

THE SEMI-WEEKLY TELEGRAPH

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Wm. Somerville

Semi-Weekly Telegraph
ST. JOHN, N. B., JANUARY 18, 1908

THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES
New Brunswick's Independent Newspapers.
These newspapers advocate British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
No deals!
"The Thistle, Shamrock, Rose entwined,
The Maple Leaf forever."

SEA POWER

Only a little while ago we had heard little or nothing of the Dreadnought class of battleships. The launching of the first one is recalled like something that happened yesterday. Yet, built or building, Great Britain today has a squadron of these monsters. The keel-plate of the fifth and greatest of them, the St. Vincent, was laid at Portsmouth on January 11, and within two years she will be at sea. This progress is of much significance. It confirms a lead in the matter of naval power which no other nation can overcome unless some extraordinary event paralyzes Britain's building programme.

Displacement Indicated in Tons. Horse-power.
Dreadnought (Portsmouth built) 17,000 25,000
Bellerophon (Portsmouth completing) 18,600 25,000
Ternaire (Devonport) 18,600 23,000
Superb (Elsbeth completing) 18,600 23,000
St. Vincent (Portsmouth laid down) 19,000 24,000
The latest is the greatest. Just as the Bellerophon, Ternaire, and Superb were improvements upon the Dreadnought, so St. Vincent will be an improved Bellerophon. Her tonnage displacement will considerably exceed 19,000, making her the biggest ship under construction in the British navy.

QUALITY IN IMMIGRANTS
Why should Canada provide its fertile fields and plague its growing cities with colonies of ignorant foreigners who never will become good Canadians, who will keep their own languages and traditions, and try to live under codes which they recognize in Italy, Sicily, Russia or Hungary? It is a question which should be considered in its hurry to secure a great population. Mr. R. L. Borden took a sound and public-spirited stand yesterday when this matter of immigration was under examination in the House of Commons.

was before us. The problem which arose in a democratic country could not be properly solved unless the people who entered the country were eminently capable of understanding Canadian institutions. It was for these reasons quality would have to be looked to in the future more than quantity in respect to immigration. Mr. Borden does well to point to the United States. A great problem vexing that country today is the formidable masses of foreigners of an undesirable sort whom it has not been able to assimilate in spite of its tremendous native population. During those years when England, Ireland, Scotland, Scandinavia and Germany poured their people into the Republic the stream was of priceless value. These newcomers were of the best stocks, intelligent, industrious, law-abiding, and fitted for full political freedom. They became "good Americans." Then the nature of the incoming tide changed. Southern Europe began to contribute the greater number, but not only from Italy and Austro-Hungary came hundreds of thousands; Russia and other countries sent hordes of people who formed "colonies" of their own in the American cities, to increase and remain expanding forces wholly out of touch with the American democracy.

The lesson is too clear and too significant to go unlearned in Canada. This country does not want, and it certainly should not invite, settlers of whom we cannot within a reasonable time make good Canadians. Quality should be the aim of our immigration policy henceforth. There is no longer reason to fear that the volume of immigration will not be large enough. The United States today has within its borders some millions of people whom it would be glad to see free, but they are not to be escaped. Canada has yet time to avoid that particular misfortune.

QUEBEC

Fine enthusiasm marked yesterday's proceedings in the national capital where the leading men of the country addressed representatives of the Canadian Clubs assembled to consider ways and means of preserving the Quebec battlefields. It is most fitting that the Canadian Clubs should be active and prominent in this movement, and from coast to coast they have met the matter in an admirable spirit. The anniversary of the real battle of Canada, to be celebrated at Quebec, will be an occasion most memorable. The celebration is to be upon a magnificent scale. It is a happy foreboding that after the speeches, the fireworks, the shouting, the brief but great spectacle, something tangible and permanent shall remain by which this and future generations will be truly richer. This something will be the preserved and dedicated battlefields, and on the heights above St. Lawrence, a great figure, the angel of peace, greeting the immigrants as they come up the river.

There is cause for rejoicing because of the proof of Canadian unity this movement has elicited. Quebec, as heartily as the English-speaking provinces, endorses and supports the plan and the spirit of the enterprise, realizing to the full that Canadians are not perpetuating an old feud, but are remembering and emphasizing the birth of united Canada, the blending of its people whose valor and magnanimity won mutual respect, and their pride in and love for the priceless heritage of their free institutions in a land of the fairest promise. This with which they propose to crown the Quebec celebration is no idle work of a noisy holiday. It recognizes, and it will encourage, the forces that make powerfully for unity and harmony, and strength, in the Dominion and in the Empire.

