

THE SEMI-WEEKLY TELEGRAPH
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graph Publishing Company, of St. John, a
company incorporated by act of the legisla-
ture of New Brunswick.
C. J. MILLIGAN, Manager.

ADVERTISING RATES.
Ordinary commercial advertisements taking
the run of the paper. Each insertion 1.00
per inch.
Advertisements of Wares, For Sales, etc.,
50 cents for insertion of six lines or less.
Notice of Births, Marriages and Deaths 25
cents for each insertion.

IMPORTANT NOTICE.
Owing to the considerable number of com-
plaints as to the miscarriage of letters ad-
dressed to the Telegraph Publishing Com-
pany, we have to request our subscribers
and agents when sending money for the Tele-
graph to do so by post office order or regis-
tered letter, in which case the remittance
will be at our risk.
In remitting by check or post office or-
ders our patrons will please make them pay-
able to The Telegraph Publishing Company.
All letters for the business office of this
paper should be addressed to The Tele-
graph Publishing Company, St. John; and all cor-
respondence for the editorial department
should be sent to the Editor of The Tele-
graph, St. John.

FACTS FOR SUBSCRIBERS.
Without exception, names of new subscrib-
ers 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.
It is a well-settled principle of law that a
man must pay for what he has. Hence who-
ever takes a paper from the post office,
whether directed to him or somebody else,
must pay for it.

RULES FOR CORRESPONDENCE.
Be brief.
Write plainly and take special pains with
the facts.
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 can-
vass and collect for The Semi-Weekly Tele-
graph, viz.:
WM. SOMERVILLE,
W. A. FERRIS.
Subscribers are asked to pay their sub-
scriptions to the agents when they call.

Semi-Weekly Telegraph
ST. JOHN, N. B., AUGUST 16, 1902.

HON. MR. TARTÉ IN ST. JOHN.

The importance of the visit to St. John
of the Minister of Public Works of the
Canada, coming as it does at a time when
the city is applying to the government
for the extra facilities which are neces-
sary not only for the extension of the
port and import business, but for the
preservation of the trade which has been
built up at so much sacrifice by the people
of this city. The action of the minister
in visiting the harbor facilities and giving
them a thorough inspection will be fully
appreciated by our people, as also his
statement that the dredging at the mouth
of the harbor will be entered upon as
soon as the dredge now being built at
Bore is ready for service, not later than
next spring.

As will be seen by the statement made
at the banquet Tuesday, the minister
has decided to recommend the provision
by the government, at its own expense,
of what facilities on the western side of
the harbor upon the old "island wharf"
site, with equal berth facilities
those provided by the city. To that end
Mr. Tarté yesterday instructed his
engineer, Mr. Shawen, to at once make
up plans for the work with estimates of
the cost, and submit the same to him as
soon as they can possibly be completed.
It is the minister's intention to return
to St. John within a fortnight in com-
pany with Sir Thomas Slingsby, presi-
dent of the Canadian Pacific Railway, and
together they will investigate the neces-
sities of the port from the broad stand-
point of national transportation require-
ments.

THESE SENTIMENTS ARE SOUND.

"Just The Man For England.—Loyalty
to Throne Intensified in Canadian Pro-
vinces.—His Subjects Admire the Manliness
and Wisdom of King Edward—Great
Hope in Eastern Part of British Posses-
sions Voiced by the Hon. E. H. Mc-
Alpine."
The above is the heading, in "three-deck
display," of an interesting half column
interview with our talented and distin-
guished fellow citizen, in the Boston
Herald of Monday evening last. A
perusal of the article shows that the
citizens of St. John are indebted to the
Hon. Mr. McAlpine for the excellent and
admirable depiction which he has thus
made to the American people of the
solidity of loyalty and intensity of satis-
faction with British institutions which
constitute such dominant and abundant
factors in the combination of felicity, har-
mony and domesticity characteristic of our
high repute.

In regard to the opening remark of his
honour, that "the drift of the provinces
of recent years has been toward greater
adherence to the throne," no one cogni-
zant of the trend of sentiment among our
people will utter a dissentient voice. His
statement in regard to the personal popu-
larity of His Majesty likewise commends
itself to his commonsense as most genu-
inely expressing the cordiality that marks our
relations with the throne. Nor could any-
one who has enjoyed the acquaintance of the
honorable gentleman doubt for a moment
that he has "always favored freer trade
conditions" and that he has the courage
of his convictions to express such senti-
ments wherever and whenever they may
be calculated to do good work in leaven-
ing the lump of contrary opinion among
those on the other side of the line who
sit in ignorance of the advantages of
"family trade" and how themselves in
the shadow of the stripes rather than in
the glimmer of the stars in worship

merely of the great American eagle and
its golden image.

