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NOTICE.

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NOTICE.

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The subscription rate is \$2.00 a year, but if 10 cents is sent ONE YEAR IN ADVANCE the paper will be sent to any address in Canada or United States for one year.

SUN PRINTING COMPANY, ALFRED MARKHAM, Manager.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., JANUARY 7, 1905.

THE WESTERN PROBLEM.

During the dominion election campaign Sir Wilfrid promised that in case his government were retained in power he would take up next session the legislation necessary to give the Northwest the powers and rights of a Canadian province. This pledge, exacted from the prime minister, by the necessities of the occasion, brings within sight a reformation which has long been demanded and long refused.

Should the act granting autonomy to the Northwest be passed this year it will be the most important bill of the session, and will probably occupy the attention of the house for a considerable portion of the time. Instead of four members from the Territories there are now eleven, counting the representative of the Yukon. They are likely to have strong views and to express them with western freedom.

It is not the simplest matter in the world to organize the new province or provinces. In the beginning there are differences of opinion whether the whole country between Manitoba and British Columbia and north of both, shall be made into one or more provinces. Some advocate a division into three or four. Some think that Manitoba should be enlarged. Others are ambitious to see one province created, and that the largest that has been. Three years ago Premier Haultain prepared a draft scheme providing that Assiniboia, Alberta, Saskatchewan and all Athabasca as far north as the 57th parallel should be constituted into one province. This would leave an immense unorganized territory north of the present line of settled country and would not include the Yukon. The latter district as at present reached is more closely allied to British Columbia than to other territories. But Mr. Haultain's province would still be an empire in extent. It would be double the size of Ontario and much larger than Quebec, counting in the latter province the whole of the Canadian Labrador. The smallest of the four divisions which it is proposed to unite is much larger than Manitoba. Assiniboia is nearly twice as large as the maritime provinces, and yet is less than either Alberta or Saskatchewan or the southern part of Athabasca.

Judge McGuire, who has spent most of his working life in the west, writes to the Toronto Globe, setting forth that this proposed province is entirely too large and likely to have too great a population to be included in one province. It would seem altogether likely that the area designated would before this generation passes away exceed Ontario in population, and that long before the present century draws to its close it will contain half the population of the dominion, since it includes not only the greater part of the wheat belt of Canada, but the larger part of the western land suitable for mixed farming. Judge McGuire proposes that three provinces should now be created. Assiniboia and Southern Alberta would be one, formed by running an east and west line and giving this province the western portion. It would contain the treeless prairie, the ranching country, and the larger part of the area suitable for large grain growing operations. North of this Judge McGuire would establish two provinces, separated by north and south boundary. The eastern province would include the whole of Sas-

katchewan, which is over 100,000 square miles, and all of Keewatin north of Nelson River and east of Athabasca to Hudson Bay should go with it. The western province would include northern Alberta and Athabasca, say 300,000 square miles, but much of it too far north for agricultural settlement. The former judge also suggests that a portion of Keewatin be added to Manitoba to give that province a frontage on Hudson Bay. Thus the two northern provinces would be on the Hudson.

This scheme seems better than the establishment of one province, as it provides for large prospective communities with plenty of room. It would be a greater error to divide too much than not to divide enough. A great mistake was made when the maritime provinces went into the dominion in three divisions. It will always be difficult to repair the evil, which has practically made it impossible for the small population of the extreme east of Canada to work together in any public enterprise. These provinces keep up three governments and legislatures when one would be sufficient, perpetuating differences in law and practice of the courts, have boundary lines in medical rules and registration, struggle in a feeble way with technical education, and generally dissipate their energies in duplicating work that could be better performed by co-operation.

STOESSEL'S LAST ACT.

The question whether the Port Arthur garrison should have destroyed the ships and defence works at Port Arthur after the arrangements were made for the surrender is one on which the outside world has not yet sufficient information to give an opinion. It was evidently open to the Russians to destroy the property before offering to give up the fortress. The issue is simply whether by making the offer of surrender first the garrison obtained better terms than would have been allowed had the destruction taken place before the negotiations. It is not said that General Nogi stipulated that the fortress should be handed over in the condition it then stood, or that the ships should not be destroyed. If he did not mention these things he apparently failed to exercise reasonable vigilance. Supposing that nothing was said as to the condition in which the place and the ships should be handed over, and that Stoessel having simply declared that he found further resistance useless, offered to march out and give himself and his army into Japanese control on certain terms, it would not follow that the construction of the military works was a breach of trust. While the siege was going on the Japanese could hardly be expected to find the enemy's ships in fighting shape when the fort and harbor should be captured.

