

THE SEMI-WEEKLY TELEGRAPH

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Semi-Weekly Telegraph

ST. JOHN, N. B., NOVEMBER 20, 1907

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!

"The Thistle, Shamrock, Rose and the Maple Leaf forever."

CAPITAL PUNISHMENT

When people are thinking of a murder or an execution as an event of the hour they are perhaps not in the attitude of mind best fitted for the consideration of capital punishment; but the rule is that the subject is more generally discussed at some such time, when the public is stirred by horror over a brutal crime, or by pity for a murderer who is to be executed for a deed already grown old. Under our accepted penal system there is no excuse for intervention by the Crown to save a condemned man from death, unless it be shown that he is irresponsible mentally, or that there was some defect in the trial through which he was deprived of some of the rights which he was entitled. All this is aside from the broad question whether or not society does right to punish murder by death, or whether the death penalty prevents others from doing murder.

The tendency of our age is toward greater mercy, and, aside altogether from mercy, toward a much closer examination of the effect of capital punishment as compared with other ways of protecting society. Cocksure opinions for or against the death penalty are alike commonly supported by arguments which are far from convincing. It is a common fallacy to cite communities or states which have abolished the death penalty and which have recorded fewer, or it may be, more, murders. We have no means of knowing what the record in such communities would have been had the death penalty been retained. Fear of execution probably deters many men from the greatest of offences. But, probably also, most men who commit deliberate murder convince themselves that they are cunning enough to escape detection or conviction. The established fact is that comparatively few murderers are really deterred in protecting themselves against the law; but each in his turn believes his case will be exceptional, and commonly he is disappointed. The more common killings due to anger or to sudden impulse are usually the work of men upon whom the distinction between capital punishment and life imprisonment would exert little influence. In some states where the law provides for the execution of murderers the custom of communities is general. It would be better to be honest about it, and change the law. Where hanging is the accepted penalty it is wise to carry out the sentence.

During the last few years people in the Maritime Provinces have had to deal with an unusual number of capital cases. They cannot have failed to notice causes for criticism in the carrying out of the law. For example, to find the hangman commenting upon the nature of the evidence on which the prisoner was convicted, and taking the public into his confidence in reference to his own emotions. All this is improper and undignified. The government should see to it that what is to be done is done decently and in order.

THE I. C. R. AND PUBLIC OWNERSHIP

The recently issued report on the operation of the Intercolonial provides ammunition for opponents of public ownership of railroads. There is an old and rough saying that while figures will not lie, liars will figure. The truth of the saying is well illustrated by the use made of Deputy Minister Butler's figures by newspapers which desire to show the government is making a great record, and by those who desire to prove that these same figures that public ownership is an unsound policy and a dangerous one. The Boston Herald seizes upon the I. C. R. as a horrible example with which to sober Americans who lean toward public ownership. It says in part: "Advocates of government ownership of railways will do well to look to Canada for further illustrations of the manner in which their pet theories are contradicted by facts. The Intercolonial

railway is owned and operated by the government." After quoting Mr. Butler's figures for the I. C. R. and the P. E. I. and road, the Herald continues: "It is believed that private enterprise might make both roads profitable; it is known that government ownership does not, and is feared that it never can. Persons who believe that the Intercolonial system ought to be extended to the Pacific coast are being asked why the taxpayers should be burdened with the expense of such a project. No satisfactory answer is produced."

All these statements distinctly beg the question. Advocates of public ownership will not be affected by the Herald's argument unless they accept the Intercolonial as a model of government ownership—which most assuredly it is not. Mr. Blair explained again and again that if he applied the C. P. R. rates to the Intercolonial he could in any year produce a large surplus; but he did not consider that surplus, over and above all expenditures; but he did not consider that course expedient.

The road has produced many bookkeeping surpluses, in spite of politics. Released from politics and all that it implies, given progressive and economical management such as the company roads have, and given also independent access to the traffic producing West so that it would have the requisite through business, the Intercolonial would pay, would give the country a service of immense value, and would fully justify public ownership. Today we question public opinion in Eastern Canada particularly, favors the retention of the Intercolonial as a public property; but the public generally is fully aware that political control is a menace to satisfactory operation. It is a matter for wonder that the road gives as good service as it does, considering the handicaps with which it has to contend.

