

THE SEMI-WEEKLY TELEGRAPH

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Semi-Weekly Telegraph

ST. JOHN, N. B., MAY 24, 1902.

COST OF HOSPITAL DIET.

The three main charges against the management of the General Public Hospital were lack of discipline, uncleanliness and complaints of improper food. These have all been so thoroughly established by the evidence before the Royal Commission that we would not have alluded to them perhaps but for the interesting figures relating to the cost of hospital diet which were presented by Mr. W. H. Truman, chairman of the committee on the various hospitals for the sick in Eastern Canada and the New England States. There seems to be some little dispute between Mr. Truman and the commissioners of the General Public Hospital as to the cost of food at the latter institution, but the Telegraph has taken the trouble of compiling the figures for itself. For the year ending Dec. 31, 1900, the actual cost of food per inmate at the General Public Hospital was 15-5-8 cents per day, without deducting cost of taking the food which, under the system prevailing, should fairly be omitted in calculating the cost of the food, for the reason that the hospital has simply paid so much a barrel for baking flour into bread which service, if performed in the institution, would have been chargeable to fuel and wages accounts. However, we give the hospital the benefit in making the calculation. Thirteen and five-eighths cents per day per inmate seems a small allowance even in this case of cheap food. Apparently the commissioners thought so or else the contractors found they were losing money, for in the year ending Dec. 31, 1901, the per diem cost of food per inmate rose to 15-12 cents. When we physicians we, of course, refer to patients, officials and servants, that is all the inmates who according to the evidence, received the same quantity of food.

Omitting from the calculation the employees, we find that the cost of the food last year of the patients alone figured 22 cents per day. Nor can we see how from their own figures the hospital commissioners calculate this cost at 30 cents per patient per day mentioned by the secretary. Mr. Truman stated the food cost of other hospitals per day to be as follows:

	Per day
Halifax,	38 cents
Montreal,	38 cents
Royal Victoria (Montreal),	42 "
Matern,	60 "
Harford (Conn.),	62 "
Boston City Hospital,	62 "
Mass. General Hospital,	65 "
London (Ont.) Hospital,	55 "

This suggests a wide field of variance in hospital diet, as the cost of food in all these cities is approximately the same as St. John. From the 22 cents per diem food allowance at the St. John General Public Hospital to the 95 cents per day of the London (Ont.) hospital is a broad jump from the sublime to the ridiculous, depending on the critics' idea of how hospital patients should be treated. The management of our local institution had at least the merit of frugality. Some people may deem it not frugality but parsimony. It all depends upon the question whether our hospital should be run as an almshouse for sick mendicants or as a real home for the proper treatment of sick.

THE FINANCIAL SIDE.

The investigation of the affairs of the General Public Hospital has about concluded, and has undoubtedly revealed many features in the system and management of the institution which are undesirable and even obnoxious in a home for the sick. The mass of testimony has undoubtedly justified the demand made by

The Telegraph for a public and thorough inquiry into this institution, and while it is too early to weigh fully the benefits resulting from such an inquiry, undoubtedly many wrongs will be righted and much suffering prevented for the future patients by the letting in of the whole air and light of public inquiry. There will not likely be any further hearings of the Royal Commission, and it is therefore probable that nothing remains but the report of the commissioners to enable those in authority to make such changes as have been suggested by the facts adduced. There are, too, dangers before the commissioners in preparing their report. One danger is that they may not be sufficiently thorough in their recommendations. The greater danger, however, would seem to be of an opposite kind. The commissioners have been so impressed with the general consensus of opinion among the witnesses, lay and professional, that many things were wanting in the hospital to render it efficient in its work, that they are apt to mix the question of want of funds with the lack of discipline consequent on a divided responsibility and a primal system of management by monthly rotation of commissioners.

The Telegraph therefore calls attention to certain facts of prime importance in arriving at a well balanced judgment of the matters at issue. While the commissioners of the General Public Hospital have been most frugal in their management, it cannot fairly be claimed that the revenue at their disposal has been insufficient for the needs of the institution as they understand these needs. Taking the ten-year period from 1891 to 1901 inclusive, we find the receipts from all sources amounted to \$236,216.85, while the total expenditures only amounted to \$231,346.60. Deducting the \$4,000 from the revenue which it was explained came from the sale of bonds, and the balance is still on the credit side of the hospital ledger. Nor was this all. Among these current expenditures are such charges as \$1,400 for cost of elevator, and over \$9,000 for heating and laundry plants, items fairly chargeable to capital account, and for which authority was given to issue bonds to the extent of \$5,000. One of the commissioners explained that this authority was not acted upon because the cost of these plants was paid out of current revenue and the commissioners were not agreed that the proceeds of the bonds could be used to replace this money. Certainly an absurd ground for business men in charge of an important public institution to take. Nor does it explain the matter to say that by paying these capital charges out of revenue the hospital bank account has in the past two years been exhausted before the heavy fall receipts from taxes were obtained. There is no evidence that such deficits either last year or this will at any time amount to anything like the total of the capital expenditures paid out of current revenue for the items mentioned.

