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St. John, N. B.

**THE SEMI-WEEKLY TELEGRAPH.**  
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.

**ADVERTISING RATES.**  
Ordinary commercial advertisements taking the run of the paper. Each insertion \$1.00 per inch.  
Advertisements of Wares, For Sale, etc., 50 cents for insertion of six lines or less.  
Notices of Births, Marriages and Deaths 25 cents for each insertion.

**IMPORTANT NOTICE.**  
Owing to the considerable number of complaints as to the miscarriage of letters alleged to contain money remitted to this office we have to request our subscribers and agents when sending money for The Telegraph to be addressed to The Telegraph Publishing Company, St. John; and all correspondence for the editorial department should be sent to the Editor of The Telegraph, St. John.

**FACTS FOR SUBSCRIBERS.**  
Without exception, names of new subscribers will not be entered until the money is received.  
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Be brief.  
Write plainly and take special pains with names.  
Write on one side of your paper only.  
Attach your name and address to your communication as an evidence of good faith.  
THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

**AUTHORIZED AGENTS.**  
The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph:  
W. M. SOMMERVILLE,  
W. A. FERRIS.  
Subscribers are asked to pay their subscriptions to the agents when they call.

**Semi-Weekly Telegraph**

ST. JOHN, N. B. DECEMBER 4, 1901.

**SPECIAL NOTICE.**

A great number of our subscribers are interested in the Census Guessing Competition, for which prizes were offered to the persons coming nearest to the correct enumeration of the population for the Dominion of Canada, a given out by the Minister of Agriculture from the results of the recent census, we wish to advise the readers of The TELEGRAPH that no announcement had yet been made by the Minister of Agriculture.

As soon as the Hon. Mr. Fisher has made the official statement showing the results of the Census, the coupons will be sorted out by the Press Publishing Association of Detroit, and the announcement made of the prize winners in the SEMI WEEKLY TELEGRAPH for several issues, so that all may know who the successful competitors were.

This will save our readers and ourselves any trouble of correspondence in regard to the competition.

THE TELEGRAPH PUBLISHING CO

OTTAWA, Ont., Aug. 16.

To PRESS PUBLISHING ASSOCIATION,

Official figures are Five Million, Three Hundred and Thirty-eight Thousand, Eight Hundred and Eighty-three, but they are not final.

A. BLUE,  
Director of Census.

As soon as final figures can be obtained, the awards will be made.  
PRESS. PUB. ASS'N

**THE SOUTH AMERICAN REVOLUTION.**

The interesting struggle reported in our despatches from day to day as progressing in the United States of Colombia and having its latest centre of conflict about Panama, becomes doubly attractive to the student of events when it is realized that great consequences may result. The present revolution seems in several respects to transcend the elements of pettiness that have characterized the numerous internecine squabbles between the hot-headed peoples of central and northern South America, and it begins to seem possible that the central figure upon whom the present revolutionists appear to rely for direction may prove a potent factor in the construction of another nation that will forever settle the disorders which have so long prevented progress in the countries of that latitude.

Ever since the days of Simon Bolivar, which had been formed by Bolivar, comprised the countries now known as Venezuela, Ecuador and Colombia. His programme, had he lived, was to have aided the reconstructed nations of Peru and Bolivia, which was, indeed, a thing that he almost accomplished. With the Panama canal constructed, such a nation would be not only further united, but it would become prominent among the commercial nations of the world in their patronage of the canal. The dream has never been lost sight of and although many subsequent soldiers and statesmen of the Spanish republics have sought by various means to carry it into realization, it is yet to be seen whether the present move of events in Colombia, or some other leader to arise, may eventually be strong enough to master the great project.

Let us see what the materialization of this grand plan would mean. These people are practically of one stock and one language, yet at present they are five discordant, belligerent and turbulent countries. If united they would constitute a nation of between thirteen and fourteen millions of people, with an area of territory nearly equal to that of the United States of America; larger by about two million square miles than the German or the Austrian empire, or the republic of France; considerably larger than the Russian empire in Europe and in fact nearly two-thirds the size of Europe. The area of Venezuela is about 568,150 square miles, of Ecuador 120,000, Peru 455,000, Bolivia 570,000, Colombia 502,000; total 2,213,150 square miles, while the area of France is 204,146 square miles, Germany 211,108, Austria 261,849 and of Russia in Europe 1,380,000 square miles. The proposed South American republic would have a coast line of three thousand miles on the Atlantic ocean and Caribbean Sea, and of 2,800 miles more on the Pacific, with many excellent harbours and bays, and a very extensive river system for navigation. If thoroughly cemented it would be a power in South America second only to Brazil, easily dominating the other Central American states northward toward Mexico, and probably able to dictate even to Chili.

