POOR DOCUMENT

SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JANUARY 13, 1904.

THE SEMI-WEEKAY TELEGRAPH.

ADVERTISING RATES.

IMPORTANT NOTICE.

OF TO h Publishing Company should be addressed slegraph, St. John. AUTHORIZED AGENTS.

following agents are authorized to can-ind collect for The Semi-Weskly Tele-

W. A. Ferris.

s to the agents when they call

emi-Weekly Telegraph

ST. JOHN, N. B., JANUARY 13, 1995. THE ELECTIONS. will be deferred until Jun of danger and panic

days past an ann expected and while i nor definite there

there can be atry. The wo

hint from Ottawa hitch in the Grand Trunk Pacific any time. It is for the Common Counc and the Board of Trade to pr

of its buildings. The Herald has quite certain that people in co-churches and public buildings ha ent sort of notion that there quite certain that but let them just note

it would be no ible for a par case of fire. The duty of St. John's and Board of Trade today

school building

ST. JOHN'S OPPORTUNITY.

St. John

The Tr

fires John will T

main an open port and that another rai of this city ected with "Halifax has no right to expect immu ty from fatal fires any more than any other city, unless, warned by many calam-If this

John pr In Tor

oday. tied in two min with

> TWO OUESTIONS the

to St John welcome and important

for a moment from the necessity for se-

curing from the government its pledge to

do the dridging referred to. Already there

is doubt whether the work can be done

in time to prepare the port for next year's

ships. The space to be dredged is exten-

THE TEACHERS.

The achers holding corresponding liengaged in similar work i

10-15 4 15 2 Grd. I-IV VI.

five years every other city doubt, will weigh with mitted in the pet

CANADA AND THE NEXT WAR

most thriving bus uese and the Russians would with a few remarks evidently ha upon the following London cable of Janu ary 6: "The party of marine engineers from the Clyde district engaged by the Japanese government sailed for Japan yesterday

via St. John (N. B.)" Unannalled by the Sta ignation the Herald points out that the ngineers go from Liverpool to Canada across the continent and thence to Far East by a Canadian Pacific steamer

for Japan yesterday

petition includes the following in-ng table of comparison showing the and annual increases paid to Highest Quality Clothing At Remarkable Reductions.

Oak Hall was the pioneer Clothing House for the policy of one priceand when business expedition suggests a reduction the cut is made from prices originally placed as close to first cost as possible. This is what makes the January Clearance Sale an event of great importance to clothing buyers.

Overcoats others ask	\$6 25 tor we	sell regularly at	\$500, this sale	\$3.85
Overcoats others ask	7 50 for we	sell regularly at	6.00, this sale	4.25
Overcoats others as	8 50 for we	sell regularly at	7.00, this sale	5.25
Overcoats others ask	10.00 for we	sell regularly at	8.00, this sale	5 85
Overcoats others ask	12 00 for we	sell regularly at	10.00, this sale	7.50
Overcoats others as	15.00 for we	sell regularly at	12.00, this sale	8.75
Overcoats others as	16.50 for we	sell regularly at	13.50, this sale	9.50
Overcoats others ask	18.00 for we	sell regularly at	15.00, this sale	10.75
Uvercoute othere won				

Hurrying Out Boys' Clothing.

January is the month we outdo ourselves-sell just as good clothing as ever we did, but for less money. It is easy enough to see how we can have more variety than any other store in the city, and why our prices are lower. Doing the largest clothing business demands that we shall have on all times the largest stocks and our policy is never to be undersold.

oys' Two-Piece Suits,	Boys' Reefers	
6 to 12 year4	Reduced from \$1.50, 4 to 12 years,	
juced from \$2.25, 2.50, 2.75, 3.00	\$2.00 Reduced from \$2.50, 4 to 10 years.	
39 Juced from \$3 50, 3.75, 4.00	\$2.35 Reduced from \$3.00, 11 to 15 years	
59 luced from \$4.50, 4.75, 5.00, 6 00	\$2 85 Reduced from \$3 75, 5 to 16 years.	
oys' Three. Piece Suits,	\$3.35 Reduced from \$4.50. 11 to 16 years.	
9 to 17 years.	Boys' Russian	
uced from \$3.50, 375, 4.00, 4.25	and Fancy Overcoats.	
95 duced from \$4.50, 5.00, 5.25, 5.50	\$3.95 Reduced from \$4.50, 5.00.	
95	\$4.95 Reduced from \$6.00, 6 50, 7.00, 8.00.	
luced from \$6.00, 7.00, 8.00, 9.00	1 neduced itom \$0.001 0.001 1.001 0.005	