While therefore the members of the Royal Commission may feel justified in reporting in favor of the heavier grant both from the local government and from the municipality for an improved system of hospital management, the old excuse of insufficient funds as accounting for the lack of proper discipline at various times in the institution has been pretty well exploded by the testimony.

WHO PROFITS BY THE STRIKE?

The existence of an organization which can demonstrate the allegiance of 145,000 workers is probably the most important matter that commands the attention of the ordinary critic of the American coal strike. Whether any considerable proportion of these men actually know what they are striking for is doubtful, but it would seem that there must be something radically wrong in the relations between capital and labor when so many men deliberately quit their work at the dictation of a master who is not their employer and who would be utterly powerless to furnish them with other employment even at the same rates of remuneration which they now abandon. It must be therefore only in the hope that other men cannot be obtained to take their place and that consequently their demands will be granted, that the mining army has struck, unless indeed we except one proposition, which is that strikes have sometimes been stimulated by employers for their own advantage.

The latter proposition is not a pleasant one, but it is nevertheless one that should command consideration in any investigation as to causes and conditions, for one can readily perceive in this instance what the mine owners stand to gain. If they were to shut down the works they would be blamed, whereas a strike puts all the onus upon the men, and the fact that the price of coal with such a strike immediately goes up, shows that somebody stands to make money. In these days of stock-jobbing schemes, deep-dyed plans for the reorganization of forces with soundness, and all kinds of manipulations in vogue, it is difficult to tell at first glance who pulls the strings and where the real power lies that controls the situation. It is one thing to recognize, as the Engineering and Mining Journal says, that "these ignorant and prejudiced men (the miners) are easily worked on by unscrupulous leaders seeking political power, and are made to feel that they are victims of capitalists and the slaves of the coal barons," but it is also entirely comprehensible that the educated and shrewd business men who own the property might be willing that the miners should take more

blame than justly belongs to them if the owners could profit by it. It is an argument with American shipmasters to drive a crew into desertion upon arrival at a port in order to save their wages, and there is no telling into what other walks of life the same principle is carried.

The danger of a strike of the present magnitude is however in the creation of a condition which even the shrewdest operators may find themselves powerless to control. All strikes are disastrous in the view that they cause idleness and actual loss. Although the loss in this instance will fall wholly upon the miners through the stoppage of their wages and upon the consumers of coal because of the increased prices, it remains to be seen who will lose most in the end. Certainly before American legislation can be devised to effectively cover all classes of strikes there is a very large subject presenting itself for impartial investigation.

A POSSIBLE INDUSTRY.

Perhaps it is somewhat of a surprise to the old shipbuilders of New Brunswick that after a lapse of nearly twenty years since the abandonment of the wooden vessel-building industry in this province, the then threatened extinction of wooden sailing vessels has not yet taken place. It is true that the age of steel steamers has marvellously developed and it is likewise true that the old sailing packets for passengers have totally disappeared. But we find today that there are quite a number of ocean traders in which the sailing vessel continues to hold its own and we find also that even in wooden vessel-building the Americans have succeeded in developing an evolution that pays. The evolution is that of the multi-masted schooner and the question arises, why might not New Brunswick profit by the lesson and again enter the arena of vessel-building under modern conditions?

The first objection to the idea will be of course the great coastwise trade of the United States which the owners of these monster American schooners have reserved to them, no such condition as yet confronting Canada. But it may be pointed out that the newer American schooners of four, five and six masts are not confining themselves exclusively to the coastwise trade, but are now going foreign on transatlantic and more distant charters, and so successful are they in economy of operation that the owners are being encouraged to build more. Last year they were even loaded cotton and sailing for Europe and now they are sailing to the Mediterranean and all distant parts of the world. They seem to be efficiently able to do the business and doubtless there will continue to be business developing for them to do. There is an abundance of overseas trade to be done by the vessels that can do it most cheaply and regardless of time, and as these big schooners appear to have solved the problem of the acme of economy, they must continue to be in demand. A glance at the modern shipbuilding development may be of interest.

