

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 31, 1903.

THE SEMI-WEEKLY TELEGRAPH.
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Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 31, 1903.

AN UNDERSTANDING REEDED.

The aldermen will find an interview which Mr. McNicoll, general manager of the C. P. R., accorded to the Montreal Witness, very instructive. It will show how different Mr. McNicoll's view of his recent visit to St. John is from their own view of that visit, and it will emphasize the need for an early modification of the position taken by one or the other of the two parties concerned, the city and the railroad company.

Says the Witness in part:—
Mr. McNicoll has been down to St. John to see about enlarging accommodations for the boats of the company. The situation is rather serious. There is a doubt as to where the boats will be able to winter. The extension of the harbor. There was a charter granted in 1892 to the C. P. R. to build a wharf away back in the time of the Georges—somewhere between the city and the harbor. Mr. McNicoll, with a comprehensive view of the harbor, which gave you a notion of universal history.

The situation is indeed nebulous. The manner in which the railroad company avoids discussion of its agreement of 1892, and the calm with which the city contemplates that avoidance, contribute to the nebulousity.

Neither Mr. McNicoll nor his company need be abused for seeking to be wharves built for them by the city or the government. That is business. The city, however, should not be blamed if it deals firmly with those who attempt to make its necessity their opportunity. St. John needs the C. P. R. The C. P. R. also needs St. John. It is found that St. John very useful. Apparently it is to find the city even more useful and obedient in future.

Mr. McNicoll, for instance, apparently imagines that the agreement between the city and the company is "away back in the time of the Georges." It is scarcely so nebulous as that. Mr. McNicoll is quoted by the Witness as saying he came to St. John.

"To see about enlarging accommodations for the boats of the company. The situation is rather serious. There is a doubt as to where the boats will be able to winter. The extension of the harbor. There was a charter granted in 1892 to the C. P. R. to build a wharf away back in the time of the Georges—somewhere between the city and the harbor. Mr. McNicoll, with a comprehensive view of the harbor, which gave you a notion of universal history.

At least there is nothing nebulous about Mr. McNicoll's statement that an expenditure of one or two millions will be necessary and that the C. P. R. expects the city to find the money in one way or another.

The aldermen know that St. John has lost some steamers already this season, and is threatened with the loss of more, because the lines may be cramped for room. Good judges say that were the city and all the steamship people in harmony, the present berths might accommodate all the ships booked to land here this winter. But there is, at best, scarcely room enough at present, and before additional wharves can be built, the lack of facilities will be a grave injury to the business and prospects of the port. The aldermen know it. They know the people of St. John can not be taxed further to make the necessary improvements. The alternative is a limited harbor trust for the West Side pier, or the placing of the entire harbor in commission. A comprehensive plan should be prepared, and it involves harbor commission the people should vote on that question.

Meantime the people will expect that the aldermen will take steps to define accurately the city's relations with the railroad company. It is news to the public that Mr. McNicoll came here recently to see if an adequate plan for harbor extension could not be agreed upon. It is news to them that there is any doubt as to where "authority" lies in regard to that extension. It is news to

them that negotiations are in progress. They know, however, that a responsibility rests upon the C. P. R., in respect of the development of the West Side property and that its responsibility has been ignored. Mr. McNicoll speaks of a small plan which was prepared some time ago. Presumably that is the harbor trust, plan which the city submitted to the company and the receipt of which the company did not even acknowledge.

The general manager of the C. P. R. appears to wish it understood that the company has been a sort of fairy god-mother to St. John. There is another side to that story. At the present time the city is waiving its right to collect wharfage dues on the West Side, and thereby sacrificing an income of some \$48,000 a year which might properly be derived from that source. This has been done up to the present "to encourage the building up of the port." The C. P. R. might well be asked to buy the city's West Side wharves and build such new ones as become necessary. In case a trust were decided upon, the company might be asked to turn over its property to that trust. The company might well be asked what it regards as "an adequate plan for harbor extension," and exactly what portion of the cost of that plan it is prepared to assume as one of the principal parties which will profit by its perfection.

