

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., APRIL 19, 1902.

**THE SEMI-WEEKLY TELEGRAPH**  
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**RULES FOR CORRESPONDENCE.**  
Be brief.  
Write plainly and take special pains with names.  
Write on one side of your paper only.  
Address your letters to the Editor of the Telegraph, St. John.  
This paper has this advantage: CIRCULATION IN THE MARITIME PROVINCES.

**AUTHORIZED AGENTS.**  
The following agents are authorized to canvass and collect for this paper:  
WM. SOMERVILLE,  
W. A. FERRIS.  
Subscribers are asked to pay their subscriptions to the agents when they call.

**Semi-Weekly Telegraph**  
ST. JOHN, N. B. APRIL 19, 1902.

**AS THE FARMERS GET OLD**

It is at this time of year, when the rigors of another winter are past, that the farmers, while preparing for another season of sowing are no doubt struck most forcibly with the fact that they are another year older, and the farmers' wives take heart of hope that every day of warming weather brings nearer the time when the boys and girls who have gone to the cities may come back again for a brief delightful vacation. The old folks are then ever thinking, "these old folks," as to what drove their boys and girls to the cities? Do they ever think otherwise than that it is right and natural that the boys should go? Do they ever wish that it were possible to keep most of their lads and lassies within easy reach to make them feel more comfortable and contented in their old age? If anyone would show them that it was their own fault the boys and girls have left them, would the old folks believe it?

We believe it is an unfortunate fact that the majority of boys and girls who have left the farms have done so because they have been unfairly treated by their parents; because they have been unable, work as hard and faithfully as they might, to receive at home such wages as they were entitled to, and because in the majority of cases no inducement was held out for them to remain. What farmer in this country ever encouraged his boy or girl to take pride in the old home and stay upon it, by giving a regular weekly or monthly wage without any questions asked in regard to its expenditure, or by taking the children prospectively into partnership, showing them the plans and prospects for profit of the farm and offering them a percentage of the year's net earnings, thus inspiring them to take a pride in the business and a strengthening of the resolution that "there's no place like home"? What farmer of experience does not believe that he would have been far better off today if he had encouraged his boys and girls to spend their strength and enterprise at home instead of practically driving them away?

The matter is as much a live one now as it was the day the first boy left the farm. It cannot be denied that there is room for an impenetrable multitude more of farmers even in New Brunswick, and while foreigners come and settle and prosper here, it must be going to the old natives whose young folks have gone away to realize that those young folks might have been doing just as well at home as the immigrants. It is probably a matter which might be prominently discussed with advantage by the farmers' institutes, but it is doubtless a matter of which the farmers themselves in their own family councils can best see the true inwardness.

**THE BRITISH BREAD TAX**

There seems to be no reason to inter that the decision of the British parliament for a temporary duty of three pence per hundredweight on grain and five pence on flour and meal means, as our local Tory contemporaries state, that "the policy of protection has again been adopted by Great Britain and the prospects are that it has come to stay."

If a protective policy means anything it surely implies that by its protection it is afforded to some industry which can be encouraged by discrimination against foreign competition. In view of the fact therefore that Great Britain is compelled under any circumstances to import the foreign bulk of her breadstuffs, the duty decided upon can in no sense be called protection, except in raising the price of home-grown corn for the limited number of English farmers. The tax is in fact almost in the same category as the old

Canadian tax upon tea, which the Canadian protectionists admitted could not in any respect be regarded as protection, any more than could an import duty upon timber and lumber. The tax upon tea was a tariff for revenue only, in the same sense, while a tax upon lumber would prove non-productive in Canada because of our abundant native supply. In searching for an article of taxation which would bear equally upon all the people and therefore accomplish a revenue-raising result with the least possible weight upon any class, it was consequently most natural that the British government should have selected the article of grain. How can it be regarded as in any sense a protective measure when by the imposition of the duty the British industry is inevitably and directly handicapped to the extent of \$13,000,000!