weight but the public generally will be hikely to regard the G. T. P. project as the governing factor. It is necessary that parhament, which fixed the conditions

which the nailway promoters have failed to meet exactly, should pass upon their proposal to substitute Grand Trunk stock, for each or gov-enament securities, and while that lead to a reopening of the whole mestion the government may prefer to the situation rather than go to

intry while the railway project in its pl stions may, and will

doubt, be given. It will be in game quarters that the n always intended inother session before appeanum the electors, but it would seem fair

ement, if there be one, will be due to the government's natural desire to deal with the railway question while, assured of its present margin of support in the House. It will be remembered that the G. T. P. bill was carried by a narrow party majority in the Senate. There is no telling what the Upper Chamber might with the scheme next time. Meantim country may be treated to some bye-At least inquiry at Ottawa as to ability that certain constituent pened has been met recently by declaration that those which have been vacant for some time would be filled

PRECAUTIONS.

another session.

The committee now investigating the sefety of public buildings in this city has in hand a work which is important while not be altogether pleasant. it may committee's reco the While may result in se hardship in individual cases it is bet ter that conditions be known now and where dangerous rather than do not yet understand fully how the pro have discovery and disaster come together. In most irstances where improare required they can be made without great outlay. In buildings where large s as emble and where defects in the arrangements are discovered the auhould insist upon the changes ry for safety, no matter what the

Since the committee began its work a inquired of The Telegraph why the fire drill in the schools had been disued. Inquiry has been made, and it is found that the drill has not been ontinued altogether, but that in most instances it is not practiced during the nigor of the winter. In most schools of three or more stories the pupils have been drilled and the teachers are confident that the buildings could be emptied in two utes. If their judgment be correct and tasting kind which will outlive a prolong ed interval without practice, most of the schools must be regarded as safe except in extraordinary cases. Some of the school however; are not constructed with due regard for modern ideas of safety against fire or panic from any cause. in some the rule of the Board of Schol Trustees that the fire drill be pracced at regular intervals appears to be Halifax is evidently preparing to follow the example of St. John and many other sitios in making a searching examination

Ontario. Both may John but of the country generally will suffer unless the work referred to is com pleted before inland navigation closes next ear, and that any improvements here, to he cost of which the government may contribute, will not hereafter be turned over to any railroad or other corporation to the practical exclusion of other car-

sive and the season is unfavorable for the work. Yet until it is known that the Before St. John and these commissioner government will undertake it without decan do business satisfactorily it is abso lay the agreement between the city and lutely necessary that the city shall take the C. P. R. cannot be signed and tenders the commission fully into its confide annot be called for. Once these berths The tentative agreement with the C. P ure ready the port would be in a position R. in regard to the new berths should be to handle all the steamers which are like spread before them in detail. The city

ly to come here for two or three years engineer, with a map before him, should But until they are ready railroad comexplain what is proposed. panies and steamship companies whose in-The commissioners wish to terests may lie in shipping to and loading

eneralities will not suffice-at what point at other ports will be able to make the old nother trans-continental railroad can er omplaint that the port's facilities are not ter St. John and where it can be ac equal to the trade and that steamers must dated with terminal facilities. go where berths are always obtainable. They have asked the question, If an In the agreement between the city and

ther railway comes to St. John at what the C. P. R., it is assumed, provision will particular point can it secure proper ter be made for turning over any or all wharf minal space? The question should be an property to a harbor trust or commission swered to their satisfaction. should it be found necessary some years

hence to place this harbor in the hands of It must be made clear to them that n arrangement with the C. P. R., or any such a body. ther corporation, which would make St. The transportation com

to be hoped, will go away convinced by John a closed port, is in contemplation. ompetent evidence that St. John's place The commissioners say they co in any successful transportation sche is to find ness men Their missio up how Canadian freight can be carrie nust be one of great importance, particu larly during the winter months, and that nost rapidly and most cheaply. They are its natural advantages and the enterprise not interested in one port more than an and self-sacrifice of its people give it other except in so far as the advantage peculiar claim to national aid.

