POOR DOCUMENT

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PUBLISHERS' LETTER TO SUBSCRIBERS

St. John, N. B., Nov. 27th, 1903.

Dear Sirs,—We take this opportunity of thanking all our subscribers for the very general response they have given to the notices recently sent out from this office, asking for remittance of amount due for subscription, before the date of closing our books for the year.

We heartily appreciate the kindness of our many friends in responding so promptly, and feel that this is proof of the very great interest taken by our subscribers in the welfare of the paper.

The Telegraph is the people's paper, and there is no more effective way of contributing to its success than by keeping the subscriptions paid up in advance. The management is thus enabled to take advantage of every opportunity to improve the paper, and so in turn benefit the readers.

We hope to make The Telegraph still brighter in the coming year, and so maintain the high standard it has always held as the best Semi-Weekly published in the Maritime Provinces; and to this end we ask that all our friends should interest their neighbors in the paper, as the larger our circulation patronage, the better paper we are enabled to produce.

With best wishes for a happy and prosperous New Year, we remain,

Yours, Truly,

THE TELEGRAPH PUB. CO

S. J. McGOWAN, Business Manager.

THE SEMI-WEEKLY TELEGRAPH.

Is published every Wednesday and Saturday at $1.00 a year, in advance, by The Telegraph Publishing Company of St. John, a company incorporated by act of the legislature of New Brunswick.

E. W. McCready, Editor.

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Ordinary commercial advertisements taking the run of the paper, each insertion $1.00 per inch.

Advertisements of Wants, For Sales, etc., 20 cents for insertion of six lines or less.

Notice of Births, Marriages and Deaths 25 cents for each insertion.

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Correspondence should be addressed to the Editor of The Telegraph, St. John.

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Wm. Somerville,
W A. Ferris.

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Semi-Weekly Telegraph

ST. JOHN, N. B., NOVEMBER 28, 1903.

A VOICE FROM MAINE.

Senator Hale, of Maine, a wild protectionist and annexationist whose antics Canadians have long regarded with mild surprise because he lives near enough to our borders to know more than he does, donned the mantle of prophecy in the Senate on Monday. The subject under discussion was not what Mr. Hale of Maine talked about. He exercised the inalienable privilege of his position to wander about from topic to topic as a sort of warming-up exercise and finally fell savagely upon Hon. Joseph Chamberlain. He said among other things:—

I have little doubt that men now listening to me will see the time when Canada will become an integral part of the United States.

If this plan is carried out by the most adventurous of British politicians, of colonial preference, a tariff war would be inaugurated between Great Britain and the United States, and this English politician will seek to set Canada up as a great rival to us, an agricultural rival.

From that will arise conditions, discussions and considerations that will end in the union of the two peoples.

Mr. Hale will strike Canadians as at once illogical and the worst prophet unhung, but it does not follow that he will be without honor in his own country. A protectionist of the extreme type, the man from Maine is, none the less, convinced that protection will prove ruinous to Great Britain. Had he dared risk the criticism which must have followed it is easy to see that Mr. Hale would have questioned Great Britain's right to adopt a fiscal policy which she may feel that she needs. Mr. Hale, like many of his countrymen, views with grave dissatisfaction even the discussion of a proposal the adoption of which would place the United States at a considerable disadvantage in the British market, and is inclined to resent even the possibility that that market will not forever be free to his highly protected fellow-citizens.

Some of Mr. Chamberlain's opponents at home have prophesied that a destructive tariff war would follow the adoption of his programme, and when he began to see visions Mr. Hale did but somewhat amplify the ideas he borrowed. In the mouth of a politician of Mr. Hale's record such words as he used are all too obviously a case of whistling to keep the courage up. However much opposition Mr. Chamberlain may meet he will at least not be greatly hampered by British or Canadian fear of United States tariff reprisals or by the assertion that in some inexplicable fashion, a preference would lead to the union of Canada and the United States. Some United States senators are quoted as saying Mr. Hale's attack upon the Chamberlain policy was in bad taste. At least the form it took will not materially enhance Mr. Hale's reputation for sagacity or foresight.

