

THE ALBERT STAR.

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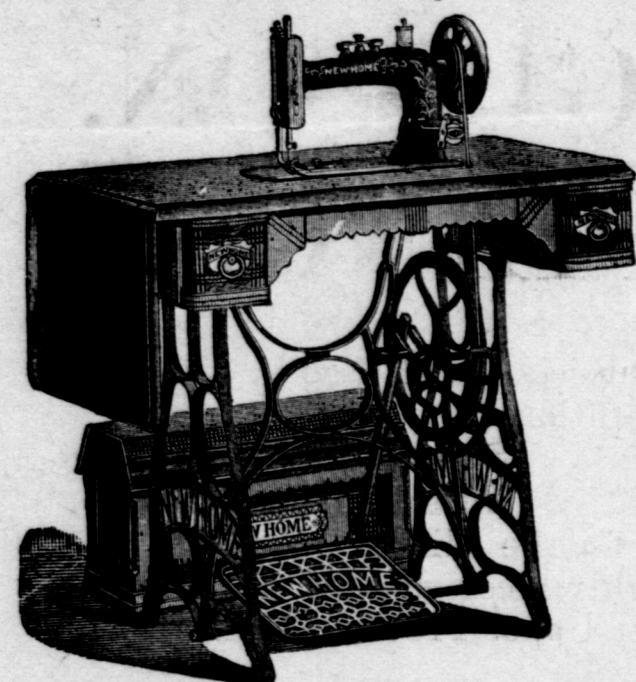
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THE ALBERT STAR.

WEDNESDAY, JULY 4.

A Wish.

"I wish life were one cloudless day—
A cloudless day of sun and song!"
Thus spake my friend. "I wish always
The happiest guests around might throng."

I wish the skies would always be
Through life the springtime's deepest blue,
When they bend down to kiss the sea,
And everything is bright and new.

I wish," but then I cried, forbear!
Suppose your wish came true, my friend,
Would all life's pleasures seem as rare
If the blue sky should always bend

Above you and the birds should sing
To cheer you whoso'er you go?
The clouds that round the sunset cling,
Disperse and leave the afterglow.

More calm and clear and full of peace,
Because the shadows 'round it cling.
So will our earthly joys increase
As from the shadows they are wrung.

And he who never passes through
The storms of grief and pain and doubt
May have his skies the deepest blue,
But yet from heaven may be shut out.

Who live and suffer, love and hate,
Who face the sunshine and the rain,
Are nearer to the shining gate
Of heaven and heaven's eternal gain.

What Shall I do?

What shall I do to test life in silence pass
And let it do,
And never prompt the busy of noisy brass,
What needst thou rue?

Remember aye the ocean deeps are mute;
The shadows roar.
Worth is the Ocean—Fame is but the brute
Along the shore.

What shall I do to be forever known?
The duty ever.
This did full many who yet slept unknown
Oh never, never!

Perchance 'twill, perchance, that they remain
Unknown
Whom thou know'st not?
By angel-trumps in Heaven their praise is
blown—
Divide their lot.

What shall I do to gain eternal life?
Discharge aright.
The simple dues with which each day is rife;
Yes, with thy might.

Ere perfect scheme of action thou devise
Will life be rife.
While he, who even acts as conscience cries,
Shall live, though dead.

Bear and Locomotive.

There are a good many bear stories
going the rounds nowadays, but we
have one which actually occurred in
this parish. On a small plantation a
mile or two above Bayou Goula a black
bear was seen to enter a turnip patch
and at once proceed to help himself to
as many turnips as his appetite de-
manded. It is said that a colored man
witnessed the unauthorized levity of
Mr. Bruin and determined that he
would enter the patch and drive the
invasion out. Acting on the impulse,
he immediately entered the inclosure
and started in Bruin's direction. As
soon as the man's presence was known
to the bear he discontinued his vege-
table repast, with the evident inten-
tion of embellishing it with meat, and
with ears thrown back and head erect,
he started toward the son of Ham with
the apparent intention of testing the
qualities of his make-up. The darky
saw him coming, and at once decided
that he did not wish to drive his bear-
ship from the field, and rather than at-
tempt it he would leave the field him-
self. So he gracefully turned his face
in the opposite direction and made for
the railroad. The bear appeared to be
socially inclined, and willingly follow-
ed his visitor, accelerating his speed as
he traveled. Sambo imitated him, and
quickerened his pace. And thus they
had it for some time, straight up the
railroad; run bear, run man. Suddenly
the colored man heard a rumbling
noise down the track, and knew at once
that the night express train was com-
ing. In a short time it came in sight
running at the rate of thirty-five miles
an hour. When the train came near
the colored man jumped from the track
and continued his wild flight on the
side of it. The bear also heard the
noise, and looking around saw the iron
horse, with its red lights and its terrible
wheezing and puffing, rushing madly
upon him. He seemed to lose all
thoughts of the man, and turned his
attention to the new foe which threat-
ened him. Rearing defiantly upon his
hanches, with his forefeet extended,
he daringly awaited the on-coming
train. He hadn't long to wait, and the
powerful engine, with its long and
heavy-laden train, struck bold
bruin amidships, and in a jiffy sent
him to the happy-hunting ground to
join the members of his family which
had preceded him there. He was
skipped on the spot—by piecemeal, we
suppose—and the colored man who
had been racing with him enjoyed a
slice of hapless Bruin for supper.

