

THE SEMI-WEEKLY TELEGRAPH.

Published every Wednesday and Saturday at \$1.50 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 form of the paper: Each insertion \$1.00 per inch.

IMPORTANT NOTICE.

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

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

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. OCTOBER 30, 1901.

SPECIAL NOTICE

As a great number of subscribers are interested in the Census Opening 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.

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

THE TELEGRAPH PUBLISHING CO.

OTTAWA, Ont., Aug. 16, 1901. 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.

AMERICAN SHIPBUILDING DEVELOPMENT.

Commenting upon the fact of the American naval estimates for the coming year amounting to nearly \$90,000,000, a contemporary remarks that "the growth of American armament and the spirit underlying it are the most dangerous symptoms visible in the world of nations at the present time."

Whatever may be the spirit underlying the growth of American armament at the present time, it is certain that there is no dangerous symptom apparent to the majority of Americans when the policy of establishing the new navy was inaugurated. The popular idea at that time was solely to encourage the establishment of shipyards of modern capacity in the United States. It had been represented that it was impossible for Americans to establish modern steel shipbuilding plants in competition with the world if unaided by the government.

not satisfied with that. The public were happy with pride at the beautiful appearance of the new creations and the popular gratification was made use of for the endorsement of a continued policy of navy expansion. About this time also came the proposition for the establishment of the American line of steamships by the admission to American registry of the City of New York and City of Paris if two equally good steamships should be constructed at an American yard.

The incident of the stopping of the revolution in Brazil by the refusal of the American admiral on the station to let it depart with American commerce still further gratified American pride and led the people to feel that they really were acquiring some naval prestige. Invention and enterprise had meanwhile entered the lists to the aid of the shipbuilders. It was found that machinery and guns and armor could be produced in the United States of which other nations began to exhibit not only curiosity but a bit of envy.

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When the war with Spain broke out the people generally were surprised at the number, as also at the value(?) of American seagoing vessels which became available for transportation and auxiliary cruiser service. The war naturally increased the pride in the navy, and the acquisition of island possessions, some at a great distance, made the maintenance of considerable fleets henceforth an essential of national life.

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

ABNORMALLY LOW FREIGHTS.

The extraordinary condition of freights which now prevails in the shipping world is almost without a parallel in history. Along the Atlantic coast of this continent the unique feature is presented of hundreds of big ships, laid up and idle, not because they will not accept the freights offered, but because they cannot get freights at any rates, and regular transatlantic liners find it so difficult to get enough cargo to give them stability that some are carrying coal as ballast.

Although the rates at which grain can now be carried across the Atlantic are lower than it would ordinarily cost for transportation from one side of New York harbor to the other, trade remains at its dullest low ebb, because there is not enough demand in Europe for American grain and cotton at the rates at which these supplies are offered.

An idea of the decline is apparent from a glance at the comparison presented by the New York Herald of freights now compared with what they were a year ago. The rate to Liverpool for grain per bushel is 11-14d., compared with 4d. last year; for provisions, 6s. 3d., compared with 2s. 6d.; for flour, per ton, 3s., compared with 17s. 6d.; for cotton, 17-12 cents, compared with 50 cents. To London the rate for grain is 1d., compared with 4-14d.; for provisions, 12s. 6d., compared with 2s.; for flour, 6s., compared with 20s. To have the rate for grain per 480 lbs. is 1s. 6d., compared with 3s. 6d.; for provisions, 15s., compared with 35s.; for flour, 10s., compared with 20s.; for cotton 20c., compared with 50c. To Marseille the rate for grain is 1s. 3d., compared with 4s.; for provisions, 17s. 6d., compared with 35s.; for flour, 10s., compared with 25s. To other European ports similar rates

prevail. The fact that the cotton crop is short several millions of bales does not seem to afford much hope for any decrease of price placing increased quantities of this staple in the export market for cargoes. A good illustration of the folly sometimes displayed by shipowners when they get the impression that they have a corner on the freight market, is afforded in the case of the British ship Leyland Brothers, which has now accepted a charter at 35s. 9d. for wheat from Portland, Oregon. Only a month ago, when this ship was on her way to the Columbia River from the west coast of South America, her owners were offered a charter at 42 shillings, but held their vessel at nothing less than 43s. 9d. By the time she reached port, two weeks later, only 40 shillings was obtainable, but the owners held for 41s. 3d. Since then they were obliged to climb down eight shillings from their original demand, and had the 42 shilling charter been accepted the owners would have gained more than \$5,000 above that which they now make, which means a matter of about \$200 per day less while they were deciding to accept conditions. The ship carries, however, some 3,770 tons of wheat, so that she will yet earn comparatively fair freight.