TOO GREAT A HANDICAP.

President Woz y Gil has quit. He is a refugee on board a German cruiser, and Jimin'ez, the insurgent, rules in Santo Domingo. It will now be generally admitted that Mr. Woz y Gil's name was a fatal handicap. No man should carry such a handle into a battle which is not fought on the comic opera stage. This view of it appealed to a writer who discussed the revolution a few days ago and whose unhesitating prediction of woes unnumbered for the name-ridden Gil is now justified by the facts. Said he:—

"When Byron wrote 'Oh, Amos Cottle! —Phoebus! what a name, to fill the speaking trump of future fame,' his sense of humor shattered a reputation completely with two lines of verse. . . ." "'Jiminiez' is not so bad, even if it does suggest a somewhat vulgar expletive, but 'Woz y Gil'—what good can come of any movement doomed to association with such a name? . . ." "Woz y Gil! Shade of Toussaint L'Ouverture, has one end of your beloved Hayti come to this?"

Gil having been hoisted out of the capital city by the petard of Jiminiez, there remained but one touch wanting to complete the picture. It was supplied when United States Minister Powell chided the victorious insurgent chiefs on account of the frequent disturbances in Santo Domingo, which, he told them, interfered with the commerce of his country and could not be tolerated. What the victors thought of this scolding which the American inflicted upon them at a moment when their minds were naturally occupied by thoughts of loot and glory the cable does not tell us. As Jiminiez and his bullies are not intimately acquainted with American diplomatic ways they probably thought Mr. Powell was a trifle touched in the head. Unfortunately for the now dominant party they shelled the ships of all nations impartially while they were trying to take the capital, and damaged much foreign dignity and some property. The extent of the damage will surprise them when the bills come in, as they will soon. The country's revenue is small and its foreign debt already exceeds ten millions.

CANADA AND CUBA.

The Boston Globe loudly laments a policy which it says has rendered doubtful if not impossible the future annexation of Canada and Cuba by the United States. In congress the other day a resolution was offered by which Cuba was invited to become a state. President Palma, when he heard of the invitation, said Cuba would not voluntarily accept annexation. The Globe blames the United States Senate for the existence of this spirit in Cuba today, and mourns over the fact that Canada also is lost to the big republic. Says the Globe:

"We have accomplished with Cuba just what we have accomplished with Canada. When Canada was practically on her knees and employing every art to induce us to establish reciprocity with her, we "stood her off," so to speak. Finally, when her statesmen became exasperated they suddenly changed front and concluded that they wanted no part of the United States, refused to play in our back yard any longer, and concluded to paddle their own canoe."

The statement is scarcely exact. Canada, however, did ask repeatedly for a fair reciprocity treaty and failed to get it. Canada always intended to "paddle her own canoe," and having found markets outside the United States feels today a greater confidence and a greater tide of national life than might have been hers had the reciprocity negotiations been successful years ago. Canada may yet make a trade bargain with her neighbor, but it will not be as comprehensive as she was willing to make before.

The Globe's method of bracketing Canada and Cuba in this connection is faulty. As soon as the United States took Cuba's quarrel with Spain out of the hands of the insurgents, Cuba's independence, strictly speaking, was lost for all time. The Cubans will have less and less to do with their island as the years pass. They are indolent and in many other ways they are so poorly equipped to maintain their hold upon the country that their loss of control is certain and cannot be long delayed. The Americans will soon own the plantations and do the business. The Cubans will be doctors and lawyers and clerks.

They do not wish to be "Americanized." They are jealous of foreign influence. They fought for freedom from Spain, but in many ways the Cuban prefers a Spaniard to an American. But with American capital, American enterprise, and American workmen to contend with, even the little republic's limited freedom can scarcely be either long or glorious.

But while Cuba is exploited by the Americans, Canadians will continue to build up on this half of the continent a nation which one day will be the rival of the United States in everything which makes for power and influence. It is not creditable to the intelligence of the Americans that as yet they fail to realise the magnitude and the import of our recent progress and the daring range of our ambition.