MR. MORSE HAS SEEN IT

Mr. F. W. Morse, general manager of the Grand Trunk Pacific, saw the famed New Brunswick Central Tuesday evening when he talked guardedly with the reporters the harrowing experience of the day seemed to have left no mark upon him. Self-control and reticence are among Mr. Morse's characteristics. One could not tell from his conversation whether he was aflame with desire to purchase the Central immediately, or whether he would not have it as a gift. But this fact is noteworthy—that however much Central may have appealed to him as a triumph of engineering, Mr. Morse said nothing definite about buying it or leasing it, or making any glowing recommendations concerning it. Even the knowledge that a local election is nigh and that Hon. Mr. Pugsley, Mr. Carvell and others have given assurances as to the G. T. P.'s intention to absorb the Central at once, did not cause Mr. Morse to make any rash or violent statements. No doubt he had been told by Premier Robinson, who accompanied him, that Mr. Carvell, more than a week ago, prophesied that within seven days, the deal would be completed. Mr. Morse seems to have been left unmoved by the opportunity to fulfil a prophecy. Possibly he thought one prophecy more or less, where there have been so many reckless ones, did not matter. It may be that his silence was due to the fact that he experienced as a practical railroad man when after seeing the Central from end to end, he asked how much money had been spent upon it—and they told him.

Politics aside, the people of this city and province will be interested in Mr. Morse's inspection of the road, and they will be glad to read his opinion of its value to the transcontinental. The Central traverses a region which both needs and deserves a railroad. Connection with Fredericton should have been made long ago. The government will never be able to explain satisfactorily why the road was not pushed to completion, or how it devoured all of the money which was applied to it—or voted for such application. The Grand Trunk Pacific, if it is to handle a great and growing volume of freight east of Quebec, must reach tidewater at St. John. It can build a branch of its own to this city, or utilize the Central. If the latter course be pursued the Central will have to undergo vast im-

provement before it can handle heavy trains in fast time. Rails, bridges, roadbed, grades will require such betterment as will practically amount to rebuilding the line for most of its length. This, of course, became known to Mr. Morse yesterday if he did not know all about it before. The practical railroad view of the road's value depends not so much upon its utility as a spur to St. John harbor. Freight calls for the short haul if it is to be carried economically. In this case that should mean the shortest possible connection with St. John harbor. Mr. Morse is to inspect the city waterfront, no doubt to decide what desirable space there is here for terminals. He will find plenty of room, though the expense of equipment may be heavy. Compared, however, with the money spent in other places where the same work has been done, the necessary outlay here would be small in comparison with the advantages gained.

Mr. Morse will find much in St. John to interest him. No one knows any better than he does the importance of our situation with respect to the West. This, joined with the open character of the harbor at all seasons and the ease and safety of approach from the Atlantic makes St. John the logical port for railroads run on business principles. Perhaps Mr. Morse is thinking more of these things than of comforting the local government by seeming to confirm the prophecies of Dr. Pugsley and Mr. Carvell. And, if he offered to buy the Central tomorrow, that offer would not begin to obscure, much less obliterate, the disgraceful history of the road and the local government's connection with it.

ADVERTISEMENTS AND EDITORIALS

During the recent municipal elections in Ontario many of the candidates sought votes by using advertising space in the newspapers to impress their names upon their fellow citizens. In addition to these individuals, advocates and opponents of local option made war upon each other in the advertising columns. The temperance party bought advertising space in the Toronto World, and their opponents replied through the advertising columns of the Toronto Globe. Dr. Beattie Nesbitt, a majority candidate, printed in the Globe a conspicuous advertisement in which he quoted a clergyman's eulogy of himself. The Globe printed the advertisement and denounced the advertiser. Dr. Nesbitt had the right to advertise; but if the Globe were convinced that he was unfit for the office he sought, it was bound to give the public its estimate of him. The advertisement, of course, could not be permitted to influence the newspaper's policy. The common newspaper rule is to accept any advertisement that is not unlawful or otherwise objectionable from a reasonable standpoint, but it is understood that the journal does not necessarily uphold the view of any one who buys space in its advertising columns. They know what they want, and how best to set about getting it; but the good newspaper regards the public interest first and foremost.

