

THE SEMI-WEEKLY TELEGRAPH.
Published every Wednesday and Saturday at \$2.50 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 form of the paper: Each insertion \$1.00 per line.
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.

IMPORTANT NOTICE.
Owing to the considerable number of complaints as to the mismanagement of letters addressed to the Telegraph Publishing Company, all letters for the business office of this paper should be addressed to The Telegraph Publishing Company, St. John, and all correspondence for the editorial department should be sent to the Editor of The Telegraph, St. John.

FACTS FOR SUBSCRIBERS.
Without exception, names of new subscribers will 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 arrearages are paid. There is no legal discontinuance of a newspaper subscription until all that is owed for it 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 TAKES NO RESPONSIBILITY FOR THE OPINIONS OF ITS CORRESPONDENTS.
The following articles are authorized to circulate and collect for The Semi-Weekly Telegraph, viz.:
WM. SOMERVILLE,
W. A. FERRIS.
Subscribers are asked to pay their subscription to the agents when they call.

SPECIAL NOTICE.
As a great number of our subscribers are interested in the Census of 1901, we have decided to offer to the persons coming nearest to the correct number 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. 10.
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.

AMERICAN SHIPBUILDING DEVELOPMENT.
Commenting upon the fact of the American naval estimates for the coming year amounting to nearly \$80,000,000, 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 was 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. The problem was how best to give the necessary encouragement for the establishment of such a desirable industry. Congress took cognizance of the fact apparent at the same time that the old American navy was in no condition of respectability as the possession of a maritime power, and it was resolved to be in a new navy on a modest scale, for the credit of the nation and for the fostering of a desirable industry at the same time. Thus was initiated the little fleet of cruisers constituting the original white squadron.

But the American shipbuilders were 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 building of the St. Louis and St. Paul accordingly followed. Then it was discovered that not yet could the American shipyards compete with British yards in the cost of producing vessels. They were further encouraged by the awarding of more naval contracts.

The incident of the stopping of the revolution in Brazil by the refusal of the American admiral on the station to let it interfere 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. The possibility of filling contracts for naval powers which had no adequate shipbuilding facilities of their own began to be entertained and the realization of the enterprise attempted. The gathering of warships of all nations in the harbor of New York during the Columbian anniversary celebration was a big advertisement for modern architecture and the American shipbuilders made the most of it. Some contracts for Japan and Russia were secured, as well as smaller ones for Central American countries.

Incidentally the expansion of domestic commerce and the demands of modern wealth for all the luxuries possible in steam yachts added to the development of the shipyards. Fleets of coastwise steamships of which any flag might be proud sprang into existence and pleasure craft that command the admiration of millionaire critics were produced to materialize the ideals of the architects. 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. Since then not only have mine yachts, more coastwise steamers and more naval vessels, as well as more government craft for lightship service, revenue cutters, etc., been necessary, but the enterprise of constructing tramp steamers to sail under the American flag in the deep sea trade has been attempted.

The American shipyards have grown to immense establishments, some of the plants comparing favorably with the greatest of Europe and representing the investment of many millions of dollars. And all the American shipbuilders and shipowners are clamoring for greater encouragement and protection by their government. Such has been the contemporaneous development of the shipbuilding industry and the modern navy of the United States.

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 duldest low ebb, because there is not enough demand in Europe for American grain and cotton at the rates at which those supplies are offered. Corn is about twenty cents higher per bushel than it was last year and it appears that Europe is not disposed to believe that the crop has been so short that Americans are justified in charging the price, so considerable purchases have in preference been made in South America, while the majority of European importers are waiting for prices to decline. It is stated that nothing like the present depression has been known since 1890, when for a period of two weeks ocean freight rates declined sharply, owing to the fleets of steamers that appeared together bidding for freight, but this matter was speedily readjusted.