KEEP THE OUTPOSTS.

Newfoundland is British in sentiment, and Canadians will be slow to believe that there is any ground for the old story, now somewhat noisily repeated, that the annexation of the oldest colony by the United States is a live question. Nor is it probable that Great Britain, in face of the protest which Canada certainly would make, would be likely to permit, without strong objection, the acquisition of St. Pierre and Miquelon by the United States. But, since the Alaskan award proved how readily the British permit world politics to overshadow Canadian interests, and since the Americans just now appear to be seized and controlled by a desire to acquire, by any method, any and all territory which may be useful to them, new interest attaches to the future of Newfoundland, the Labrador coast and the French islands.

At the moment, then, the address delivered by Mr. J. M. Clark, K. C., before the Mulock Club in Toronto on last Monday evening is both timely and interesting. The speaker emphasized the importance to Canada of bringing Newfoundland into this confederation and thereby laying for all time the ghost of American acquistition in that direction. He dwelt with much force upon the fact that all the Labrador coast belongs to Newfoundland, and that Canada might well think about her Atlantic coast line rather than waste time in discussing the loss of islands in the Portland channel, a loss, the importance of which is not easily estimated with exactness and which is, at all events, impossible of repair. The Labrador coast looks very long compared with that of Nova Scotia which, outside the Gulf, is about all Canada holds on the Atlantic.

Mr. Clark reminded his audience that the British North America Act contains a provision looking to the incorporation of Newfoundland into the Canadian confederation, and expressed the hope that negotiations for the union, now foreshadowed, will prove successful. To Newfoundland belongs a strip of the Labrador coast extending from Hudson Straits to the Straits of Belle Isle. "A glance at the map," he said, "will indicate how disastrous it would be to allow the control of this strip of coast, which includes such harbors as Hamilton Inlet or of Newfoundland, to be permanently lost to Canada or the Empire. Canada must control the navigation of the St. Lawrence, that magnificent entrance to this continent, which it would not do if Newfoundland were in alien hands."

Negotiations between Canada and Newfoundland which failed on one occasion should succeed when resumed, and doubtless will succeed if this country, with a due regard for the future, is as generous as the importance of the matter warrants it in being.

The Canadian and British governments have sufficient warning in this case. Also they have been warned by Senator Lodge —one of the Alaska boundary commissioners—that he at least believes St. Pierre and Miquelon should be acquired by the United States. Great Britain is now believed to be on excellent terms with France, and there would seem to be an opportunity to settle the French shore dispute and either acquire St. Pierre by purchase or exchange, or secure a guarantee that it will not be sold to the United States. Canada would, and Great Britain should, regard with extreme dissatisfaction American acquisition of an outpost which in French hands is not dangerous, but which might be of immense importance to either the United States or Great Britain. There has been more than enough proof of late of American eagerness to acquire by hook or by crook such advantages as her statesmen believe may be useful to them, and in this country at least there will be in future a disposition to watch every move of our neighbors with suspicion.

As president of the Toronto branch of the British Empire League, Mr. Clark has rendered the country a real service by his clear recital of the facts referred to and the forceful and convincing though moderate tone of the address in which he directed the attention of the Canadian and British governments to the importance of guarding the Empire's outposts.

THE CITY'S GUARDIANS.

The Board of Trade and the Common Council had ample notice that Hon. Mr. Fielding was coming to St. John. The Board of Trade was aware that the aldermen would send a delegation to see the Minister. A joint delegation should have placed before Mr. Fielding the views and desires of the city in regard to harbor improvements. It was not wise to send two deputations, each with a proposal of its own, even if both proposals were sound. It is not wise to afford even slight excuse for the conclusion that opinion here is not unanimous as to the needs of the port. It must be clear today to the members of both bodies that a consultation between them was in order and that the possibility of confusion would thus have been avoided.