That the local Tory organ is not in line with the newspapers of its own faith in this matter is evidenced by the Montreal Gazette's remark that the tax "is, like the duty of a half-penny a pound on sugar, the purpose being to secure for the treasury in the most certain way the sum of money needed to conclude the war."

The other aspect of the matter, and one which most interests Canadians, is the possibility of securing from it a measure of trade preference for the colonies. The despatches state that the British government has already been approached upon this point and in regard to it the Toronto Globe takes this view:  
Sir William Harcourt, the great financial authority of the Liberal party, declared that the taxation of food was incompatible with the free trade system. It is said also that the Liberal party has at last found an issue on which all the factions can unite. That is to say, they hope to be able to make their party the free trade party, and to put the Conservative party in the position of advocates of protection. One section of the Conservative party, at least, is not unwilling to accept this position. It is said that Mr. Chamberlain's desire is to come before the colonial conference at the coronation with a tariff which will form a leverage for negotiations. The duty now apparently covers colonial as well as foreign grain; and he will be able to tell the representatives of the colonies that he will admit colonial grain free only upon a certain condition. Judging by his public utterances, this condition will be the free admission of British manufactured products into the colonies. If this is the case, we are face to face with an issue of very great importance.

The comment of the Montreal Star (Cons.) is this:  
The imperial budget has been framed upon a war basis, and there are excellent prospects of its success. By the time the colonial conference meets in London the British government may be in a position to sacrifice part of the revenue arising from the corn and flour duties by the admission of colonial corn and flour free.

The Montreal Herald, after an extensive review of the situation, says:  
It is quite certain that a section of the Canadian press will now demand that Canadian and Australian grain should be excluded from this levy. It is probable that some supporters of the Salisbury government will do the same. But let us not go too fast. It is not the position had enough in Great Britain when she is thus driven, against her will, to reimpose taxation on the staple article of food, without our insisting that it shall be made worse by having Great Britain incur the ill-will of Russia and the United States? If Great Britain, after balancing her interests, feels disposed to do this, well and good. In that case, the people of Great Britain and the people of Canada will be as happy together as they were when, in 1871, Canada enacted the preferential tariff. But to insist upon the concession as a right, to be angry if Great Britain cannot see her way to give it, would not that give rise to a divergence of thought and aim which it ought to be the purpose of every British subject to avoid?

**REQUIREMENTS OF PILOTS.**

There having been of late various complaints in regard to the pilotage service at Canadian ports, it may be of interest to review in some degree the requirements of pilots upon examination here and elsewhere. It appears from enquiry that our pilots before being granted a license are required to have made two full voyages across the Atlantic in a sailing vessel, to serve five years on a local pilot boat and to obtain such knowledge of local charts and their ability to handle and manoeuvre a vessel as may satisfy the examining board. It does not appear that they are required to have made a voyage on a steamer.

The method of getting a license as a Sandy Hook bar pilot, by contrast, seems to be more strict. To attain a license there a man who is already an able seaman must ship as a hand on a pilot boat. If he is smart and remains in the service, he will probably be selected when an apprentice is wanted. After becoming an apprentice he may in two years become a boat-keeper, which is practically captain of the boat in the absence of pilots, and at the end of five years from becoming apprentice, he may be made a pilot if capable. He is examined as to education, eyesight, hearing and color-blindness, before becoming an apprentice, and for the last three of these is again examined at each upward step and at each yearly renewal of his license after he becomes a pilot. He must be a citizen of the United States and at least one half of the force must be native born Americans. Should he prove to be a drunkard before being licensed, he will not receive a license; should he develop so after being licensed and fail to reform after due warning, he will be dismissed.

These are the regulations which have resulted in the Sandy Hook pilots becoming the best of any of any port. The pilots are directly under the control of a state board of five commissioners, three of whom are elected by the

New York Chamber of Commerce and two by the Board of Underwriters, holding office for two years each, with a permanent secretary. There does not appear to be any absolute requirement of previous steamer service by the Sandy Hook pilots, but inasmuch as their principal boat is itself a steamer of no mean ability, that requirement is in a measure obviated. The system of state pilotage regulations prevails in the United States, but American licenses for pilots of steam vessels are granted by the federal authorities.