About the time that St. John closed up its shipyards and everybody concluded that steamers were going to totally monopolize things, the steamers constructed were of iron hulls, eight to ten knots speed—a very few perhaps as swift as fifteen, and rarely above 3,000 or 4,000 tons gross. Steamers now have mostly steel hulls, with fuel and power-saving triple-expansion engines. The speed for mail and passenger services has been increased to twenty-four knots, but the great bulk of the world's steam shipping remains of the economical order, comparatively handy-sized freighters of nine to twelve knots speed, our Battle Liners being a good type. While this development has been going on in steam, however, there has been a continuous development in sail. Much larger ships are built and even for sail power now commonly with steel hulls. Britain, Germany and France have not ceased to produce them and are not likely to. The Americans have likewise gone into the business. The Sewalls at Bath (Me.) held on to wooden ship construction as long as any, but they also changed to steel and it is now unlikely that any more large square-rigged vessels will be constructed anywhere with wooden hulls.

The evolution of the schooner however has not partaken of the nature of the square-rigger, and as long as the materials for wooden vessels continue fairly abundant it is doubtful if steel hulls for them

Scrofula

This root of many evils—Glandular tumors, abscesses, pimples and other cutaneous eruptions, sore ears, inflamed eyelids, rickets, dropsy, catarrh, readiness to catch cold and inability to get rid of rheumatism, paleness, nervousness, the consumptive tendency, and other ailments—Can be completely and permanently removed, no matter how young or old the sufferer.

Food's Sarsaparilla was given to daughter of Miss V. Y., who had broken out with scrofula all over her face and head. The first bottle helped her and when she had taken six more were all healed and her face was smooth. He writes that he has never seen any sign of the scrofula returning.

Promises to cure and keeps the promise. Ask your druggist for it today and accept no substitute.

will supplant the wood. The principle of economy applies in their construction as well as in their operation. They developed as the result of an experiment. The American schooner-owners saw their coastwise trade being taken from them by the barge towing business and they resolved if possible to compete. The talk about such large fore-and-aft wooden vessels being necessarily weak, liable to buckle, etc., was proved fallacious. They are good sea boats and the experiment has proved so with their wooden craft get all the trade they want away from the barges and make money at it. Of course they do not get such high freights as in years ago, but they have succeeded in cutting expenses so as to be able to keep a big balance on the right side of the ledger. The five or six-masted schooner today, equipped with her donkey engine for handling the sails as well as the cargo, gets along with a crew less than half that of a square-rigged ship of equal tonnage and carries a larger cargo. So successful has the evolution been that now the schooner-owners are beginning to creep into the trade of the big sailing ships, and the odds seem to be with the schooner.

Now there never used to be any question about the efficiency of St. John shipbuilders. It is entirely probable that vessels might be built here again more cheaply than ever they were. The material for construction is none the less abundant and means for assembling it at a shipyard are more ample than ever. The fact that at least something can be done in this line is evidenced by the showing of Nova Scotia, which has not entirely abandoned the industry and has a few new three or four-masted schooners, besides many fishing vessels and smaller craft, to her credit every year. There is no question about the benefit to a community of an enterprising shipyard. Since the business still existing for wooden vessels in the shape of big schooners has been demonstrated, may it not be worth the while of some enterprising New Brunswickers to seriously consider the advisability of again developing the industry?

INSURANCE PAYMENTS.

Very interesting statistics in regard to life insurance payments during 1901 are presented by the New York Insurance Press in a compilation just issued. These statistics cover the distribution of payments amounting in the year to the enormous sum of \$217,102,539 in the United States and Canada, which is some \$20,000,000 more than in the previous year. This does not include dividends to policyholders and settlements for the surrender of policies, if which amounts were added the volume would be brought up to about \$300,000,000, or practically a million dollars a day for every business day of the year. The tremendous volume of operations of the life insurance concerns may thus be seen, but it is the local showings presented which most interest Telegraph readers.

It appears, for instance, that the life insurance payments in St. John last year amounted to \$348,084. Few people have realized that this city has been the largest in such an extent in the Maritime Provinces. There is reason to doubt the evidence. The amount was greater in proportion to our population than many another city, for Quebec, with 50 per cent. more people had only \$306,336, and Halifax but \$166,539. Whether this implies that St. John people in the past have been more enterprising than those of Halifax in carrying greater insurance which matured last year, or whether the Halifax people with insurance didn't have their policies mature, are points that the returns do not cover and in the absence of evidence upon which the St. John insurance men may claim greater credit.