As a result of the Ontario campaign Dr. Nesbitt is suing the Globe for libel. Furthermore, a lawyer writes to the point, but it is understood that the journal does not necessarily uphold the view of any one who buys space in its advertising columns. They know what they want, and how best to set about getting it; but the good newspaper regards the public interest first and foremost.

NOTE AND COMMENT
The untimely death of Mr. George W. Allen, M. P., removes a public man of talent and promise. The news will be read with very keen regret wherever he was known. He had a host of warm friends on both sides of politics, and in his profession he was respected and admired by all.

Ottawa is growing very rapidly. Permits for buildings during 1907 represented an increase of value of \$2,394,000 compared with 1906. The total number of buildings erected last year was 335. (Ottawa's total revenue for 1907 was \$683,537, and total expenditure \$704,421, leaving a deficit of \$20,884.)

One of the principal reasons why Georgia has adopted prohibition is reported to have been the fact that wholesale dealers in the liquor communities shipped liquor to the dry counties, and thus made local option ineffective. The statement is of interest here, in a province that has some "dry" counties and some "wet" ones. Liquor in large quantities is shipped from license centres into prohibition districts. Judging by the Georgia result that sort of investment does not pay in the end. Already there are signs that New Brunswick will not tolerate its continuance. If there is a crusade coming the dealers who ignore the wishes of the majorities in prohibition counties will have themselves to blame.

GENTLE HINTS

Canadians, if not Englishmen, will be diverted by the warning now being issued in London to those intending to emigrate. England has heard much of late of dislike for Englishmen in Canada—that is, dislike of the Englishman who is both ignorant and patronizing. The Secretary of State for the Colonies is now telling intending settlers who are going to seek homes or work in Canada that they must treat the Canadians, particularly the employers, as equals. However our creditable jar upon the Englishman, he is warned that it is politic to conceal his pity for his large sense of superiority, and his natural contempt for things Canadian. Most Englishmen do not see this warn-

ing. But some do, and they have made not a little trouble for themselves and for others in this country. Here are some "useful hints" from one of the circulars now being issued by the Colonial Office:

"It is no use for you to go to Canada unless you try to adapt yourself to local conditions and to respect local feelings. Many emigrants have failed because they forgot this. 'Every country has its own methods of work, and Canada you will often find the arrangement of the workshop or the farm, and the tools you will use, different from those at home. You will soon learn to adapt yourself to the change, if you try. Do not above all things try to impress on your Canadian employer how much better we do things in England for it will only make him dislike you and perhaps not care to keep you in his employ. You must be prepared to work hard, and often a longer hour than in the United Kingdom. There is no leisure class in Canada, but everyone is a worker. You should beware of strangers, and the wages apply to the Dominion Land or Emigration Agents."

In connection with the foregoing, which is absolutely necessary instruction for Englishmen of a limited class, there are sensible warnings with respect to conditions here in the winter. For example: "No one should go to Canada in search of work during the winter. Persons wishing to go there should wait till April; but even then they should not start—especially those young families—unless they are sure to take up engagements or have enough money to live on till they find employment."

"Farm laborers should not go to Canada till April. 'Mechanics should not go to Canada before April. 'There is no demand for general laborers and railway laborers at this season of the year. 'There is no demand for more miners in Canada during the winter. 'A good demand for domestic servants exists in nearly every district of Canada. 'All emigrants landing in Canada before 15 Feb., 1908, must possess £10, and all landing between that date and April, 1908, must possess £25. They must also have money for inland railway fares, unless they can prove that they are going to immediate employment already secured, or that they will be cared for by friends."

A WESTERN MYSTERY
The production of a sensational play in Victoria (B. C.) leads the Colonist of that city to make some veiled references to local history for the purpose of showing that truth is stranger than fiction. These references will excite some curiosity in the northern parts of Canada. The Colonist says, darkly: "A few people can tell of how a very prominent man in a city not a thousand miles from Victoria was compelled to leave a field in which he was doing admirable work for reform, through a plot, which for fiendish ingenuity surpassed anything that was ever seen on any stage, and the details of which have never been and never could be published in a newspaper. The railway on the island and 1,500 miles of government railway in the mainland. What railway company owning these two systems would hesitate to build a tunnel to connect them at a cost of ten millions dollars. It seems reasonably clear that Canada can build the tunnel without incurring any new obligations on a railway company. The tunnel, and that in doing so she will gain a growing discontent now fast reaching a breaking strain."

