

THE SEMI-WEEKLY TELEGRAPH. Published every Wednesday and Saturday...

ADVERTISING RATES. Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00...

IMPORTANT NOTICE. All communications should be sent by post or by registered letter, and addressed to The Telegraph Publishing Company...

AUTHORIZED AGENTS. The following agents are authorized to receive and collect for The Semi-Weekly Telegraph...

ST. JOHN, N. B., MAY 4, 1904.

HOW DOES IT STAND? St. John has been led to regard the new drill hall as assured, and some time ago the citizens interested themselves in securing an expression of opinion from a representative meeting as to the site...

THE WINTER PORT. All the close of another winter port season the citizens of St. John and of the province generally will note with satisfaction that the record of the port continues to be one of progress and success.

NO BACKWARD STEP. The city council today should deal as liberally as possible in the matter of the grant toward the Champlain Tercentenary and Old Home Week celebration.

THE FIRST BLOW ON LAND. The yellow men pitted against the white were an unknown quantity only a few weeks ago. What can they do at sea?

AN AWKWARD SITUATION. Certain of the big Democratic newspapers in the United States have been pounding the trusts for years and have unquestionably increased in grandeur...

THE INSURANCE RATE AGAIN. Men who have to pay a heavy increase in the insurance rate are probably less interested in the origin of the increase than in such steps as may be taken to have the rate lowered.

Montreal and vice versa this newspaper, says in part: "Nothing would be more ridiculous than that the English insurance companies should get into a panic because of the fire at Toronto and Ottawa, and raise the rates in Canadian cities to the 'congregation' standard."

There is nothing in the recent history of insurance companies to criticize severely, the means provided by each city for protection against fire, and they cannot do the community a greater favor than by pointing but fearfully what improvements they need. But to placard all Canada as 'extra dangerous' because of two or three strikingly hard pieces of ill-fortune, would be akin to the policy which blames steamship accidents on the Maine Coast on the 'dangers of the St. Lawrence route.'"

In Halifax the Board of Trade on Thursday discussed the recent advance in the insurance rate. There was a general protest against the increase, which a public meeting next week to consider the matter and take action.

It is no longer necessary to assert that St. John is well adapted to be the principal winter port of Canada. The fact has been amply demonstrated. Neither is it necessary to publish books to refute slanders concerning the navigation of the Bay of Fundy. The record speaks for itself in a manner which was impossible until an actual test such as that of the winter port business of the last few years had been made.

To the people of the city the novelty of the large winter trade has long since worn off. To see four or five large steamships lying at the Sand Point wharves, landing immigrants or discharging or taking in cargo, has become quite a matter of course. But between the present conditions and those of a dozen years ago, how great is the contrast. Then the people hoped, and labored against great difficulties; now they know that the future greatness of the port is assured.

Not that the time for effort and agitation has passed. On the contrary action with vigor and promptness is now needed. The business of the season just closed was the largest in volume in the history of this winter trade. Only last week every berth at Sand Point was filled, and the vessels were actually crowded. If there is to be more business there must be additional facilities. Early action should be taken to provide them, and if possible at least one new berth should be ready for next winter. Perhaps the time is now too short, but enquiry should be made, and if by special effort it is believed one new berth could be provided, the council should lose no time in making the necessary arrangements. The need is as urgent now as it was months ago when the agitation was at its height.

Certain of the big Democratic newspapers in the United States have been pounding the trusts for years and have unquestionably increased in grandeur with the natural hostility of the people toward monopolies real and fancied. These newspapers, or many of them, are now disposed to turn from the trusts for some months and concentrate their attention toward electing a Democratic president. But in the past they have piled up mountains of information and many strong arguments for the use of that wing of the Democracy whose chief leader is Mr. William J. Bryan. And Mr. Bryan, unlike the newspapers which are backing Judge Parker for the nomination, and who do not like to have him publicly regarded as a friend of the corporations, is still pounding. Mr. Bryan hires a hall to explain to a vast audience that Parker means alliance with the same unholty monopolies which have been so long and so effectively pilloried in the press.

The newspapers which are for the New Yorker believe that his 'conservative' stand in regard to property rights and corporations will win from President Roosevelt to Judge Parker the support of the great capitalist interests which have been a Republican bulwark. But Mr. Bryan proposes that the Democratic convention, in July, shall

republican any alliance or compromise with capital, and he contends that Parker's candidacy is a confession that such alliance is not only contemplated but openly bid for. Mr. Bryan's personal influence at this time is not what it used to be, but the newspapers have unwittingly supplied him with effective ammunition and have plowed immense acres for the seeds of discomfiture and disaffection which he and those of his kind are sowing in the ranks of the Democracy.

Additional force is lent to his position by the attacks upon corrupt corporate influence made lately by such serious and impressive writers as Mr. Lincoln Steffens in McClure's, and Miss Tarbell in Scribner's. Those writers have not charged that corruption is confined to either party, but the influence they have exposed and condemned are wielded by the trusts which Mr. Bryan says the Democracy must refuse even the most remote association, public or private.