The payments last year in some other cities and towns will also be of interest, as for instance: Montreal, \$1,684,000; Toronto, \$1,270,505; Ottawa, \$352,904; Hamilton, \$312,686; Winnipeg, \$138,237; St. John's (Nfld.), \$183,627; Bangor, \$136,294. It is to be noted also that there were no payments in New Brunswick excepting \$10,000 each, although there were in Halifax: \$10,000 on the life of H. D. Blackadar and \$12,105 on that of Dr. E. Farrell. In the smaller Canadian cities and towns these are some of the payments: Boiestown, \$12,500; Campbelltown, \$5,000; Campbell, \$2,705; Dalhousie, \$12,000; Fredericton, \$5,500; Moncton, \$3,511; Fredericton, \$36,235; Moncton, \$15,042; Sackville, \$3,433; St. George, \$5,001; St. Martins, \$3,000; Newcastle, \$5,000; Chatham, \$12,039; Sussex, \$4,500; Yarmouth, \$29,467. The total of the year's payments in Canada was \$13,924,855. The total in New York city was \$26,880,300.

AN IMPORTANT CONFERENCE.

The conference at Ottawa this week of representatives of the provincial governments to discuss the control of the provincial fisheries was one of more moment than the brevity of the despatches concerning it might seem to imply and the brevity of announcement concerning which is to be accounted for by the fact of the business being unfinished. While it is too early therefore to give out the terms of the arrangements contemplated between the federal and provincial governments, the sufficient is known to announce that the general control of the fisheries will be left with the government at Ottawa. The representatives of the various provincial governments and the federal government have got together and have agreed upon this platform as a basis for further arrangements. To have accomplished this

much is satisfactory evidence that the representatives met each other in a fair spirit and that a fair adjustment of all the difficult business involved in the rather large question is consequently to be predicted. It has become certain that the claim, alleging that the provincial governments have been making unreasonable demands against the dominion, is utterly unfounded. Not one conversant with the topic would in fairness attribute to the conference the frivolous charge of a junketing trip made by the Sun. The questions at issue were such as might have involved costly and protracted litigation, but which it is now very gratifying to find fair to be adjusted by mutual consent in a fashion as satisfactory as those most closely interested will commend. The fact also of such able legal talent taking part in the conference should guarantee the adjustment of affairs in an eminently judicial fashion. The interim for consideration of details of the matter until after the return of the premiers from England will afford opportunity for satisfactory adjustment. A thing well begun is half done and now that a basis for a settlement of this most important matter has been arrived at, judgment as to the full extent of the agreement may very well be withheld until the decision is completed.

NOTE AND COMMENT

The official announcement as to the change of time here to that of the 60th meridian on June 15, so far as the Marine and Fisheries Department at Ottawa is concerned, appears in another column.

Wiggins is claiming that he predicted all this volcanic business in the West Indies. He knew it because the earth was in line between the sun and the moon when the planets were in perihelion, or something of that sort; and the Martinique people were to blame for not having consulted him.

The fact that the Haitian government is returned in the Northwest Territories' election is the only matter of moment in connection with the contest. The seat of government at Regina will not go wild over the result. Among the opposition elected is Mr. R. B. Bennett, for Calgary West, a native of Hopedale (N. B.).

In reply to an enquirer it may be stated that compulsory vaccination is in force in France. The most recent French law on the subject has this provision: "Anti-varicella vaccination is obligatory in the course of the first year of life, as well as re-vaccination in the course of the eleventh and twenty-first years. Parents and tutors are personally held to the execution of the said measure."

The unclaimed balances in Canadian banks for the past year, according to the government blue book just issued, amounted to \$438,092, in addition to which there is \$1,432 of unpaid dividends and \$21,800 of unpaid drafts or bills of exchange. In the Bank of New Brunswick alone there is \$7,808 of unpaid balances, among 41 accounts. These are all accounts upon which no transactions have taken place for five years or upwards.

Those who talk about Canada's increasing debt are generally very careful not to say anything about her developing assets and will not be liable to mention the authoritative statement that in the Crow's Nest Pass coal fields, recently selected by an order-in-council, the government finds itself possessed of enough coal to wipe out the entire public debt of the dominion. When the other great assets of the country are considered it does not require much calculation to realize that Canada has an enormous balance on the right side of the ledger.