There is before the country today a clear-cut proposal to give the Intercolonial the fair chance it never yet had. Mr. Borden proposes a non-partisan commission to run the railway as a business enterprise. He believes this method would remove favoritism and eliminate waste and the retention of pensioners. It would mean that employees of the system, of all grades, would have to justify their existence. Most of them, fortunately, could do so. Supplies for the road would be bought without the intervention of middlemen. Business would be the word all along the line. The road would be a business.

Opponents of this policy say there is no likelihood that a non-partisan commission could be selected. Ontario provides an example to disprove this contention. And those who are afraid to put the matter to the test really prefer the present system of partisan control. They do not want to have the road taken out of politics. They are indifferent about extending it westward. They regard it as a political lever too powerful to be lost. But in the opposition policy there is a challenge with respect to the Intercolonial which the government must meet. Public sentiment is more and more strongly in favor of a non-partisan commission. In the end that policy would mean that the government line would be extended across the continent.

MORE ABOUT PULPWOOD

The Ottawa Free Press (Lib.) says that "every patriotic argument favors the imposition of an export duty," and adds: "We hope that Canada's answer to Mr. Roosevelt's recommendation may be the imposition of an export duty upon pulpwood. It would give work to thousands more men in Quebec especially; it would ensure a steady home market to the farmer who has pulpwood for sale, and it would compel the United States to recognize that Canada is not prepared for all time to be merely a supplier of raw material."

Like the Toronto Globe, another government supporter, the Free Press is convinced that the Laurier administration should inaugurate a policy which will cause our pulpwood to be manufactured here instead of in the United States. The change would give us five dollars for every one we get by exporting the wood. The Free Press quotes an official estimate that our present export of pulpwood to the United States is about 1,000,000 cords per year, worth in the neighborhood of \$3,500,000. "This amount," the Free Press says, "would be doubled at least if the duty were removed by the United States. Does it not look, therefore, as if this were an industry which should be essentially Canadian? Why should we export this raw material across the border when we can manufacture it here and give employment to our own people? An official estimate states that one million cords of pulpwood represents \$20,000,000 worth of manufactured ground wood, pulp or sulphite and about \$25,000,000 when made into news paper. If these figures are reliable—and they are no reason for doubting their truth—then a very good argument is set up for Canada preventing the exportation of pulpwood in any form. Such a step might, of course, injuriously affect some sections of the country, but it would only be a temporary embarrassment. If the government were to announce that at a certain date in the future an export duty would be imposed upon pulpwood the inevitable result must be the establishment of new manufacturing plants in this country or of the removal of the plants of the United States companies."

After quoting the more common arguments against the prohibition of the export of pulpwood, the Free Press says of the Americans: "They must have our pulp. If they cannot get it for manufacture within their own country they are certain to come to Canada to get it, even if that involves the transfer of their plants to this country. The Province of Ontario prohibits the exportation of all logs over which the government has any control and this has not only not led to any retaliation by the United States, but has led to the establishment of pulp

mill industries in Ontario that were formerly located in Michigan and Wisconsin. The United States could not afford to have the prohibition of the exportation of pulpwood take effect because they have not enough wood and their industries would consequently die out in a few years, and they would have very expensive wood during those few years."

The Free Press is, perhaps, a somewhat extreme advocate of prohibition in that it is improbable that the industry would be transferred to Canada quite as quickly as it suggests. But in the main its arguments have much force. As it is supposed to know what the government is doing its article may be interpreted as meaning that this question will be the subject of legislation during the coming season.

NO TIME FOR PESSIMISTS

The solid foundations for good times in Canada are all still in evidence. There was need, perhaps, for some slowing down of the pace in some directions, but there is no good reason why timidity should be allowed to cause prolonged hesitation in the business world. The Toronto News, desiring to show that the pessimists have been overdoing it, has been printing a series of articles under the caption "Reasons to Cheer Up." In a recent issue this sensible subject is treated as follows:

"According to the present outlook the revenue derived by Canada from this season's grain exports will much exceed the returns from the same source last autumn. In this spite of the smaller wheat harvest, and because of the higher prices ruling for grain! It should likewise be said that although some merchants are stocking up with goods less freely than usual, it is noteworthy that dry goods dealers have met their November paper well. These are cheerful features of the existing situation, which tend to minimize any possible temporary commercial setback."

"As for the more general future outlook, we have merely to recall the fact of Canada's enormous natural resources, only the fringe of which has as yet been touched—her millions of acres of tillable soil, her limitless timber areas, her widespread eastern and western coal fields, her numberless water powers, her fisheries in inland waters, and on the Atlantic and Pacific coasts. No temporary lull in the financial world can prevent the realization of a brilliant industrial and commercial future for this country."