It is however peculiarly gratifying that
his honor has proclaimed to the Bostonese
that "we in the provinces live in an
atmosphere of hope." This may be per-
haps disputed by some of his Halifax
friends who are so often obliged to exist
in an atmosphere of fog that their hopes
of port supremacy deferred have mired
their hearts sick, but his honor's optimism
can hardly fail to have the effect of in-
spiring others with equal ardor and
patriotism, and should do much to per-
suade the few expatriated St. Johners
still resident in Boston that they are not
only recent to their trust, but are miss-
ing much that is in this life worth living
for through their continued absence from
their old home. The congratulations in-
deed that St. John can afford to shower
upon its eminent envoy for the patriotism
and other typical St. John characteristics
which he has displayed for the education
of the Americans must be congratulations
upon St. John itself in its ability to own
one so worthy representative, and it is
only to be hoped that in the progress of
his professional preference he may ever
remain the same truehearted namesake
of the King whom we delight to love
and honor. His example should encourage
others of our honorable citizens to like-
wise blow a bugle blast for St. John
whenever they take their walks abroad.

THE PORT OF ST. JOHN.

One of the facts which the Hon. Min-
ister of Public Works learned in St. John,
and the information seemed to surprise
him, was that in volume the tonnage of
all classes of vessels, steam and sail, leav-
ing this port was almost two-thirds that
of the tonnage out of the port of
Montreal. The figures are interesting even
to our own people who are more familiar
than a person from the interior with the
fact that St. John is a great shipping
port. We give the figures for 1901:—

Sea vessels entered..... 698,227
St. John—1,853 vessels..... 1,040,724
Montreal— 428 vessels..... 1,040,724

It will be perceived that the number of
vessels entered at St. John in 1901 was
four times as great as those entered at
the port of Montreal. The much larger
proportion of sailing vessels of smaller
tonnage at this port accounts for the
greater tonnage at Montreal. To accom-
modate this trade, St. John is provided
with 14 deep water berths, of which five
are on the west side and nine on the
east side of the harbor. At these berths
the depth at low water varies from 21 to
28 feet.

What St. John needs is greater facili-
ties for the heavy carriers, the large
steamers of great tonnage. This the C.
P. R. contracted to provide when the
city of St. John turned over to that cor-
poration the million dollars' worth of ter-
minal facilities at Sand Point. This
contract the C. P. R. by a miserable
quibble refuses to honorably carry out,
although the need of extra facilities is
even more apparent to that corporation
than it is to the citizens.

St. John must do one of two things
in the present extremity: It must either
force the C. P. R. to an honorable ful-
fillment of its written contract, or it must
induce the government to do what the
railway corporation should do. For, as
Mayor White expressed it, St. John has
done all it can afford to do in the way
of making itself a national port. It mat-
ters little to the citizens whether this
necessary expenditure is met by the C.
P. R. or by the federal government; it is
imperative to the city's advancement that
it shall be met by either one or the
other. The visit of Hon. Mr. Tarté and
his promise to recommend to his colleagues
the expenditure necessary to provide a
set of wharves, the duplicate of those
provided by the city, suggests that it may
be easier to get the government to under-
take the work than it is to force the
C. P. R. to fulfill its contract with the
city. Very well; then let us leave no
stone unturned to impress upon the
dominion government the necessity of
making St. John a national port. A cam-
paign of education is necessary on the
part of the press in order to remove the
old-fashioned notions of the people of the
inland communities that it is a matter
of no concern to them, this question of
carrying Canadian imports and exports
through ports on the Canadian seaboard.
The Telegraph is willing to do its part
in this important work. Meanwhile a
memorial might be prepared as suggested
by the Minister of Public Works to be
signed by all the people of St. John. It
might even include the people generally
of New Brunswick. The bigger it is the
better, as it is a peaceful demonstration
of an important national project.

THE DEAF AND DUMB.