THE PEOPLE AWAKENED.

It is highly satisfactory to observe that the people are doing all in their power to prevent the spread of smallpox in this city. They have become awakened to the true position of affairs and have energetically taken action to stamp out the disease. From the medical authorities we learn that the citizens are adopting voluntary vaccination and not waiting until it has been made compulsory. This is a good sign, showing that the people of St. John are in earnest in the matter. Some idea of the numbers being vaccinated may be gathered from the fact that one wholesale drug establishment in this city received sufficient vaccine yesterday to inoculate 5,000 persons and within two hours every tube was sold and customers were denouncing more for which telegraphic orders have been sent.

A HYGIENIC BURELQUE.

The incipient spread of smallpox in our midst has not caused any surprise to those persons who are familiar with the methods employed by the board of health and its officials. If the statements of persons who are in a position to know can be relied upon, nothing but the grossest carelessness has existed since the discovery of the first case until the present. The laws of hygiene have, certainly, been disregarded and it would appear as if almost every opportunity was afforded for the spread of this most obnoxious and infectious disease.

It is time our board of health adopted efficient methods for preventing the spread of infectious diseases and provided for the proper enforcement of these measures. In a previous article on smallpox we stated that the cause of this disease is unknown, and therefore it should be looked upon and treated as the most resistant and tenacious micro-organism extant. Those physicians who state that the disease is not infectious at certain stages are only guessing, as they have no scientific evidence to prove that it is not a latent disease in all its stages. This is not a time for half-measures and crude methods. Let the most recent reliable methods be employed to stamp out the disease and prevent its further spread in our midst. Our citizens should, at the earliest possible moment, be vaccinated—in fact we would go further and recommend the government to immediately introduce compulsory vaccination in St. John. With capable scientific management and with cool heads the authorities can easily exterminate the disease. There is no need for panic or scare, but the nation should be kept by disseminating the true situation. Everybody knows that the disease, if left to itself, would very speedily assume epidemic proportions, and all are looking to the authorities to safeguard the public health and interests, and the citizens can greatly assist them in their efforts.

SAISFACTION IS NOT STAGNATION.

"Be thankful," said Lord Rosebery, in a speech at Birmingham the other day, "is a motto that spells decay. The nation that is satisfied is lost." With all due deference to the statesmanship of Lord Rosebery, we submit that his illustration is unhappy. The thankfulness of an individual or a nation should have no relation to a condition of satisfaction which would prevent the achievement of greater things. It is true that the self-satisfied man may grow so pompous and so regardless of other people as to become a bore and a nuisance to the community and a clog to its progress; but such cases are rare and such an individual in any progressive place where genuine workmen are aspiring for success is apt to be speedily relegated to the secluded niche of a mere watcher of processions. It is almost impossible to conceive of a nation becoming of the type of self-satisfied people, nor would it be a case of true thankfulness. The man and the nation that is genuinely thankful for the mercies and the abilities possessed regards them as mere stepping stones upon which to climb higher and accomplish improvements, in the same way as a man thankful for his health and strength uses them to work with for the best advantage. A nation dominated by men whose brains had become so clouded as to befog their appreciation of conditions transpiring around them and lead them to stupor with failure to clearly appreciate contemporary conditions, would indeed be in great danger. It would be nonsense to assert that Canada is unthankful for her general prosperity and the abundant crops of the year now drawing to a close, and it would be equal nonsense to assert that such thankfulness presages anything that

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UNITED STATES ELECTIONS.

The elections that are to be held in the United States next Tuesday are not of special interest to the world at large, except in New York city where the fight for Gov. Tammany from control of the city government is so strong as to turn all eyes toward the metropolis of the American nation—a kingdom in itself. In the other states only ten vote for state officers and the issues are not in the majority of cases important, nor are the candidates particularly known in this country. The principal candidates are as follows:

In Ohio, the Republican nominees are George K. Nash, for governor and Carl L. Nappert, for lieutenant governor. The Democratic nominees are James Kilbourne, for governor, and Anthony Wood, for lieutenant governor. The Prohibitionists, Union Reformers, and Socialists have also regular state tickets.

In Iowa the Republicans have nominated Albert A. Cummins for governor and John Herriot for lieutenant governor, while the Democratic nominees are Thomas J. Phillips and George A. Ferguson. The Populists, Prohibitionists and Socialists also have tickets.