The railroad company threatens to send some of the ships, now coming here, to Boston if the city does not arrange for the construction of more wharves. That is very interesting. Year after year more and more wharves will be needed. Does the city propose to establish a precedent, now by accepting a precedent, by the statement that when the company brings the freight to the port its duty is done? When the Common Council meets next Tuesday harbor matters should command the board's earnest attention. Time lost now means further complications in the future.

A REMARKABLE CRIMINAL.

Sentenced to die for murder, Albert T. York, while fighting the case of New York for his life, carried on at the same time a legal battle for the possession of the millions left by the aged benefactor whom he chloroformed to death. The court of appeals has upheld the lower court which stamped as a forgery the will of William M. Rice, in which Patrick was named as chief legatee. Slowly but surely the state pushes Patrick on toward the electric chair. The decision of the court of appeals places beyond his reach the four millions for which he plotted. Another decision by that court is expected to affirm the judgment of a lower court which sentenced him to death and against which his lawyers are now battling.

Patrick's plot was daring. It failed of success because he chose a weak accomplice and paid him meanly, and because his nerve deserted him in a crisis. Rice was old, ill and eccentric. Patrick was a lawyer, bold, bold and ready to go any road that promised wealth. He won Rice's confidence, became his business manager, and learned of his intention to bequeath his wealth to an "institute for the advancement of science, art and literature" in Houston (Tex.). Men interested in that institute had obtained some influence over the old man. His wealth would benefit them and they were anxious that it should, but they could wait until he lived his time out. Not so Patrick. The lawyer decided that Rice had lived long enough. He forged a will which made him a genuine testament bequeathing the money to the Houston institute.

Rice had moved to New York and Patrick followed. He avoided the millionaire but cultivated his valet. The rich man lived meanly, the valet being his only companion and servant. The valet consented to assist the lawyer in killing Rice for a share of the fortune. Patrick intended to kill the valet in time. Rice was in feeble health and under Patrick's direction a slow poison was administered, to weaken him and hasten his death. He lingers and Patrick, premeditated for money and believing the old man near his end, had forged checks and cashed them at Rice's bank. One check aroused suspicion and the bank people were trying to see Rice about it. They were told that he was too ill to see anyone.

If Rice lived a few days longer discovery of the forgery was certain. If he were poisoned at once an autopsy might reveal the crime. The valet had obtained some chloroform at Patrick's orders and with this one of them stifled the old man while the other kept watch outside. Each has sworn that the other was the actual murderer. Patrick aroused suspicion by answering evasively telephone enquiries from the bank and by ordering the immediate cremation of his victim's body. When he and the valet were arrested the servant, a weak tool whom the tragedy had unmoved completely, and who hoped to save his life, confessed everything to the police. Patrick, in turn, swore the valet was the killer.

The lawyer secured skilful counsel, and mapped out his plan of campaign to escape punishment and also to inherit the fortune under the forged will. Condemned to die for the murder he appealed and also kept up the contest for the money to obtain which he killed his benefactor. Every delay possible under the New York law, which means many, has been obtained by the prisoner's lawyers. Their client profited himself amazingly fertile in resources and gave them valuable aid. But now the forgery stands proved, and only the court of appeals stands between Patrick and the forfeiture of his life. Of his guilt there is no shadow of a doubt. Only a technical

defence could save him. And, cunning as he is, the criminal sees now how foolish were the mistakes he made in the last stages of his plot—some of the most remarkable ever exposed by the law. He was certain that he could cheat justice, and he has the bitter knowledge that the intelligence upon which he staked his life proved a broken reed when the supreme test came. The meeting out of capital punishment to an admittedly clever and calculating murderer should be of some use in deterring others from plotting to kill and to escape the consequences.

CANADA'S NARROW ESCAPE.

Humble ye, my people, and be fearful in your mind.
—Kipling's "A Song of the English."
We live and learn. It now appears that we not only had no right to any of the disputed Alaskan territory but that we are extremely lucky to have emerged from the discussion with our lives and what land is still marked red on the map. It is learned, too, that we owe an apology to the United States for attempting grand larceny and should be humbly thankful because President Roosevelt did not throw an army across the border and dictate terms to a suppliant people after he had established his military headquarters in our Parliament buildings at Ottawa.