The Frederick Gleaner, which, since
the inception of the investigation of
charges preferred by The Telegraph
against the management of the Frederic-
ton Institution for the Education of the
Deaf and Dumb, has been the organ of
those against whom the charges are pre-
ferred, printed yesterday another editorial
which had evidently been prepared in
absolute defiance of the facts and calculated
only to for a time defer an outburst of
public indignation which when the full
truth becomes known must result. The
nature of the article demands that fur-
ther statement be made. The Telegraph
therefore does not longer hesitate to in-
form the public that it is not surprising,
given directly impugning Professor
Woodbridge, his assistant, Mr. Ernest
Powers, and his son, Norman Woodbridge,
in crimes of the most serious and degrad-

ing nature, that these people should leave
no stone unturned in their endeavor to
break down the testimony. Having been
unsuccessful in every other direction they
have not hesitated to practically kidnap
a poor ignorant mute who had given most
severe testimony against them, and after
taking her to Fredericton kept her a
prisoner in the institution until she would
consent to go on the stand and commit
perjury. The decision of the commissioner
yesterday to prevent if possible the com-
mittal of so serious a crime as perjury by
one who was evidently acting under in-
timidation, is worthy of all approbation,
as it could be very plainly seen the wit-
ness was wholly ignorant of the nature of
the proceeding. It would be another
wrong to the unfortunate class who have
been so seriously harmed by the villains
in charge of the institution if a girl who
admittedly totally ignorant of the rudiments
of the ordinary English education, should
be allowed in intimidation to perjure her-
self. Yet the action of the commissioner
yesterday is the ostensible basis for the
Gleaner's article alleging unfairness.

But the Gleaner undertakes to further
misrepresentations in its endeavor to
shield its criminal friends from the full
measure of indignation not yet let loose
upon them. It alleges that the girl re-
ferred to was detained at the house of Mr.
Brown in this city and unfairly controlled
by him. The facts are that the girl lived
with her sister and brother-in-law in this
city, and has never been in Mr. Brown's
house for more than an hour or two at
a time in her life. From her own home
in this city she was decoyed the other
day by the Woodbridge outfit and has
been kept under their control until pro-
duced yesterday for the criminal purpose
stated. With the further false statements
of the Gleaner as to Mr. Brown's son,
that gentleman can himself deal and show
by circumstantial evidence that they were
wholly manufactured.

The Telegraph from the inception of
this investigation has frankly stated that
one of its chief motives in insisting on the
evidence relating to immorality on the
part of the officials being taken in camera
was the protection of the unfortunate vic-
tims who were testifying to their own
shame. If advantage of this is to be at-
tempted by the officials of the institution
intimidating any witnesses into so serious
a crime as perjury, then it becomes time
for The Telegraph to appeal to the con-
science of the public who after all must
be the judges in this matter and the
maintainers of decency in our public insti-
tutions. It would not take long for the
public to decide from the evidence in our
possession, taken under oath at this in-
vestigation, that the officials in question
were more at home in Dorchester
Penitentiary than in a school for the edu-
cation of helpless deaf children.

THE OPPORTUNITY IN FUEL.

If some enterprising citizen with a
little capital or credit wants to do a big
stroke of business in the fuel line, there
would seem to be a first-class chance in
St. John at present. People who are ac-
customed at this time of year to find
their winter's supply of coal find anthracite
so dear on account of the American
strike that they are turning to soft coal
and wood, but the tendency on the part
of regular dealers seems to be to hold off
for best prices obtainable according to the
market and await customers' inevitable
demands. If someone were to obtain a
large supply of coal or wood, or both,
guaranteed for delivery to meet require-
ments, and undertake to sell it at a com-
paratively small advance on cost, he could
not doubt turn over a large business, es-
pecially if he should pursue the plan
adopted successfully in some other cities,
of canvassing all residents for orders for
a certain supply, under contract at a flat
rate, to be delivered as required within
a limited number of months. The citi-
zens may not have any cause for com-
plaint of illegitimate extortion against ex-
isting fuel firms, but they want their fuel
at as cheap a rate as is compatible with
fair dealing and it is The Telegraph's duty
as the friend of the masses to elucidate
the facts. Indeed there is already talk
among householders of clubbing together
and purchasing their coal at wholesale on
the co-operative plan, but this would not
be as advantageous to all as the contract
and delivery as required system.

