POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH ST. JOHN, N. B., NOVEMBER 17, 1900.



ace Humours rough hands, falling hair, and blemishes prevented by Curr-CURA SOAP, a sure preventive of in-

Thursday. Nov. 15.
Stimr Norden, 1492, Isdahl, from London,
J. W. Smith, bal.
CoastwiseSchrs Dove, 19, Ossinger, from
Tiverton; Austin P., 13, Shaw, from fishing.

Cleared. Schr Cora May, Harrington, for Quincy, schr Cora May, Harrington, for Quincy, Mass, Stetson, Cutier & Co.
Schr Winnie Lawry, Smith, for City Island to, Stetson, Cutier & Co.
Continues, Schris Restless, Thomas, for Corand Manan; Beulah, Tufts, for Quaco; Sclins, Matthews, for Point Wolfe; Morning, Star, Priddle, for Hopewell Cape; Maltland, Morris, for Port Greville.

Wednesday, Nov 14.
Schr Hunter, Kelson, for New York, Stetson, Cutier & Co.
Schr Lizzie B, Belyea, for Thomaston,

Schr Lizzie B, Belyea, for Thomaston, sehr Lena Maud, Giggey, for Boston, J E

coardwise—Schrs Triby, Perly, for West-port: Whisper, McGrath, for Digby; Nina Elinche, Morrell, for Freeport; Augusta Evelya, Scovil, for North Head. Thursdar: Nov. 15. Simr Si Croix, Pike, for Boston, W G Lee. Schr I N Parker, Lipsett, for Newport, Dunn Bros.
Coastwise-Schrs Telephone, Brown, for
Campobello; Nellie I White, Pettis, for
Apple River; Yarmouth Packet, Shaw, for
Yarmouth; Annie Coggius, Magarvey, for An-

Thursday. Nov. 15.

Ship Gio Batta Repetto, for Freemantle, ustralia.

Ship Avon, for Oran, Africa.

Barque Prosperino, for Buenos Ayres.

DOMESTIC PORTS.

Halifax, Nov 13, British cruiser Charyb-lia, from St John's, Nfid. Chatham, Nov 13, stmr Bjorgvin, from stle, Nov 13, barque Norman, Burn-Louisburg, Nov. 13, stmr Britannic, from Boston, and sailed 13th to return.
Hallfax, Nov. 14, stmrs Hallfax, from Charlottetown and sailed for Boston; Home, from St John's, Nfid, and sailed to return; soars Gladstone, from Grand Banks, for Provincetown, Mass; Loran B Haskell, from

London.

London.

Vineyard Haven, Nov 14—In port, schrs M D S, from New York for Sackville; Rebecca J Moulton, from Hillsboro for Baltimore; Bonnie Doon, from Musquash for New York.

London.

Vineyard Haven, Nov 14—In port, schrs M D S, from New York for Sackville; Rebecca J Moulton, from Hillsboro for Baltimore; Bonnie Doon, from Musquash for New York; Alice T Boardman, from Calais for New York; Alice T Boardman,

New York.

Canso, NS, Nov 14, schrs Grayling, from Gloucester for Newfoundland; Talisman, from Gloucester for Newfoundland.

Halifax, Nov 15, stmrs Fri, from Havana; Carthaginia, from Glasgow and Liverpool via St John's, Nfid.

Louisburg, CB, Nov 15, stmr Briardene, and sailed for Halifax.

Cleared

York; Alice T Boardman, from Calais to Falmouth, Mass.

Kinsale T Boardman, from Calais to Falmouth, Mass.

Kinsale T Boardman, from Calais to Falmouth, Mass.

Kinsale, Nov 13, passed, barque Ossuna, from Richibucto, etc. for Liverpool. Vineyard Haven, Nov 13, schr Alma, from New York for Halifax.

St. John barquentine Frederica has been chaattered by Mr. L. G. Crosby to load lumber at St. John for Barbados and Mastingue. Cleared.