Proclamation to this effect is made by the New York Press, a journal which presently will be urging the Canadian and United States governments to sign a reciprocity treaty throwing this market open to the Republic. According to the Press our situation was extremely grave, and only the extraordinary clemency of our American neighbors saved us from fit punishment for our manifold transgressions. Says the Press, after proving to its own satisfaction that Canada had no case and going into ineffectual impertinence in disputing the facts.

"And furthermore," they must have known that if any other nation than this had been dealing with them, it would have pulled out Canada's own maps and records from their official resting places in the Dominion government library and archives and pointed out to them the boundaries which are now not established, but affirmed, pointing them out with the sword!

"Life is too short, and there is too much work in it for all of us, to waste more time on the silly and silly Canadian baby act than to remind the sulky Canadians that they were lucky to get off with only a demerit mark when they deserved a sound thrashing."

Unfortunately, the Press is generally regarded in the United States as a respectable newspaper. It is not as "yellow" as some and it tells the truth as often as many. On some questions it is even intelligent and reliable. There will be comparatively few Americans who read it who will not be ready to applaud its view of this matter. These same Americans, however, as yet the Joint High Commission, and it is to be commended for its request, Canada will be asked for terms which the New York Press, and those to whom it tells such unvarnished tales, has been quoted as, "will describe as fair and even as generous. While the mouthings of any American newspaper should in no way affect the making of a trade bargain between the business men, there will nevertheless be a tendency in the American mind to remember that as yet the American sword has not been lopped away of our territory nor been potent in gaining from us remarkable concessions for American traders. Our record in this regard is very respectable."

As for the threat implied in the remarks of the Press, it is doubtless well meant, yet for all that it is not well meant for the entire Canadian population. It is not well meant for the path of the Goulet, M. P., alone in the path of the lawyer. Most of us have just put in the winter's coal and wood and we hate to leave home.

LORD MINTO AND THE G. T. P.

In Lord Minto's speech proposing Parliament there was a reference to the Grand Trunk Pacific. Part of it follows:

"My ministers considered it essential to obtain authority from parliament for the construction of a second trans-continental railway, the eastern divisions of which should serve as a common railway high way from Winnipeg to the maritime ports of Canada. It will be the duty of my ministers to proceed immediately with the necessary surveys so that the work of construction of that portion of the line which extends from Montreal to Winnipeg may be prosecuted with all possible speed."

After quoting the foregoing the Globe says:

"This will probably set at rest all rumors and reports to the effect that the Montreal end of the line is to be abandoned."

Why should it? Does it alter the expressed belief of Senators King and Thompson that the St. John Valley route will be substituted for that named in the bill? Does it mean that the Hon. Mr. Scott did not know what he was talking about when he said the Montreal line would be abandoned if the route were found impracticable for the purposes of a first class line? The citation is of no particular value. The governor general of necessity adhered to the route mentioned in the bill. The work of the engineers has yet to be done, and the surveys may give the government an opportunity to yield graciously to the strong influence against the new main Brunswick project. The government must spend \$15,000,000 to duplicate the I. C. R., if any new line be built in this direction from Quebec, it should seek the sea by the shortest and best practicable route. Such a route would mean that St. John would be the terminus, and no doubt con-

ditions could be made and links supplied so that other sections of the province would be served as well. There is, of course, much New Brunswick political influence in favor of the Valley route. The newspaper quoted did not formerly regard the Governor General of Canada as a final authority on matters of importance. Its new point of view makes a difference.

FOREST PRESERVATION.

The local government's proposal to devote some attention to forest preservation and reforestation finds justification in the large amount of American capital now being invested in Canada because of the scarcity of standing spruce in many of the States. Americans, who at first were content to import spruce logs from this country are now investing in water powers and spruce lands, and constructing pulp and paper mills, the output of which is intended for sale in Canada and Great Britain and in the Republic as well. Near Sherbrooke (Que.) a pulp mill which cost half a million is in operation and a paper mill to cost nearly as much is to be erected soon. The paper will be sold largely in Canada. The American consul at Sherbrooke writes to his government:

"American capital is rapidly invading this part of the Dominion and the near future will see the erection and equipment of many large manufacturing plants, that will greatly increase the wealth and business of this section and promote trade with the United States. American companies are now building factories in Canada and manufacturing the same goods that they turn out in the United States, thereby saving the Canadian duty and freight rates, which enables them to sell their goods here at about the same prices as they obtain for them in the United States."