There is, of course, a barrier to such united and harmonious action as is desirable. Certain members of the Board of Trade have allowed it to be known that they regard the aldermen as more interesting than useful. Also certain members of the Council have announced that the Board of Trade is by no means an invaluable institution. Sometimes the people are inclined to think both may be right. Certainly neither body should prefer its own dignity or convenience to the interests of the city, and it is not clear that anyone's dignity would have suffered by suggesting and arranging a joint delegation to place St. John's case before Mr. Fielding. Naturally enough he expressed surprise when one deputation discussed harbor improvements in the large and the other talked about dredging.

The aldermen are, after all, the representatives of the taxpayers, and while the taxpayers are not entirely happy in their choice, the fact remains that the aldermen are the men who transact the city's business.

Before the transportation commission comes to St. John the various guardians of the port should get together and decide who is to do the talking for the city and what is to be said. It is well to have a definite understanding in these matters. It is well understood now, for instance, that business arrangements affecting the port are not transacted in private, as was done in the Allan Line matter. Official spokesmen should be ready when the city's cause is to be advocated, but it is not a case of "the more the merrier."

TOO MILD BY HALF.

After asserting that Great Britain is not in need of a doctor, Lord Rosebery proceeds to prescribe for her. Compared with the strong medicine Mr. Chamberlain advises, that of the Liberal leader appears too mild by half, especially since it is apparent that the ex-Colonial Secretary has gravely alarmed the country in regard to its condition.

Lord Rosebery's latest London speech will add little to his reputation, judging from the cabled summary. It lacked the fighting note so necessary in British politics today when so many wigs are on the green. Graceful it was, and entertaining, but it appears to approach without sufficient seriousness the conditions which Mr. Chamberlain has described, and to oppose with too little vigor and keenness the remedy he proposes, to be effective.

Lord Rosebery asserts that the evils of which Mr. Chamberlain complaine exist only in that statesman's imagination. Here is a statement too sweeping to be believed by the majority whose votes will determine Great Britain's future. If it were believed, Great Britain might relapse into that combination of blindness and self-complacency from which the alarm sounded by Mr. Chamberlain has aroused the nation. The man of Birmingham has forced the country to think, and the magnificent hearing which he has won up to this time is eloquent of the rattling of dry bones which will ensue before his campaign of education is completed. Whatever be the fate of his policy few will doubt that the nation will owe him much for the extent to which he has caused it to consider sharply its present position and dwell thoughtfully upon its future and that of the Empire.

Lord Rosebery suggests that "any existing adverse conditions" can be cured "by stimulating practical technical and commercial education, reducing the national expenditure and the drink bill of the people, teaching commercial travelers how to study the tastes of the people they visit, and through other simple and practical steps." This homely advice might be accepted with profit by almost any country and notably by Great Britain, but unless Lord Rosebery is right when he says the evils Mr. Chamberlain portrays are imaginary, the remedies he suggests are not radical enough by half. And there is much and multiplying evidence that the British people do not share the Liberal leader's confidence that Mr. Chamberlain is warring against the phantoms of his imagination.

Lord Rosebery heaped much ridicule upon Mr. Chamberlain and his policy, but neither can be laughed out of court. The fight in Great Britain is young yet, and Mr. Chamberlain has many powerful advocates and influences arrayed against him, but he is prepared for a long fight and the progress he has made up to this date could have been made by no other man of English speech. It is not clear that the heavy artillery turned against him has had much effect, and there are many prophets of note who are convinced that the nation is on the eve of adopting a scheme of fiscal reform in which the Chamberlain idea will be the dominant one.

Lord Rosebery speaks fearfully of the feeling which the adoption of a preference might create in the United States. He shudders at the thought that "our American cousins" would be offended and that a tariff war woud be inaugurated by them with fearsome results. The British workman may be moved by the "dear food" cry but it is doubtful if he will be controlled by consideration for the opinions of his "cousins" in the United States. It is true that the Americans would roar if Mr. Chamberlain had his way. They are already denouncing his policy. That in itself is evidence in its favor.

FOR THE FUTURE.