Kingsport, Nov 14, schr Keewaydin, for sen, for Chester, Pa. Quaco. Nov 8, sehr Abana, McDonald, for sburg, Nov 11, stmr Eva, for Boston.

Sailed. Canso, Nov 13, schrs Anglo-Saxon, for Banks; Maud M Story, for Banks. Halifax, Nov 13, stmr Silvia, for New York. Halifax, Nov 15, stmr Idaho, for London. BRITISH PORTS.

Arrived. Queenstown, Nov 12, stmr Lake Superior,

Montreal for Antwerp.
St John's, Nov 14, stmr Assyrian, and sld
for Halifax.
Turks Island, Nov 6, schrs Trader, Ryder,
from Trinidad and sld 7th for Shelburne;
7th, Alina, Eisenhauer, do, to sail 8th for

Rio Janeiro, Nov 11, h Honolulu, Porter, from Norfolk for and Hyannis, Mass, Nov. 13, schr Jennie C, from St John for Westerly, RI.
Rosario, Oct 11, barque Herbert Black, from Bear River via Buenos Ayres.
Buenos Ayres, Oct 16, barque Africa, from Boston.

Ayrean, from Montreal for Glasgow. Cape Henry, Nov 15—Passed, stmr Cambrian King, from Antwerp via Halifax for

Haltimore.

Hong Kong, Sept 28—In port, ship Norwood, Roy, for New York; barques Hamburg, Caldwell, and Saranac, Lowery, for New York. New York.
Sydney, NSW, Oct 9—In port, ship Celeste
Burrill, Trefry, for Newcastle and Manila.
Chatham, Mass, Nov 13—Passed, barquetn
Ethel Clarke, Brinton, from Brunswick for

Ethel Clarke, Brinton, from Brunswick for St John.

Bothbay, Me, Nov 11—In port, schr Wm
L Elkins, from St John for New York.

Freemantle, Oct 9—In port, barque Endora, Dickson, for Newcastle and Manila:
Newcastle, NSW, Oct 9—In port, ship E J
Spicer, Cochran, for West Coast.

Montevideo, Aug 24—In port, barque
Plymouth, Davison, from Hantsport for Buenos Ayres for South Africa).

Tariffa, Nov 8—Passed, barque Marta, from St John for Tunis.

St John for Tunis.

Prawle Point, Nov 14—Passed, barque Loining, from Dalhousie for London.

Barry Island, Nov 14—Passed, barque Rita, from Summerside for Penarth.

Prawle Point, Nov 14—Passed, stmr Nedenaes, from Montreal via Sydney, CB, for London.

Martinique. Chatham, Nov. 13.—The steamer Bjor-

goin, which arrived today from Montreal, collided at Quebec with the barque Anna. The steamer was not injured.

The schooner Avalon has been chartered to lead laths at Quaco for New York Louisburg, Nov. 11, stmr Eva, for Boston.

Louisburg, Nov. 15, stmr Britannic, for Boston; schr M. B. Sutton, for Placentia, Nnd.

Campoellton, Nov 12, stmr Lysaker, March, for West Hartlepool, England.

Sailed.

ed to load laths at Quaco for New York at 65 cents, quite an advance over recent rates. Schooner Joseph Hay is fixed to carry coal from New York to Halfiax at \$1.50. Steamship Truma has been chartered to load at St. John for U. K. ports on a time charter of six months, at pri-

vaite terms. Bucksport, Me., Nov. 13.—Schooner Leonora, of this port, Frank Saunders owner and master, has been given up for lost. The schooner sailed from Boston



Lunenburg: 8th, Mildred, Ham, from Kingston, to sail 9th for Beeton.

East London, Nov 12, barque Golden Rod, McBridg, from Sn Nicolas, Cardiff, Nov 15, stmr Lord Iveagh, from Montreal.

London, Nov 15, stmr Lord Iveagh, from Montreal via Sydney, CB.
Bristol, Nov 15, stmr Nedenaes, from Montreal via Sydney, CB.
Cork, Nov 13, barque Francesco R, from St John.

Salled.

