

THE SEMI-WEEKLY TELEGRAPH.

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

C. J. MILLIGAN, Manager.

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 misdirection of letters addressed to the Telegraph Publishing Company, the company has decided to change its office to the old office of 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. Subscribers will be required to pay for papers sent them, whether they take them from the office or not, until all arrears are paid. There is no legal discontinuance of a newspaper subscription until all that is owed for is paid.

RULES FOR CORRESPONDENCE.

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. 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.: WM. SOMERVILLE, W. A. FERRIS.

Semi-Weekly Telegraph

ST. JOHN, N. B., NOVEMBER 23, 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

THE AUXILIARY CRUISER SYSTEM.

The Naval Intelligence Department of the British Admiralty has lately produced some interesting tables in tracing the progress of the movement by which in return for an annual payment of \$77,813 as admiralty subsidies, Great Britain has now the call of no fewer than 48 feet merchant steamships capable of serving as armed cruisers. The subsidy, it is true, is paid only in respect of eighteen of these, but the remaining thirty are at the disposal of the admiralty under agreement and without further subvention.

It appears that the policy of relying to some extent on mercantile auxiliaries was mooted as far back as 1878, but it was not then received with official favor, on the ground that when occasion required there would be plenty of suitable steamships available for admiralty requirements. That this was a mistaken decision is obvious by the light of more recent events.

Even in 1878, however, it was deemed advisable to order that the armament requisite for a certain number of mercantile auxiliaries should be set apart and stored at particular places. In 1885 came the Russian "scare," and then the admiralty took up sixteen vessels, presumably with some haste. Of these vessels only one, the Canardier Umbria, had a speed of anything like twenty knots, although the fleet included some of the finest ships of the principal British companies, while today the subventioned vessels include such Atlantic greyhounds as the Canardiers

Campania and Lucania, the White Star liners Majestic and Teutonic, the P. & O. liners Australia and Himalaya, as well as the three "Empress" ships of the Canadian Pacific Railway Company.

The experiment made in 1885 proved rather costly to the country and the results obtained were not so satisfactory as had been anticipated. The sixteen vessels referred to were employed for periods varying from five to nine months and the total amount paid for their hire was \$475,904, or nearly thirty thousand pounds apiece. The following year agreements were only effected with two of the lines, the White Star and Canardier, and provision was made for the employment in the subsidized ships of a certain proportion of men of the Royal Naval Reserve. Later on arrangements were also made with the P. & O. and the C. P. R. companies. In 1891 the conditions were the subject of some revision and again quite recently it has been necessary to make certain modifications of agreement in respect to manning.

The payments made under the head of merchant cruiser subventions during the fourteen years, 1887-8 to 1900-1, amount to \$573,000, which is at the rate of about \$41,000 per annum, a figure that does not appear excessive for such a definite national service. What the British Admiralty obtains for these payments is the right to take up the vessels subventioned, at the first port of call, at a fixed rate of hire, thus avoiding all haggling on the subject of chartering; while the subventioned companies are bound to inform the Admiralty of any new steamship they are building, so that it may, if possible, be constructed according to official requirements. The obvious value of this latter arrangement is that the nation gets a sort of option of new fast steamships as they come to be built. The companies do not now guarantee to supply the crew on the admiralty taking the ship up; but agree to assist the admiralty in that respect. Under this arrangement, if peace continues for a number of years it serves the shipowner, who receives a certain fixed sum during that number of years in consideration of his agreement. But if war suddenly breaks out, the arrangement is disastrous to the shipowner and highly beneficial to the Admiralty who will get cruisers and transports at rates at which they never would be able to obtain them then without this subvention. A somewhat similar arrangement has obtained during the past few years in the United States and a number of the steamers available during the war with Spain, including the fast trans-Atlantic liners Paris and New York, rechristened for war purposes the Harvard and Yale, was the result.

WHERE THE RESPONSIBILITY LIES.

The board of health have apparently awakened to the fact that the people of this city hold them responsible for the present epidemic which exists in our midst. Dr. Christie announced at the municipal council Tuesday that he and Mayor Daniel were responsible for directing the actions of the board. It would appear from Dr. Christie's speech that the medical members of the board do not possess a sufficient knowledge of the elementary principles of public health to express an opinion upon them without recourse to the consultation of authorities. The merest tyro in public health could have directed the proper course for the board to pursue without opening any book upon the subject. Even at this late day one would imagine that these capable digesters of medical literature would have assimilated sufficient knowledge to adopt strictly scientific methods to prevent the spread of the disease. But they apparently have not. Let us just take one small and minor example.

About three weeks ago some houses were quarantined and the occupants vacated. Some eighteen days later the quarantine was raised. The day prior to their release from quarantine the occupants were examined and the houses disinfected. During the sixteen or seventeen days intervening between the time of quarantine and disinfection the people were living in houses which doubtless contained some of the infectious matter. The occupants were in a position to come in contact with this material. Assume for instance that one of them was infected with the matter three days before the raising of the quarantine, then the medical examination one day before the release would not indicate that the person was suffering from smallpox, as the disease would not have developed sufficiently to be recognized and discovered, nor would the disinfection of the person destroy it. The infected person would then be permitted to mix with the general public, with the authority of the board of health, and thus afford an opportunity for spreading the disease through the community. We know that our health authorities would reply to this that the occupants were vaccinated. But first, how do the board know that the vaccination was successful, not having revised the vaccinated? And further, vaccinated persons can be attacked by the disease.