The following interesting computation of cost in regard to the New York Presbyterian Assembly appears in the Brooklyn Eagle, a paper generally well posted on church affairs: "The statistician was on hand, and it was figured out that it cost just \$4,000 to elect a moderator. It is estimated that the expenses for the ten days of the assembly will be \$80,000, \$8,000 a day, \$1,000 an hour. One man, the Rev. Dr. Thomas Parry of Wilkinsburg (Pa.) occupied thirty-two minutes in seconding the nomination of the Rev. Richard S. Holmes of Pittsburgh, and \$900 was charged against him. The Rev. Dr. H. D. Lindsay of Allegheny took nearly as much time in putting in nomination Dr. Moffat, and it was conceded on all sides that he killed his friend's chances by talking too long."

CURING CONSUMPTION

When Scott's Emulsion makes the consumptive gain flesh it is curing his consumption. Exactly what goes on inside to make the consumptive gain weight when taking Scott's Emulsion is still a mystery. Scott's Emulsion does something to the lungs too that reduces the cough. More weight and less cough always mean that consumption is losing its influence over the system.

Scott's Emulsion is a reliable help. Send for Free Sample. SCOTT & BOWNE, Chemists, Toronto.

LA SOUFRIERE AGAIN IN ERUPTION; ST. VINCENT PEOPLE FLEE TO KINGSTOWN

Frenzied Inhabitants Crying and Praying for Preservation—Business at Kingstown Suspended—Alarming Report of Danger Threatening There—Conditions on Island Terrible.

Kingstown, St. Vincent, Monday, May 19.—Another great eruption of the Soufriere volcano occurred last night. Throughout Sunday the adjoining districts trembled and some of the shocks were felt here. Smoke issued from the crater and the rumblings of the mountain, and the atmosphere throughout the island was exceedingly hot. While, in the bright moonlight the northwesterners were returning from church, at 8:30 p.m., an alarming luminous cloud suddenly ascended 30 to 40 miles high, in the north of the island and drifted slightly to the northeast. Instant lightning fell on the mountain and one severe bolt seemed to strike about three miles from Kingstown. The thundering rumblings in the crater lasted for two hours and then diminished until they became mere murmurs. The remainder of the night was clear. Ashes fell from 10 o'clock until midnight.

Crying and Praying for Preservation.

The inhabitants were frenzied with fear at the time of the outbreak, dreading a repetition of the catastrophe which caused such terrible loss of life on this island. They ran from the streets into the open country crying and praying for preservation from another terrible calamity. No one on the island of St. Vincent slept last night, which seemed to pass very slowly.

Reports received here from the districts in the vicinity of the volcano say that the rumblings of the crater were appalling and that streams of lava flowed down the mountain side. The villages who had fled to Chateau Belair and Georgetown for safety, are now pouring into Kingstown, this being the furthest town from the Soufriere.

The royal mail steamer Wear is bringing refugees here from Chateau Belair. Kingstown is now congested and the demands on the government are increasing rapidly as more and more people are obliged to leave their homes.

The continuous agitation of the volcano and the absence of rain has caused the vicinity of the afflicted villages to look like portions of the Sahara desert.

Business at Kingstown Suspended.

A thick, smoky cloud overshadows the island, all business is suspended here, the streets are empty and everyone is terror-stricken. The feeling of suspense is painful. People pass their time gazing at the northern sky where the thunder clouds gather and the mournful howling of the volcano is heard.

Danger Reported Threatening Kingstown.

Ades and pumice are falling slowly into the out-districts. Today there is an alarming report from a credible source that the volcano is about to erupt. The volcano is only about six miles from Kingstown.

St. Vincent Conditions Terrible.

London, May 22.—The correspondent of the Daily Mail at Kingstown, St. Vincent, describes, in a despatch, the conditions on that island. He says that 60 per cent. of the persons injured cannot recover. The whole island resembles a Sahara, and the graves of humans and the remains of animals are seen on every side. Owing to the difficulty of breathing, the correct point could not be near La Soufriere. Everywhere on the island the rivers have been stopped by the dust or lava, and in a valley the dust lies 60 feet deep. Most of the deaths on St. Vincent were caused by a blast of heated sulphurous air. The authorities have ascertained, continues the correspondent, that the rumor that another crater had been formed by the eruption of last Monday is untrue.

