

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N.B., JANUARY 11, 1902.

THE SEMI-WEEKLY TELEGRAPH.
Published every Wednesday and Saturday at 11:00 a.m. in advance. By The Telegraph Publishing Company, of St. John, a company incorporated by act of the legislature of New Brunswick.

ADVERTISING RATES.
Ordinary commercial advertisements taking the run of the paper. Each insertion \$2.00 per inch.
Advertisements of Wants, For Sale, etc., 10 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 miscarriage of letters addressed to contain money remitted to this office we have to request our subscribers and agents when sending money for this Telegraph to do so by post office order or registered letter, in which case the remittance will be at our risk.
In remitting by check or post office order our papers will please make them payable 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 arrears 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 CORRESPONDENTS.
Be brief.
Write plainly and take special pains with names.
Write on one side of your paper only.
Attach your address and add a return address as an assurance of good faith.
THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

AUTHORIZED AGENTS.
The following agents are authorized to manage and collect for The Semi-Weekly Telegraph.
W. A. BOWEN, ST. JOHN.
W. A. FISHER, ST. JOHN.

Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph

ST. JOHN, N.B., JANUARY 11, 1902.

SPECIAL NOTICE.

A great number of our subscribers are interested in the Census Guessing Competition, for which prizes were offered to the persons coming nearest to the correct enumeration of the population for the Dominion of Canada, as 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. 16.

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.

Director of Census.

As soon as final figures can be obtained, the awards will be made.

PRESS PUB. ASS'N

CHILI AND THE ARGENTINE.

The delicate situation of strained relations between the great South American republics of Chili and Argentina, which has resulted in an appeal by the latter to Great Britain for arbitration, is the latest international dispute to attract the attention of the civilized world. Our despatches today convey the information that the British authorities are quite willing to act in arbitrating, if Chili will assent, and that at present what everybody is waiting for. There appear to be several reasons why England should hope to successfully arbitrate in the matter. One is the fact that her trade relations with both countries are large and steadily increasing. In 1900 the British imports of wheat from Argentina amounted to eighteen millions of bushels and her total trade with that country exceeded \$65,000,000. Britain's trade with Chili is almost half as valuable, but in both countries there are large investments of British capital, and a considerable British population, no fewer than sixty thousand, or about one-twelfth of the population of the Argentine city of Buenos Ayres being English. It is natural also that Britain should be the arbitrator, for as long ago as 1886 she was made the referee upon questions of boundaries between the two countries, a question that has not yet been settled. It is further to be noted that the Chilean Republic is the

the Chilean territory comprising the narrow strip along the Pacific coast west of the Andes, and Argentina all the territory from the Andes to the Atlantic. The total area of Chili is thus less than 300,000 square miles, whereas the area of the Argentine exceeds eleven hundred thousand square miles. The Andes is the natural division between the two countries, but between latitude 41 degrees and 52 degrees south, the section in which the boundary has never been marked, Chili has been of late building roads that would be of great value to her in the event of war. Perhaps this is the reason that Chili has not been eager to have the boundary specified, for possession of these roads would give her a great claim to the country and it is no secret that it is the ambition of Chili to dominate South American affairs generally.

If the two countries should come to blows the struggle would prove a very interesting one, for they must be considered fairly well matched in spite of the difference in population. While the population of Chili but slightly exceeds three millions, she has a very effective regular army of 9,000 men, and a national guard of 22,000. Argentina, with her more scattered population of nearly five millions of people, maintains a regular army also of but 9,000, and a national guard of only 47,000. Argentina has a much greater foreign population, comprising nearly a million, while the foreign population of Chili is less than one hundred thousand. None of the Argentine cities except Buenos Ayres exceed 100,000 population, while Chili has the prosperous cities of Santiago with 320,000, Valparaiso with 145,000 and many smaller cities. The relative populations of the two countries are much the same as were those of Chili and Peru during the war in which the latter was obliged to acknowledge severe defeat by the less populous Chili.

If war should occur, however, it must be largely a naval conflict. Neither country has very extensive fleets, but both are efficiently manned. At the naval parade of all nations in New York harbor in 1893 both fleets sent representative ships and made a highly creditable appearance, while in the land parade of men from the fleets, the companies of Chileans were particularly admired for drill and discipline. It is interesting like their athletic appearance and excellent wise that a good many of the ships of both navies were built by the same concern at Elswick-on-Tyne. The nominal strength of the respective navies is stated as follows:
Argentina—Battleships, 5; armored cruisers, 4; protected cruisers, 3; gunboats, 9; destroyers, 4; torpedo boats, 12. Chili—Battleships, 2; armored cruisers, 2; protected cruisers, 8; gunboats, 1; destroyers, 15; torpedo boats, 4. Exactly what might be effective strength of each would remain to be seen when sources of augmentation were exhausted.