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 20s.; 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 25s.; for flour, 6s., compared with 20s.; To Havre 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 35c. To Marseilles 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, for 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 42s. 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 what they now make, which means a quarter of about \$200 per day loss while they were deciding to accept conditions. The ship carries, however, some 3,700 long tons of wheat, so that she will yet earn comparatively fair freight.

A HYGIENIC BURLESQUE.
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.

We have been at some pains to ascertain the facts regarding what precautions were employed to prevent the spread of the disease among our citizens and in view of the conditions revealed we are not at all amazed that new cases have developed. In fact the surprise is that the epidemic now threatening this city has not assumed much greater proportions. Prophylactic measures have not been employed to prevent the spread of the disease, and the greater part of the work of the board of health, under the circumstances, has been nothing short of a hygienic burlesque.

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 true scientific evidence to prove that it is not an infectious disease in all its stages. This is not a time for halfhearted statements 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 any panic or state of terror, but the situation is serious and 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.

SATISFACTION 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 be loath to any appreciation of conditions transpiring around them and lead them to supineness 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 equally nonsense to assert that such thankfulness presages anything that

savors of decay. Canada is a dominion of workers and their thankfulness merely inspires them for greater effort instead of with self-satisfied stagnation.

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 vaccination 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.

The fact that the citizens are now so keenly alive to the situation is a guarantee to those of other places that everything will be done to prevent interference with the usual trend of social and commercial relations.
The value of vaccination as a preventive against smallpox is best exemplified in the returns of the German board of health. Prior to 1834 vaccination in the Prussian army was optional and the average death rate from smallpox was 36.4 per 100,000 per annum. In 1834 vaccination became compulsory in the army and the mortality from smallpox fell to 1.4 per 100,000 between 1835 and 1870. In 1870 compulsory vaccination was introduced throughout the German empire and the mortality from smallpox in the army decreased to 0.05 per 100,000. The results obtained by compulsory vaccination in the army have been confirmed by the general introduction of compulsory vaccination. The average annual death rate in Germany for the 39 years between 1819 and 1874 was 31.5 per 100,000, whereas today the death rate is less than 0.4 per 100,000 and the majority of cases are among the Poles who have recently emigrated from Russia.

Statistics show that the countries having the most effective vaccination laws have the smallest death rate from this infectious disease. London today is reaping the whirlwind of a weak and vacillating vaccination law which was passed by the British parliament a few years ago to appease the so-called anti-vaccinationists. The metropolis of the world is as the result a hotbed of smallpox.

It is to be hoped that in the hurry of the inoculation of thousands in St. John none of the necessary precautions of the operation will be overlooked. The vaccination should be carried out with all the care of a surgical operation. The instruments should be sterile and the arm, at the point of inoculation, should be free from all foreign matter and this prevent any case of "mixed infection" which is productive of such painful and annoying results. A properly conducted vaccination is painless and, aside from a slight itching in the vicinity of the pustule formed and in some cases an unwell feeling, offers no inconvenience to the person vaccinated.

UNITED STATES ELECTIONS.
The elections that are to be held in the United States next Tuesday are not of especial interest to the world at large, except in New York city where the fight to oust 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 Howland, 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 this year, but in Nebraska there is a fight between the Fusionists, Republicans and Prohibitionists for justice of the Supreme Court and regents 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 Socialists. 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.

There is an interesting and rather important fight on in Massachusetts for a practically full state ticket. Josiah Quincy and John W. Coughlin 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-

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New Jersey has five tickets for governor: Franklin Murphy being the Republican nominee and James M. Seymour, Democratic, with Prohibition, Socialist and 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.

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 to stay ashore. 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, an increase of 140 over the previous year, 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:

"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 section 4,490 of the revised statutes providing for at least three watertight compartments in all sea-going and coastwise steamers be amended to include all passenger 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."

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Vaccination, sanitation, satisfaction.
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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 section 4,490 of the revised statutes providing for at least three watertight compartments in all sea-going and coastwise steamers be amended to include all passenger 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."

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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 Hooge, 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 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.

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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 applications are of no permanent benefit.

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