**WHAT ABOUT THE PEOPLE?**

The newspaper discussion of the proposed Railway Commission to regulate traffic tolls on Canadian railways, and even yet editing for the most part, and seems rather to have disclosed the extent to which the power of the railway corporations has been developed along the line of perverting the newspapers from the service of public interests. The criticism of the Railway Commission so far as we have observed it has been from the standpoint of interference with the great railway interests rather than from any fear of harmful results to the rights of any mind. The great railway interests are not the only interests in Canada. Nay more, these are not the greatest interests. In so far as these do not interfere with public rights they should be conserved and protected, but we trust it is no empty phrase devoid of serious meaning to say that the people are the masters, not the railway corporations.

The objection that The Telegraph sees in the present system of railway regulation and disputes to the railway committee is that the railway interests are paramount when it comes to lobbying a bill through parliament. Any observer who has watched either the Grand Trunk or Canadian Pacific Railway lobbying a bill has been impressed with two thoughts. He has been filled with admiration for the clever handling of the people's champions by the paid lobbyists of the corporation and with dismay for the utter disregard exhibited for popular rights or opinions.

The corporations are never at the disadvantage under which the people continually labor. The corporation always knows what it wants and is usually willing to use any means to an end or rather it knows nothing but results. The ordinary member of parliament has neither the knowledge nor the interest necessary to combat the clever selfishness of the corporation. It is easier and pleasanter to yield and in the end the railways have obtained about what they desired. And no one was so much to blame as was the system which gave the corporation so distinctly the advantage over the champions of public rights. So great has become the power of the railway.

We have no sympathy with the foolish popularism which would needlessly hamper or interfere with the legitimate business aspirations of the great Canadian railways. We have no more sympathy with the weakened patriotism that will abandon public rights at the soft bidding of private interests.

**PANTING.**

It is always the pleasure and privilege of a newspaper to keep its readers well informed, and on the principle of the little boys who ask their parents the meaning of things they don't understand, it has been found to a fact, strange as it may seem, that a good many people read The Telegraph to find out things. It is therefore our privilege to explain the meaning of a new word, or rather a new meaning to an old word which is liable to come under their notice if they pay much attention to steel shipbuilding in future. The word is "panting," and its definition in this respect is not given in older dictionaries. So new is its application, in fact, that at a recent shipping case in England the learned justice of the court was obliged to have the word defined. It has nothing whatever to do with trousers. Nor is it quite of the same category as the reporter had in mind in writing a sensational account of a mishap to a young lady and happened to make his last words on the bottom of a page: "While her short pants"—which met the city editor's prompt ejaculation: "Come, come, now, none of that!" he being relieved to find the next page beginning: "For breath testified to her evident excitement," etc.

Panting in its latest application means bulging and shrinking successively, as said of the steel plates of vessels' hulls. It was explained to the judge in the case above referred to as "a movement which may be set up as the internal stiffening of a vessel is insufficient to prevent her sides from developing a tendency to flexibility. Mr. Thearle, assistant to the chief surveyor of Lloyd's Register, graphically described it in the course of the case as comparable to the movement of a dog's ribs when breathing." The case was a charge that a certain vessel did not have the necessary arrangements to strengthen her hull so as to prevent unnecessary panting.

**BARGE TRANSPORTATION**

Another effort, it seems, is being made to induce Congress to prevent loss of life and property by the continuance of the barge system of transportation along the American coast, and the Boston Advertiser, once highly eminent as a shipping authority, has taken up the cause with allegations of grave disasters resulting from the practice which it says is usual of transforming old and otherwise unseaworthy sailing vessels into barges, "stripped of their masts and sails

and utterly at the mercy of any heavy swell," while in tow of a little tug with a rope hawser.