The New York Commercial referring to the consul's statement says "it brings forcibly home a lesson that we Americans learned too late. Had we years ago known the value of forest preservation and practical forestry, there would now be in the United States enough standing spruce to quiet all apprehensions as to the supply for paper for many years yet to come, and dependence on our northern neighbors and on the cost of taking our capital 'over' in Canada, would not now be disturbing factors in our industrial and commercial affairs."

A CHANGE.

The shock of Mr. Booth-Tucker's death will be felt around the world. Colonel Holland, another victim of the lamentable accident, was known here and will be widely mourned. The Army, and the world, can ill spare such workers.

These deaths and the sharp and general regret they cause serve to show how great a change has come over the public temper in regard to the great organization created by General Booth, and expanded by his genius and that of his wonderful children. Not very many years ago the Army uniform was scoffed at all over this continent and the Army's speech, though it was of peace, was met by reviling, because it upset tradition and scorn. It was there were any ground for this confidence at Washington? The Americans have professed unbounded admiration for and faith in the arbitration medicine, but they refuse to take it when their own interests are involved. They are certain of its efficacy in the case of others and advise liberal doses. When asked to try their own prescription they reply: "We have nothing to arbitrate."

President Roosevelt and his "strenuous" tendencies are blamed by the Boston Herald for this American inconsistency. The Herald puts it thus, unpleasantly: "Congress, we have heard, has not the least wish to depend on arbitration for the purpose of settling differences with England; such a method would be unpatriotic and people would prefer to fight at the dropping of a handkerchief, or, at least, if any provocation should be given. This, we regret to say, is a disposition which has been greatly encouraged during the last four or five years by the gentleman whom accident has placed at the head of our national affairs."

Perhaps Uncle Sam is not so truculent as the Herald implies but certainly he plays an annoying tendency to be cocksure he has the right end of the argument. Just now St. Petersburg is sneering at American claims to be considered as of weight in Far Eastern matters. It is a good bet that Washington will not blithely undertake to correct the manners of the Bear.

NEWS FOR THE ALDERMEN.

The Montreal newspapers continue to talk about "arrangements" and "negotiations" for the construction of more wharves in St. John, and apparently Mr. McNicoll of the C. P. R. is their source of information. The St. John aldermen, who know that absolutely nothing has yet been done toward providing the increased facilities required, will be surprised to learn that the C. P. R. regards the matter as practically settled. The last two paragraphs of the following article, from the Montreal Witness of Wednesday, are especially interesting:—

Although the matter which took Mr. McNicoll, general manager of the C. P. R., to St. John, has not been entirely settled yet, it is understood that arrangements are fairly under way by which the C. P. R. will get all the berthing room it needs, at least for the season, at the port. The city sees now that there is almost no possibility in the way of business. The C. P. R. has become a great concern of the city, which has been submitted to and approved by Mr. McNicoll, a plan which calls for more than double the berthing space and which would serve the needs of the city, even upon the most generous measurement, for the next half century. It is understood, however, that all the parties concerned will come together, at an early date, for the purpose of seeing if

city, province and Dominion cannot combine to make St. John one of the national ports of the Dominion.

This is apparently the C. P. R. view of the situation. The aldermen may not be able to see at first glance just how, by becoming a great ocean carrier, the company is absolved from the responsibilities it assumed here in 1893. If the company was willing to make improvements before it owned a fleet, it should be no less willing now that it has one. "All the parties concerned" are to come together, it appears—the C. P. R., the city, the province and the Dominion—to see if the last three named cannot combine to make St. John one of the national ports of the Dominion. That is to say, the C. P. R. proposes to mention the facilities necessary and persuade the city and the two governments to construct and pay for them. As for the plan which the C. P. R. "does not feel like undertaking" and which would provide berthing space for the next half century, presumably that is the plan outlined by Mr. Osborne. It can scarcely be thought that Mr. McNicoll told the Witness double the present berthing space would be sufficient for the next fifty years. If St. John gets the trade to which its position entitles it and for which it will, in one way or another, it must be equipped, a very few years hence the business will demand twice the present accommodation.