of any port may affect the question they are to report upon. THE PETITION OF But they are thoroughly impressed with the geographical position of this harbor and they know that much of the vast and ever The petition of the female teachers ncreasing freight arising in the West this city which was presented to the scho nust reach the sea here in the winter. mstees Monday night asks for a moderat is known that some of the co acrease in salary and is unusually we fortified with facts. The trustees, in con posed arrangement with the C. P. R. may affect this port in the future as regards sidering the question, will naturally as elves several questions, principal

any other line which seeks terminals here. among which will be, Are the applicants They know that St. John is the nearest deserving? Can the increase be granted winter port and they should be convinced by the board without exceeding the limit that its people do not contemplate any of civic expenditure for schools fixed by bargain which would tie up its harbor pro- the legislature? Do the facts adduced by the applicants prove that their claim perties to an extent which might prevent just? The petition goes far to show that a new railroad from securing satisf access to the sea at this point. Hereafter these questions may be answered affirmative. Frankly speaking, it may be necessary to place the harbor in the

many of the women who teach in St. John equip the port, the city retaining control of the wharf property and deriving a re enue from it sufficient to repay the mone invested. The commissioners should understand that these contingencies will be provided for in any contract regarding harbor property into which the city may

ioners are here today. They The con are beginning their work. They are men of open mind. They have heard enough They can be convinced only by facts, figures and maps pointedly explained. If they are satisfied at today's meeting that the proposed work on the West Side is one step among the many essential to the proper solution of the transportation question, that it will not admit of delay, that if it is not promptly undertaken congestion and a set back resulting in the diversion of traffic from its natural channel must result, it is within their posed, too, that women engaged in high The British loss was triffing. power to immediately recommend to the and the second second

The Barry

and proceeds to display something like the New York Sun's complacency. as it is, should not divert the public mind

"This," says the Herald, "indicates that "This," says the Herald, "indicates that in case war is declared, the C. P. R. is likely to find itself in the possession of a good deal more westbound business than it does at the present time. Not only is the Canadian route quicker than he Suez, but it is safer. There is no Medi-terranean to be traversed, and no Russian territory to be skirted. The only possible interference with the transportation of nterference with the transpor Japanese supplies will be the neutralit obligation of Great Britain. Still nation have a habit of getting around techni-calities of this sort, and with the friendly feeling toward Japan in Great Britain and her dependencies it is likely there and her dependencies it is inkely there would be surprisingly large consignments of an unusual commercial character car-ried across Cauada and at Vancouver consigned, to private individuals in Ja-pan. The Canadian Parific would become the military competitor of the Trans-Si-berian Railroad just completed by Russia, and on the Parific orean there would be and on the Pacific obean there would be sudden'y developed a fleet of steamers of the tramp type looking for the profits and willing to risk the peril of carrying from our shores supplies for the Japanese army and navy."

The Herald calculates-for that is th word-that the war would create an immense demand for food supplies and that Canada will be "in a position to derive the greatest possible profit."

Yet Canadiane will hope that war may be averted. Common humanity would dictate that hope even if Janan and Russi alone were concerned; and there is the additional reason that Britain through her interests in the East and her alliance with Japan might be drawn into the struggle.

A GRIM STORY.

That is a grim story told with militar, brevity by Major General Egerton in his lespatch to the War Office reporting his crushing of the Mad Mullah's army a Tidhalli The Mullah was not present in enson, so although it is thought it was rs main force which was beaten and dis persed, it is not improbable that much work remains to be done, for while th fanatic leader is alive and has not suf fered defeat in person, the dervishes wi rally to him.