The possibilities of such a united nation are boundless, nor is the realization of the dream beyond the bounds of possibility. It is not to be supposed, in the natural course of events, that the territory for such an empire must ever remain a disunited family of hickering little republics, always engaged in revolution. The only question is whether the present leader may be able to accomplish his task, and so far it must be confessed that he seems to be making substantial progress. General Castro, who assumed office on Oct. 24, 1899, as Supreme Chief of the State of Venezuela, must be accredited with great force of character, and his adventurous career in politics and war has resulted in rapid rise to eminence. It was through the sword that he attained the presidency of Venezuela and he holds his power after the manner of despots, practically an absolute monarch, yet supported not only by his own party in the country of which he is the chief executive, but by a large and active party in Colombia and Ecuador.

If Castro succeeds in the movements now pending toward the grander achievements first voiced by Bolivar, the present evolution will, as has been seen, prove a most portentous one. It is not probable that it can affect otherwise than favorably the trans-isthmian canal project and it is somewhat notable that this great enterprise seems to be now upon a more practicable basis than it ever has been since the days of Bolivar, just at the same time that Castro's plans show some ground of hope for their fulfilment.

**THE PARTY FOR CANADIAN PORTS.**  
It is amusing to observe the Tory press speaking of Portland, Maine, being the winter port of the Liberal government of Canada. We had Conservative administration for eighteen years and during all that period the Canadian government paid subsidies to the mail steamers making Portland, Maine, their terminus. These sneering Tory organs should be ashamed to utter the word Portland, because during these eighteen years the party which they were supporting was doing all in its power to build up Portland, which was to become a competitor with St. John for the Canadian export trade. Had the Tory government not been removed from power by the people of Canada in 1896 it is highly probable that the mail steamers would still be running to Portland, instead of to St. John. The Liberal government, shortly after assuming the reins of office, changed this condition of affairs and made the terminus of the mail steamers a Canadian port. Our Tory friends evidently think the people of this city and country have short memories and have forgotten the difficulties which were encountered in obtaining a small subsidy for a line of freight steamers to and from this port in winter. That exceedingly grateful politician, Hon. George E. Foster, was compelled to grant this small favor only after being forced by the threats of certain gentlemen.

If the Tory press desires the record of their party on the winter port business of Canada they can easily have it, but it is such a nature that they have nothing to be proud of—in fact, the reverse. That a large number of steamers are coming to St. John in winter is entirely due to the policy of the Liberal government, which abandoned the Tory policy of subsidizing ocean steamers that made their terminus at a United States port. The cynicism of the Tory press will not hide from the public what has been done by the government of the day in assisting the winter

export trade of Canada. The Conservative government had an opportunity to build up trade through Canadian channels, but it did not appear equal to the occasion or was indifferent to our interests. Hon. George E. Foster was the responsible minister from this province during some twelve years, but it would take a high-power microscope to find anything he ever did for it except the purchase, at two prices, of the Harris property. The Conservatives of this city freely admit that Hon. A. G. Blair has done more for this province in five years than the ex-finance minister would have done in a lifetime, in the relative proportion of his twelve-year record. Sarcasm and sneering will not deteriorate the merits of the Liberal government in its interest for the welfare of Canadian ports.

**THE ATHENIAN RIOTS.**  
The recent riots in Athens, Greece, were caused by the proposal to translate the ancient Greek Bible into modern Greek. Owing to immigration of people of Slavonic origin, the language at present of the uneducated Greek contains many words which have Slavonic roots, and if these were employed the Greek roots would be partially lost. Many years ago the Bible was translated into a form of modern Greek, known as "Romainic," which is the peculiar dialect used in all the universities and schools and by the educated Greeks of today. The Romainic Greek maintains the grammatical form of the modern language, but at the same time retains the root forms and inflections of the ancient language. This form of the language is easily understood by persons who are familiar either with modern Greek or that of the first and second centuries. The masterpieces of ancient Greece, Shakespeare, Dante, Byron and other authors, have been translated into the Romainic dialect, and in such form are read by the educated classes.