A GREAT NEW YEAR'S PRESENT.

Even in England, where there are great fortunes and corresponding gifts for benevolent purposes, the donation of a million dollars by Lord Mount-Stephen to a hospital fund, will be one of the greatest of the year's beneficence. Montreal owes one of her splendid hospitals largely to the same generous giver.

THE BALTIC FLEET.

The late Baltic fleet is gathering at the rendezvous at near Madagascar. There is much speculation concerning the future movements of these ships. But what inducement is there for the squadron to proceed? There is nothing for the ships to do except to take the aggressive against the whole Japanese fleet, which is much more powerful and will have bases of operation in Manchuria, Korea and Japan. It is much more likely that the Vladivostok squadron will get away from the dangerous coast and leave Japan in full possession of the seaboard of Siberia than that the Baltic fleet will proceed to the scene of trouble. If the fleet to Russian waters seems to the gallant commander to be a proceeding unworthy of his name and fame he may remember that there are other fishing vessels in the North Sea.

THE CASE OF BECK.

Adolf Beck, sentenced in London in 1886 for obtaining money on false pretences, served five years in hard labor. He was mistaken for another person by all the witnesses, including prison officers and detectives, who recognized him as a former prisoner. The judge did not allow him to prove an alibi as to the alleged first conviction, though he offered to bring witnesses to show that he was abroad when he was supposed to have been first sent to prison. During his imprisonment he made many attempts to re-open the case, and it seems that he did cause some doubt in the mind of the authorities as to his previous conviction. When he had served his term Beck persistently went about the task of proving that the law had blundered. He found it difficult to get the serious attention of the authorities, but at length was greatly assisted by the arrest of the real man for whom he had been mistaken, and who proved to have no great resemblance to him. The government has now offered Beck \$25,000 as a compensation for the injury done him. Beck has not accepted the money, though a cash solace is all that the country has to offer. No government is rich enough to give him back his five lost years.

HOW TO MAKE A SURPLUS.

The secret of declaring perpetual surpluses has been discovered by the Tweedie administration. In the first place require certain classes of corporations to make deposits with the government. Call this deposit a part of the current receipts. Secondly, if the deposits are insufficient, cause the several departments to pay the bills for the last two or three months of the year by overdrafts on the banks, arranging with the banks that the money will be returned with six per cent. interest out of next year's appropriation. These payments must not be entered as outlay of the year in which they are made. By following this method a surplus may be produced on paper even when the expenditure largely exceeds the income. Private individuals have sometimes managed their finances the same way. Where are these people now?

ANOTHER RUSSIAN MISFORTUNE.

If it is true that the flagship of the Russian Baltic fleet has been wrecked, presumably off the east coast of Africa, Russia will have lost one of her most powerful battleships. The heroism of the crew will hardly be proof of these succeeding misfortunes, if this last rumor should prove to be true.

HAPPY GRAND TRUNK.

Sir Charles Rivers Wilson makes it clear to the Grand Trunk shareholders that they stand to gain by the Grand Trunk Pacific deal. The Grand Trunk is guaranteeing the bonds of a branch railway from the main G. T. P. line to Lake Superior. This puts Port Arthur within some 450 miles of Winnipeg. The president of the Grand Trunk points out that this will be the route for a great deal of western freight, which will be delivered at Port Arthur, proceeding thence by water to Grand Trunk ports at the eastern end of the lakes. He did not need to say what would be done with this freight in winter when once it reached the Ontario system of the Grand Trunk. It will then be on the straight route to Portland.

Incidentally Sir Charles Rivers Wilson reminded the shareholders that they were receiving as a present, or rather as a return for a guarantee that will cost them nothing, \$25,000,000 of stock of the Grand Trunk Pacific company. Not a dollar will be paid for this stock, but the shippers will pay dividends thereon for all years to come if the company can collect it. The people of Canada are giving guarantees for three or four times the amount for which the Grand Trunk is responsible. There is no block of dead head stock for them.