What any authority on public health would have done was, upon removal of the smallpox patient, to disinfect the house at once and then sixteen days later, after medical examination, to again disinfect the house. In this way the authorities would shut out the possibility of the occupants becoming infected at any time after the removal of the patient and the public would feel assured that the released persons were not a danger to the community.

Having pointed out one small item in which the board of health are not adopting the proper methods, probably upon

closer examination they will find a number of others of a more serious nature.

INVESTORS TO BE CONGRATULATED.

The avidity with which Ontario capitalists have embraced the opportunity to obtain possession of the Yarmouth duck and yarn mills at a price double the amount of the capital stock, shows the appreciation in which such investments are at present regarded by Canadians in the greatest manufacturing centres. The new proprietors of these mills have undoubtedly given the matter most careful study and realize the field for such manufacturing in the maritime provinces. The announcement that the mills will immediately be run full blast, night and day, must be good news for Yarmouth, and the humming hives of industry resulting must mean much for the progress and prosperity of that thriving town. If the present investors did not see money in it, they certainly would not enter into the project now so vigorously.

This example must be cheering to the new proprietors of the St. John cotton mills. These properties were purchased for \$145,000, and, as has been stated in these columns, the enterprise is being capitalized at but \$250,000. A capitalization at such a moderate limit certainly does not imply any watering of stock. When the renovation of the plant has been completed, the necessary stock purchased and a suitable working capital provided, a capitalization of a quarter million will surely represent more than the actual value of the business, especially when it is remembered what a great bargain the existing outfit was at the price paid. The earning of very substantial dividends with the St. John mills, under the business management of which the names of the purchasers is a practical guarantee, seems therefore an assured conclusion. The stockholders who have embraced the opportunity for investment in this local enterprise are consequently to be congratulated upon their prospects, from a purely commercial point of view and apart altogether from the great benefit the industry will be to our city.

A comparison of value between the St. John and the Yarmouth mills would seem to show strongly in favor of the local property, for whereas the Yarmouth plant is only capable of manufacturing duck and yarn, the St. John mills are equipped for making a much greater variety of product, including duck, as well as white and colored cottons of all descriptions. There is also a splendid market in Canada at present for print cottons, which this mill will be in a position to supply to advantage.

THE DEFENCE OF ST. JOHN.

In time of peace prepare for war. The article which we print in another column today on the Defence of St. John is prepared by a gentleman who has given this matter careful thought and earnest study, and he places it in a very matter-of-fact and sensible fashion. It is a thing that many people may be inclined to laugh at, because the condition of war does not now exist. But neither did smallpox threaten us a few months ago and people would have been then inclined to laugh at the wisdom of vaccination. In these days of rapid-making history, no one can be sure of anything a few months ahead, and it is only by grasping all the opportunities that present themselves while we may that it is possible to guard against danger when it comes. What is said in the article referred to presents to us a condition, not a theory, and the picture drawn is not a very pleasant one.

It would not be very pleasant to have a foreign warship demand as a ransom all the money in the banks of this city, with the option of immediate reduction of the city to ashes and splinters. Yet at the first signal of war upon England by any other naval power, it would be one of the possible strokes of enterprise attempted. If, as our article states, no warships were at the time available to guard the entrance to the Bay of Fundy and our city were left to its own resources for defence, existing conditions would find us powerless to resist. If, on the other hand, we had a few good guns, well mounted, the natural elevation and character of the country would enable our local forces to put up a very strong defence of our city. With a very few guns mounted on the heights of the Strait of Canoe, and one or two torpedo boats to act as scouts at the entrance, that waterway would be utterly impassable to any foreign vessel, and there are various other points at which they might be placed with equally good effect.

It is our cities, however, that present the fairest targets for a foe, and, perhaps excepting Sydney, St. John is the only approachable city of Canada which a foreign ship could safely dare to assail. Defence of it, therefore, seems to be certainly called for, or else a guarantee that a sufficient fleet of floating forts would be stationed to protect us. It is true that England herself relies upon her navy almost entirely to prevent or repel invasion, and is a fact that the object of the American navy today is very largely to protect the seaboard cities of that country. But if ships were unavailable for us, then what?

WHY THE ENGLISH ARE SATISFIED.

The pessimists who have lately been writing much about the alleged economic decay of England have at last struck a snag which has been set up on what seems to be a very solid basis by Mr. H. Morgan-Brown, in the Contemporary Review. The pessimists have been generally strong advocates of protection in the mother country and they have endeavored to make much of the showing of the latest

trade returns which point out the unusual feature of a decline in imports. This feature, they argue, would seem to point to a falling off in British purchasing power, and it has been even alleged that England has come to a stage in her career when she is obliged to live upon her capital instead of upon her trade. The snag to the progress of such reasoning, however, is in showing the broad fact of the improved condition of the English masses, and the statistics show that the average Englishman today is much better housed, better fed and better dressed than he was thirty years ago, so that the country in which he lives cannot be "going to the dogs in the sense of economic decline."