It may be assumed that the aldermen have placed in writing the request they made to Hon. Mr. Fielding in regard to the dredging for the wharves which must be ready before next season's Winter Port business begins, and which the Board of Trade appears to have forgotten at a critical moment. At all events any confusion as to St. John's aims and wishes which may have been created by the appearance of two delegations, each with a mission of its own, should be removed at once. If the matter is made clear to the government there can be no doubt that the dredging will be done and the wharves provided in time to prevent congestion next year. Should the government assistance be delayed unduly it is to be feared a terrible exchange of recriminations between the Board of Trade and the aldermen will follow, and while the fixing of the blame might be interesting it would not compensate St. John for the delay in securing the berths which have been discussed so frequently and so vainly and so long.

Meantime the Transportation Commission is supposed to be headed our way. Much will depend upon the impression St. John is able to make upon the members of that body. Before they come a business-like proposal should be prepared for their consideration. They will visit other ports. They will listen to many speeches. But the eloquence they will forget and the facts and figures they will carry away and digest. It will be well to have ready for them a compact statement as to the business of the port and the exact nature of the improvements which that business renders imperative.

And, it may be well for the various bodies who feel themselves charged with the welfare of the port to confer upon the question lest there arise another case of too many cooks and the last state of St. John be worse than the first.

PLAIN TALK.

That there should be a canal across the Isthmus is true enough. That the Latin-Americans are not at all admirable is also true. But it is not right to throw principle to the winds in dealing with any people, however helpless they may be.

While many American newspapers attack the administration, the New York Evening Post indulges in some plain truth-telling, which not all American citizens will find palatable. For instance:

"Why should we longer think it needful to gloss over our heathen deeds with Christian pretences? We deceive nobody thereby. We simply disgust everybody. And, as a matter of fact, in private Americans do not pretend that the seizure of Panama is defensible on either legal or moral grounds. They say: 'Good enough for the Dagoes!' They exult in the President's smartness. 'Well, I guess Colombia has found out that she held up the wrong traveler.' 'Roosevelt called their bluff in a way to make their teeth chatter.' That is the talk which one hears on all sides. It is at least honest. But the moment the question has to be discussed publicly, we drop all that, pull a long face, and begin to talk gravely about 'the obvious intentions of Providence.'"

The Post describes accurately the common American feeling. There is a general disposition to applaud President Roosevelt's cunning and to say exultingly, "Well, he got away with it." The Post finds this incompatible with public professions of high motives and a desire to work under Providence. "If," it says, "we are to adopt sixteenth century methods, let us frankly restore the moral principles that went with them, and take a motto from Machiavelli to inscribe over the entrance to our State Department: 'A prudent ruler will not keep his promises when to do so would be to his own hurt, or when the reasons for making the promise no longer exist.'"

AN ARMY ISHMAEL.

The late General Grant, when he was President, made Oberlin M. Carter, of Ohio, a cadet at West Point. Tomorrow Carter, who became a captain of engineers, will be released from the federal prison at Leavenworth, upon the completion of a five years' sentence imposed for embezzlement of public funds. This man's disgrace is peculiar. He was convicted of theft and of conduct unbecoming an officer and a gentleman, and stripped of his rank. Any offiber in the United States army who speaks to him hereafter will be liable to punishment. If Carter addresses any man wearing the army uniform the man addressed is forbidden to answer. Association with gentlemen is not for the man who disgraced the army and broke the law as well.

Carter had friends in high places, married a rich wife and was a society favorite. He was a competent engineer, too, and important work involving a vast expenditure of money was entrusted to him. Then he conspired with contractors to rob the government. So it is that today the cadet whom Grant appointed goes out into the world to face a future more miserable than that of the ordinary convict, having fallen from a greater height and brought upon himself a more bitter and lasting weight of punishment.

NOTE AND COMMENT.

It is safe to say that the Transportation Commission will get to St. John before election day.

* * *

The world awaits with some interest the result of that little talk between Mr. Thomas Atkins and the Grand Lama in Thibet the Mysterious.