Liverpool, Nov 13, stmr Lake Megantic, from Montreal via St Johns, Nov 14, stmr Damara, for Hallfax Liverpool, Nov 14, stmr Damara, for Hallfax Liverpool, Nov 14, stmr Damara, for Hallfax via St Johns, Nid.

- Manchester, Nov 14, stmr Damara, for Hallfax via St Johns, Nid.

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- Rio Janeiro, Nov 14, the Honolulu, Porter, from Norfolk for the Liverpool of the St John for Westerly, RI.

Rosario, Oct 11, barque Herbert Black, from Bear River via Buenos Ayres, oct 16, barque Africa, from Hoston.

Dutch Island Harbor, R. I. Nov 13, results of the lookout on board the Campania, in the look of the Campania, The lookout on board the Campania, in the look of the Campania, The Cashing pulp mill is down for a time while some defects in machinery are being remedied.

days the Teaser has been unsuccessfully hunting over the wide waste of waters off Ethel Clarke, for St John; schrs Abble Ingalls and H A Holder.
Coaistine, Oct. 17, schr Melba, Dodge, for New York.
Dutch Island Harbor, Nov 12, schr Eltie.
New London, Cohn, Nov 14, schr Roger Drury, from Hillsboro for New York.
Boston, Nov 14, stmr Norge, for Louisburg, OB; schr Wendell Burpee, for St John; Advance, for St Pierre, Miq.
Baracoa, Nov 3, schr Ravola, Forsyth, for New York.
Clenfueges, Nov 7, schr Georgia, Longmire, for Sabine Pass.
New York, Nov 13, brigt Curacoa, for Curacoa.

New York, Nov 13, brigt Curacoa, for Curacoa.

Boeton, Nov 15, schr J B Martin, for Pictou; Avalon, for Quaco.

Vineyard Haven, Nov 15, schr M D M.

REPORTS, DISASTERS, ETC.

Ship Monovic has been chartered to Walter been chartered to Walter been inquiries at the chartered to Courter at the charter at the chartered to Courter at the chartered to Courter at the chartered to Courter at the charter at Ship Monrovia has been chartered to oad at Liverpool for Rio Janeiro or Bueoad at Liverpool for Rio Janeiro or Bueoffices of R. B. Little & Co., owners of the Hudson.

There is still a chance that both barges survived the storm. The Hudson has the poorest chance, as she is 33 years old, and

of course cannot be considered as staunch as a newer vessel like the Carter. There were three men on the Hudson, Captain Webster, whose home is in Wakefield, and his half-brother, and probably four men on the Robert Ingle Carter.

The latter barge, like the Hudson, a madeover schooner and has already had quite a career, for three years ago she

was wrecked at the entrance of Portland harbor and one or two of her crew were lost. After she was floated, her masts were taken out and she was converted into a barge, but her name remained the same.
Toronito, Nov. 14—(Special)—The ex-

eculive committee of the Canadian Manufacturens' Association has decided to support the Montreal board of trade in its port the Montreal board of trade in its request to the governor general-in-council for the appointment of a royal commis-sion to investigate the alleged excessive marine insurance rates charged against the St. Lawrence ports.

Boston; Nov. 14.—Captain Frank Saunders, of Bucksport, Me., who commanded the little schooner Leonora, which is supposed to have foundered with all on boost leaves a wife residing in Bucks-

board, leaves a wife residing in Bucks port. The schooner left here on Oct. 16 with a general cargo for Bucksport, Islesboro and Belfast. Nothing has since been heard from her and all hope has been abandoned. tain, the cook, and sailor, and one boy.

The cook's name was Lee, but the names of the others are not known.

Boston, Nov. 14.—No tidings have yet been received from the schooner Henry J Lippitt, which was reported being driver by South Shoal lightship in a dismasted condition during the hurricane last Fri

The schooner left Baltimore October 21 with a cargo of coal, consigned to E. R Norton, of this city, and she was one a fleet of vessels detained in Hampton The absence of any news is regarded

as indicating that something must have happened to the vessel and among ship ping people it is thought that she may ave sprung a leak and foundered. Captain Benj. T. Howes, the regular commander and part owner of the vessel reached this city today from Keene and was anxiously awaiting news of the craft.