The sun was obscured all day Monday and the temperature rose to 110 degrees Fahrenheit in the shade. A heavy dust fell that day and terrified the crowds of islanders who were praying along the seashore. It seemed, says the correspondent, that the dense air is probably caused by what remains of St. Vincent.

(Signed) "GALLAGHER."

HE WANTED TO BE MARRIED.

London, May 21.—There is no hitch in the arrangements of the Atlantic shipping combine. The White Star line shareholders have unanimously accepted the Morgan offer. The government has received assurances that the White Star will gladly renew the naval reserve agreement at the expiration of the present three years' contract.

No arrangement regarding registration under the British company's act has been discussed or contemplated. The alleged gigantic shipbuilding combine, headed by Harland & Wolff, is apparently imaginary.

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TAKE. Doctor's Emulsion. Out in velvet valleys, and a daisy in the dew saying and singing all the sweetest things to you. No flower beneath your feet. But hears the world's heart beat. And life is love and music, and the breath of it is sweet!

Out in velvet valleys, in shadows wild with vines—The ripple of the river—the preaching of the lilies! The roses leaved and nod. And the breath is in the cloud. And the lilies are the stars of the lilies of God!

Out in velvet valleys, and earth, framed round with sky. Is all too bright for weeping for the shadow of a sigh. God's love and hill and stream. In rose-gilded storm and gleam. Love lifts the cloud-bright curtains and heaven smiles in dream. Frank L. Stanton.

Sunday being blown back on the island by the trade wind. This explanation has relieved the anxiety. Ottawa, May 21.—Pickford & Bhek, shippers, Halifax, who have a fortnightly service between Halifax and St. Vincent, have wired the department of trade and commerce that they are willing to convey free of charge any goods sent for the relief of the sufferers in the St. Vincent disaster.

Reports Mont Pelee Quiet

Dominica, B. W. I., May 21.—A ship which left Port de France, Martinique, yesterday afternoon and which arrived here today, reports the statement that the eruption of May 20 occurred back of Port de France to be incoherent. This eruption was from Mont Pelee and dust and small stones were thrown over Port de France. The ship left her anchorage at Port de France for a few hours yesterday morning; when she returned the eruption had ceased. Sailing from Port de France later in the afternoon, the ship was opposite St. Pierre during the night and Mont Pelee was then inactive. St. Pierre itself, however, was still burning.

Point A Pitre, Island of Guadeloupe.

May 21.—The steamer Horton has arrived here with 200 refugees from Port de France, Martinique, on board. It is reported here that the French steamer Salvador, with 1,000 people on board, who are unable to remain at Port de France, is coming here that evening, who can do so is leaving that port.

Castries, Island of St. Lucia, B. W. I., May 21.—The Norwegian steamer Helga, Captain Baastad, arrived here this morning from Port de France, Martinique. She is filled with refugees from that port, and reports that, owing to the continuous fall of heavy stones and other volcanic matter there, the inhabitants of Port de France have fled to the town.

The Helga was discharging coal at Port de France, but was compelled by the volcanic disturbance to abandon this activity. Point A Pitre, Island of Guadeloupe, May 21.—The streams of boiling mud and the fire from the last eruption of Mont Pelee destroyed all that remained of the northern part of the island, according to the refugees, and Martinique seems destined to complete destruction.

New York, May 21.—Captain M. Hansen, of the Norwegian steamer Talsman, which arrived today from Barbados, brings a story of a volcanic outbreak on Diamond Rock, an isolated island two miles from the southwest part of Martinique. He said: "I left Demerara May 6 for Barbados to load sugar for New York. We arrived May 8. We sailed from Barbados May 12 and passed Diamond Rock, standing about 800 feet high. As we passed the rock in the morning of May 13, a glare of fire was seen several times. The fire was not inhabited, and I never before had seen light there. I stood in and to my surprise found the place on fire and smoke coming from the peak of the rock, but could not determine its character."

Dixie Relief.

Washington, May 21.—Adjutant-General Corbin tonight received the following cablegram from Captain Gallagher who went to Martinique on the Dixie: "Fort de France, May 21. "Effects of eruption confined to northwestern portion of island of St. Pierre and neighboring villages totally destroyed. Thirty thousand a day estimated loss of life in zone of destruction. Physical conditions normal, but people panic-stricken. This condition increased by yesterday's eruption, which was quite severe, but did not materially add to destruction. Supplies of all kinds sufficient for eight weeks. What has been done was just what emergency demanded and nothing further can be suggested; government and people most grateful. Dixie now discharging part of cargo, will proceed with what remains of St. Vincent."

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