NEWPORT ACCIDENTS.

NEWPORT, R. I., Jan. 4.—A number of accidents took place in the harbor during the storm. Two barges, owned by the Scully Transportation Co. of New York, loaded with coal and bound for Providence, were blown ashore on the flats on the south side of the harbor. It is probable that both will have to be lightened somewhat before they can be hauled off.

WINSLOW MORSE DAMAGED.

NEWPORT, R. I., Jan. 4.—The schooner Winslow Morse, which was taken from the Old Colony wharf after a collision with the steamer Pilgrim yesterday, parted her hawse, and the schooner was blown ashore on the wharf sustained further damage by headgear being carried away.

HOOSACK FALLS.

HOOSACK FALLS, N. Y., Jan. 4.—The question of the state is practically unbound by the effects of last night's blizzard. The gale slackened this afternoon, but the temperature still remains near zero. The storm began Tuesday morning and gradually assumed blizzard proportions.

ELMSDALE.

ELMSDALE, P. E. I., Jan. 2.—The old Charles Beatrice property at Greensmound, being sold recently by auction, was purchased by A. C. Galt, teacher of Kildare Cape, for the sum of \$50.

Prince county loses one of its foremost farmers in the death of William Lafargey. Deceased always enjoyed good health up till two weeks before his death, and was born in the home which he occupied, 73 years ago. He leaves to mourn a widow and six sons and one daughter.

ST. MARTINS.

ST. MARTINS, Jan. 5.—Samuel Vaughan, whose house was burned Monday night, and who is thus rendered homeless, being sick and unable longer to care for himself, was today taken to St. John to the almshouse.

WANTS TO EXHIBIT PETRIFFIED BODY OF GIANT BEAUPRE.

MONTREAL, Jan. 5.—An effort was made at the city hall yesterday by a showman to get a license to exhibit the alleged petrified body of the French-Canadian giant Beaupre. The body of the giant at the present time, is in St. Louis, Mo. It is claimed the body has been petrified by a special process. The showman was referred by the license department, to the city board of health. On making his application, the applicant was told he must apply to the provincial board of health authorities. So far the permit has not been granted; the authorities do not see how they can grant permission to exhibit bodies, whether they are petrified or not.

DAMAGE BY STORM.

Wires at Halifax are in a Tangled Condition.

Sackville Trian Blocked—Number of Sheep Market in an Interesting Condition—St. John Shipments May Be Large.

Accidents at Newport—Sch. Winslow Morse Damaged.

HALIFAX, Jan. 4.—During a heavy snow storm, a silver thaw caused much damage in Halifax yesterday afternoon. There was a cold mist, which later turned to rain and last night the tram cars had much difficulty to make connections at the turn-outs. Today not a wheel has moved on the tram service and the street cars will be made and to avert the danger to pedestrians from live wires. The telephone damage is estimated at \$5,000 to \$10,000.

For some time there has been complaints of delays in the Halifax post office, and the charge has been made that the staff is undermanned and the post inefficient. The board of trade has now taken the matter up and has issued a statement calling on the public to communicate to them any facts showing delay so that the proper action may be taken.

SACKVILLE, Jan. 4.—A storm began to fall last evening and continued to rage furiously today. About a foot of snow fell, and roads are blocked in places. The E. I. railroad did not attempt to leave Sackville. Business is practically suspended.

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The regular Boston train due here at 9 o'clock in the morning did not leave for Boston until 11 o'clock. The train was delayed four hours late.

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Communication by trolley between this place and Bennington is completely cut off. No cars have run since yesterday and continued until early today. Six inches of snow fell. Traffic was paralyzed, but intense cold became untold suffering to the city's poor. The blizzard caused several deaths in New York yesterday, and while many persons fell on icy sidewalks and sustained broken bones.

The storm began with an icy sleet which, forming a drift on the railroad and trolley schedules. The sleet covered the sidewalks and streets with ice and rendered them almost impassable. Scores of horses fell, many of them fatally.

A fine snow succeeded the sleet, and snow piled up drifts that isolated many suburban points.

At nine o'clock this morning the mercury ten degrees above zero and continued near that point all day.