Tragedy of the "City of Boston"
(Ottawa Journal).
The safe arrival of the steamer Mount Royal after being missing for over a month recalls an almost tragic incident in Ottawa years ago. Back in the seventies the steamer City of Boston was reported missing, and days passed in dread-panic anxiety without a word being heard of her. Among those who were a part of the search were a number of men who were in the cabinet of Sir John Macdonald's cabinet. The honorable minister was very ill at the time, and he was watching for news of the missing steamer with his own eyes. His daughter was a beautiful girl and she was the belle of the capital. She was wrapped up in her brother, and as the days dragged on without news of the missing steamer, Miss Kenny spent nearly her waiting hours in the old Dominion Telegraph office so as to get the very earliest information of his fate. She felt instructed to catch the messenger bringing news of the missing ship to the house would get a gold sovereign. On a certain afternoon a despatch was received from the Canadian commissioner in London announcing that the City of Boston had been sighted off the coast of Nova Scotia. The news was with the news and from there he proceeded to the parliament buildings where the minister was already present at a cabinet meeting. Though happiness never kills, the old gentleman in his delicate state of health was almost prostrated when the joyful tidings were conveyed to him. The messenger had hardly returned to the telegraph office when another report was received that the steamer sighted was not the City of Boston, and as a matter of fact, nothing was ever heard of the vessel or those on board afterwards. The telegraph office was then confronted with the duty of breaking the news to Hon. Mr. Kenny. George Macdonald, now city electrician, was at that time chief operator in the Dominion Telegraph office, and the manager requested him to convey the news. When Mr. Macdonald reached the parliament buildings, the cabinet council was still in session, and he sent in for the late Hon. Peter Mitchell, who was an old friend of Mr. Kenny. Mr. Mitchell was horrified when the facts were made known to him, and at first could not bring himself to carry the evil tidings to his old friend. He as will tolerate its continuance. If there is a crusade coming the dealers who ignore the wishes of the majorities in prohibition counties will have themselves to blame.

Many Down with Pleurisy
Doctors say the country is full of it. First comes a chill, then you develop the inflammation of the chest, and you are down with pleurisy. A good cure is a bottle of Dr. Fotheringham's Family Elixir. It is a powerful remedy for pleurisy, and it is also a good remedy for all the ailments of the chest and lungs. It is a powerful remedy for pleurisy, and it is also a good remedy for all the ailments of the chest and lungs. It is a powerful remedy for pleurisy, and it is also a good remedy for all the ailments of the chest and lungs.

Dr. Fotheringham was considerably affected by the address and token of good-will. He returned thanks briefly, saying that during the twenty-five years he had been pastor of the congregation he had always striven to do his duty in the sight of God. He referred to the constant harmony and the close intimacy in which they lived. He also thanked them for the kind words which had been said for him. Dr. Fotheringham and the members of his family then called upon the visiting clergymen who all made brief addresses. Dr. Raymond conveyed the congratulations of the Episcopalians to the city as did Dr. Campbell those of the Methodists.

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The P. E. I. Tunnel.
(J. E. B. McCready in Toronto Globe).
It is assumed that the tunnel can be constructed for ten millions of dollars. That is beyond the cost estimated by Sir Douglas Fox, a tunnel engineer of the highest eminence. As a matter of fact, two contracting firms of the best financial ability have offered to construct it for that sum and put up any required security for the fulfillment of the contract. The tunnel, which will be two miles long, was built for \$15,000,000, under most tremendous difficulties, and the cost of the tunnel was \$15,000,000. It is true that Mr. St. Laurent, in his report submitted to parliament last spring, estimated the cost of the tunnel at \$15,000,000. It is true that Mr. St. Laurent, in his report submitted to parliament last spring, estimated the cost of the tunnel at \$15,000,000. It is true that Mr. St. Laurent, in his report submitted to parliament last spring, estimated the cost of the tunnel at \$15,000,000.

