

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, APRIL 26, 1905.

D. RUSSELL JACK HOME;
FIVE MONTHS ABROAD

Refers to Some Interesting Incidents Not Mentioned in His Letters—Presides at Concert on Steamer Lake Manitoba for the St. John Seamen's Institute—Delivers Address With Advice to the New Comers—Met Dr. Bayard's Nephew in England.

D. Russell Jack, whose letters to the Telegraph have been a valued feature of the paper for some months, returned home on the C. P. R. steamer Lake Manitoba yesterday, after five months' tour of Great Britain and the Continent. Looking in the boat of health and beauty with his ocean voyage there is no doubt that travel agrees with him.

Mr. Jack left St. John towards the end of November and, sailing from Boston in the steamer Winifrida, visited London, Paris, Berlin, St. Petersburg, Moscow, Sevastopol, Constantinople, Athens, Piræus, Brindisi, Rome, Paris and London once again, Liverpool and so home.

"This completes my fifth tour to Europe," said Mr. Jack to a representative of the Telegraph last evening, "and it has been the longest of them all." Of all the countries visited Mr. Jack regards Germany as looking the most prosperous. He noticed many changes in London since his last visit six years ago, notably in the widening of the streets.

Met Dr. Bayard's Nephew. While at Dover he spent a day with Major Bayard, D. S. O., of the "Butts," a nephew of Dr. William Bayard, of this city. The major had just returned from seeing sharp service in the hinterland of Arabia and was in excellent health.

St. Petersburg had naturally a great attraction for the tourist, and Mr. Jack happened along at a most exciting time when the 10,000 workmen came out on strike at the Pulloff Iron Works. Cavalry were hurried to the spot in anticipation of seeing sharp service in the hinterland of Arabia and was in excellent health.

The Terrible Turk. Before setting out for Constantinople, Mr. Jack, mindful of the ways of the Turk and his want of respect for a traveler's belongings, dispatched three packages to the British consul to await his arrival. That was the last he saw of them, however, for they never reached the consulate and Mr. Jack is consequently the loser of much that he valued for reference and future use.

On the Lake Manitoba, coming home, Mr. Jack was one of some 1,300 passengers. There were thirty-five in the first, 300 in the second class, and the steerage was composed mostly of Scandinavian immigrants. Mr. Jack said they were all in a looking body of men as ever came to St. John.

Advice to New-comers. Last Saturday night a concert was held in the main cabin and was attended by the first and second-class passengers. Mr. Jack was invited to take the chair and before the musical programme delivered the following address:

Ladies and Gentlemen: Being a Canadian and a native of St. John, at which port we hope to arrive in a few hours, I have been requested to take the chair upon this occasion. I cannot allow this opportunity to pass without offering to each of you as a making your maiden voyage to Canada, a most sincere and cordial welcome to our fair dominion.

Those of you who already know Canada well, will pardon me, I feel sure, if I venture to address myself more particularly to the others who come as strangers within our gates, and point out some of the hidden rocks upon which a few of their predecessors have been shipwrecked. As the skillful pilot guides his vessel into the smooth waters of a safe harbor, so I hope that I may be able to assist some of you in a slight degree at least, in obtaining, as soon as you possibly may, that quiet haven which the majority of you are doubtless seeking.

If I venture to speak somewhat plainly, I trust that my words will be received in the friendly spirit in which they are intended.

It has been my privilege to make this trans-Atlantic voyage many times, and under various conditions, and as I have

Will Launch the New St. John Ferry Steamer on June 18. Naval Architect McLean Here, and Speaks About the Boat—The St. John He Calls It—Who is to Christen?—The Big New York Contracts.

The new ferry boat is to be launched on June 18, ready for work. That is the date mentioned by Naval Architect McLean, who is now in the city paying one of his visits of inspection. Mr. McLean was questioned by a representative of the Telegraph as to the stability of the new steamer and it was pointed out to him that in some quarters it had been whispered she would turn turtle as soon as she reached the water. The architect laughed. "Ignorance," he said, "is it likely I should design a boat like that? I will just guarantee that there's more stability in that boat than in any wooden boat in this harbor."