Industrial growth is greater than ever. The country is receiving more immigrants than ever before in its history. The new areas opened up by the railroads, together with new railroad construction itself, are guarantees of activity and progress. If there had not been a panic in the United States due to undue inflation Canadians would have regarded their own country as upon the crest of the wave. Expansion has been checked temporarily by distrust, but only temporarily. The momentary pinch will not disclose in Canada the conditions uncovered in New York, and for that reason we may expect affairs to resume their normal condition more quickly in the Dominion than across the line. Even in the United States, while legitimate business has been made to suffer by the folly of gamblers, the resources of the country have not been affected, and the tremendous volume of production will not be checked for long. The panic has exposed and removed many sources of weakness. The continent is not going to weaken and run this year or next, and our fair section of it has many reasons for congratulation. The cost of living may be reduced somewhat as a result of the flurry, and if so the great majority will welcome the change. The Toronto News will welcome the press and the public for cheering up. The pessimists are looking at Ottawa when the coast is gained. The Colonies has no fear of the future. The country is all right."

A PUBLIC QUESTION

The Toronto World has an Ottawa dispatch to the effect that Sir Frederick Borden will not be seen in the House of Commons again. The World has no fear of anything unkind of any one, so it will only add that, unless he is greatly maligned, no-one of Sir Frederick's political life would be less than leaving it.—Victoria Colonist.

Sir Frederick apparently is taking steps which he hopes will prove to the public that he has been greatly maligned. That is to say, he is suing an English publication which reprinted some gossip circulated in Canada by a sensational Western journal. What steps he will take in Canada remains to be seen. It is expected that he will take the case to the courts, and that he will make it clear that while following Mr. Emmerson's example in bringing suit he does not intend to follow it by resigning pending indication and in order that the Premier may not be embarrassed by his presence. It may be that he will have a statement to make in Parliament, or that he will be invited to make one, and once the process of vindication is begun there is no telling how or where it will end. Sir Wilfrid will be satisfied with the simple assurance of his colleague that there is absolutely no cause for uneasiness. Similar assurances in other cases, however, have not been followed by such results as will incline the House to a too easy acceptance of that policy. Sir Frederick must not be judged by results in other cases, though that in his own case will be awaited with all the more interest, perhaps, on account of the fate which has befallen other members of the government.

CANADIAN BEGGARS

From London there comes again a complaint about Canadians making appeal to the people of the United Kingdom in behalf of missions in Canada. Objection is raised to this practice on several grounds, all of them worthy of attention. Canada is asked why she does not pay for her own good works if she has faith in them. She is told that crime and poverty and ignorance and misery are fearfully prevalent in England and Scotland, and it is pointed out with force that the first duty of people there who have money to give is to relieve the distress seen at their own doors. By some it is contended that the

money subscribed in England for Canadian charities comes from people who can well afford it, and that so long as it is devoted to good causes it is well to ask for it and to take it. This, however, in no way alters the fact that while the funds are crossing the ocean people in London's slums are dying for lack of attention.

Canada is blantly told that we have less need for charity and more ability to meet its demands than have the people of the United Kingdom, and in a general sense the statement is sound. Again, the Dominion is advertised there as a Canaan for immigrants, a land of boundless resources, where the wicked cease from troubling; and at the same time well-meaning missionaries are appealing from funds to save inhabitants of this happy country from starvation and spiritual darkness. The two stories do not agree. All in all there is much to be said for the London view that we should minister to our own needy folk, and that we should not lessen the force of our immigration advertising campaign by painting the horror and the desolation of life as it is found on our outer marches. Unquestionably there are many critics of foreign missions who have no right to criticize because they do not live up to the opinion they advance against employing Canadian money and effort to convert the heathen. They give no aid to missions at home or abroad. They merely complain. Yet some very honest men in these days believe it well to worry less about the heathen at the ends of the earth and more about the heathen to be found in Canada, in its every city and town and parish. Meantime, we should be able to get along without begging money in London for expenditure in charity in the Dominion.

A MATTER OF BUSINESS

As in former years there is confusion in regard to the harbor facilities just as the winter port season is opening. Dozens of excuses for the delay in wharf building and dredging will be put forward, but no one of them amounts to more than an attempt to shift responsibility. The first steamers will be due in a few days, and it now seems quite probable that makeshift methods will have to be resorted to if even the old berths are to be ready.