The Greeks believe that they possess a sacred privilege, and that the ancient Greek Bible assists in keeping alive the traditions of the Hellenic race. The university students and the professors think that in permitting the Bible to be translated into modern Greek they are yielding up a special privilege of their race. On the other hand, the young Greek party, supported by Queen Olga, who is a daughter of Grand Duke Constantine of Russia, favors the translation of the secret volume into modern Greek. But back of the whole question of translation many see a political motive in which the queen, Slavonians, by having the Bible translated into the modern language, which is impregnated with many words of Slavonic origin, and thus destroying the traditional authority of the ancient Greek gospel.

The opposition to the translation comes chiefly from the Holy Synod of Greece, professors, students and all those sympathizing with the maintenance of the true Hellenic sentiment in the country. The ministry, which has resigned this week, owing to the riots, and its successors are both favorable to the translation, as well as a majority of the members of the Chamber of Deputies.

**ASSIMILATING IMMIGRATION.**  
In noting with satisfaction how generally the French people of Manitoba have learned to speak English during the past twenty years, the Winnipeg Free Press calls attention to the fact that the foreign immigrants to that province have proved not only willing but eager to assimilate themselves with the Canadian people, even in language. It may not be generally known, says the paper referred to, that there are three thousand persons of Icelandic descent in Winnipeg, who are not only industrious and moral, but have shown a singular aptitude for learning English. They are also a people who value education, and hundreds of their children are in the public schools, while Icelanders attend the various colleges and are found in almost every department of business. The Mononities, while less apt in acquiring English, are now anxious to learn it, and in thirty or forty of their schools it is taught, but the system of village settlements by Mennonite farmers has increased the difficulty of their learning English. Of the most recent class of immigrants, the Doukhobors, Galicians, Huns and Poles, it appears that the Galicians are the most forward in learning English and are also very much inclined to take on the other features of Canadian civilization; they are very anxious to have schools in their settlements, and the Galician girls, it is stated, are active in republishing their old nationality and eager to proclaim themselves Canadians.

This is a very gratifying state of affairs, and it is to be hoped that the satisfaction and prosperity of these immigrants in their new homes may induce many others equally desirable to follow them in taking possession of the abundance of excellent farming land still awaiting settlement. There is no reason, however, why they should not learn English. That is an essential requirement of all immigrants to the United States if they wish to become citizens, and the republic has assimilated several millions of foreigners of all tongues.

**RELIGIOUS TOLERANCE IN RUSSIA.**  
The spread of heresy in Russia is causing much alarm and a section of the press of that country is advocating that the government mitigate the severe penal enactments against persons who give offence to the National Church. At a recent congress in Orel of the members of the Orthodox Church the marshal of nobility of the province moved that the government be petitioned in the matter, but the majority of the congress would not enter-

tain the resolution and it was voted down. The Novoye Vremya's strong Pan-Slavonic journal of St. Petersburg, has taken the matter up and freely confesses that something will have to be done, but recommends that the change be made gradually. This Russian paper states that there is much to be desired in the condition of the Russian clergy, their education, and their moral standard. It believes the only way to deal an effective blow at the spread of heresy is to raise the standard of education and morals among the clergy and adopt milder means of dealing with the sects whose tenets are not far removed from that of the Orthodox Church.

It is exceedingly significant that the press of Russia not only gave the speech of the marshal at the congress, and the discussion, but also are now openly suggesting means to ameliorate the condition of the religious sects outside the pale of the National Church. This is a great blow to the narrow-minded and bigoted Polyedonostzeff who has done everything in his power to prevent the expression of liberal and tolerant ideas in Russia. It would almost appear as if the Czar's government realized that a broad-minded policy was most conducive to the welfare of the empire.