How He Felt.

Fond Wife—"I read in the paper
that a brute of an Englishman sold
his wife for a quart of beer."

Loving Husband—"Very likely he
wished he had her back again the next
day."

Fond Wife—"Do you think he was
sorry, darling?"

Loving Husband—"No, thirsty."

The Reporter's Error.

One of the ladies in fancy dress was
though fair enough, a terrible fat.
There spake to her a reporter:
"May I ask what character you
represent?"

"Hellen of Troy," she answered.
"What did you think it was?"

"Well," he murmured, "I thought
you might be Helen of Avoirdupois!"

An Inference Only.

"Do you believe in the transmigration
of souls?" asked Mizer.

"Yes, don't you?" said Hicks.

"Sometimes. What do you suppose
I was before I became a man?"

"Oh, I don't know. A sponge, I
guess."

FLASHING A SPARK AROUND THE GLOBE.

How the Affairs of the Telegraph are
Managed Between Nation and Na-
tion—How a Message Goes, Why
it Takes Time to Reach a Place.

One day last April a telegram was
put into the hands of the courteous
Chief Engineer of the British postal
service, Mr. W. H. Preece, with the re-
quest that he would say whether it
could be sent around the world by a
certain given route, and, if so, what
time it would take, and what would it
cost per word.

When the writer of this article went
a few days later to look after the pro-
gress of the telegram, Mr. Preece shook
his head. "The whole foreign depart-
ment are at it," he said, "and they are
tearing their hair and protesting, but
you shall have it soon."

The route planned was rather erratic.
It asked that the message be sent by
a circuit which would take in the en-
tire telegraphic field of the world,
touching at the most remote points,
but never leaving the land line or the
cable; that is, never being transferred
by post or messenger from one point
to another. Starting at San Francisco,
the route ran across the continent to
New York by Vancouver and Montreal.
From New York it followed the world's
northern telegraphic boundaries
through England, Norway, Sweden,
Russia and Siberia. Going south, it
touched at Nagasaki in Japan, Hong
Kong in China, Singapore, Java, and
Sumatra, crossed Australia, and landed
in New Zealand. Returning to Singa-
pore, it crossed to Bombay, made a
detour to Ceylon, then on to Aden,
rounded the Cape of Good Hope, leav-
ing the line at Zanzibar to call at Sey-
chelles and Mauritius, mounted the
west African coast to St. Louis in Sen-
egal, crossed the South Atlantic to
Pernambuco, traversed South America
from Buenos Ayres to Valparaiso, and
then went north through Mexico to
New York.

In a few days, true to his promise,
Mr. Preece had the answer ready. The
telegram could be sent. It would re-
quire about fifty-six hours, and would
cost about 90 francs (\$18) per word.
If the reader will trace the route of
this message on the cable map given
here he will see that it encloses in one
unbroken electric circuit all the por-
tions of the world which really count
in its commerce and its civilization.
If he will trace the telegraph wires and
submarine cables within this circuit,
he will find that they touch every
point of importance, and an enormous
number of no importance. Now, if he
will recall that all this has been done
in fifty years—it is just fifty years—the
24th of May since Samuel Morse sent
his first solemn message, "What hath
God Wrought?"—he will have a graphic
notion of the splendid monument
which the industrial world has erected
to Morse's memory.

A part of this monument was, to be
sure, erected before Morse's death in
1872, but only a part. No such sweep-
ing circuit would have been possible
then as that traced above. The mes-
sage could not have gone to New Zea-
land; the cable did not go there until
1874. It could not have rounded Africa,
the first cable on the east coast being
laid in 1879, the first on the west in
1885. It could not have crossed from
St. Louis to Pernambuco, this cable
going down only two years ago, in 1892.
It could not have gone down and up
the coasts of South America, there
being no cables on either coast before
1873. None of the detours mentioned
here was possible in Morse's lifetime.

