POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH

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Semi-Weekly Telegraph

ST. JOHN, N. B., AUGUST 17, 1904.

THE WATER SITUATION.

Energetic action by the aldermen along the lines of the report of Mr. Frank Barbour, which was submitted to the water and sewerage board Friday, will give the city an up-to-date supply of good water and provide the high pressure necessary for proper distribution and adequate protection against fire. The improved system which Mr. Barbour recommends, involving as it does, access to Loch Lomond and the securing of satisfactory gravity pressure, meets the views of the citizens who, in public assembly some months ago, demanded that St. John discard makeshift methods and secure the modern system demanded by the city's population and property interests. The publication of the report thus marks the completion of the first step of a most important reform set in motion by those citizens who applied a sharp spur to a lagging and hesitant common council.

The engineer brushes away the cobwebs from this question. He places his finger upon the fatal weaknesses of the present supply, and tells the city just what must be done to secure a satisfactory system at the least possible cost. He not only prescribes a remedy, but names the only remedy. He examines the entire situation, discards one after another of the many suggestions which have hitherto been discussed, tells why he discards them, and submits definite evidence in support of the conclusions at which he arrives as a result of his investigation.

The cost of the measures he proposes, exclusive of water rights, is $108,289. This estimate, The Telegraph has reason to believe, is lower than many insurance men and officials have expected, and, as has already been pointed out, the annual cost of the undertaking to the city will, at its completion, be much more than counterbalanced by the saving in insurance, to mention no other considerations. The report has many merits and not least among them is its admirable clearness and the sequence in which the important facts are presented. Every taxpayer should read it, and master its principal features. While considerable space is devoted to the report this morning it is well that it is to be printed in pamphlet form in its entirety for public use. It is well, perhaps, while believing that all will read with care the summary which is now published, to direct particular attention to two or three of the engineer's statements. Of access to Loch Lomond and the cost thereof he says:

"It will be readily appreciated that an estimate of the probable damage would be of no value in this report—in fact, such is impossible without a more detailed investigation than has been made. But it can be stated without hesitation that, including any reasonable damage for diversion of water, Loch Lomond is the cheapest source from which water in the desired amounts and at the necessary pressure can be furnished at St. John."

Thus, in his judgment, after an exhaustive examination of all the available watersheds and sources of supply, the big lake is not only the best but the cheapest. In this connection the question of possible damages arises. The engineer does not propose that the city shall pay for imaginary damages. He proposes a method of limiting these damages and fully protecting the city by legislation such as is framed for the purpose in question in other places. And he makes this highly important recommendation:

"And, finally, that in view of these recommendations, precise surveys of the several routes be at once taken and a careful investigation made of increased storage possibilities in Loch Lomond."

There is work before the aldermen. Much water will run under the bridge at best before any such extensive work as this can be completed. The citizens will observe with some interest the manner in which the civic representatives apply themselves to the task. Every day saved brings nearer the time when the insurance rate will fall to its normal level. Upon the mayor, both as mayor and as chairman of the water board, a public duty of considerable magnitude devolves. It is in his power to set a smart pace for his associates in this matter. The council, it must be assumed, will display a progressive spirit at this juncture, and adopt as soon as possible, the solution of the water problem made public yesterday. There are unavoidable preliminaries. These should be arranged without delay. Time, in this case, is both money and safety.

WHAT HAS BEEN DONE?

When the Transportation Commission visited St. John its members requested the city to prepare and forward to the commission a complete statement regarding this port—its facilities, its possibilities, its needs, the city's desires and intentions regarding it, and their claims regarding St. John's place in any national transporation policy. So far as is known that information, in the form desired, has never been forwarded, and today the records of the commission lack this official information in relation to this port's future.

There have been many plans for harbor improvements. Again and again a comprehensive scheme for increased port facilities has been demanded and discussed, but in the end nothing has been accomplished. It has been another case of "what's everybody's business is nobody's business."