* * *

"Our judges are incompetent often and not infrequently they are corrupt," says Collier's Weekly. But the American diplomats atone for any weakness in the judiciary.

* * *

The merchants who suffered from last night's fire will receive no little sympathy. Such a blaze, only a month before Christmas, with the cream of the holiday trade to come, is doubly unlucky.

* * *

Frequent mention is made of Messrs. W. H. Thorne and George V. McInerney as possible Conservative candidates, but there is a story that one of them is unwilling to run. Readers are entitled to two guesses.

* * *

The Canadian government no doubt will discourage as far as possible any proposal to sell St. Pierre to the United States. If France wishes to sell, Great Britain is the natural customer, from the Canadian standpoint.

* * *

His Honor Judge Hannington sees no cloud in the Canadian sky, hopes the day is not distant when St. John will be the Liverpool of America, and compliments the community on its good behaviour. A Daniel come to judgment!

* * *

It is suggested that a referendum on the fiscal question, which Mr. Chamberlain pleads for, would dispose of those voters who may desire to censure the British government for its education policy or the conduct of the Boer war.

* * *

Hon. Mr. Fielding was formerly a newspaper man and it may be that he feared to overwork the reporters if he took them fully into his confidence last evening. At all events he told them precious little, and as a newspaper man he will pardon them if they did not fully appreciate his forbearance.

* * *

"We can well afford to let Halifax have a share of the winter business," Judge Hannington is quoted as saying. The point is rather that business which has come to St. John should not be diverted to another—any other—port under false pretenses. And, as St. John has had one lesson, it is not likely to happen again.

* * *

The elections in Australia occur next month. The Commonwealth is suffering from severe industrial depression. Immigration has ceased and within two years Victoria alone has lost nearly 20,000 persons by emigration. Premier Deakin is seeking to make "preferential trade for a white Australia" the chief issue, but the condition of the country detracts considerably from the interest in Imperial questions.

* * *

On Nov. 20th (in the fifth year of the war in the Philippines) the United States troops killed seventy-five Moros (or, says the report, "probably more as the ground is covered with brush and the bodies are hard to find") and had three privates wounded, one fatally. The American loss in killed and wounded was three to the Moros' 225. When General Weyler was fighting the Cuban insurgents any engagement like that reported above would have caused a terrible outcry in the American press.

* * *

La Presse, of Montreal, announced last evening that January 28 next will be election day, an announcement which would be important news if La Presse had good authority for it. It is probably as good a guess as any. Sir Frederick Borden and Hon. Mr. Fitzpatrick are about to go to England, and Hon. Mr. Sutherland also may go. Some will question whether three cabinet ministers would make even brief trips across the Atlantic if the elections are to be called on before the end of January.

* * *

"Mr. Chamberlain," says the New York Tribune's London correspondent, "remains the chief organizer on the Unionist side. He has appealed for a campaign fund of £100,000 with which to complete the education of the English people in the economics of Imperialism, and will probably get it, for many capitalists, shipowners, manufacturers and bankers are among the heartiest supporters of retaliation and preference tariffs. This will be the first instalment. Cobden collected £400,000 for the Anti-Corn League, and Mr. Chamberlain will require an equal sum for undoing the work of the free trade champion."

* * *

Speaking of the coming of a British fleet of cruisers to join the British North American squadron, a cable despatch to the New York Evening Post says that although the movement was decided upon a month ago "recent occurrences at Panama and the approaching decision on the Venezuelan arbitration, with a possible desirability of a demonstration of British power to quicken Venezuelan acquiescence, will inevitably give it a political appearance." Another despatch says: "British jingoes are pleased at the unprecedented move"! They must be easily delighted.