No one can complain, surely, that
the route chosen for this imaginary
telegram does not represent fairly the
progress made in fifty years by the
electric telegraph. It is quite as large
as there is any reason for its being, and
the fact that it leaves out Patagonia
and Alaska, Greenland and Labrador
is no criticism on it. But no doubt
more than one person will protest
against the time taken. The popular
notion is that electricity carries a mes-
sage so quickly that even a tour such
as we have outlined here ought to be
made in a couple of hours. If a man
can go around the world in eighty days
surely electricity ought to go around
the continent in less than twenty-four
hours!

As a matter of fact, more time is re-
quired for messages than the popular
imagination pictures. To send a mes-
sage from New York to London and
get an answer in two hours is consid-
ered quick work. The Western Union
office in London estimates the time
necessary to send a message from New
York to the Island of Lemnos, under
ordinary circumstances, as two hours.
The same time is estimated by this
office for a message from New York to
Fernando Noronha, in the South Atlan-
tic. Mr. Preece mentions as an exam-
ple of very quick work sending a tele-
gram from London to the Cape of Good
Hope and receiving an answer in ten-
twenty-four hours.

In the British Post Office a delay of
two days in delivering a European mes-
sage and one of six for an extra-Euro-
pean is not thought astonishing, and
the cost will not be refunded if the
delay is less.

An incident famous in the telegraphic
world shows what can be done in
the way of transmission when the
wires are free and the operators wait-
ing. Some years ago at a telegraphic
soiree in Albert Hall, London, a fea-
ture of the evening's amusement was
the sending of a message to Teheran,
in Persia, and back. A sending and a
receiving instrument had been put up
in the hall, and connected with the
wires of the Indo-European Telegraph

Company. This line crossed the chan-
nel by cable to Germany, and then by
land lines ran over Germany, South
Russia, Caucasus, Armenia, and Persia
to Teheran. At Teheran the wire was
joined to a second line of the company,
returning to London by the same
route.

The lines were cleared for the experi-
ment, and at a given signal the key of
the sender was pressed by the Prince
of Wales. The instant that the button
of the instrument was touched, click
went the receiver. The current had
been to Persia and back.

No such speed can be expected in
the case of ordinary long-distance mes-
sages, simply because of the friction
and the interruptions of carrying on
business. It is only in the case of es-
pecially important news that every-
thing is arranged in advance to secure
practically instantaneous results. In
the case of a race like the Derby, or of
a match like that between Oxford and
Cambridge, the news reaches America
in something like fifteen seconds.

This is done easily enough. Before-
hand, a certain syllable is fixed for
each element in the contest. Thus in
case of the boat race, Ox stands for
Oxford and Cam for Cambridge. It is
understood that the instruments and
men are free to pass the news.

As soon as the decision is made, the
mailing operator near the racing
ground telegraphs to the land and cable
station. The operator at the receiver
of the land wire gets the letter O. The
instrument of the cable is in the same
room, and as he receives the first letter
he shouts it, listens—and the key of the
cable instrument, who, waiting
with his finger on the key, flashes the
letter to New York. Before X can be
called out—and that seems to be done
instantaneously to one who listens—and
the key of the cable instrument can
be pressed a second time, the first
letter is in New York. In fact, the
crew does not have time to pull up any
more than does the winning horse at
the Derby, before New York sporting
men have the news.

Even in the case of our imaginary
telegram, the London officials say that
if one should actually attempt to send
such a message it would be desirable
that the different companies on whose
lines it passed have notice several days
in advance in order to make arrange-
ments for the transmission; and this
to secure the rate of speed quoted.

But the delays are all from manipu-
lation and overcrowding. There are
none from examination of contents,
from estimating duties at frontiers,
from verifying the right to traverse
the different countries—that is, the
common hindrances to international
transit do not exist in the case of tele-
grams.

Telegraphy was, indeed, the first in-
terest to bring the Governments of the
world together to form a union, the
first matter on which they sought a
mutual understanding and formed a
code of regulations, which each of them
signed and which all of them have
kept.

This International Telegraphic
Union, as it is called, was founded in
Paris in 1865. At that date telegraphy
had no such extent as it has now. The
possibility of an Atlantic cable, sure
and efficient, was still in debate. None
of the great overland routes had been
as yet completed. The telegraphs of
each country were isolated, doing very
well for internal traffic, but very badly
for external. A message which in
those days was sent across several
boundaries was subject to an indefinite
number of annoyances and delays, and
its cost was exorbitantly high.