To General Egerton was committed a nest unpleasant task. The expeditionary r his command has undergon nmense hardships in getting within strik ing distance with the enemy. Once in position to deliver an effective blow was necessary to make the lesson bloody and difficult to forget.

do not receive sufficient salary to support In these "little wars" of Britain them in a manner befitting the work they he desert places the British, as a rule, do, the position they must maintain and are greatly outnumbered and the wor the expenses to which they are subject, is hot. In this instance, however, the odde which have increased and which must be were by no means great, for a body of

derviches estimated at 5,000 was opposed St. John today pays its female teachers by 2,200 regular and 1,000 irregular troops less than any city of corresponding size in The British no doubt had great advan the Dominion. The average salary is lower ages in point of weapons, and they ha than at any time during the last twenty five years, yet the first class license de oth cavalry and light artillery. The cavalry turned the enemy's flank and the manded involves more study and more nfantry delivered a frontal attack, an enditure than ever before. While re proaching to within 700 winds of the der uneration in other callings has creased, if it has not kept pace rich position. The Mullah's men evidently tried to rush the force in front but we with the cost of living, the teachers have mable to stand the infantry fire and the been forgotten. The trustees are asked attack in flank, and finally broke and reto adopt a new schedule. Under that treated in confusion. Of the 1.000 dervproposed by the petitioners the minimum ishes killed the commanding officer says salary of female teachers, on appointment

would be \$250, and this would be increased bluntly that most fell during the, purby \$25 every year for six years. It is prosuit-the nature of which may be inferred. school work shall not receive less than Had the Mullah been present and direct-

GREATER OAK HALL, SCOVIL BROS. & CO. KING STREET, COR. GERMAIN } ST. JOHN.

House of Commons:-

o the bench.

ed his horde in person his loss of prestige would have rendered the important vic tory doubly valuable. As it is he is conrect ly likely to make another stand of in portance and news of his capture is will be a prohibitionist. altogether improbable.

NOTE AND COMMENT.

\$1 8 Red \$2 8 Red \$3 8 Red

\$2 9 Red \$3 9 Red \$4 9 Red

The elections recede. Ottawa expect hat the government will, this week, an ounce an early date for the session.

Woodstock seems likely to get cheaper telephone rates. Its people are using the ew company as an argument to persuade the old one.

The school trustees meet tonight. Perhaps they will make it clear just what

their rule is in regard to fire drill and just how far it has been obeyed. . . .

If Ottawa is right in believing that the elections are off until June much eloquence which was in preparation in this region will have to be bottled up until

the glad springtime.

January has been a month of horrors, particularly in the United States. Now comes the foundering of a little steamer plying between Victoria and Seattle with ppalling loss of life all the more shocking because no woman or child survived the distaster.

The attention of the Transportation mmission will undoubtedly be riveted by the announcement that the skating on Halifax harbor was never better than al present and that ice-boating is acquiring an extraordinary popularity there.

. . . "Who's Who in America," published in Chicago contains the names 245 Canadians

who are now living in the United States and who have attained prominence. Ten are college presidents and sixty are con nected with colleges. Thirty-five hav gained some fame as authors, among then Mr. Bliss Carman and Mr. C.G.D.Roberts President Schurman of Cornell, Dr. Osle

of Johns Hopkins University, Professors MacVane and Smith of Harvard, Mr. James J. Hill, the Great Northern's presi dent. Mr. S. R. Callaway, president of the Locomotive Trust are in the list as are United States Senators Gallinger, of New Hampshire; Kearns, of Utah, and Millard, of Nebraska, while in the lower house there are four congressmen Cana dian born. There are three retired brit adier-generals of the United States arm

May Robson.

January 26 will be election day in North Oxford, the Ontario constituency made vacant by the death of Mr. Andrew

Pattullo in London. -He was a Ross supporter and was elected by a majority of 1.104. On that occasion, however, there were three men in the field. There is some likelihood that the government candidate

There are now seven vacancies in th St. James' division, made vacant by the lisqualification of Mr. Brunet. Hochelaga, by Mr. Madore's elevatio

Montmagny, by Mr. Martineau's death. Queen's West, P. E. I., by Mr. Far-

uharson's death. St. John, by Mr. Blair's appointment to the Railway Commission. Lambton East, by Mr. Simmons' death. Bruce East, by Mr. Cargill's death.