Address on Completion of 25 Years as Pastor of St. John Church
DISCUSS FREE PEWS IN ST. ANDREW'S
Nothing Comes of Matter at Annual Meeting—St. Stephen's Church 40th Anniversary Spoken Of—St. Matthew's Church to Be Incorporated—Church Trustees Elected.

The majority of the city held their annual business meeting Wednesday. A very pleasant and interesting event took place in St. John Presbyterian church after the close of the meeting. An address and purse containing \$140 in gold were presented to the pastor, Rev. Dr. F. Fotheringham, in recognition of his twenty-five years of faithful work in the congregation. Appreciative addresses were delivered by Rev. Dr. W. O. Raymond, Rev. Dr. G. M. Campbell, Rev. A. A. Graham, Rev. H. R. Reed, Rev. J. A. McLean, Rev. Gordon Dickie and Rev. David Lang.

At the St. Matthew's church annual meeting it was decided to apply for incorporation under the act passed at the last session of the legislature. The church will, however, continue the same organization and the same name. There was a good attendance at the meeting. J. F. Gregory was chosen chairman. Then came a very pleasing part of the programme—two presentations. George R. Craigie was given a handsome watch chain and chalice and Mrs. T. McMaster a rocking chair by the members of the church, as a mark of appreciation of their efforts on behalf of the choir of the church. The chairman made the presentations and the recipients replied suitably. Reports were received from officers of the church and from the various societies of the church. All showed progress and increase. The treasurer's report showed receipts of \$1,375.81 and expenditures of \$1,374.06. The amount raised for missions was \$231.00.

The Sunday school reports showed a total enrollment of 200 and an average attendance of 100. The expenditure for the year was \$332.84 and the revenue \$270.38. The amount of \$20.08 was contributed to missions, leaving a balance of \$33.40. The trustees elected were: J. Irvine, J. Fraser, G. Hutchison, E. Hastings, J. Thornton, T. McMaster and R. A. Corbett.

At the annual meeting of St. Andrew's church Wednesday a lengthy discussion took place over the question of free pews. The proposal was to make the pews free at the evening services. A motion and the result reported the next annual meeting. Alexander Macaulay then introduced an amendment to the amendment that the whole matter be referred to a special meeting. This last was seconded by C. W. Bell.

On the question being put to the meeting, however, the amendments and motion were all lost.

Famous War Post Dead

Augusta, Ga., Jan. 14.—James Ryder Randall, of this city, famous as war poet, died here this afternoon, after an illness of a few days. He was born in Baltimore in 1843. Among other products of his pen was Maryland, My Maryland.

A REASON.
They were returning home from the theatre one evening. "I wonder why it is," said his wife, "that so few actresses travel under the management of their husbands?" "My dear," replied her husband, "have you ever reflected how difficult it is for most men to manage their wives?" And for 57 consecutive seconds she was silent.—Chicago News.

Cypher's Poultry Foods.
Oyster Shells,
Crystal Grit,
Mann's Green Bone Cutters.
Write for catalogue and prices to
W. H. THORNE & CO., Ltd.
Market Square, St. John, N. B.

PURSE OF GOLD TO DR. FOTHERINGHAM
Address on Completion of 25 Years as Pastor of St. John Church
DISCUSS FREE PEWS IN ST. ANDREW'S
Nothing Comes of Matter at Annual Meeting—St. Stephen's Church 40th Anniversary Spoken Of—St. Matthew's Church to Be Incorporated—Church Trustees Elected.

Balance Dec. 31, 1906. \$ 2,139.68
For congregational purposes. 5,827.61
Debt account. 1,184.00
Missionary and benevolent funds. 1,724.83
Other religious purposes. 337.83
Disbursed. \$ 9,084.17
Balance Dec. 31, 1907. \$ 2,094.70

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Tuttle's Elixir
Greatest maker of sound horses in the world. Tested many years, never fails if cure be possible. \$50 reward if it does. For lameness, curb, splint, spavin, ringbone, swellings, etc.
Tuttle's Family Elixir
Highlight the household use. Ask Tuttle's Bureau Wares and Goods. Tuttle's Family Elixir is a perfect home remedy for all ailments of the chest and lungs. It is a powerful remedy for pleurisy, and it is also a good remedy for all the ailments of the chest and lungs. It is a powerful remedy for pleurisy, and it is also a good remedy for all the ailments of the chest and lungs.