The inconvenience and folly of this
was so evident that in 1865 France
called a convention of European States
with the object of putting an end to
the irregularities. Twenty States re-
plied, and at that gathering they suc-
ceeded in forming a convention which,
with some changes—though none for
nearly eighteen years now—and with
a provision for changing regulations
made necessary by new inventions, by
extension of service, etc., still remains
in effect.

In 1865 there were but twenty na-
tions represented. In 1890, at the last
Congress, there were over a hundred
delegates present. At present thirty-
eight different nations and thirteen
private companies are subscribers to
the constitution. Thirteen other pri-
vate companies follow the rules of the
union, although not regular members,
and several others are indirectly united
to it.

This convention to which Govern-
ments and private companies have as-
cended, requires that each party shall
devote a certain number of direct lines
to international telegraphy, and that
everybody shall have the right to use
them. It guarantees the privacy of
correspondence, permits that it be sent
in secret language if the sender desires
and arranges that messages shall be
transmitted in the order of their im-
portance. It aims at securing unity of
rates each way between every two
points, dictates a momentary standard
for international tariffs, and makes all
regulations which will insure quick
transmission and delivery.

The advantages of this union can
only be fully appreciated by seeing
what it does in the case of an inter-
national telegram. Take our own tele-
grams for an example. It passes from
the private companies of Canada and
the United States over the public wires
of England into the care of the private
Danish companies, the Great Northern,
which delivers it to the Russian State
telegraph. Carried by the latter to
Vladivostok, on the Pacific, the same
Danish company transports it to

Hong Kong and delivers it into Eng-
lish hands. Private English companies,
combined with colonial and Indian
Government telegraphs, carry it to
New Zealand, and thence to Aden.
Seven different companies carry it
around the Cape of Good Hope and
across to South America, where the
control is alternately private and
governmental, until it falls into Western
Union hands.

Every one of these various organiza-
tions guarantees its passage without
inspection, and does its utmost to
secure it a rapid and exact trans-
mission.

Such a result alone would be a great
example of the value of the interna-
tional union. But it does more. It
has made it possible that the cost of
the telegram should be made known
in advance, and that, instead of a list
of the charges by the various Govern-
ments and companies concerned, in
the puzzling moneys which they use,
being given to the sender, he should
have the total in a currency sufficient-
ly well known the world over to be
understood easily.

The carriers of the international and
national messages of the world include
601,142 miles of land lines and 153,
649 national miles of cable. Where
the land lines run all the world knows.
They pass by our doors, cross the
sky as we look up in crowded streets,
follow the railway tracks, climb over
our hills, run into our country towns,
fly into the wildest and most remote
forests and turn up in the most unex-
pected places—13 miles in St. Helena,
271 on the Gulf coast, a line across
Zuluand mounting another 12,545
feet above sea level to Lake Titicaca,
many miles in Malagascar. Even the
savages of Africa, the camel drivers of
Persia, the rabbits of Central Australia,
the unclad Malays, know the telegraph
pole and line.

The cable is less familiar, but its
circuits are no less daring. Look at
the cable map for 1893. The red
lines which mark the routes from a
bewildering tangle. Ten of them cross
the Atlantic from Europe to North
America, three swing from Land's End
to Lisbon, three from Spain to Brazil,
two from Gibraltar to Alexandria, four
down the Red Sea from Suez to Aden,
three cross the Indian Ocean from
Aden to Bombay, two from Madras
across the Bay of Bengal to Penang,
and thence on by the Straits of Malacca
to Sumatra, Java, Australia, and New
Zealand.

Every small body is crossed by one
or more. The coasts of the continents
are festooned by them. Even the cable
map of the China Sea, Formosa Straits,
and the Yellow Sea compares favourably
with that of the Gulf of Mexico, and
every now and then all over the globe
the red lines run off to distant islands,
as if they pitied their loneliness. From
Halifax there is a red line to the Ber-
mudas, from Lisbon to the Azores, from
Zanzibar to Seychelles and Madagascar.
This network of telegraphs is owned,
when on land, usually by Governments,
when under sea, by private parties.
The United States own no telegraphs
so far as the public are concerned.
Their system is in the hands of the
Western Union Telegraph Company and
the Postal Telegraph Company. The
former in 1893, owned 189,936
miles of poles and cables and sent 66,
591,858 messages; the latter has 15,997
miles of line and sent in 1893 9,335,
291 messages. The Postal Telegraph
was established to co-operate with the
Commercial Cable Company, but it has
proved itself a wide-awake rival of its
big predecessor. The lines in Great
Britain were transferred to the State
in 1870, and since their growth has
been rapid. In 1893 there were in the
kingdom 29,046 miles of line, of which
22,671 were private. Over these, in the
year ending March 31, 1893, 69,907,848
telegrams were transmitted. England
pays an annual interest of £298,899 on
the money invested in her telegraphs.
As her net revenue has usually less
than this, she has an annual deficit.
Last year (1893), there was £195,582
lacking to balance the expenses.