In his recent Chicago speech he quoted from the testimony of Mr. Havemeyer, head of the sugar trust, before a Senate committee in 1894, some extracts exposing a condition of affairs which was common then and is quite as bad today. A brief extract will show the 'practical' view of the trust magnate: "Senator Allen—Therefore, you feel at liberty to contribute to both parties?" "Mr. Havemeyer—It depends. In the State of New York, where the Democracy has the majority is between 50,000 and 60,000, we throw it their way. In the State of Massachusetts, where the Republican party is doubtful, they probably have the call."

"Senator Allen—Then the sugar trust is a Democrat in a Democratic State and a Republican in a Republican State?" "Mr. Havemeyer—As far as local matters are concerned, I think that is about it."

Mr. Bryan holds that if the trusts are favorable to the candidate who becomes president, the men he appoints to the Supreme Court of the United States will be men agreeable to the trusts, and that even if congress were sound on public questions remedial legislation might be useless because of the make-up of the highest court in the country.

The St. Louis convention bids fair, under these circumstances, to be no Democratic love-feast.

ENLIGHTENING THE AMERICANS. A great many Americans, especially those in trade, who are in the habit of thinking and talking loosely about reciprocity with Canada, will read with surprise, and conviction as well, an editorial in the Dry Goods Economist of April 23, in which American misapprehension as to the present status of reciprocity and Canada's attitude toward a reciprocal trade arrangement with the States is indicated and corrected. Many American newspapers, ignoring Canada's recent official declaration that overtures must come from Washington and must be accompanied by reasonable evidence that a mutually advantageous arrangement is possible, have continued to discuss reciprocity as something Canada is begging from her neighbor. These newspapers, too, have studiously avoided the fact that the New England reciprocity advocates must first conquer at Washington, and then hit upon a form of reciprocity which would appeal to Canadians. The kind of reciprocity which Mr. Foss and his adherents have in mind is of a nature which Canadians would reject even if it were offered by Great Britain on the ground that it would be too one-sided.

The Dry Goods Economist, a leading American trade publication, sets its readers right upon at least some points of importance, and duly recognizes Canada's progress and independence. It says in part: "The efforts which have been making in

Massachusetts in behalf of reciprocity with Canada have come to an end—temporarily at least. The reciprocity resolution introduced in the Republican State Convention was voted down, largely owing to the opinion of Senator Lodge, and the plie of the convention now asserts that 'reciprocity with Canada' is a mere phrase until the concessions offered on one side and demanded on the other are stated in detail."

"The exact meaning of the statement is not apparent, but it would seem that those who framed it and secured its adoption are of the opinion that Canada desires a reciprocity treaty with the United States. If this is the case, the majority of those who took part in the convention show a lamentable lack of understanding of the circumstances. Canada is far from seeking reciprocity with the United States. On the contrary, the preponderance of sentiment in the Dominion is that the demand for such a treaty must come, not from Ottawa, but from Washington."

"The spirit of protection is stronger in Canada to-day than it ever was, and it is probable that even the preferential tariff accorded to the mother country will be abrogated at no distant date. Industrially she stands far higher than she did a few years ago, and there is every indication that within a few years her manufacturing facilities will be further extended. Moreover, she is rapidly increasing her population by immigration. These immigrants are not the lowest products of European despotisms, such as are now coming to our own shores, but American citizens of the farming class. These men are disposing of their comparatively high priced farms and are seeking over the border—at the rate of 3,000 a day it is asserted—to take up the cheaper land of the Dominion, thus opening up a new and growing outlet for the products of Canadian industries. It is, indeed, generally conceded that during the past year or two the prosperity of the Dominion has been relatively greater than that of the United States."

"It is highly desirable that not only Massachusetts, but throughout the country, the fact be generally recognized that Canada is asking no favors—that if we are to have clearer trade relations with the Dominion we must take the initiative, and be prepared to employ toward Canada just as much courtesy and diplomacy as we should expect toward any great, high-minded and prosperous nation."

There is of course no present purpose to abrogate the British preference, and there is much hope that it will become reciprocal. The Chamberlain policy, which has found many advocates in Canada, would make reciprocity between the United States and Canada out of the question. The United States, perhaps, would be forced to ask the Empire for trade terms and would be prepared to pay amply for them.

NO MONEY. St. John's treasury is empty. One of the first acts of the new council, it is likely, will be to authorize a temporary loan to pay the current expenses of the city.

As a rule, when there has been any interest in the civic elections, the chamberlain has received \$10,000 or more during the week before polling day from citizens who desired to vote. But this year there was a new deal. Those taxpayers who vote who owed two years taxes and no more. So a certain percentage of those who desired to vote could do so without paying any taxes or by paying some.