There was a time in the barge business, possibly, when such may have been the state of the case to some extent, but such charges now will be better resented by the New England and even provincial shipbuilders who turn out barges especially designed for the business and thoroughly "seaworthy" in every respect. Not only are the majority of barges today new vessels when put into the trade, not a few of them of the best steel hulls, but they are generally equipped with enough sail power to take care of themselves in case they break adrift, and instances are not infrequent of their having safely reached port under their own sail, even at Bermuda and more distant West India islands, after being blown off the coast. The tugs which tow them are practically ocean steamers, capable of going to any part of the world, and instead of using rope hawsers, the best of steel is common, with in many instances steam towing machines which automatically relieve the strain or take up the slack of the tow line and practically prevent breakage. The same system is practiced on the Great Lakes to a tremendous extent.

The trouble is not so much therefore danger of loss in barges, but the nuisance a long tow proves to other vessels in crowded waters and narrow harbor channels such as that of Boston, while the competition with the schooner trade has resulted in the construction of the great five and six-masted in the endeavor to carry freight even more cheaply than by barge. It looks as though the Advertiser had become the organ of the schooner men, but so long as such craft can earn the 25 and 30 per cent. dividends they are said to be making now, the agitation against barges loses something of its weight.

**THE CITIZEN SOLDIER.**

The facility with which three contingents have been enlisted, and with which the fourth call for Canadian volunteers for South African service is being met, is the best answer to those who deem a large standing army a necessity for national protection. The minister of militia strikes the right key when he advocates instead the utilizing of the citizen soldier for national defense. Teach the Canadian boys to shoot straight and the country will not miss the pipe when the defence of our homes depends on ourselves. The formation of rifle clubs, with semi-military organization, will serve admirably the purpose of affording protection against every foe without encumbering beyond due proportions the military spirit in a nation of farmers such as we are in Canada.

There was a time when the citizen soldier were held more cheaply than they are today. The war fields of South Africa tell a more potent story of heroic daring and devotion on the part of Canadian volunteers than any amount of criticism by armchair war critics can wipe out. The Canadian people have not lost their good sense in any national war fever, but they have learned from experience that they, as a people, have grown out of swaddling clothes, and fear the entrance to a quarrel only as brave men do who realize the true horrors of war. Straight shooting and not gold lace is what Canada can afford to cultivate in her soldiery, and the disparagement of the volunteer has passed away with many of the myths which red tape had created for the aggrandizement of its devotees.

**THE HORSE TRADE.**

The Telegraph has on several occasions called attention to the growing importance of the business of breeding and selling horses in Canada, and we are glad to notice that the agricultural department of this province is taking steps to introduce some first-class stock for breeding purposes, so that the farmers of New Brunswick may be behind in enjoying a share of this profitable business. Since 1896 Canada's horse trade with foreign countries has steadily declined. In that year it reached the high water mark of 22,000 horses exported. Up to that time the exports of horses from Canada greatly exceeded the imports, but the imposition of the duty of \$25 per head by the United States cut off Canada's most profitable market. In 1895 we shipped to Great States 10,000 horses, against only 1,627 in 1900. Canada sent 17,000 horses to Great Britain in 1896, while only 2,143 were exported to the motherland in 1901. Even the shipments to South Africa, important as these were, do not begin to make up for the falling off, as only some 3,000 went to South Africa from Canada last year.

In 1901 Canada imported 9,000 horses, while only 7,800 were exported. And what are the reasons? We have given one, namely, the American duty barrier, which, for a time, made horses a drug on the Canadian market and discouraged the farmers and horsemen from giving the same care to their horse breeding, and very largely stopped the raising of horses by the farmers of many sections, including the maritime provinces.

The export shipments to South Africa last year tended to raise the price of horses in Canada, and horse raising is being revived all over the country. The important thing is to see that with the revival due care is given in the careful selection of stock for breeding healthy, handsome and serviceable beasts, such as the world's markets demand.