AN OBJECT LESSON.

When The Telegraph on Saturday last and yesterday called attention to the necessity for increased harbor facilities on the west side, we had no idea that an object lesson would be so soon shown of the inadequacy of the present dock accommodation for steamers engaged in the winter export trade. Our attention has been called to the fact that this week will see the west side berths filled, and at least one steamer unable to get a berth for loading. By Friday next the steamships Ionian, Manchester City, Concordia, Minerva, Usher and Loyalist will be in port, and after the Loyalist discharges her inward cargo at the I. C. R. pier, she will desire berth accommodation on the west side to take her outward freightage. Even if the S.S. Usher has finished loading and has cleared, there will no chance for the Loyalist to berth on the west side, as every berth will be full. There are five berths, it is true, but the stern of the steamer on berth No. 2 projects out into the harbor, so that the steamer on berth No. 1 has to clear her by lapping over on to what is known as the C. P. R. berth. Thus there will not be sufficient room at the C. P. R. wharf to berth the Loyalist, and she will probably be compelled to wait for a berth until one of the other steamers has finished taking cargo.

This has led The Telegraph to the inquiry of what such delays, either on berthing or in lack of rapid facilities for loading, cost a steamer. We understand that at this period of the present year, the rental value of steamers is below the average. Even so, we have ascertained on what seems reliable authority that the rental value of a steamer of the Ionian, Numidian or Manchester City class is about 22 shillings per ton of carrying capacity per month. That means that for a steamer of 4,750 tons carrying capacity, the rental value is nearly \$1.00 per minute or \$60 an hour. So that for every hour's delay the steamer is losing \$60.

From this calculation, our readers can understand the absolute necessity of preventing such delays as are caused either by insufficient dock accommodation or improper and antiquated loading or warehousing facilities.
We believe the future of St. John is largely wrapped up in the development of our port, and it is, therefore, with none other than the single idea of the city's best interest that The Telegraph is prompted to urge upon the authorities the consideration of increasing the dock and warehouse facilities on the western side of the harbor. Such splendid faith has been shown by our people in the future of St. John as the winter port of Canada, and so successful have been their efforts, that this season's close will give substan-

tial evidence of a volume of business exceeding even the dreams of the enthusiasts, who, a few short years ago, by utilizing energy made possible the development of our port. The steadily increasing business of the port, at least in the winter months, makes it absolutely essential that new wharves and warehouses should be provided for next season's business.

NAVAL STRENGTH.

It is interesting to note by the United States naval register for 1902 that our neighboring nation has 225 war vessels available for service, that sixty are being built and that the republic was never stronger on the sea than at the present. When the vessels under construction are completed, Uncle Sam will have 18 battleships, 8 armored cruisers, 24 protected cruisers, 6 unprotected cruisers, 13 monitors, 71 gunboats and a number of torpedo boats and auxiliary craft of various descriptions.

It is also interesting to note, however, what has been the observation of the naval attaché at the American embassy in London in regard to the strength of the British navy. This gentleman is somewhat eminent, both socially and officially, and is not a man to talk for the sake of hearing himself. He is Commander Richardson Clover, U. S. N. Commander Clover was home in Washington recently and was interviewed, the result of a conversation with him being given by the correspondent of the New York Sun, which paper is not notably pro-British. Incidentally it may be remarked that the effective British navy, according to Whitaker's Almanac for 1902, comprises, built and building, 59 battleships, 17 coast-defense ships (which in some respects answer the purpose of the American monitors), 49 first-class cruisers, 62 second-class and 44 third-class cruisers, 34 first-class gunboats and 184 fighting craft of other descriptions.

What Commander Clover says about the British navy is lengthy, but here are a couple of the principal paragraphs of his remarks:

"The naval force that Great Britain is capable of exerting is equal today to that of any three continental powers and was never in a more efficient condition. The British service has been severely criticised, but much of this criticism as to its efficiency is due to a policy of the Naval League and the press to depreciate in the minds of the public England's strength, in order that large appropriations may be secured for expanding the navy and to continue the policy of maintaining it equal to that of the combined strength of any two world powers. The policy of England seems to be to improve the public with the weakness rather than the strength of the British service, with a view to securing additional ships through misapprehension in the public mind that the force is not keeping pace with its importance to the nation."