The above two states also elect various minor officials. Nebraska, Pennsylvania and Maryland will not elect governors, but in Nebraska there is a fight this year, but in Nebraska there is a fight between the Fusionists, Republicans and Socialists for justness of the university, while in Pennsylvania five parties contend with nominees for the posts of justice of the Supreme Court and state treasurer, the parties being Republican, Democratic, Union, Prohibition and Socialist. The Union party is a new organization appearing in the political field this year for the first time. Maryland votes for a comptroller of the treasury and clerk of the Court of Appeals, with six tickets: Republican, Democrat, Social Democrat, Union Reform, Prohibition and Social Labor.

SAFETY ON STEAM VESSELS.

The efficiency of inspection of American steam vessels is something that the American press have been ever ready to boast of, it being repeatedly claimed that statistics showed it to be safer to travel on American steam vessels than on any other. The last annual report of the supervising inspector-general, just published, shows a total loss of life on steam vessels in the year of 340, 127 being attributed to the loss of the steamship Rio de Janeiro at San Francisco last February. Commenting upon the sinking of the Staten Island ferryboat Northfield, on June 14 last, with a loss of only five lives among a thousand passengers, the inspector-general makes a recommendation which might perhaps be wisely emulated in Canada. He says:

NOTE AND COMMENT.

Exit Cholera. Vaccination, sanitation, satisfaction. The existing state of affairs in Louisiana does not look much like a solution of the negro problem. Alcohol is the stuff to wash your arm with before vaccination. Internal affections are of no permanent benefit.

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Men's Suits.

The exceptional quality of our Clothing, coupled with the extremely low prices, has placed this store at the front of all the establishments in the country. This season we will continue in our position as first. Our wares are even better than heretofore and the prices are most modest—quality considered.

At \$ 5.00—Men's Double Breasted Tweed Suits in dark grey, small check and blue serges; also Single Breasted Tweeds in bronze and green effects.

At \$ 6.00—Men's Tweed Suits, made double breasted sac coat style, in a large range of Tweeds and Blue Serges; also Tweeds made single breasted coats.

At \$ 8.00—Men's Fall and Winter Suits in dark grey tweeds of small check; also, Blue Serges made single and double breasted.

At \$10.00—If economy is your watchword, here is a line of Men's All-Wool Tweed Suits in plain and fancy colorings that will meet your needs at the extremely modest price of Ten dollars. We also show at this price Serges, Worsteds and Black Clay Diagonal. Sizes to fit regular, stout and slim.

At \$12.00—An extremely large assortment of all the leading cloths in colorings and plain black and blue. Actual value \$15.

At \$13.50—A line of All-Wool Tweeds and Worsteds, made single breasted sac coat style, for value cannot be duplicated hereabouts.

At \$15.00—In a class by themselves. What splendid making! All-Wool Scotch Tweeds and Worsteds in checks and correct mixtures. By every measure of comparison these are worth three or four dollars more.

At \$18.00—Here's where you get the equal of the average tailor's \$25 suits. Materials and trimmings the finest. Smart exclusive patterns in broad variety.

Our Fall Style and Sample Book is now ready and will be mailed free for the asking. Send for one it will be of interest to you.

GREATER OAK HALL, King Street, Cor. Germain. SCOVIL BROS. & CO., St. John, N. B.

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"Any boat not provided with watertight compartments would have sunk after receiving such a direct right-angle blow as was given the Northfield by the Mauch Chunk. I recommend, therefore, that sections 4, 490 of the revised statutes providing for at least three water-tight compartments in all sea-going and coastwise steamers and ferryboats hereafter built of 500 tons and upward, regardless of the waters they navigate, and further that the number of passengers be limited on ferryboats running routes exceeding three miles from dock to dock."

There is an interesting and rather important fight on in Massachusetts for a practically full state ticket. Josiah Quincy and John W. Condon as candidates for governor and lieutenant governor respectively, lead the Democratic ticket, while W. Murray Crane and John L. Bates oppose them as Republicans.

In Rhode Island the Democratic candidates are L. F. C. Garvin and Adlard Archambault, opposed by William Greg-

ory and Charles Dean Kimball leading the Republicans for governor and lieutenant governor respectively. Virginia, of course, goes traditionally Democratic, with Andrew Jackson Montague and Joseph A. Willard, for governor and lieutenant governor, although the Republicans, led by J. Hampton Hoop, for governor—who in recent years has achieved quite a lot of newspaper fame—and Walter R. Dickenson, for lieutenant governor, are putting up a strong opposition.