ADVANTAGES FOR MANUFACTURING.

It might be a matter of interesting and
worthy civic enterprise to so entertain
the members of the Canadian Manufac-
turers' Association who will visit this
city within a day or two, that they might
learn our advantages as a manufacturing
centre and that our people might have
the opportunity to learn something from
them about manufacturing. In view, how-
ever, of the possible diversion of one of
two of St. John's established industries,
now rumored, to Sydney, some people may
ask, what are St. John's advantages as
a manufacturing centre? This should not
be difficult to answer, especially as com-
pared with Sydney, for the site of St.
John is in many respects superior and its
established facilities are worthy of con-
siderable weight. It is true that Sydney
has abundance of coal and iron, and during
the season of navigation enjoys cheap
freights by water to Montreal and ocean-
ward; but apart from that neither now
nor for years to come, if ever, can Sydney
begin to present the advantages of this
city. For St. John's location as the near-
est Canadian seaport to Montreal and the
nearest seaport to Boston and other
American centres, must always maintain
this city's superiority. The established
lines of communication both by rail and
steam to the outside world and also the
short rail haul to the upper provinces, to-
gether with the concentrated facilities of
modern civilization afforded by a well-or-
ganized community of the size of St. John,
are indisputable advantages. If our sup-
ply of coal has to be imported, it is but
a short distance by water from the inex-
haustible fields of Cumberland County, via
the Basin of Minas, and our own coal
fields in nearer location will soon be able
to augment the supply, besides which the
abundance of timber and lumber now
exported should for many purposes of
manufacturing command notable atten-
tion. Nor should our existing manufac-
ture of cotton, our superior water works,
gas and electric light services, be over-
looked, to say nothing of the abundance
of intelligent labor. These things, but
especially our close touch at all seasons
of the year with all other trade centres at
home and abroad, are such as many up-
per province manufacturers may not be
fully aware of, but which St. John can
well afford to boast of to her own ad-
vantage.

A NEW ERA IN IRELAND.

The retirement of Paul Cadogan from
the viceroyalty of Ireland, noted in our
despatches today, marks the close of what
history will doubtless consider in many
respects the most notable tenure of that
office since the Act of Union. This has
come about possibly not so much through
any very remarkable personality of the
incumbent of the office as through the

events since he went to Dublin Castle
having constituted an exceptional chap-
ter of Irish history. The office of Lord
Lieutenant has been a difficult one to
acceptably fill since the agrarian agita-
tion began under Dr. Isaac Butt, more
than thirty years ago, and culminated in
the home rule movement, but Lord Cad-
ogan has held his office for seven years,
a longer tenure than that of any prede-
cessor except the Duke of Devonshire,
who in the early part of the eighteenth
century was viceroy for eight years.

During Lord Cadogan's incumbency of
office a remarkable legislative advance was
accomplished in that at least three im-
portant Irish acts of parliament were
passed upon the statute books: the Land Act
of 1880, which improved the position of the
tenant in regard to the fixing of judicial
rents and facilitating purchase from the
landlords; the Local Government Act of
1888, which conferred a notable degree of
self government by local councils, and the
Agricultural and Technical Instruction
Act of 1880, which aimed at giving the
tenant improved knowledge of and facili-
ties for scientific farming. There were
also three royal visits during Lord Cad-
ogan's official residence in Dublin, notably
that of Queen Victoria, which was promp-
tly shielded by the heroic conduct of the Irish
soldiers in South Africa and was marked
by a peculiar heartiness of reception, while
other state visits of importance in-
cluded the proclamation of King Edward
at Dublin Castle and the investiture of
several Knights of St. Patrick, among
the number the present Prince of Wales
and Lord Roberts.

Certainly in these affairs Lord Cadogan
was peculiarly fortunate, and in contrast
with such a Gladstonian as Lord Crewe,
his social influences were conspicuously
gratifying. His retirement must there-
fore be with the record of much satisfac-
tion to himself, for he has seen more being
done toward commercial and industrial
awakening in the Emerald Isle than in
any previous viceroyalty and can glory
in evidence that arduous home rule is
not at all incompatible with such enter-
prise and business as has quite recently
began to manifest itself among the Irish
people. If his successor can accomplish
a similar good record both here and Ireland
and indeed the whole empire will have
cause to rejoice.

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NOTE AND COMMENT.