The principal of a New York school was informed one day last week that the base-ment was on fire. The pupils knew noth-ing of it. He told them quictly that, in view of the Chicago tragedy, he had de cided to ask them to go through the fire drill, and see how aniddr and cided to the chicago tragedy and the cided to the chicago tragedy he had de drill, and see how quickly and quietly it could be done. The older pupils used the fire escapes. The little chaps, 300 of them, marched down the stairways. In two o three minutes the building was empt Discipline, fire drill, and fire escapes whic are kept in good order, winter and sum

mer, are mattens which the heads of all schools should keep in mind.

Halifax is thinking about the safety o its school children. The Chronicle says:-"At the present time there is no rul the board requiring fire drill in th schools, although at several of them the pupils are so instructed. The board will consider this matter at a future meeting. and the fire drill will no doubt become reneral in all the public schools of the

Fire drills have not been practiced regularly in the Moncton schools, but in future they are to be held monthly throughout the year, and weekly during the first month after the opening of the summe term when the new pupils are admitted.

POLITICAL NOTES.

Hon. Hugh John Macdonald has formal ly declined the Conservative nominatio for Winnipeg.

George V. McInerney, K. C., has returned to the city after a political mission to ome of the North Shore counties of the province. He refused to talk for publica who are Canadians, five judges, and an equal number of prominent lawyers. On the stage are Margaret Anglin, Clara Morris, Julia Arthur, May Irwin and

The Liberal party are promising their friends and the public generally a rare treat on convention day; the 19th inst. The Hon. H. A. McKeown, solicitor gen-eral of New Brunswick, and H. J. Logan, M. P., of Cumberland, have agreed to ad

dress two meetings on that day-one at Pictou in the afternoon following the nomination, the other at New Glasgow in the evening.-New Glasgow Chronicle. Here is a story that is being told in the

January, 18, 1904

inner circle of the provincial government party: When Surveyor General Dunn re-tires from politics to become the collector of customs at the port of St. John, Dr Ruddick, M. P. P., for the county of St. John, will also retire from public life to accept the position of medical superin-tendent of the Lunatic Asylum. The can-didates in the interest of the government to fill the vacancies in the county are to be Councillor Lowell and Councillor Joseph Lee.—The New Freeman.

HOPEWELL CAPE WANTS **RAILWAY CONNECTION**

Hopewell Cape, Albert county, Jan. 9 .---Interesting speeches were made by a large number of those present, and it was un-animously agreed that immediate steps should be taken in the direction of securing direct railway communication from Lower Cape through via route along the river front to connect at or near Hillsboro station with the Salisbury & Harvey line. A great deal of information was secured in reference to the surveys made at the time of the building of the Albert Rail-way along the route of the proposed line. A mass meeting of the citizens of Lower

and Upper Capes, Lower Hillsboro, Ed-gett's Landing and Surrey, will be called at once to arrange for a further survey if thought necessary now, to ascertain the cost of right of way, to confer with the board of trade of Moncton, to confer with our representatives in the local and fed-eral parliaments in reference to subsidies, and generally to actively promote the en terprise. A strong committee was appoint terprise. A strong committee was appoint-ed to act at once in the way of prepar-ing for the mass meeting, and to endeavor to interest all good citizens along the pro-posed line and elsewhere in the undertak-

ing and to enlist their hearty co-operation in its advancement as follows: Capt. A. W. Burns, chairman; Sheriff Lynda, Capt. W. Burns, chairman, Sherin Lynda, Capt. R. T. Carter, Chas. Ayar, W. D. Bennett, W. C. Newcomb, W.E. Calhoun, S. E. Peck, Geo. Barnett, Moses Steeves, Capt. Alf Balser, C. M. Pye, Capt. J. J. Chris-topher, Chas. Hawkes, Capt. Chas. Bishop, J. A. Tingley.

During the king's visit to Ireland he en-tered alone a cottage at Leenane, Connemara, and was offered a chair by Mrs. Maloney. Noticing that the king was dubious about the strength of the chair, Mrs. Maloney said: "Indeed, sir, a bigger man than you sat on it." 'Oh," replied the king, 'and who was the great man?" 'His excellency the lord lieutenant, and a good man he is, your honor." 'I am quite sure of that." replied his majesty, much annused, 'but l am the king." Thereupon Mrs. Maloney apologized, and they had a long chat.