**HORSES FOR SOUTH AFRICA.**

In view of the sailing Monday of the first shipload of horses from this port for South Africa, it is interesting to review the Canadian trade that has been developed in this line. The total shipments from Montreal during the season aggregated 9,048. They went in seven steamers, the greatest number carried by any one being one thousand by the Indian, which sailed on July 21 and lost only 25, or 2 1/2 per cent, on the voyage. The greatest number lost by any ship on the voyage from Montreal to Cape Town was 69, equaling 7 1/2 per cent. of those on board, the vessel being the Iona. The smallest loss was only 11 per cent. by the Rembrandt, which carried 830, sailing on July 7. It must not be considered, however, that the loss of animals reflected anything upon the ship or the care of those on board, for undoubtedly the weather conditions and the physical condition of the animals themselves must have much to do with their ability to stand the voyage. Indeed, the record of undertaking to transport 9,048 horses a distance of more than six thousand miles over sea with the loss of only 253 of them, as in this instance, reflects such credit upon modern steamship utility as to be a fine illustration of the status of modern transportation. It is possible that the distance from St. John to Cape Town being somewhat shorter than the voyage from Montreal, the percentage of loss en route may be somewhat decreased; but of course favorable weather will have a good deal to do with it. The steamship Monmouth, which sailed hence yesterday, was not in the trade from Montreal, so that her record will be looked for with additional interest.

Some estimates put the number of animals, both horses and mules, sent to South Africa since the beginning of the war, as high as 100,000, but as during the war a severe service of actual war the average life of a horse in South Africa was only about six weeks, such an aggregate is easily accounted for. A considerable percentage of these animals were purchased in the United States, although probably the majority were obtained in Europe and a considerable number were got from the Argentine. It is not surprising that the British government had to pay as high as \$300 a head at Cape Town for good horses before the system of obtaining them from North and South America was successfully inaugurated, and neither is it surprising now that Canada is being comparatively denied of the most desirable horses for the purpose at prices from \$50 to \$120, although from Montreal the price seldom exceeded \$75. It is somewhat and to think that one of the fine horses that left on the Monmouth yesterday will probably ever again return to our shores, but there is not the most pretentious Canadian about that has been shipped to South Africa and it is to be hoped that they will add to the fair fame which our country has attained in the new British dominions. So, as Rip Van Winkle would say, here's to our initial shipment of horses, "their good health, may they live long and prosper!"

**TORY JANUFORM POLICY.**

The Janus-like policy of the Conservative leadership on the South Africa contingent question is very properly attracting attention in Ontario, notwithstanding the efforts of the Tory press to draw a herring across the track in order to destroy the scent of the true attitude of the party in this matter.

The Tory press of Ontario and the maritime provinces has been singularly silent on the speeches and utterances of Messrs. Monk and Bergeron, and have confined their attention to what has been published in La Patrie. The Toronto Telegram (Conservative), however, intimates to the party that it would be better if it would play straight with the people and not endeavor to be one thing in Ontario and another thing in Quebec. It says:

Quebec Tories lured the last Conservative government to its ruin with their promises of the enormous wages Quebec would pay to the party that stood by the minority in Manitoba. Quebec Tories still pretend that they can save the province to the party if the Conservatives will only stifle their pro-Boer sentiments and be ready to take advantage of all the French-Canadian prejudices which may be roused by examples of Sir Wilfrid Laurier's devotion to the imperial idea.

The party policy towards the question of helping Great Britain ought to be clear and definite.

**A FASCINATING STUDY.**

The article under the caption of "Orion and the Bull," which we print in another column today, is one of a proposed series on topics that ought to interest every person observing nature. The mariner takes particular cognizance of the stars and regards them all as friends, because and by them also direct his course. A starless sky to those sailors is almost as dismal, although the average landman does not realize the beauties of the firmament and many cannot even find for themselves the pole star. To anyone who once realizes the great interest that the starry sky has in relation to the earth, a new and inexhaustible field of pleasant study is at once unfolded. The article we refer to on the famous constellation of Orion and his associates may give information to many, and as such contributions to our column are prepared by a very competent authority, they may be regarded as presenting the most reliable data upon such matters as well as the latest views of the most modern scientists upon these topics.

**NOTE AND COMMENT.**

December!  
Lumber is being sent from Puget Sound to South Africa. Why not from New Brunswick?

Mayor Low will appoint Col. Partridge police commissioner of New York. He is a game bird, who is expected to be above being "touched," although he flies low.

The fact that boys cannot be kept in place during the winter in the St. Lawrence below Quebec would almost indicate that the navigation of that river in the late fall and winter is impossible.