Mr. McLean has been deciding on the colors the vessel will be painted; he expects to be here again in a month and also at the launching. He spoke of the city's new purchase as the "St. John" and expressed some surprise when his questioner doubted if the name had been agreed on. "I've always called it the 'St. John' on my plans and if that is not right I think it's about time the name was settled, and

lived for a time in the British Isles as well as in Canada, and have made a study of social conditions in both countries. I can perhaps appreciate the position of the stranger entering Canada for the first time, more fully than one whose experiences have been confined entirely to one country or the other.

In Canada, domestic and social conditions will be encountered, entirely at variance with many British ideals. The ordinary Canadian is a man who is accustomed to wait upon himself. Servants are, as a rule, scarce, expensive, and poorly trained, and in the average farm house are the exception rather than the rule.

Even in the older cities, this difficulty will be encountered, and the man or woman who can take care of his or her own wardrobe, and do a little cooking should occasion require has a long head start in the race, which is before you.

To those who are coming into the country with a few dollars in their pockets, I would most earnestly say, put your money in the bank for a year or two at least, and do not let even your nearest neighbor know that you have it. Be content to work for someone else for a time until you learn something of Canadian conditions of life.

A BUSY SUNDAY TO CLOSE IMMIGRANT SEASON IN ST. JOHN

Number Through Here Greater Than Last Year by Some Thousands

TWO STEAMERS SUNDAY

Tunisian Via Halifax and C. P. R. Liner Direct from Liverpool After Good Voyage—Well Up to 25,000 Immigrants Through St. John This Season.

The immigration season in this city closed Sunday, with the arrival at Sand Point of the Allan line steamer Tunisian, Capt. Brice, and the C. P. R. steamer Lake Manitoba, Capt. J. A. Murray.

Both steamers brought hundreds of passengers, and large quantities of freight. The two steamers reached port almost together. The Tunisian, which had come around from Halifax, docked at about 10 o'clock, and the Lake Manitoba, whose course was from Liverpool to St. John direct, came to the wharf a couple of hours later.

The officers of the latter steamer report a voyage largely free from serious trouble with either ice or fog. She carried a total of 1,084 passengers—31 cabin, 135 second cabin and 918 steerage.

Soon after docking the saloon and cabin passengers were landed, but the steerage did not come ashore until well along in the afternoon. Special trains were waiting. The immigrants are all British and were bound to the Northwest.

On the evening of the 22nd a concert was held, at which Mr. Jack presided. The proceeds will be given to the Seamen's Institute here.

Salvation Army Immigrants. On both steamers were passengers who had left England under the direction of the Salvation Army. There were about 100 all told, and those on the Manitoba were in charge of an army captain, and a chaplain to remain in Canada, in the hope of improving his health.

Adjutant Thompson, of the army Metropolis here, was on hand to meet the parties. Yesterday morning the 21st Sunday after the adjutant has been by Sand Point meeting immigrants coming out under army auspices. Those arriving yesterday were all bound to Ontario, and belonging to the agricultural class.

The majority of the Tunisian's passengers were landed at Halifax. Two specials from that city passed through here Saturday morning, carrying 800 immigrants. The Tunisian, all told, carried 1,357 people—44 saloon, 283 second cabin and 1,030 steerage. The saloon passengers landed here were: Mrs. J. W. Anglin, Mrs. Caldwell, Mrs. Caldwell, W. J. Coulthard, C. F. Dunford, Miss Ella, H. E. Ellis, T. P. Lockwood, Miss M. O'Hara, R. H. Wilson, Mrs. Thompson and A. G. Thompson.