Citizens are now disgusted with the clamor of aldermen, contractors and officials responsible for conditions on the West Side. The one truth that rises above the noise they make is that among them they have failed to put through satisfactorily a simple work for which money in plenty was provided and which there was plenty of time to do. Originally the Clark & Adams wharf was to be ready for this season's business. At the time the expenditure was voted that was very commonly understood. Later on the people were told that no one had ever thought of finishing it before next spring. The aldermen, perhaps, can tell when it will be ready for use.

Early last spring the Council, then not far removed from its ante-election position, was urged to appoint a committee to deal with terminal facilities and kindred questions, and take that important part of the Council's business out of the hands of the Board of Works. Largely because the Mayor favored this idea several of the aldermen opposed it, and it died of neglect. Later on the director of public works was eliminated. Many causes contributed to his removal, but among them was the desire of a few aldermen to have their own way in regard to West Side matters. They are having it. At present the Council has authorized no one in particular to give orders to officials having to do with the harbor work, which means that these officials take orders from the particular aldermen who impress them most with the desirability of obedience. We are told, of course, that competent men for the office of director of public works are not available. This assertion is scarcely convincing in the absence of evidence that any very spirited endeavor to find a director has been made and the knowledge that by some aldermen no director is wanted.

It is suggested by some that since the government is responsible for the dredging the Council has no control over that work and so cannot compel the dredging and wharf building contractors to work in harmony. It is a fact, however, that the city would be heard if it made any reasonable representations about the dredging. If the dredging contractors prefer to dig where the work is easy, rather than where the digging is most needed from time to time, the fact could be made clear with great difficulty by any aldermen of sufficient independence to take the matter up. So far as the Council's connection with the West Side work goes it was today a very unpleasant corner. The situation will materially increase sentiment in favor of a harbor commission, or any plan which would remove the winter port business from the control of the gentlemen who have so long and so consistently made a mess of it.

THE KAISER AND THE FUTURE

Doubtless those who give the Kaiser full credit for keeping Germany's sword in the scabbard for twenty years remember that he has been in the habit of dropping his hand to the hilt, rattling the steel in its case, and presenting so awfully a face to his neighbors at intervals as to give the world scant excuse for regarding him as the dove of Europe. His peace speech in London has been well received, though, having crossed the water to sit at his uncle's table, he could scarcely have said less. To him uttered a bellicose sentiment on such an occasion must have stamped him as mad indeed. The fact that he has made the visit must count for something. Generally it will be thought to add to Britain's prestige rather than to have settled anything for the future. Germany will soon feel that room for expansion which Japan felt on the eve of her struggle with Russia. Japan has room now for her overflow population. Where is Germany to find that room and the guarantee of friendly markets for her tremendous industrial output? These questions are asked by a reviewer who reads

the Kaiser's London speech in the light of the fact that Germany soon will have a population of 80,000,000 souls.

Instead of 45,000,000, as in 1880," he writes, "the aggregate is now nearly 90,000,000. While this is the natural outcome of industrial prosperity it also constitutes a serious problem. In fact, the point upon which German political thinkers are now concentrating their attention is that in 1925 the empire will contain some 80,000,000 inhabitants, whereas its natural resources will not suffice to feed more than half that number. Some means must therefore be found to pay for the foreign foodstuffs which are being imported in constantly increasing quantities. The difficulty is further enhanced by the fact that Germany is not rich in raw materials, and it consequently becomes all important for the German nation to find stable markets for its manufactures. Industry has increased the population, and industry must therefore find the means to feed it; and this can only be done if Germany becomes a world-power and partakes in colonial enterprises."

Of the grave problems raised by these conditions at home, the writer says: "Obviously these considerations must be given due weight in judging of the value of the pacific declarations of the Emperor William. More than this, the first step which Germany makes towards territorial expansion must disturb the peace of one continent, if not of two. The Teuton need not be much of a Jingo to exhibit some impatience over the fact that the greatest river in Germany, which represents more than a third of the internal navigation of the empire, and which supplies most of her industrial districts, has for ports two foreign towns. In order that the Rhine may have German towns as outlets, there is but one solution: the annexation of Holland crowned by that of Antwerp. Were Holland to be incorporated with the German Empire there would be gained a long stretch of free coast, an arsenal for the fleet in case of war, and the possession of the Dutch Indies, with their huge area, their diversified products and their population of 38,000,000 inhabitants. But there are two great nations which cannot allow Germany to absorb Holland and Belgium, and these are England and France, while there is one which must veto the incorporation of the Dutch West Indies with the German Empire, and that is the United States. In short, the entrance between France and England has for its political reason resistance to the declared or assumed views and ambitions of the Emperor William, while the slightest regard for the Monroe Doctrine must compel the United States to resist with all the force at its command the establishment of a German naval arsenal in the Caribbean Sea."