The new arrangement unquestionably increased the vote cast, but instead of the \$10,000 or \$12,000 formerly received at City Hall there was paid during the week before last polling day less than \$5,000. The city not only lacks the \$6,000 more which ordinarily was paid voluntarily, but it must now borrow probably \$10,000 for current expenses, and must act about the collection of an unusual amount of unpaid taxes, a business attended by some expense. The man in the new council who suggests some better method of collection will be heard with profound attention. And the man who suggests a sensible principle of assessment should be greeted as a citizen reformer long and sorely needed in St. John.

able of the efficient seas of defense. The time cannot now be far distant when the invaders will isolate Port Arthur. The road from the Yala to Maden on the Port Arthur—Harbin railroad, which road the Russians are now occupying, runs through a hilly country and would prove most difficult for the Japanese forces at least to depend upon frontal attacks alone. As the situation now is, however, they apparently will be able to approach the Russians from either side and the defenders will be forced to retire or risk finding a Japanese division in their rear ready to co-operate with the force attacking in front or in flank.

That Russia can now prevent the setting off of Port Arthur does not appear possible. The continued hammering of which Admiral Togo subjected the enemy's squadron at Port Arthur has made that force at least temporarily useless for offensive purposes. If the railroad connecting Port Arthur and Harbin be cut the Russian ships in the harbor may soon be disposed of finally and the great Russian naval base must fall. It falls and the disappearance of the squadron would detain greatly from the value of the Baltic fleet's arrival in the autumn.

All these things may be expected by General Kuropatkin and prepared for in his plans of which so much has been heard, but unless his plans contemplate something other than Japanese success they will solve none of the problems which now confront Russia and which grow more serious daily.

Writing before the engagement at the Yalu Captain A. T. Mahan, author of "The Influence of Sea Power on History," who is one of the foremost strategists of the day, contemplated the arrival of the Japanese there in force, and said: "This done, the time for decisive action arrives. The Yalu held, there arises necessarily the question of defeating the enemy's armies, gaining possession of their indefensible line of communication—the railroad between Port Arthur and Harbin—and, most vital of all, Port Arthur itself, thereby depriving the enemy not only of the ships within, but of the naval base. This needs to be effected, before the Baltic fleet can arrive."

"Here the importance of Newchwang becomes evident, incident to which is the question of the Port Arthur squadron. Newchwang is so close to the railroad that its occupancy alone will almost stop movement and starve the port. On the other hand, the latter threatens the existence of a Japanese army there dependent upon communications by sea. Peking's squadron can probably assure for some time, but whether long enough for the entire transportation, and to maintain the subsequent advance until Port Arthur falls is more doubtful. Doubt will disappear if the Russian squadron is neutralized."

"Newchwang being only fifty miles from the point where the main road from the Yalu meets the railroad from Port Arthur to Harbin, the movement thence would be that of turning Canada's back on a battle back from the Yalu over a hilly and rugged and elevated country, abandoning a series of defensive positions, which otherwise must be driven by successive frontal attacks involving heavy loss. The continuous pouring of troops toward the Yalu indicates that this is the Japanese main line. The persistence of a Togo fleet in the Yalu, probably that they recognize and wish to secure the lateral advantage at Newchwang."

Though weaker than Russia in ultimate resources, Japan, Captain Mahan says, has won her way thus far by superior preparation, disposition of forces and initiative. "On the same conditions only can the weaker hope for final victory. These are the permanent requirements of war. Inferiority in each has wasted the Russians in detail. Their enemy has thereby gained further delay, the primary and constant need of the weaker, and it is fairly to be expected that in the immediate future she will act with the vigor which marked her first movements. This Japan did, as from the first, for her fortification and disposition, she can with numbers to hope to hold. Then will come the supreme test of the victor: whether a just weighing of conditions, estimate of powers, can impose moderation in purpose and call a halt before overreaching the limits of safety."

"The efforts which have been making in

No Risks. Taken in buying your Clothing at this store—your money back without quibbling if you want it is your safeguard; Yet with this fact so well known our store statistics show that not over one person in every five hundred demands it—proof sufficient that we please pretty well all who trade here.

Men's Spring Suits, \$5 00 to \$25 00. Young Men's Spring Suits, 5 00 to 15 00. Men's Overcoats, 7 00 to 20 00. Our Sample Book is now ready for mailing. Send for one.

GREATER OAK HALL, SCOVIL BROS. & CO. King Street, Cor. Germain, St. John, N. B.

NOTE AND COMMENT. Now that activity at Sand Point has ceased for a season it will be the duty of the city council to see that the wharves and warehouses are properly protected from the chance of fire. Schooner and crew lost off Halifax harbor. Rev. J. C. Berrie in the West. New Brunswick Clergyman Impressed the People of Coldwater, Ont.

A Short Cut to Health. If you want to enjoy vigorous health take DELICIOUS RIVS. They are a veritable short cut to lasting and perfect health.