"England today is stronger than any two of the most powerful continental powers, and stronger than these with another power included. She has 80,000 men afloat, and although her naval reserve is not so strong and perhaps as well drilled as that of France, the real strength of her personnel is in the trained, disciplined men afloat, who are being constantly increased. Her Channel fleet is a magnificent aggregation of fighting force, constantly kept at sea and ready for any assignment. The ships are always in excellent condition, and reports of weakness and rottenness are without the slightest semblance of truth. These reports are circulated by the Naval League, an organization for the upbuilding of the British navy, with branches throughout the British Islands. In fact, the admiralty will often refuse to officially deny statements of reported defects in the British navy, and rather encourages a feeling of depreciation of its strength than magnifying it."

RUSSIA IN THE PERSIAN GULF.

The action of the Sheikh of Kowwet in refusing to permit the landing of a special mission from the Sultan of Turkey upon his territory, is attracting considerable attention in Europe. The Sultan claims suzerainty over the possession, and this action of the Sheikh is virtually a declaration of war. The town of Kowwet is situated on northwest corner of the Persian Gulf, and is the proposed terminus of the Bagdad railway. Some time ago it was pointed out that Britain had, for a lengthy period, control of the Kowwet territory, and that she had refused to allow Turkish troops to be landed upon any portion of it. The refusal of the Sheikh is supposed to have the support of Russia. The British government considers the possession of Kowwet of great importance in the maintenance of its control of the Persian Gulf. Russia is very deeply interested in the Gulf, as she is desirous of finding an outlet for the railways and highways which she controls in Persia. At present the Bear is having a little difficulty with the Sultan of Muscat, a town more southerly situated upon the Arabian coast of the Gulf. Muscat is well adapted to command the entrance to the Gulf, and has been for some time endeavoring to obtain a naval station on the Gulf, in order that she might establish a naval force and a commercial port. The establishment of a port on the Persian Gulf by Russia would be a serious menace and danger to India. Russia, by keeping a large naval force in the vicinity, could at any time threaten India, and with her railway communications through Persia quickly throw a large force of armed men within easy striking distance of the questions of the day, whether or no Britain will allow Russia to establish a port on the Persian Gulf. So long as Britain retains her present naval superiority there is not so much danger in Russia having a port in the Gulf, but under other conditions it would be a very questionable matter regarding the ultimate fate of British India. It

was suggested by a writer in the Spectator, some months ago, that Britain might permit Russia to establish a commercial port under certain guarantees, but owing to the duplicity of Russian diplomacy not much faith would be attached to any assurances which Russia might give.
The refusal of the Sheikh has renewed the interest in the antagonism of Britain and Russia in the Persian Gulf.

THE TORY PRESS AND UNANIMITY.

The Toronto Mail and Empire is desirous of assuring The Telegraph that there is perfect unanimity in the Tory party in Ontario. From the tone of our contemporary, Mr. Wm. F. Maclean, M. P., does not cut any great figure in the arena of politics in that province. It may all be very true, but when a poll was taken of the Tory candidates for provincial honors it was Mr. Maclean who received the plurality of votes for the leadership.
In the autumn of 1900, the Tory press assured the public that there was perfect unanimity in the party in Ontario, yet Sir Mackenzie Bowell went into the constituency of South Lanark and openly opposed Hon. John Haggart, the minister of railways in his own administration. This probably was one of the signs of the unanimity of the Tory party. Then there is the case of Mr. Marten, M. P. for the district of the local opposition. It has been currently reported that he is no longer in sympathy with the Tories of Ontario, as led by Mr. J. P. Whitney, M. P., and several times it has been stated in the press that the Conservatives intend nominating another candidate to oppose him in North Toronto. While great weight is not to be attached to the utterances of Mr. Wm. F. Maclean, M. P., still it is quite evident, even at this distance, that anything but harmony and discipline exists in the ranks of the Tory party in Ontario.

There is no doubt that several months ago it would not have been difficult to find Tory journals in this province which would have stated that the utmost unanimity existed in the Conservative party here. Still the experience of the past few weeks shows that it is at sixes and sevens.