NOTE AND COMMENT

St. John has had water from Little River for some days. It now realizes the superiority of the Loch Lomond brand. The difference is very marked.

How far Mr. Roosevelt is responsible for "tight money" in the United States today is a question which American journals are giving an unusual amount of attention. A story is going the rounds as to how one prominent man formed a positive opinion on the subject. During the three more New York banking houses had closed their doors, "I said at the White House," he observed, "that the president turned on the gas. Now I believe he has blown out the gas."

REV. DONALD MORRISON

OF CARLETON DEAD

Retired Clergyman, Who Had Also Been Active in Educational Work.

The many friends of Rev. Donald Morrison will hear with regret of his death, which took place at his home, St. George's, west of St. John, Saturday morning, Nov. 17. Rev. Morrison, who had reached the advanced age of 90, still retained every faculty and took an active interest in all the educational and political questions of the day. He was born at Basswood Ridge, Charlotte county (N. B.). He had been inspector of the New Brunswick schools and also superintendent of the Portland schools. For three years previous to the passage of the school law he had advocated and helped to frame it. After this he entered the ministry and was instrumental in founding and building several churches. He retired from active work at the age of 70.

Rev. Mr. Morrison was a member and one of the first elders of St. Stephen's church. He is survived by his wife, four sons, three daughters and seven grandchildren. Dr. Edmund Morrison, of New Brunswick (N. J.), Dr. John B. Morrison, of Newark (N. J.), Dr. Wm. McL. Morrison, of Tantallon (Assa), Fred Morrison, superintendent of state prisons at New Life, Jersey City; Mrs. J. M. Walker, of Aberdeen (Wash.); Miss Mabel Morrison, superintendent of Robinson Hospital, Toledo, Ohio, and Miss Belle Morrison at home. The late Dr. J. H. Morrison, of this city, was his son.

North Shore Steamer Ashore.

Newcastle, N. B., Nov. 12.—Yesterday John Russell & Co.'s side wheel steamer Rustler, laden with a cargo of flour and feed and five or six tons of other freight for Daniel Sullivan, Red Bank, went around Cape Sable. When she floated she was stopped by ice and put back for Newcastle. Just above Northwest Bridge the freighter reported the vessel being under the guns of the rustler. Captain Sargantson then ran the vessel ashore. Only the bow is now out of the water. Most of the cargo loaded away and is being picked up today. The vessel is one hundred tons, and is uninsured except against fire.

Mrs. Bradley's Defence for Killing Senator Brown Will Be Insanity

MRS. ANNA M. BRADLEY



MRS. ANNA M. BRADLEY

Washington, Nov. 15.—That the defence of Mrs. Anna M. Bradley, on trial in the criminal court No. 1, on the charge of murdering former United States Senator Brown, would be insanity was made evident beyond question by the preliminary statement made to the court today by her attorney, Mr. Hoover.

The prosecution consumed the entire forenoon concluding the examination of its witnesses in chief to prove the facts of the killing, and when rested the case, Mr. Hoover followed with his preliminary outline of the case for the defence.

He detailed the principal events of Mrs. Bradley's life and entered minutely into the circumstances of her intimacy with Mr. Brown, saying that it would be proved that she was completely under his domination and forecasting testimony which would be adduced to show that she was mentally irresponsible when she fired the fatal shot. He also said that it would be shown that Mr. Brown had presented her with the pistol with which she killed him, and that she should use it upon his wife if she gave her trouble. According to Mr. Hoover's statement it will also be shown that there is a taint of insanity in Mrs. Bradley's family.

The testimony presented today by the prosecution was all intended to show premeditation on the part of Mrs. Bradley in killing Senator Brown. It was stated that she had told members of the police force in this city immediately after her arrest that she had not acted upon any sudden impulse, and one witness from Salt Lake City was introduced to testify to the circumstance that she had told him some six months before the tragedy that she intended to kill Mr. Brown if he did not legitimize her children by marrying her. Another witness from that city told of two efforts by Mrs. Bradley to invade Mr. Brown's house supposedly with hostile intent. Mrs. Brown, the son of the deceased senator, was on the stand for a few minutes during the day.