In the British colonies the telegraph
is as a rule under Government control.
In 1892 the Government of India con-
trolled 138,625 miles of line, handled
3,305,998 messages, and had a net re-
venue of £80,615. At the Cape the tele-
graphs were built at State expenses.
In New South Wales £801,301 have
been borrowed for constructing the 26,
443 miles of wire operated by the State,
the net return of which was last year
3.92 per cent, the cost of construction.
In New Zealand the telegraph is en-
tirely in the hands of the State, as it is in
Queensland. In the latter case there
was a deficit of £30,039 in 1892.

Canada is a exception to most of the
British colonies, the telegraph lines be-
ing mostly private; 2,699 miles out of
31,841 belonging to the state.
On the Continent, the Government
control of telegraphs is about complete;
Austria-Hungary, Belgium, France,
Germany, Greece, Italy, Portugal,
Sweden and Norway, and Switzerland
owning the lines, excepting those be-
longing to the railroads. Denmark
possesses 2,817 out of 3,674 miles,
Nineteen-twentieths of the Russian
system in the State's.

Government control prevails in
Japan. Persia owns some 3,400 miles
of singwire lines. There are also in
Persia 675 miles belonging to the Indo-
European Telegraph Company, and 415
miles on the Russo-Persian frontier
belonging to the same company.

Brazil controls the lines, Argentine
Republic and Chile perhaps half of
theirs.
With a few exceptions the State tele-
graphs do not pay expenses. The
principal deficit is in the internal ser-
vice, the international service being
rather to balance the budget. But the
rates are much lower on the State lines
than on private lines, as a rule. In
the United States the minimum for a
telegram is 20 cents, with 1 cent addi-
tional for each word. In Germany the
minimum is 12 cents, with an extra
word rate of 11 cents; in Belgium the
rate is 10 cents for fifteen words;
Spain, 20 cents for fifteen words;
France, 10 cents for from one to ten
words; Greece, 10 cents for short dis-
patches, of which two are text, 20
cents for from seven to fifteen words;
Great Britain, 12 cents for first twelve
words, and a cent for each additional
word. But in all these countries the
distances are much shorter than with
us.

Wooland Tweeds, etc.

The Subscriber wishes to exchange a fine
selection of Yarmouth & Moncton
Tweeds, Flannels Yarns
for wool.

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Mrs. A. E. Keith's

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Hats, Bonnets, Flowers,
Feathers, Ribbons, Laces,
Veilings, Dress Trimmings,
Ties, Gloves, Belts, etc.,
will be sold at prices to suit the times.

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Carriages, Buggies, Sleighs,
Pungs, Carts, etc.

Painting and Repairing Promptly Attended to.

UNDERTAKING

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CUSTOM TAILOR.

Dealer in Foreign & Domestic Tweeds, Diagonals,
Worsted, Meltons, Overcoatings, etc.
Perfect Fit Guaranteed. - A Call Solicited.
Main Street, Moncton, N. B.

Will be at Hillsboro' on the 18th inst.

Just Received

Another Car

GENUINE MACLAUGHLIN CARRIAGES.

1 Car Bell Buckeye Mowers
1 Car Maxwell
1-2 Car " One Horse
1-2 Car " Rakes

Turnip Seed Drills, Spray Pumps, etc.

VAN METER, BUTCHER & CO.

MONCTON, - N. B.

G. D. STEEVES,

Corner Main and Academy Streets.

GENERAL STORE.

Dry Goods, Groceries, Flour and Pork, Heavy Feed, Oats, etc.

Bedroom Suites, Wire Mattresses.

Country produce taken in exchange at current prices, low
for Cash, Just received a choice lot of Teas
especially good value.

DRY GOODS and CLOTHING

I Invite Inspection of my well Selected
Stock of Dry Goods and Clothing.
Tailoring Done by

Experienced - - Workmen

In First-Class Style.

W. H. DUFFY.

JUST RECEIVED!

A full line of Victoria

LIQUID PAINTS

—and—

Elephant White Lead.

Plain and Barbed Wire Fencing

AT LOWEST PRICES.

JORDAN STEEVES.

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Good Goods and Low Prices has enabled us to build up
the largest Mill