With the aid of the C. P. R. or without it, more wharves must be built. Even if an acceptable plan be agreed upon at once the work of construction can scarcely be begun soon enough. The aldermen and the railroad company should get together and talk business. Then the city will know exactly where it stands. The company knows what proportion of its freight is now carried to this port for the winter. The aldermen should know that, and should have from the company an estimate as to the extent of the traffic probable next year. Upon what the aldermen do now will depend, to a great extent, the future of St. John.

GENIAL UNCLE SAM.

It is announced at Washington that a general arbitration treaty, under which differences arising between the United States and Great Britain would be referred to the tribunal at The Hague, would not be accepted by Congress. If that be true it means that in certain American circles it is thought unwise and unnecessary to risk anything by consenting to arbitration when all risk may be avoided by a firm demand that the British should stand clear. Canadians would be extremely sorry if there were any ground for this confidence at Washington? The Americans have professed unbounded admiration for and faith in the arbitration medicine, but they refuse to take it when their own interests are involved. They are certain of its efficacy in the case of others and advise liberal doses. When asked to try their own prescription they reply: "We have nothing to arbitrate."

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OFFENSIVE ART.

Perhaps the German idea of humor is not quite as offensive as the Spanish, but it is laid down. A correspondent writing to a city newspaper, calls attention to the execrable pictures in German publications in which the king of England is caricatured in an outrageous fashion. It is true that these pictures reflect German hostility toward England and that they might be suppressed were the German Emperor anxious to rebuke the feeling which approves of such a wretched and insulting campaign of the cartoonists. Should the German authorities act in this matter—as, apparently, they have no thought of doing—a similar British, and might be expected in Great Britain, there it might not be so easily exercised. Even the British cartoonists' humor is often more too delicate or timely, and while it is not in the German class, what is considered humorous or proper in England might be regarded as highly insulting in Germany.

At the time of the Fashoda incident, it will be remembered, the reproduction of a London cartoon in Paris increased the already dangerous tension. The London artist had represented France as an organ grinder. The officer commanding the French expedition was the monkey. John Bull was saying to the intruding musician: "Give us something to go away? If you don't go away I'll give you something, my man." Feeling was intense in both capitals then. The picture made a hit in London. To Paris it was intolerable, as it was meant to be.

Yet it is ill work to control these humorous folk, for their taste good or vile. The German pictures are looked upon as idiotic and disgusting, but no doubt the view is very different in Berlin. Were it not, the artists would be the first to know it and to change the

St. John, N. B., Oct. 31, 1903.

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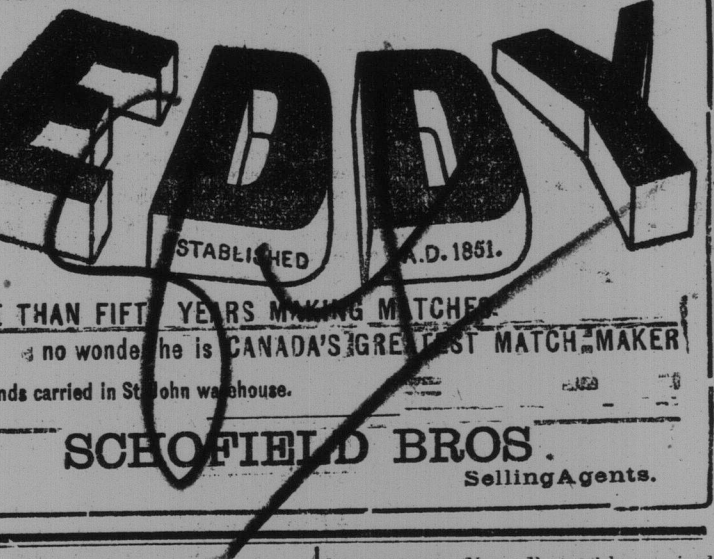
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tone of their work. State interference in such matters, even when the abuse arises to heaven for statement, does not always result happily.