The Lippitt was in command, temporarily, of Captain J. W. Given, of Bowloinham, wto was master of the schooner

Warren Adams when that vessel wa vrecked in August, 1898. A crew was signed from this city on Sept. 18 and sent to Bath to join the vessel, which was then loading ice for Bakti-more. The following is the crew list: First mate, John Wilson; engineer, O. Lovell; seamen, W. Puger, a native of Germany; Augustus Hoffman, R. Ramway and J. O. Ohrvall, the last two mem bers of the crew being Spaniards.

VESSELS BOUND TO ST. JOHN. Steamships.
Aicides, at Glasgow, Nov 13. PETROLEUM PRICE FALLING.

Virginia.

There is no trace of Allan J. Stewart the man who killed Donald M. Stewart at Belle River with a stick on Thursday agreement was entered into to have him come to town yesterday and surrender to the authorities, but no arrest was made, Stewart has apparently taken ad-vantage of this laxness and made good

W. C. Barrie. The other is a counterfei of the \$10 issue of Molson's Bank, Montreal, dated January 2, 1900, and bears the check letter B. It is signed by Mr. Wm. M. Macpherson, president, and T. Jefferson, general manager.

suburban trains between St. John and Hampton, and the night express trains discontinued. An accommodation train will leave St. John on the arrival of the evening train from Boston, making connection at Truro for Sydney and Halifax. On arrival of the Maritime express at Moneton in the evening an account train will leave for St. John. General change of time will go into effect on Su

Rev. E. C. Corey has resigned his charge at Shediac and would consider a call from any church desiring his services. Mr. Corey's address is Penobsquis, N. B. Rev. J. W. Gardner has accepted a unanimous call to East Point and Souris churches P. E. I., and desires that all correspond farewell sermon at Sackville Sunday morning. Rev. E. E. Daley announced at the call at Bridgewater, N. S. At a business meeting held Monday evening Mr. Daley's resignation was regretfully accepted. He will leave about the first of December. -[Moneton Times,

Milltown, Charlotte Co., Nov 14.-This forenoon we have had rain, hail, snow, thunder,

odist church last night on his travels in the Holy Land. There was a good attendance The lecture was most interesting. Bert Falcon has moved to Queen street Albert McInnis and family are settling in

A large number of relatives went from own to Scotch Ridge last Saturday to celebrate the 57th wedding anniversary of Mr and Mrs. Angus McKenzie. The aged couple are still vigorous and have the full use

come to town are boarding. Mr. Palmer has taken the position of overseer in the carding room.

The lumber mills have stock enough to keep them going on full time while the season lasts.

Fred Morrison, who is attending 4th year arts classes in Halifax, was home during election week for a couple of days.

Will Sinclair, who worked on a farm near Regina during the summer, has decided to settle in the province and is locating at Scotch Ridge.

Scotch Ridge.

Dr. J. M. Deacon is resting from outdoor practice for a time, being considerably run down through over work.

LESSONS OF THE WAR.

Result of Phenomenal Supply in West

New York, Nov. 14.—Consumers of crude petroleum are in hopes that for the first time in three years the price of that product will shortly be \$1 a barrel. The foundation for these hopes rests on the phenomenal supplies of petroleum discovered in West Virginia within the past few days, one well on the Newton Turner farm starting off with a production of \$8,000 worth per day, and another at Sand Fork, producing 7,000 barrele every twenty-four hours. So strong is the production of these two wells that the price of oil has been reduced five cents a barrel, credit balances having fallen from \$1.10 to \$1.05.

The owners of the Turner well are now gengaged in drilling half a dozen other wells on the same farm, the output of which they expect to be as good as that of the Turner well. Should their expectations be realized there can be no doubt but that petroleum will be bought at a price unheard of in years.