The position of the Mail and Empire is quite clear. There are a number of by-elections at hand and the provincial elections are not very far distant. If the report went abroad that the Tory party was rent asunder by internal dissensions, it would mean disaster. Therefore, our Toronto contemporary is as much as possible belittling the evidences of weakness in the party and putting on a bold front. The result in West Huron would almost certainly have been the same had the party not been making great headway.

NOTE AND COMMENT

The United States Congress is at work again after its Christmas holidays.

The defeat of Mr. Wm. McLean, M. P., for the majority of Toronto is a great relief to the Tory leaders in Ontario.

Dr. William F. Whitney, bacteriologist to the Massachusetts General Hospital, says that, if cancer increases at the present rate, in 225 years no one will live to be more than 30 years old.

The new Y. M. C. A. building in New York is to have five floors devoted to sleeping rooms, restaurants and the usual equipments of a well-organized hotel, besides the usual halls, offices, gymnasium, etc.

Lord Rosslyn has evidently not yet discovered the laws of chance. Theoretical deductions do not count for much when backed against the bank at Monte Carlo. One to a million the theorist goes broke and not the bank.

Among the lessons taught by the first year of the new century is that of the Dark Secret. This is the name of a small dory in which a foolishly American mariner and his girl wife sailed from the United States bound for Europe and sailed into oblivion.

The Sun, on the question of ions and protoplasm, is in the position of the Irish washerwoman whom Daniel O'Connell routed with the blasting expression that she reminded him of a "quadrilateral parallelogram." The washerwoman didn't understand it, neither does the Sun; but our editorial brother shouldn't worry too much. It's his misfortune, not his fault.

Scientists now assert that Great Britain's supply of coal remaining to be mined will not more than last out the present century. Upon her coal, under existing conditions, depends in a very real measure much of England's greatness. No one can foresee the future, but it is not unnatural that English manufacturers should be already looking to science for the possibility of some practical substitute for the production of the latent power that lies in coal.

Eczema

How it reddens the skin, itches, oozes, dries and scales!
Some people call it itchy, with crust or salt rheum.
The suffering from it is sometimes intense; local applications are resorted to; they mitigate, but cannot cure.
It proceeds from humors inherited or acquired, and persists until these have been removed.

Hood's Sarsaparilla positively removes them, has radically and permanently cured the worst cases, and is without an equal for all cutaneous eruptions.
Hood's Pills are the best cathartics. Price 25 cents.

Great Premium Offer.

We reproduce, in miniature, half tones three handsome Artogravures of famous paintings. The Artogravures themselves are in natural colors on heavy plate paper, size 22 by 30 ins., and represent the highest art in reproduction of paintings which have attained a world wide celebrity. The pictures referred to are THE SISTINE MADONNA, THE HORSE FAIR and NIAGARA FALLS.



SISTINE MADONNA.



THE HORSE FAIR Artogravure is a revelation. The original painting, by Rosa Bonheur, created the sensation of the 19th century in art circles. The action and coloring is superb, and it is a picture that is ever new, for every time you look at it there is some new detail presented to the eye.



NIAGARA FALLS.

These are separate plates on heavy paper, each being 18x24 inches, and are very artistically gotten up with a border of roses.

OUR OFFER.

With every yearly subscription, paid in advance, to The Semi-Weekly Telegraph, we will give the subscriber his choice of either the Sistine Madonna, Horse Fair or Niagara Falls Artogravure in colors 22x30 inches, together with the splendid engravings of The Duke and Duchess of Cornwall and York, each 18x24 inches.
For \$1.00 we will send The Semi-Weekly Telegraph for one year and the three pictures. This applies to both old subscribers, whose subscription is paid up to date, and to new subscribers. Old subscribers taking advantage of this splendid offer will have their subscription marked one year in advance of the present expiry date, or if they are in arrears by paying their subscriptions to date and \$1.00 for another year's subscription.

Send in your subscriptions at once as the stock of pictures is limited and this offer cannot be held open indefinitely. Cut out the coupon hereon and send it with necessary amount to

The Telegraph Publishing Company,
ST. JOHN, N. B.

The cash must accompany your order. The Semi-Weekly Telegraph for one year costs you only \$1.00. You get the three pictures absolutely free.

(CUT THIS OUT AND RETURN WITH REMITTANCE.)
Telegraph Publishing Co., St. John, N. B.
Gentlemen: Enclosed herewith please find \$_____ to pay for my subscription to Semi-Weekly Telegraph from _____ as per your picture offer. I desire the _____ and The Duke and Duchess of York pictures as a premium.
Name _____
Address _____