When General Weyler ruled Cuba for Spain, and while the United States was "quitting" interference, General Barboza Lee was the American consul at Havana. What the Havana papers said about him was a daily transgression of the laws of courtesy and of decency. No newspaper printed in English would dare appear with such comments and pictures as the Havana press resorted to. Lee complained to Weyler. Now Weyler's rule in Havana was of iron. He smilingly assured the American that a change would be made at once, and the censor did the rest. The American newspapers, meantime called Weyler "butcher," printing it in enormous type and accompanying it with pictures of the Spanish governor which were by no means calculated to enhance his reputation as an officer and a gentleman.

Up to that time no one had credited Weyler with a sense of humor. But Weyler, having muzzled the Havana press to please Lee, calmly asked Lee to call off the newspapers of the United States. Lee smiled painfully. He had as much control over the American papers as he had over the wind or the rainy season, and he said so. Weyler professed surprise and looked mild incredulity. Thereafter the censor let it gradually become known that Lee was no longer sacred and might be referred to or pictured as a "Yankee pig" as in the humorous days of old.

But, after all, when war did come no one thought of blaming the cartoonists for it. The men who make war and peace do not recognize a jester's offence as a cause belli; they reckon rather with the causes which make the jester's work pleasing or intolerable. The tone of the newspapers is a thermometer, none too accurate, yet worth consulting when big questions are up and men begin to weigh the chances of war. Pictures and comments are smoke from the fire beneath.

NOTE AND COMMENT.

There's one thing about the water supply that should be cleared up and that's the water.

"A Resident of Barnesville"—The Telegraph does not print communications unless the author's name is known in this office.

Our Ottawa advice are that Hon. Mr. Blair is investigating the Allan Line matter. Another communication from him will be awaited with interest.

Tammany and Fusion are fighting the hardest battle of years in New York city. The betting is now slightly in favor of the reformers. Next Tuesday is election day.

Dowie's reputation has been damaged badly since he invaded New York. The Brooklyn Eagle, after a careful study of "Blith," the Restorer," decides that he is in one of the early stages of insanity.

And here is the Portland (Me.) Press quoting our own William F. Ganong, M. A., Ph. D., to prove that under the Ash-

burton treaty New Brunswick received more than it was entitled to. This country seems to need nailing down.

Mr. Arthur May Knapp, editor of the Japan Daily Advertiser, Yokohama, says Japan could sweep the Russian navy off the Pacific and wage an astonishing winter campaign in Manchuria, but that in the end the Russians would surely win unless another Power assisted the islanders.

Suppose we get through this winter without losing more ships. What about next year? Wise action now may do much to make St. John the great national port it should be within a few years. Continued delay and a patch-work policy will go far toward rendering useless the sacrifices the citizens have made already.

Ex-Senator George Turner, one of the American Alaska boundary commissioners, is mentioned as a possible Democratic candidate for the vice-presidency of the United States. Doubtless his part in the "arbitration" proceedings will increase his popularity, and that is counted upon. His work was easy.

"Get to work and build some more terminal facilities for us" is the C. P. R.'s suggestion to St. John. "What will the company do?" asks the city. "Anything but build wharves or warehouses," says the company. The dust on that 1893 agreement grows thicker daily.

The Montreal Transcript says, if the G. T. P. comes down the St. John Valley, "the probabilities are that the Montreal Transcript will be doing business at the same old stand, with the same editor." It is by no means certain that an enlightened community will regard this consolation as adequate.

The C. P. R. characterizes as useless the plan for harbor improvements submitted by the aldermen. Will the aldermen try another or will they ask for a conference at which the relations between the city and the company may be defined without any of that "nebulousity" to which reference has been made?

An alderman remarked a short time ago that the corporations were better represented in the Common Council than the people of St. John. Just now when there is a tangle over the steamship berths and the various companies are pressing for preferential treatment it would be well if the council looked only at the interests of the port. No one company should have any more influence in the Council than any other.

The Montreal Witness interview with Mr. McNicoll indicates that the C. P. R. is not quite sure St. John's title to the harbor is good. The Common Council should correct the impression that anything which happened "away back in the time of the Georges" either vitiates the agreement between the city and the railroad company or prevents the city from exercising some measure of control over its own property.

The rarest shell in existence is that called the "one of the Holy Mary." A specimen in the British Museum is valued at \$200.