* * *

Our Southern neighbors are preparing to spend some money at home and in this country in the interests of reciprocity. The Boston Transcript outlines the plan:

"The campaign for a reciprocity treaty with Canada has taken a practical turn, as the result of the interstate conference last Saturday in Chicago. A delegation of forty-two representative men from the Eastern and Western States decided at that conference to give complete control of the campaign to a committee of five, headed by Hon. John Miller of Duluth, former governor of North Dakota. All the committee are to be well-known captains of industry, and a fund of $100,000 is to be raised for organization and effective work in the territory interested. Arrangements are also well in hand for extending the campaign to Canada as well as prosecuting it in that large section of this country that is desirous of expansion of trade northward."

Reciprocity is not a burning issue on this side of the line just now, but news of increasing American anxiety regarding trade in this direction is always welcome.

Cleaning Sleeping Cars With Air Blasts.

All sleeping-cars are thoroughly cleaned at the end of every long trip, such as from New York to Chicago, New York to New Orleans, or from these central terminals west to the Pacific coast. On a short run, such as from New York to Boston, a car can make two trips without being overhauled; but when it is scheduled for cleaning the work is done in a manner that would have surprised the old-time devotees to soap-and-water and the dust-brush. This must be so on account of the dust that a car naturally accumulates in every crevice and corner. When a car gets into a terminal station after a long trip it is run out to the cleaning-yards and put into the hands of a well-trained crew of workmen, each of whom is responsible for some detail of the work. First the carpets are all removed, and with the berths in place the interior is blown out with compressed air at a pressure of from 85 to 100 pounds—enough to sweep a good-sized boy off his feet, in fact. Could any dust remain where that blast of air had penetrated? Compare it with the old-fashioned method of sweeping and mopping and rubbing with dirty old dust rags.

After the top of the car and the floor and all the corners and window-sashes are freed from every particle of dust the berths are let down, the curtains, bedding, seat-backs, and all removable material in the car is taken out on the platform and the springs and pillow boxes and mattresses are subjected to the same searching blast of compressed air. Then the woodwork polishers and window cleaners come in, and after every bit of dust and dirt has been removed from the car the curtains, bedding, etc., after the same thorough blowing out, are replaced. So when a sleeping-car is backed up into a station for a long trip a passenger may be reasonably sure that is is as clean as it can possibly be made; and in addition to all this, every car is provided with the latest improved flushing apparatus, equal to that in any home or high-class hotel, with an abundant supply of water which is forced through the train by heavy air pressure.—Mary Douglas in Leslie's Weekly.

Lord Alverstone, the lord chief justice, is a young-looking man, and no one would imagine, to look at his fresh complexion and bright face, that he could possibly be more than sixty years of age. He has a well trained voice, and still sings occasionally, though he has long left the choir of Kensington parish church, in which he sang for many years.

"Christmas comes but once a year," gayly warbled the floor walker.

"That reminds me, Jim," said the the superintendent of supplies, butting in cheerfully, "we'd better be dusting up that stock of cigars for the bargain counter."—Baltimore News.

St. John, N. B., Nov. 27, 1903.

Extra Clothing Values.

Never have prices been down to such a low mark as they are now at our store. We make it a point to give unequal style and value. When you see the garments and prices you'll know that this is the place to buy.

MEN'S OVERCOATS, -	$5 00	$6 00	$7 00	$10 00 to $18 00
Boys' Overcoats, -	-	-	3 00	4 50 to 10 00
Men's D. B. Reefers, at	-	-	2 00	4 25 to 4 50
Boys' D. B. Reefers, at	-	2 25	2 75	3 25 to 4 50

J. N. HARVEY, Men's and Boys' Clothier, 199 and 201 Union Street.

'Neverslip Calks'

are steel-centered, self-sharpening calks which can be easily inserted or removed from the shoe on the horse's hoof and keep him "always ready" and safe from falls in slippery weather. They save your horses

and save your money. If you're not using them, give them a trial this fall and winter. Your shoer will sell you a set or we will send you a descriptive pamphlet on application.

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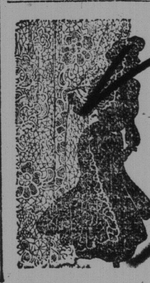

Lace Curtains and delicate fabrics are best washed with Sunlight Soap. No injury from scrubbing or impurities.