**THE COST OF STRIKES.**

No question is so intense with human interest as the labor problem and none so tragic of human suffering as the labor strikes. The strike is in fact the nearest approach to civil war which peace can furnish and oftentimes it brings in its train a loss of life and property most regrettable. The United States Department of Labor is at present making an exhaustive enquiry into the financial cost of strikes which, while not so important as the loss of life and human suffering too frequently bound up in these commercial disturbances, is yet sufficiently important to be of deep public interest. Meanwhile Mr. F. W. Fitzpatrick of the Treasury Department, has prepared a short paper on this phase of the subject which conveys by means of facts and figures a startling suggestion of the wastefulness of strikes. As this gentleman observes:

"The figures are enormous and we can but give a few of the more direct, immediate losses to employed and employers. To attempt to give the total and absolute loss, direct and indirect, of all our labor troubles, the loss of assured gains, the stoppage of contemplated work, the fear of strikes and all those thousand and one losses is simply a task beyond the power of man and absolutely incalculable."

Taking the thirteen years from 1881 to 1894, Mr. Fitzpatrick tells us these were during that period in the United States 69,106 strikes and 6,067 lockouts, of which nearly one-third occurred in the building trades. Strikes were successful in 44.9 per cent. of cases, partially so in 11.25 per cent. and failures in 44.25 per cent., while with the lockouts 40.43 per cent. were successful, 9.58 per cent. partially so and 47.75 per cent. were failures. Or in numbers during that entire period from 1881 to 1894, 1,188,225 men were involved in successful strikes, 462,777 in partially successful strikes and 2,061,229 in strikes that failed. The combined wage loss of strikes and lockouts is estimated at \$109,493,173; the loss to employers at \$64,623,237. The amounts paid by labor organizations for the support of strikers, added to the wage loss, raise the total cost of strikes and lockouts for the employed to \$204,000,000 in round numbers. During the thirteen-year period, then, the cost of labor troubles to employer and employed was approximately \$300,000,000, or about \$23,000,000 per year.

The Boston Transcript commenting on these figures says:  
If figures for recent years, since 1894, were available they would undoubtedly show much heavier losses. The great street railway strikes in Brooklyn, Cleveland and St. Louis were enormously expensive. The total loss to this country from labor troubles during the last year alone has been estimated at \$40,000,000. Mr. Fitzpatrick believes that the aggregate strike bill of the civilized world exceeds \$50,000,000 a year.

What then is to be the method of prevention for this enormous waste of the wealth created by labor? The optimistic say education and voluntary arbitration. The pessimists say by national enforcement of the arbitration between the parties in dispute. With the complex civilization of the 20th century it is impossible for labor to be warring with capital in one trade without affecting many other trades. The problem of stopping this enormous drain on industry is certainly becoming each year of greater importance. We can not claim to have become thoroughly civilized until it has been satisfactorily settled.

**SERIOUS PROSPECTS IN BELGIUM.**

The serious Socialistic outbreak the other day in Brussels has attracted attention to the very unsettled problem of politics in Belgium, and the fact that King Leopold was greeted in the streets by cries of "Vive la republique!" serves to show that the mass of the people are considerably inspired with the sentiments as well as the language of their neighbors in France. Socialism has of late spread most ominously in the little kingdom and it is stated to be entirely possible that a Radical government may rise to power which may be tempted to either alter the constitution as a whole or altogether abolish the monarchy—a plan which would now appear to be not probable of interference with by any of the three powers which guarantee the independence of the Belgian State, save possibly Germany. If King Leopold were of more solid character he might do much to avoid the crisis, but he is described as a frivolous and sensual old man, unloved by his kindred and not in the least respected by his people.

**Every Exertion a Task**

There is failure of the strength to do and the power to endure; a feeling of weakness all over the body.

The vital functions are impaired, food does not nourish, and the whole system is run down.

A medicine that strengthens the stomach, perfects digestion, invigorates and tones is needed.

What Hood's Sarsaparilla did for John W. Peterson, Whitby, Ont., it will do for you. He took it as he could and general builder of the system, and wrote: "I have found no other remedy to compare with it as a restorer of vitality. It drives away that tired feeling, quiets the nerves, and brings about refreshing sleep."

