy pictures of the destruction of Sodom and Gomorrah were altogether imaginary have to own that the pictures of the destruction of St. Pierre exceed the wildest fancies of the ancient artists.

The sale of horses bought by Hon. Mr. Farris and Mr. Ora P. King, M. P. P., for the government was eminently successful. The horses brought good prices and yielded about 75 per cent of their entire cost. The government is to be congratulated upon the result.

The sadness of a young man taking his own life because he believed himself to be afflicted with something incurable, is a lesson to others not to do it. In this age of modern marvels nothing is impossible and there's lots of fun in living it, just for the sake of seeing what chances new science may give one. It is no sign of any sort of pluck to knuckle under and give right up.

There is a gentleman named Jefferson

Davis, who is at present governor of Arkansas, against whom the governing body of the church with which he was connected made charges of disreputable personal habits, and the governor's reply was that he was ready to meet the charges when they appeared over the signature of some "able-bodied man." That is the sort of talk that might tempt some people to "hang Jeff Davis to a sour apple tree," but that is the sort of man they elect for governor in a state famous for negro lynchings and other lawlessness.

"GOOD-BYE CANADA," AND "NO SURRENDER."

Signals Flown from Departing Troopship Tacking Soldiers from Halifax to South Africa.

Halifax, N. S., May 23.—(Special).—The Fifth Canadian Mounted Rifles are now about, bound for South Africa, and carrying on the Atlantic the South African war has all left her shores for service. The men were on parade at 7 o'clock this morning, and were looked over at the concentration camp by the commanding officer. Then they were formed up in squadrons. The orders "form fours" and "quick march" were given about 7:40, and with Lieutenant MacDonnell in the lead, the men moved off from the grounds, headed by the R. C. R. band, to the embarkation pier at the I. C. R. terminus, playing lively and pretty marches all along the route. There was the best of discipline among the men, and they marched in excellent order. No civilians were allowed on board the troopship, as it was found in previous cases embarkation was very much interfered with. The steamer left the pier about 11 o'clock and anchored in the stream until 12:30, when she weighed anchor and put to sea. As the troopship went in the stream she had at her foremast the marine signals, "Good-bye Canada," and at the mainmast, "No surrender."

Worcester Girl Burned to Death.

Worcester, Mass., May 23.—In a tenement house fire at 6 King street this afternoon, Miss Mary E. McLoughlin was burned to death.

Cursed the Sheriff and Rushed to Scaffold.

Whitcomb, Washington, May 23.—Alfred Hamilton, alias Alfred Hawkins, was hanged today for the murder of D. M. Woodbury, at Anacortes, Sept. 7, 1899. He cursed the sheriff when he read the death warrant to him, and rushed up the scaffold stairs two at a time.

Fined \$50 for Illegal Voting in Manitoba.

Winnipeg, May 24.—(Special).—Two men, Baker and Perry, convicted at Selkirk of voting illegally on the liquor referendum, were fined \$50 each.

To cure a cold in a night—use Vapo-Cresolene. It has been used extensively during more than twenty-four years. All Druggists.

CHARGED WITH THROWING MAN OVER THE FALLS.

Murder Trial at Hull—Joseph Despelets Reported Was Jealous of Man He's Charged With Killing.

Ottawa, May 23.—(Special).—Joseph Despelets, 38 years of age, was arrested today near Papineauville on a charge of murder, and brought to Hull for trial. Despelets was arraigned before Judge Tubbott this afternoon and charged with throwing Benjamin Richer over the Nation river falls. Richer was an adopted son of Despelets and the latter was jealous of him and his wife.

Richer's body has not yet been found. Despelets was remanded for eight days.

At North Sydney for Bunker.

North Sydney, May 23.—The steamer Mianus, Captain Melville, from St. John (N. B.) for Cape Town (S. A.), arrived at 10 o'clock last night and took in 1,000 tons of bunker coal today. Taking passage on the Mianus are Rev. Amersson Rogers, Cameron Bailey and Masters Donald Sinclair and Drummond Matheson, of New Glasgow. A number of their friends including Mrs. Sinclair and Miss Carmichael, accompanied them from New Glasgow to North Sydney last night.

THERE'S NO HEADACHE

that cannot be cured by Bowman's Headache Powder, which is caused by Feverishness, Rheumatism, Cold, Bowmen's are always reliable and act promptly; 10 cents and 25 cents. At all reliable dealers.

The Congregation of Rites, under the presidency of the Pope, has made formal inquiry into the claim for beatification put forward on behalf of a Chinese Catholic convert named Joseph Khang. If the claim is approved Khang will be the first native Chinaman to become a Roman Catholic saint.

Lieutenant Riley, of the Salvation Army barracks at Indiantown, has been transferred to St. Stephen, and Lieutenant De Boo substituted.

EPPE'S COCOA

THE MOST NUTRITIOUS Prepared from the finest selected Cocoa, and distinguished everywhere for Delicacy of flavor, Superior quality, and highly nutritive properties. Sold in quarter-pound tins, labelled JAMES EPPE & CO., LTD., Homoeopathic Chemists, London, England.

EPPE'S COCOA

BREAKFAST—SUPPER.

BoneGrinders

Portable Forges, Drilling Machines Manufactured, Mill and Steamboat Repairs. JOSEPH THOMPSON'S MACHINE WORKS, 48-52 Smythe Street, St. John, N. B. Tel. 322.