Over Seventy Bodies of Victims of the Recent Tornado at Hong Kong Already Have Been Recovered.

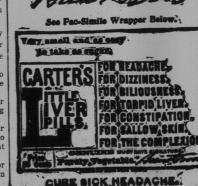
Hong Kong, Nov. 14.—The bodies of 25 persons who were killed by the collapse of houses on the shore in the typhoon which struck Hong Kong last Friday night have been recovered. More than 50 bodies have been taken from the harbor, and the remains of many victims are still to be found. The damage to property and crops is enorm-

here for the past 10 days, suffered a re-

Czar's Illness Said to Be From Poisoning.

ABSOLUTE Genuine Carter's

Little Liver Pills.



Letter From a Man Who Has Had

AFRICAN EXPERIENCE.

Traditional Methods Have Been Destroyed Utterly--Bravery and Not Recklessness Will Characterize Future Fighting.

tion of these so far back as 1881. But it is scarcely fair to father the blame to the general stupidity of our officers.

There has been an absolute change in our opinions of warfare. From one pole we have gone to the opposite extremity of the other. The change is so remarkable, that it might be profitable to consider it briefly—more particularly in relation to its effect on press criticism of our officers.

Since the commencement of the war, many and unfavorable have been the comments throughout the civilized world on the tactics and general methods of the British. Under these, the popularity of General Buller particularly, has fluctuated thermometer-like. Severe, and even bitter has been the criticism of his daring, open style of warfare—his frontal attacks, and his storming of positions.

Suits for Big Damages.

Colorado Springs, Colo., Nov. 15—Two additional suits for \$100,000 each have been filed in the district court here against Sam Strong, the well-known Cripple Creek mine owner by Walliam Lenox and others and the Strong Gold Mining Company. The complaints allege that Strong caused the explosion which destroyed the buildings of the Strong mines on May 24, 1894, thereby greatly injuring the plaintiffs.

Former U. S. Ambassador III.

Grand Rapids, Mich., Nov. 15—Hon. Edwin F. Uhl, United States ambassador to Germany under Cleveland's second administration, who has been ill at his home

preferred the comparative security of his nook or corner, recognizing therein his only hopes of making any show.

Our valiant general, however, imbued with British ideas—the traditions of centuries—'marched his men to the top of the hill.'' but, alas, he never marched them down again. They were stood there like so many dolls in a shooting saloon, to meet the fate inevitable.

inevitable.

One old Boer in speaking to me of Majuba EVENING CLASSES I our conservative, tenacious clinging to the traditions of our fathers. One disaster is insufficient to bring about a remedy. The mistakes must ever be emphasised by sev-

Finally, the reaction occurs, and herein lies the crux of my argument. Observe now the striking contrast betwixt the ante bellum, and the post bellum views of the British public. They turned round and condemned their own officers for not employing those methods of warfare which, since 1881, they have so scathingly and incessantly condemned as altogether cowardly on the part of the Boer. Surely there was never a greater reaction of opinion.

Nor was the old opinion held merely among civillans. I have served the Queen, and can affirm that it was echoed also in military circles.

military circles.

The "Hole and Corner" methods were

The "Hole and Corner" methods were most unfavorably considered by brave men like Buller. They instinctively hated them as they hate any breach of rules in the "manly art." They were undignified, and seemed to cast an insidious slur on British bravery—they were a style of warfare never previously entertained by us, and most emmently distatsteful to the heroes of so many hard, hand to hand fights. "Who's afraid?" beat out the gallant hearts whose only fear is to be thought cowardly. The very records of the past—unfading, immortal—threw as it were, an obligation on the present. These records had to be maintained; and the soldiers of the Queen have never, and will never shirk open and daring conflict. How often in the past have they cheerfully undertaken the most apparently forlorn hopes—and could there possibly have been greater bravery in all ranks, than in this war?

After repeated disasters, however, our old views reluctantly disappear in favor of the wiser, the cleverer and more scientific, and the infinitely more humane style.