**Hood's Sarsaparilla**

Promises to cure and keeps the promise. The earlier treatment is begun the better—begin it today.

# CATARRH FREE BOOK

ITS CAUSE, ITS DANGERS, ITS CURE

Twenty-six years ago CATARRH was almost unknown and nearly all doctors neglected it as unimportant. Today CATARRH should be more dreaded than Yellow fever, Cholera, Smallpox, Diphtheria, or any epidemic disease. Statistics show that deaths from Consumption have increased more than 200 per cent. in the last five years. Nearly all of these cases have been traced back to neglected Catarrh. CATARRH is INHERENT CONSUMPTION. I cannot cure it when it develops into Consumption. No one can. I do cure Catarrh. It is a germ disease and penetrates the blood. It can never be cured by nasal balms, washes, snuffs, etc. Catarrh is curable only through the blood, by constitutional treatment. All remedies must be specially prepared for each particular case. No two cases are alike. Some of the most common symptoms are: Spitting up blood. Nose feels full. Nose discharges matter. Nose runs water. Crusts form in the nose. Pain across the eyes. Breath smells offensive. Matter drops into the throat. Some times the hearing is affected.

These symptoms increase until the bronchial tubes and lungs are reached. Then the patient takes cold easily. Feels chilly. Feels hoarse and husky. Feels stuffed up inside. Feels weak and easily tired. Cough increases. Pain in the lungs appears. All these symptoms grow worse till at length spitting up of blood and death comes on.

Catarrh of the Stomach. In some cases Catarrh, instead of entering the lungs, drops down into the stomach. The poisonous matter costs the lining of the stomach and prevents digestion. The food turns sour and ferments. This produces symptoms so like dyspepsia, that the doctors usually treat it for that with peppin, soda, etc. The result, of course, is failure. Catarrh of the Stomach can be cured in only one way—by removing the cause—the Catarrh of the STOMACH. If this is not done in time, the germs will cause great Ulcers in the stomach, producing intense pain and making life unbearable. Some early symptoms of CATARRH of the STOMACH are: Variable appetite. Belching up of gas. Heavy feeling after eating. Gases. Crumblings after meals. Rumbling of the bowels. Palpitation of the heart. Bad taste in the mouth. Gnawing sensation in the stomach. Pain, etc.

**CATARRH OF THE LIVER.**  
Catarrh frequently attacks and coils the liver. This great organ provides the bile which is Nature's Purgative. It is the bile which purgative always acts from which there is no ill effect. No pills can ever take its



CATARRH SPECIALIST SPROULE.

do good. But I have cured hundreds of cases where all other remedies have failed. I have tried in vain. While other physicians neglecting and letting it spread throughout the system, I have cured all parts of the system. Now when other physicians say Catarrh is incurable, I point to my long list of cured patients. It is too late for all others, write to me before you give up. Such cases as these are my greatest interest and sympathy. For seventeen years, I have been curing Catarrh in all its forms. Catarrh of the Stomach, Liver, Bowels, Kidneys, and all parts of the system. I now treat Catarrh almost exclusively. My cures are quick, and in every case I guarantee a cure. Write for testimonials. Write for my Free Book. Write for Diagnosis. Write to me at once. Address: Catarrh Specialist, Sproule, Graduate Dublin University, Ireland, formerly Surgeon of the Navy Service, 7 to 13 Deane St., Boston.

**NOTE AND COMMENT.**

That Halifax strike was settled without a single editorial on it in the Halifax newspapers. Wonder why?

Now that Miss Stone is really home again, we may expect in course of time to learn whether she really was kidnapped.

Is it possible the Boers have heard of another contingent of warriors being raised in Canada? That might account for their newly acquired desire for peace.

Beating carpets is recommended as an excellent method of physical development at this season of the year.

Miss Alice Roosevelt is back in Washington from her trip to Cuba and the correspondents at the American capital are again rhapsodizing about "Sweet Alice."