The locution of phonomon will, it is
hoped, not result in discordant music.
The rescuers of Sanford from his sand
did so well that no one will begrudge them
their medals.
Of course the patriotic Americans are
boasting that another of their girls has
won the affections of a titled European.
The peculiar proclivities of Alderman
Jago are amusing Frederick. He seems to
be somewhat of a Jekyll and Hyde al-
derman.
The summer tourist is confidently as-
sured that he can make plans for coming
here next summer again if he wants
weather no less enjoyable than this.
If St. John takes better care of its boys

in future, Willie Doherty will not have
lived in vain. Sometimes it requires an
awful lesson to impress responsibility.

Toronto is said to be in fear of a salt
famine. Montreal will probably be un-
able to comment that the Queen City
has long been suspected of getting too
fresh.

Oregon river steamers have begun to
use oil instead of cord wood for fuel,
because oil at \$1 per barrel is equal per
barrel to half a cord of wood at \$2.25 to
\$2.75 a cord.

The federal parliament of Australia bids
fair to break all records in the length of
its session. It was opened by the Prince
of Wales in May, 1901, and is likely to
last until next Christmas.

The terminus of a monthly mail and
freight service to Cape Town is the latest
feature of St. John as the winter port of
Canada. This is encouraging. And the
contract is for five years. See despatches.

Ras Makonnen, the Abyssinian general
who has been made a K. C. M. G., has a
name that sounds too much like that of a
Scotchman to believe he is one. Chances
are it was originally spelled "Mac."

An attempt, which seems like an organ-
ized effort, is being made about town to
discredit the confession of Freddie Good-
speed in the Doherty murder case. A
game of that kind could not be successfully
worked twice in one year.

A peculiar feature in connection with
the library plans from New York is that
the alderman who moved for their recom-
mendation has openly stated that a rela-
tive of his own was responsible for hav-
ing sent the plans.

The use of oil as fuel for steamers bids
fair to still further decrease the detection
at a distance of steamers on the ocean.
The position of which was formerly be-
trayed by their smoke. The use to some
extent of anthracite coal already tended in
this direction.

Former Secretary Reitz, of the Trans-
vaal, says there will be another war in
South Africa in three or four years.
Should such a prophecy be materialized
Mr. Reitz would do well to follow the
example of Mr. Kruger in secluding himself
under another flag.

The nervous tension of speculators in
railroad stocks is again illustrated by the
statement that many are now protecting
themselves by insuring the life of Mr. J.
P. Morgan, paying as high a premium
as 9 per cent. per annum. The London
Westminster Gazette says that the move-
ment has become a common one in that
city.

If you wish to see the sphinx you had
better make a trip to Egypt without de-
lay, as it is said to be crumbling into dust
on account of the altering climate, due
to recent years of irrigation. Perhaps
many people however will consider that
there are sufficiently sphinx-like objects
near home for their entertainment and
edification.

Senator Pettus, of Alabama, is the old-
est member of the United States Senate,
having been born in 1821. The Canadian
Senate can easily beat that, with our own
Senator Wark, born February 19, 1804;
Senator Vidal, born in 1819; Senator Mc-
Laren, born in 1820; Senator Gowan,
born in 1815; Senator Carmichael, born
in 1819, and Senator Armand, born in
1820.

An illustration of the development of
the northwest is found in the fact specifi-
cally shown in a recent issue of the
Winipeg Free Press, that there are in
Manitoba and Assiniboia today no less
than 645 elevators with a capacity for
nearly three million bushels of grain. Of
these 628, with 2,222,700 bushels capacity
are on the C. P. R. and 119, with 575,900
bushels capacity on the Canadian North-
ern.

The Telegraph is indebted to the Mon-
ton Times for kindly mention of the fact
that this journal lived before there was
ever a daily paper in Moncton and has
continued to flourish in spite of all oppo-
sition. But its list of dailies established
since the Times and still published, and
strongly does not include the
Moncton Transcript, the Sydney Record,
or its friends the Halifax Herald and
Sydney Post, an oversight which the
Times will surely amend.

Many citizens probably do not realize
that two weeks from tomorrow a great
exposition, attracting thousands of stran-
gers to this city, will be opened in
the grounds so admirably adapted for the
purpose. While these visitors will come
primarily to see the collection of exhibits
in the competition for prizes, they will
also be available for entertainment of all
varieties, and the better they are enter-
tained the more it will reflect to the ad-
vantage of our citizens.