The court adjourned at 2 o'clock until next Monday. It is understood that when the trial is resumed the state will stubbornly antagonize Mrs. Bradley's plea of insanity and that much rebutting testimony will be introduced.

PREDICTS ONLY HALF LUMBER OUTPUT THIS SEASON

NEW BRUNSWICK'S HIGHEST WATERFALL

The Claim for Fall Brook Near Boies-town on the Miramichi.

The following note on the height of the waterfall on Fall Brook, Miramichi, was read before a recent meeting of the Natural History Society. It is by Prof. W. F. Ganong and reads:

It is commonly believed by those having interest in such matters that the waterfall on Fall Brook, Miramichi, is the highest in New Brunswick. But the evidence is conflicting. Sir James Alexander, who was the first to mention it, estimated its height as sixty to seventy feet (L'Ancadie, 1849, II, 225), and his opinion is of value because he was a surveyor. I have been told by one of the Miramichi lumbermen, repeating no doubt a statement current among them, that it is ninety feet high. The Geological Survey map gives it as 120 feet.

All of these figures are obviously estimations, and apparently no measurement has yet been made. In September last I made an attempt to measure it with precision. I was prepared with two methods. By the first I sought to find the height directly by lowering a weighted line from the brink above to the pool below, but it ended in failure and disaster to the apparatus.

By the second I applied triangulation to the problem. I measured a base line on the level of the pool, and from each end of this I measured a line of sight to the top of the fall. The result was that the height of the fall was found to be 100 feet.

Since, however, Hay's Falls below Woodstock is probably more than eighty feet, it is necessary to include the part of the Miramichi Fall not visible from below in order to make it the highest in the province.

Its height is, however, not the only recommendation of this fall to our attention, for it is remarkably beautiful as well, especially when seen at high water. It is not truly vertical, but runs in a symmetrical sheet down the very steep face of a granite cliff against the ledge of which it is dashed to the finest veil of fleecy lace, while all the surroundings are strikingly wild and fine. It is about fifteen miles above Boies-town, but very easily accessible from the Miramichi by a path less than a quarter of a mile in length.

Trifles Light as Air.

"A pleasant walk," said Herr Sausenheimer, after a strenuous climb to the top of the mountain, wiping the perspiration from his brow, "my wife couldn't speak a word all the way up."—Fliegende Blaetter.

Paper Mill Strikers Lose.

Bangor, Nov. 17.—President Jones, of the Katabidin Pulp & Paper Company, whose mill at Lincoln was closed Oct. 29 on account of anticipated demands by the men for a three shift system and advance of wages, announced tonight that the men have applied for reinstatement under the old conditions, and that the mill will be started Monday morning, resuming with all but about a dozen of the crew of 175.

Scalp-hunter Headed Off.

Just at a time when Uncle Sam was feeling most in need of help in putting down the rebellious Utes, the officials Chicago police thrust themselves forward and put a stop to the career of a thirteen-year-old boy from Wilmette who was on his way west for the purpose of killing off the Indians himself.—Chicago Tribune.

"Yes," admitted a heartless legislator, "I accompanied the deputation as desired, and found the conditions existing in the slums deplorable—simply deplorable."

"The are, my dear sir," said the expectant missionary, "and what do you—er—propose to do about these deplorable conditions?"

"Deplore them, my friend—deplore them!" was the calm rejoinder.—Judy.

"Mistaken walk," said Herr Sausenheimer, after a strenuous climb to the top of the mountain, wiping the perspiration from his brow, "my wife couldn't speak a word all the way up."—Fliegende Blaetter.

"When de money am locked up it gits tight, an' when de money is tight he am locked up."—Chicago Tribune.

After a careful and impartial consideration of all the evidence bearing on the subject the Investigating Committee reports that notwithstanding their long life and apparent respectability the following are undoubtedly nature fakes:

The bull in the china shop.

The wolf at the door.

The fly in the ointment.

The dog in the manger.

The flea in the bonnet.

The rat that was smelted.

The chorugit's lobster.

Pigs in clover.

Horse and horse.

Time flies.

The Welch rabbit.

The man on a ark.—Indianapolis News.

"No," Maude dear, watered stock shouldn't affect the price of milk."—Philadelphia Record.