Those Boer delegates not only want peace with honor, but all the spoils of victory thrown in. The mistake which Britain made after Majuba Hill will surely not be repeated in 1902.

According to the despatches it will cost a pretty penny to see the coronation procession after one reaches London. A good rule to adopt is to buy a grand stand seat and then spend your loose change in steamer tickets, etc.

Eleven thousand pounds sterling was the sum awarded for towing the disabled Cunard steamer Etruria to port. The amount would have been saved, as well as great delay, had the ship been provided with twin screws.

In the city of New York last year there were 7,725 cases of children before the magistrates' courts and a measure has now been devised to establish a court especially for the care of such cases, with one judge solely in charge, to be appointed by the mayor.

The Massachusetts legislature has again turned down, as it did six years ago, the proposition to erect a statue to the late Gen. Ben. Butler, Alas, poor Benjamin!

If St. John can give Frederick any tips on fire fighting, the Celestial City is welcome to them. But it won't be in the way of satisfactory water pressure, that's sure.

In regard to the record of the American army in the American Indian warfare, such a usually truthful paper as the Worcester, Mass., Spy remarks: "In the history of the American continent we have had a trying experience with the worst class of savages. No Filipino can be more treacherous, more cruel, more vindictive than some of the American Indians."

There is one section of British South Africa which does not seem to have been at all affected by the war in regard to the production of its mines. The gold output of Rhodesia, the great British province to the northwest of the Transvaal and the Orange Free State, in 1899 yielded gold to the value of \$1,300,000; in 1900 to \$1,836,000, and in 1901 to \$3,440,000. For January and February of the present year the amount was about \$843,000.

St. John's, Nfld., is to have a new form of civic government. The ward system is to be abolished and the city will elect directly a mayor and six councillors who shall constitute the whole board. Every household or ratepayer will have a vote. The mayor's salary will be \$600 and that of each councillor \$150 per year. Since 1896, it appears, the city council has not been elected, but appointed by the provincial government and elected its own chairman.

**ASK FOR Eddy's "HEAD-LIGHT" Parlor Matches**

ONCE USED ALWAYS USED.

NON SULPHUROUS. 800 IN A BOX.

EVERY GROCER HAS THEM.

**EDDY'S WASHBOARDS**

are the result of years of experience and never disappoint.

Cut this ad. out and send to us with your State where you wish to see Eddy's Washboards or Ladies' Bicycle, high grade frame with best Bicycle Club; the leading wheel with professional riders. Built on honor, flush joints, fine hanger, hubs and bearings, highest grade equipment. Fitted with Victor single tire. \$2.50 extra for Morgan & Wright Tires—\$5.00 extra for Dunlop Tires. Heights of frame—Men's 28, 22 and 24 in.—Ladies' 20 and 22 in.—examined Black. WE OFFER splendid chance to good men in each town. Send for catalogue and ask for Agents' Discount. Wheels slightly used, \$8.00 to \$25.00. Secure Agency at once. T. W. BOYD & SON, 1088 NOTRE DAME ST., MONTREAL.

**EDDY'S WASHBOARDS**  
\$30.00 and \$1.00  
EAGLE BICYCLE  
Bicycle  
Cut this ad. out and send to us with your State where you wish to see Eddy's Washboards or Ladies' Bicycle, high grade frame with best Bicycle Club; the leading wheel with professional riders. Built on honor, flush joints, fine hanger, hubs and bearings, highest grade equipment. Fitted with Victor single tire. \$2.50 extra for Morgan & Wright Tires—\$5.00 extra for Dunlop Tires. Heights of frame—Men's 28, 22 and 24 in.—Ladies' 20 and 22 in.—examined Black. WE OFFER splendid chance to good men in each town. Send for catalogue and ask for Agents' Discount. Wheels slightly used, \$8.00 to \$25.00. Secure Agency at once. T. W. BOYD & SON, 1088 NOTRE DAME ST., MONTREAL.