New Jersey has five tickets for governor: Franklin Murphy being the Republican nominee and James M. Seymour, Democratic, with Prohibition, Socialist and Socialist Labor candidates also. Mississippi has a special election called by proclamation of the governor to fill vacancies in offices of the secretary of state and treasurer. For these the Democrats are fighting among themselves, there being five candidates for the former office and two for the latter.

The journeymen barbers of New York have endorsed the fusion ticket for mayor. Tammany will have a close shave now.

Hon. George E. Foster is reported to be anxious to get back into active politics. He has evidently taken courage since Mr. R. L. Borden, M. P., received his black eye in Nova Scotia.

Melton Prior, the Illustrated London News artist, has expressed the opinion that Canadians cannot cheer. Had he been present at the fourteen innings baseball game last summer he would have reversed his judgment.

The Halifax Herald, in its usual reckless way, announced the other day that Mr. Bourassa was the Liberal whip for Quebec. What object has the organ of Mr. R. L. Borden, M. P., in making statements of this kind?

The Boer delegates to Europe threaten reprisals if the British continue to execute Cape rebels. The delegates are not personally in a place of danger and they can consequently make nearly any kind of threat against the British.

It is gratifying to find that the city churches are to be taking the proper view in regard to the encouragement of the cotton mills in this city. A project which will employ five or six hundred hands and circulate \$2,500 in wages is not one to be discouraged.

With a loss by the Pan-American exposition of four million dollars and a gain by the Glasgow exposition of full half a million, it looks as though the Americans ought to import some Scotchmen to teach them how to run a show. St. Louis, which now aspires to hold an exhibition, may take the hint with advantage.

The American art collectors who have purchased many specimens of the old masters and first paintings of the day in Paris will feel rather uneasy on the point of the genuineness of their pictures. It appears that the majority of the purchasers have been duped and supplied with counterfeits. It was not the intrinsic value, merely the name they wanted.

The determination of the American protectionists to secure some sort of a ship subsidy measure from congress seems to have been only strengthened by delay. It is now announced that the congressional committee in charge of the measure will try a bill to provide for subsidy to American vessels on the principle of the vessels' tonnage capacity, and the number of miles they travel, instead of the number of miles they travel, which was the principle of the measure introduced in the last congress.

Latest statistics put the United States ship at the head of the world's exporting nations, the nine months ending with September showing an export of American domestic products amounting to \$1,024,005, 181, while the exports from the United Kingdom during the same period were \$1,018,845,768. Germany, France and the Netherlands rank next in the list as exporting countries, while after them Canada come about ninth and a little ahead of Spain and China. Whether the good trade of American exporters will act against the prospect for reciprocity is a question.

The scarcity of apples in the New England States this year is reported to have had a marked effect on the demand for cranberries and the Cape Cod people who have had heavy cranberry crops are happy. It seems that cranberry growers always look on the apple crop as a kind of barometer of the prices that can be obtained for cranberries, housekeepers apparently using cranberry sauce when apple sauce becomes too expensive a luxury. It is said that at least 35 per cent. more berries have been sent to New York this year than last. If New Brunswick had any cranberries to spare, now, there might be money in the export.

There is one thing in which St. John churches are notably behind those of other cities, especially American cities, which is the announcement of the future from the pulpit. This idea of making the sacred platform a billboard and advertising medium has been almost totally eliminated from the programmes of the majority of American churches, which confine all announcements for the week to the regular printed slips distributed through the church every Sunday. The printers of St. John are entirely competent to produce these announcements, or church calendars, as cheaply and attractively as they can be produced anywhere, if the clergymen have the energy to get them up. And then the idea saves so much time for the preaching of the gospel.

The peculiar social conditions that exist in New York are well illustrated by the incident of Frank Jay Gould's announced engagement. Frank, now 24 years old, is the youngest child of the late Jay Gould, and when the name of his fiance was stated people began to wonder who Miss Helen Kelly could be. The diligent reporters discovered that she was a daughter of the late Edward Kelly, and granddaughter of the eminent banker, Edward Kelly, who died suddenly last summer, had in society always been regarded as a bachelor, until shortly before his death he declared that he had never made any attempt to curtail his marriage and announced that his family comprised two daughters. It is the elder one of these girls, not yet seventeen years of age, who is to wed young Gould. Eugene Kelly and Jay Gould used to be noted financial enemies.