Yellow ought to be a popular color at
summer resorts hereafter—bar St. John
where it isn't needed for the purpose for
which its efficiency has been discovered.
A learned scientist liberated a multitude
of mosquitoes in a room where were a
lot of boxes lined with variously colored
cloths. He found that the mosquitoes
doctored to those lined with black or dark
colors, whereas the ones with white had
few and those with yellow none at all.

The Ontario papers seem to be very

Home Insurance Co'y.

NINETY-EIGHTH SEMI-ANNUAL STATEMENT, JULY, 1902.

Cash Capital	\$3,000,000 00
Reserve Premium Fund	6,405,511 00
Unpaid Losses	718,796 05
Unpaid Re-insurance, and other Claims	675,454 43
Reserve for Taxes	60,000 00
Net Surplus	6,088,887 35
Cash Assets	\$15,918,449 43
Surplus as regards policy holders	\$9,068,687 35

KNOWLTON & GILCHRIST, General Insurance Agents, St. John, N. B.
Applications for agencies solicited.

A Big Blaze!

E. B. Eddy's HEADLIGHT PARLOR MATCH
is now used in thousands of homes in the Maritime Provinces. It
grows MORE POPULAR every day. Never has a match made such a
record before. Only six months old, and probably already the
most used of any match on the market.
Single Boxes 50c. Three boxes for 120c. Ask your grocer for them.

SCHOFIELD BROS.,

Selling Agents, St. John, N. B.
The E. B. EDDY CO., Limited, Hull, P. Q.
If you still use a Sulphur Match ask for E. B. Eddy's Telegraph.

LETTERS TO THE EDITOR.

The Recent I. C. R. Wages Increase.

To the Editor of The Telegraph:
Sir,—Allow me a little space to con-
gratulate the I. C. R. maintenance of way
men on the recent increase in their pay,
the rules and regulations adopted giving
them protection against injustice, pro-
tection by seniority where qualified, pay
for overtime, etc., in brief, a voice
in saying what their conditions of service
and its price should be. We have been try-
ing for years to reach this desired and
desirable state of affairs and have at last
made a very long step forward towards
the goal of our hopes, fair conditions to
work under and a fair day's pay for a
fair day's work.
To the excellent qualities of the chair-
man and secretary of the men's committee
are mainly due the increased comforts
which will bless the homes of these ardu-
ous toilers, the men of the track and
bridge departments. Messrs. G. W. Mur-
phy, of Truro, chairman, and John Mc-
Gillivray, secretary, of your town, well de-
serve to be held in grateful remembrance
by their comrades in these departments
of the I. C. R. and P. E. I. Railway.
Please cause full advertisements to be
inserted in suitable Canadian newspapers,
sending accounts for same and copies to
me.

A DELAYED DEMAND.

Tenders Wanted from Canada, But Some-
thing Has Gone Wrong.

Ottawa, Aug. 14.—(Special).—Major
Maude, militia secretary to the govern-
ment, has communicated to the trade
and commerce department the contents
of a cable message from the general officer
commanding the Transvaal and Orange
River Colony which is dated in the last
week of July. It is a request for
tenders for the construction of a railway
line in suitable Canadian newspapers,
sending accounts for same and copies to
me.

"Tenders will be received at office of
director of supplies, army headquarters,
artillery barracks, Pretoria, until Wed-
nesday, October 1st, 1902, for supplies of
bread, groceries, forage, fuel and light,
dry grass for bedding animals and hospi-
tal supplies at the various stations
throughout South Africa for a period of
nine months, Pretoria, Pieterburg, Mid-
delburg, Barberton, Komatipoort, Pot-
chefstroom, Statfontein, Kromaat, Bloem-
fontein, Harpersburg, Matiging, Kimberley,
Cape Town, Maitland, Simonstown,
DeAar, Victoria Road, Naauwpoort,
Burgersdorp, Grahamstown, King
Williamstown, Durban, Newcastle, Pieter-
maritzburg, Eshowe and such other sta-
tions as may be necessary.

"Forms of tender and conditions of con-
tract may be had on application at the
office above mentioned either personally
or in writing and no tender will be con-
sidered unless made on the forms so ob-
tained. Any firms outside South Africa
wishing to tender should do so through