The steamer's daily runs from Liverpool to Halifax were April 14, 190 knots, 320, 357, 374, 390 355, 374; April 21, 393, 400, 417, 434, 451, 468, 485, 502, 519, 536, 553, 570, 587, 604, 621, 638, 655, 672, 689, 706, 723, 740, 757, 774, 791, 808, 825, 842, 859, 876, 893, 910, 927, 944, 961, 978, 995, 1012, 1029, 1046, 1063, 1080, 1097, 1114, 1131, 1148, 1165, 1182, 1199, 1216, 1233, 1250, 1267, 1284, 1301, 1318, 1335, 1352, 1369, 1386, 1403, 1420, 1437, 1454, 1471, 1488, 1505, 1522, 1539, 1556, 1573, 1590, 1607, 1624, 1641, 1658, 1675, 1692, 1709, 1726, 1743, 1760, 1777, 1794, 1811, 1828, 1845, 1862, 1879, 1896, 1913, 1930, 1947, 1964, 1981, 1998, 2015, 2032, 2049, 2066, 2083, 2100, 2117, 2134, 2151, 2168, 2185, 2202, 2219, 2236, 2253, 2270, 2287, 2304, 2321, 2338, 2355, 2372, 2389, 2406, 2423, 2440, 2457, 2474, 2491, 2508, 2525, 2542, 2559, 2576, 2593, 2610, 2627, 2644, 2661, 2678, 2695, 2712, 2729, 2746, 2763, 2780, 2797, 2814, 2831, 2848, 2865, 2882, 2899, 2916, 2933, 2950, 2967, 2984, 3001, 3018, 3035, 3052, 3069, 3086, 3103, 3120, 3137, 3154, 3171, 3188, 3205, 3222, 3239, 3256, 3273, 3290, 3307, 3324, 3341, 3358, 3375, 3392, 3409, 3426, 3443, 3460, 3477, 3494, 3511, 3528, 3545, 3562, 3579, 3596, 3613, 3630, 3647, 3664, 3681, 3698, 3715, 3732, 3749, 3766, 3783, 3800, 3817, 3834, 3851, 3868, 3885, 3902, 3919, 3936, 3953, 3970, 3987, 4004, 4021, 4038, 4055, 4072, 4089, 4106, 4123, 4140, 4157, 4174, 4191, 4208, 4225, 4242, 4259, 4276, 4293, 4310, 4327, 4344, 4361, 4378, 4395, 4412, 4429, 4446, 4463, 4480, 4497, 4514, 4531, 4548, 4565, 4582, 4599, 4616, 4633, 4650, 4667, 4684, 4701, 4718, 4735, 4752, 4769, 4786, 4803, 4820, 4837, 4854, 4871, 4888, 4905, 4922, 4939, 4956, 4973, 4990, 5007, 5024, 5041, 5058, 5075, 5092, 5109, 5126, 5143, 5160, 5177, 5194, 5211, 5228, 5245, 5262, 5279, 5296, 5313, 5330, 5347, 5364, 5381, 5398, 5415, 5432, 5449, 5466, 5483, 5500, 5517, 5534, 5551, 5568, 5585, 5602, 5619, 5636, 5653, 5670, 5687, 5704, 5721, 5738, 5755, 5772, 5789, 5806, 5823, 5840, 5857, 5874, 5891, 5908, 5925, 5942, 5959, 5976, 5993, 6010, 6027, 6044, 6061, 6078, 6095, 6112, 6129, 6146, 6163, 6180, 6197, 6214, 6231, 6248, 6265, 6282, 6299, 6316, 6333, 6350, 6367, 6384, 6401, 6418, 6435, 6452, 6469, 6486, 6503, 6520, 6537, 6554, 6571, 6588, 6605, 6622, 6639, 6656, 6673, 6690, 6707, 6724, 6741, 6758, 6775, 6792, 6809, 6826, 6843, 6860, 6877, 6894, 6911, 6928, 6945, 6962, 6979, 6996, 7013, 7030, 7047, 7064, 7081, 7098, 7115, 7132, 7149, 7166, 7183, 7200, 7217, 7234, 7251, 7268, 7285, 7302, 7319, 7336, 7353, 7370, 7387, 7404, 7421, 7438, 7455, 7472, 7489, 7506, 7523, 7540, 7557, 7574, 7591, 7608, 7625, 7642, 7659, 7676, 7693, 7710, 7727, 7744, 7761, 7778, 7795, 7812, 7829, 7846, 7863, 7880, 7897, 7914, 7931, 7948, 7965, 7982, 7999, 8016, 8033, 8050, 8067, 8084, 8101, 8118, 8135, 8152, 8169, 8186, 8203, 8220, 8237, 8254, 8271, 8288, 8305, 8322, 8339, 8356, 8373, 8390, 8407, 8424, 8441, 8458, 8475, 8492, 8509, 8526, 8543, 8560, 8577, 8594, 8611, 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