Colonel Samuel Hughes, M. P., has been heard from. He wants to command the Canadian Rangers, and suggests to the government that the only ammunition he requires is ten tons of paper and a barrel of ink.

It is reported from Ontario that the Tories are afraid to run Hon. George Foster in any constituency in that province, because history shows that every constituency goes Grit after he has represented it.

The Australian government have placed such a fence around General Hutton that even Colonel Sam. Hughes' letters will never be able to reach him.

The Monoton Times has had a vision that the I. C. R. is to be sold to Dr. Seward Webb. The whole affair only exists in the imaginative brain of the editor, but that does not prevent him from going into hysterics about it. Where

were these hysterics when Sir John Thompson had in his mind to sell the I. C. R.?

Colonel Denison's views on preferential trade are controverted by Professor Adam Shortt, of Kingston. We give a synopsis of Professor Shortt's lecture in another column of this issue.

Hon. George E. Foster recently told an Ontario audience that harmony always existed in the Conservative cabinet. Mr. Foster is not reading Mr. F. D. Monk's speeches, otherwise he would find that the Tory policy as enunciated by the Tories of Ontario and Quebec does not harmonize.

Our Tory contemporaries are having much to say regarding the action of the government in the matter of the new contingent. They have evidently overlooked the fact that the Conservative leaders at a recent dinner in Montreal stated that there should be no more contingents sent without the consent of parliament.

More people were in evidence about the streets yesterday than for some weeks past, and the cheering evidence of mutual enjoyment betokened a resumption of confidence in the ability of our city to show that an incipient epidemic of smallpox can be checked in its incipency if the people become thoroughly awakened to the danger and voluntarily adopt that great preventive, vaccination.

It is comforting to know that the supply of fish in the sea is practically inexhaustible. This is the dictum of such eminent scientists as Prof. Wm. C. McIntosh, the leading British marine biologist; Dr. Hjort, of Norway, and others, as presented in the Nineteenth Century Magazine. Monster cod and haddock have been found in ocean depths hitherto undreamed of and it is now stated that there are many million times more fish in the sea than any previous estimate deemed possible.

The Halifax Herald, which is one of the donkey engine Tory organs repeating the slander of the party hacks, asserted on Saturday that the Toronto Globe had not referred editorially to the Manitoba prohibition decision. If our sleepy contemporary would look sharp after its exchanges it would find that the Toronto Globe had a column editorial on this very subject.

Hon. George E. Foster preaching electors' purity in Ontario reminds us of Queens, N. B., missing ballot boxes, in Kings county and nomination speeches that "if I am elected by the use of one glass of rum or a dollar of money I will not take the seat, etc." The ex-finance minister probably imagines that he is

such a distance from New Brunswick that the people of the sister provinces have never heard of Queens, N. B., missing ballot boxes, or the fact that Hon. George Foster was unseated for bribery and corruption.

Just at the time Sir Charles Tupper and the Tory party imagined they saw the prospect of a protective duty upon wheat in Britain, the National Union of Conservative Associations, at a meeting in Wolverhampton, England, refused to adopt a resolution asking the British government to impose a duty upon wheat. Sir Charles' visions closely resemble his prophetic sayings and logical deductions.

That was an unusually noble record as to heroism of the sea held by the recently lost lifeboat crew of Caister, in Norfolk, England. In the past fifty years twelve hundred lives have been saved by the lifeboats of this station. "Caister men never turn back" has been their motto and that a crew of nine were drowned in an ineffectual attempt to reach a ship in distress was not an unluckied event.

The return of navigation through the Suez canal during the four weeks ended Nov. 1 is interesting as showing not only the total number of vessels, but the large number of British vessels using this waterway. The total number in the month was 280 vessels of 825,177 tons, of which 167 vessels of 507,435 tons were British; 37 of 120,623 tons were German, and Nippon came third with 22 vessels of 99,973 tons. The United States of America had one vessel of 2,010 tons.

**Schooner Severn Towed Into Halifax.**  
Halifax, Nov. 29.—(Special).—The tern schooner Severn, from North Sydney bound to St. John, was towed here today from Port Medway by the tug D. H. Thomas. The schooner encountered bad weather, sprang a leak and put into Port Medway making water fast. She was ordered here for repairs, and will likely have to discharge and go in the marine ship.

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