And we have been taught this by the Boers. We now admit that owing to the exigencies of modern warfare, we have been compelled to adopt that which we previously condemned, as the only warfare now practicable.

I fancy, on the return of Lord Roberts, we will see the issue of a new khaki drill,

book, while the old red one will be relegated rible and useless risks—cover will no longer be disdained, and out of the ashes of the phoenix of obsolete systems, will arise a luxuriant growth of improvements which will render us a very dangerous foe. Thus,

In conclusion: While we cannot overloo In conclusion: While we cannot overlood or cease to deplore the fact that so many brave men have been needlessly sacrificed, perhaps, when we look behind at the spirit which I am convinced impelled the circumstances, our condemnations may give place to a feeling of national pride and admiration, at this modern example of the mad unflinching bravery, which has built up, and upheld our Empire.

Remember, too: It is only during the present war that this "liole and Corner" work has assumed the dignity of warfare.

With regard to the other points criticised. I may say that the only surprise possible to any one who know the country, and the terrible difficulties with which an invading force must necessarily contend, is that our

force must necessarily contend, is that our mistakes have not been more fatal and more

The state of the property of the form of the control of the contro

in every locality throughout Canada to introduce our goods, tacking up show cards on trees, fences, along roads, and all conspicuous places, also distributing small advertising matter. Commission or salfry \$60.00 per month and expenses not to exceed \$2.50 per day. Steady employment to good, honest, reliable men. No experience needful Write for full particulars.

THE EMPIRE MEDICINE CO.,

London, Out.

WANTED—Every Lady to read this add. We will send you a good copy of Flag Photo Frame. We will take on sale for the fall months all the Fancy Goods you can send us. Cut this add. out and send 25 cts. for hag

design, and several ideas in saleable fanc goods. Gorbell Art Store, 177½ Union-st. FOR SALE OR TO LEASE—FARM at Red Head, containing 100 acres, about four miles from St. John city; cuts a large quantity of hay, and is in excellent condition. One horse and all farm machinery may be purchased with it. Apply to Mrs. James Osborne on premises, or by letter.

WANTED—Subscription solicitors in every town in the Maritime Provinces for "The Ladies" Home Journal" and ""The aturday Evening Post." Apply to R., this office.

A NEW IDEA. H w to obtain a Beauti-lor Clock, Fancy Rocker, Silk Um-brella or Kodak, free, Goods guranteed to be worth \$5.00 to \$6.00 each. Send 26. stamp for particulars. The Great Idea Co, Clearfield, Pa. WANTED-Parties to do knitting for us

at home; we furnish yarn and ma good easy work; we pay \$10 per hundred for bicycle hose; and other work according-ty. We also want a man in each town to look after our work. Send stamps for par-ticulars. Standard Hose Company, 79 Ad-elaide St., E. Toronto.



OPEN FOR

On and after June 18th, 1900, trains will run daily (Sunday excepted) as follows: Trains will Leave St. John.

Suburban for Hampton, 5.26.

Express for Campbellton, Pugwash, Picton and Hallfax, 7.15

Express for Hallfax, New Glasgow and Pictou, Accommodation for Monoton and Point du

A through sleeping car will be attached to the trail leaving St. John at 19.35 o'clock for luebec and Montreal.

A sleeping car will be attached to the train eaving St. John at 22.45 o'clock for Halifax.

Vestibule, Dining and Sileeping Cars on the luebec and Montreal Express.

Trains Will Arrive at St. John. Trains Will Arrive at St. John

Express from Hampton, (Saturdays from Sussex) 21.50

Moncton, N. B.: June 15, 1900.

CITY TICKET OFFICE: 7 King Street, St. John, N. S.

Chene, 13.00
Chene, 16.45
Express for Sussex, 16.45
Express for Hampton, (Saturday for Sussex) 17.45
Express for Quebec and Montreal, 19.35
Express for Halifax and Sydney, 22.45

Express from Sydney and Halifax, Suburban from Hampton, Accommodation from Moneton, Express from Halifax,

D. POTTINGER