Milk trains on various railroads were held up by snow banks, while the milkmen were unable to get through drifts which formed a cordon about the outskirts of the city.

At the Times Square station snow drifted in, forming a drift six feet high, and it was impossible for persons to use the station until the snow had been cleared away.

It is estimated that the storm will cost New York city railway companies over \$100,000.

The storm paralyzed traffic in the country district of Staten Island. In many places the snow drifts were deep and several trolley cars were stalled all night between Richmond and Newport. Small barns and outhouses in various parts of the island were blown down and telegraph and telephone wires damaged.

A trolley car running between New Rochelle and Mount Vernon, carrying a dozen persons, ran into a big snow bank and blew out its fuses, leaving the car without heat or light. The passengers were marooned there for nine hours before being rescued.

NAN PATTERSON'S BAIL.

Judge Will Probably Give His Decision Today.

NEW YORK, Jan. 5.—Justice Greenbaum in the supreme court today announced that he would probably hand down his decision on the question of admitting Nan Patterson to bail some time tomorrow.

Argument on the petition for Miss Patterson's release was heard yesterday and Justice Greenbaum then reserved his decision. He was asked and requested the attorneys to submit briefs. District Attorney Jerome did not give in a brief and his return to the petition was not made until this afternoon.

SEE THAT THE DRUGGIST gives you the right article—the soothing, helpful Painkiller that was used in your family before you were born. There is but one Painkiller, Perry Davis'. No upright dealer offers substitutes.

LIVE STOCK.

The live stock market, in so far as shipments from St. John are concerned, is in a rather peculiar condition. Judging from the contracts for space made with the different lines of steamships engaged in the cattle carrying business, the traffic here is anticipated to be unusually heavy during the present season. There is a scarcity of sheep in England and the demand is consequently good, but there is also a scarcity in Canada. Shippers who are engaged in the live stock trade, made large contracts for steamship space, and are now finding trouble in securing enough stock to forward. The Boston Globe in a report of shipments of live stock from that port says: "The shipments of live stock from this country during the year 1904 were the largest since 1897 and the second largest in the history of the trade. The shipments from Boston again demonstrate that this port leads in the export of live stock. Of the total of 623,854 head of cattle, 408,415 sheep and 1,248,118 hogs were shipped from the United States and Canadian ports last year, 133,861 cattle, 93,938 sheep and 588,397 quarters went from this port. A lack of space is the only reason for the delay in shipping live stock from larger. There was not enough dead freight offered to justify the steamship companies in putting more boats in the Boston service."

"I have a large practice, and have a chance to prescribe your Peruna. I hope you may live long to do good to the sick and the suffering."

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MEDICAL EXAMINER

Of the United States Treasury Recommends

Pe-ru-na.

Other Prominent Physicians Use and Endorse Pe-ru-na.

Dr. Llewellyn Jordan, Medical Examiner of the U. S. Treasury Department, graduate of Columbia College, and who served three years at West Point, has the following to say of Peruna: "Allow me to express my gratitude to you for the benefit derived from your wonderful remedy. One short month has brought forth a vast change and I now consider myself a well man after months of suffering. Follow sufferers, Peruna will cure you."

A constantly increasing number of physicians prescribe Peruna in their practice. It has proven its merits so thoroughly that even the doctors have overcome their prejudice against so-called patent medicines and recommend it to their patients.

Peruna occupies a unique position in medical science. It is the only internal systemic cathartic remedy known to the medical profession to-day. Catharrh, as everyone will admit, is the cause of one-half the diseases which afflict mankind. Catharrh and catharral diseases afflict one-half of the people of United States.

Robert R. Roberts, M. D., Washington, D. C., writes: "Through my own experience as well as that of my friends and acquaintances who have been cured or relieved of catharrh by the use of Hartman's Peruna, I can confidently recommend it to those suffering from such disorders, and have no hesitation in prescribing it to my patients."

Dr. R. Robbins, Muskogee, I. T., writes: "Peruna is the best medicine I know of for coughs and to strengthen the weak stomach and to give appetite. Besides prescribing it for catharrh, I have ordered it for weak and debilitated people, and have not had a patient but said it helped him. It is an excellent medicine and it fits so many cases."

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