It is shown that since 1871, comparing the census statistics of then and now, there has been a reduction of 35 per cent in the number of persons per house in the United Kingdom, that the population of Great Britain has in the same period increased by 20 per cent and that the number of assessed houses has increased by 48 per cent. And above all, the people have been so blessed with facilities for obtaining food and ability to purchase it that the annual ratio of meat consumption per head of the population is now 104 pounds, compared with only 71 pounds a generation ago.

Such facts as these are readily comprehensible and they constitute an argument that is not easily controverted. When a greater population is supported in much greater comfort and with greater ease than it formerly was, it does not look as though the country were in a serious or backward condition. Moreover, such a satisfactory state of affairs does not argue much in favor of protection, for a great deal of the cheapness of food is owing to the largeness of its importation, while at the same time its variety is so accomplished as to make the diet of the average Englishman of today, an uncommonly wholesome one, resulting in an uncommonly wholesome nation.

PRACTICAL CHARITY PROMPTLY NEEDED.

The expressions of opinion presented in another column this morning by a clergyman of this city who has been a prominent supporter of the Y. M. C. A. and also actively engaged in charitable work in the section of St. John where such work is at present most necessary, are such as to command the attention of the public. It seems a curious coincidence that just at a time when a few enterprising business men of St. John are exerting themselves to inaugurate an industrial enterprise which in the employment it will give to the masses, must be regarded as of the greatest practical benefit to the community, there is also launched a project which means directly the looking up of capital in the construction of an ornamental edifice. It seems to be almost like a project to build a fine school house as compared with a project to provide food and clothing for the children so that they might go to school. If there were a sufficient plethora of capital readily available for the carrying out of both projects, it would not be a matter for consideration as to which should be most deserving; but judging from the remarks of the gentleman quoted, and the fact that he came to The Telegraph to set forth the conditions which had come under his notice, he would seem to have obtained the impression that our people are not looking upon the cotton mill matter in the thoroughly sincere light in which it should be regarded. There is certainly much force in what this gentleman tells us, that the community should first consider the practical wants of the dependant part of its population and afterwards its luxuries.

A prominent merchant, who is also a great giver to charities, in conversation upon such matters the other day remarked: "It is work, not recreation, that St. John needs." In the meantime, the matter of distress appealing for practical aid; deserving applicants, made such through circumstances over which they have had absolutely no control, confronts us, and it is to be hoped that our charitable societies will, as the clergyman we have quoted suggests, take prompt action in the premises.

THEY HAVE NOTHING TO SAY.

The Halifax papers have had nothing more to say about the Jamaica mail service. The utterances of their merchants at their Board of Trade meeting in regard to the paucity of freight furnished from St. John were so deliberately misleading that they should have had the grace to make the correction, but no comment has appeared. The members of the Halifax Board of Trade should have known that the aspirations of the St. John merchants were to divert nothing of legitimate West India trade from Halifax, but to double the service to Jamaica so that Canada's trade might expand and that Halifax herself should have twice the accommodation, yet because it would mean that Canada could export through two ports instead of through Halifax only, her merchants become terror-stricken and reckless in their statements. Well, St. John will probably survive.

NOTE AND COMMENT.

That breach of promise case in St. Thomas, Ontario, has quite a Dickens-like appearance: Mrs. Bardell vs. Rev. McCawber Short. Shades of Mr. Pickwick!

The salary of Mr. S. of the Steel Trust, is only \$250.00 a month. This is most disappointing to everyone, as a million was an easy amount to calculate upon.

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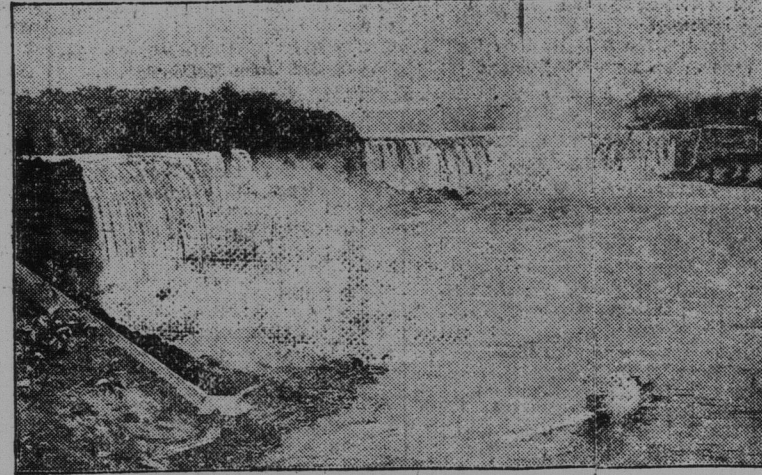
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These are separate plates on heavy paper, each being 18x24 inches, and are very artistically gotten up with a border of roses.

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