There are many theories about the future. Some leading spirits profess to believe that somehow and sometime St. John is to be made a national port, but that any such course is contemplated by the government there is no convincing evidence, and certainly the city's own attitude in the matter is not calculated to make the outlook very roseate. Some enterprising citizens—and one newspaper—have recently expressed the opinion that Winter Port activities are of very doubtful value, and that it is just as well to do nothing lest the city be entrapped into spending more money.

But if the Transportation Commission receive from other ports the information they asked for while here and have not yet obtained, they must get along without it, and the not unnatural inference would be that St. John's case is a weak one—which it is not—or that interest here, in official circles, regarding the future of the port is by no means at fever heat. St. John is not in any great danger of having improvements thrust upon it from outside. It is an age in which the hustler, other things being equal, gets all the best of it.

JAPAN SWEEPS THE SEAS.

Following the somewhat fragmentary and unsatisfactory reports of the action between Togo's fleet and the Russian Port Arthur squadron comes the news that the Japanese admiral Kamimura caught the Russian Vladivostok squadron in the straits of Korea yesterday morning, sunk one cruiser and damaged two others which fled northward. The fleet actions of the last few days have involved every fighting ship of importance which either Japan or Russia has in Eastern waters, and while neither engagement was as decisive as might have been expected because of the superior force of the Japanese, it is a fact that the Mikado's navy has swept the Eastern seas clear of Russian ships, and so far as known the victors have not lost a vessel.

On land and sea, whenever they have met since last February, the Japanese have whipped the enemy. In a campaign of six months, ashore and afloat, the Russians cannot point to a single triumph. In this respect the war is unique.

The importance of Port Arthur was greatly enhanced by the presence there of the Russian squadron. It is now known that this squadron put to sea because Japanese siege guns commanded the harbor. Had Admiral Withoft been able to get away and to effect a junction with Vladivostok squadron, Japan's command of the sea would have been greatly impaired. But Withoft was killed in the heat of action, and his flagship is a wreck which is useless for the purposes of this war at least. Of the rest of the fleet two cruisers, crippled, sought temporary refuge in neutral ports and must be taken if they leave or dismantled if they remain. Apparently five of Withoft's battleships regained the harbor of Port Arthur. Outside is the Japanese fleet which they cannot escape. Behind them are the siege guns of the Japanese, which are being pushed closer daily. Even under the guns of the Russian batteries, these five ships appear of little use to the defenders. Go or stay, their ultimate fate, like that of the fortress itself, is certain.

For all that the performance of the Japanese navy at this the crisis of the war has not come up to the expectations in Tokio. It is not understood, there or elsewhere, how the Russians, with an even force of battleships, but far outnumbered as regards cruisers and torpedo boats, escaped destruction once they left the harbor. There is no report as yet which tells us at what range the fleets engaged, except one reference to the earlier part of the battle when it is said the Russian flagship received a concentrated fire from the heavier Japanese ships at 3,500 yards, a little less than two miles. It had been supposed that Togo's ships were faster and in better condition than the Russian vessels, but their speed may have been lessened by foul bottoms, the result of constant service without recourse to dry dock.

Considering that the Russian force was inferior, that some of the battleships were weakened by injuries hastily repaired, and that the morale of the men had suffered from disaster after disaster, it will be admitted that the Czar's sailors fought stoutly and that their officers were at once brave and skilful. The chief-of-staff of the dead admiral reports that the Japanese torpedo boats, during the running fight, kept placing mines in the course of the Russians, thus making it extremely difficult to manoeuvre. This use of torpedo boats during a general engagement is new, but while it impresses one with the desperate nature of the fight, it leaves us to wonder how the Russians saved any considerable portion of their battle line from a skilfully directed fleet superior in numbers.

The action with the Vladivostok squadron is also somewhat puzzling. The Japanese cruisers were as fast as the Russians and were nearly twice as numerous. In the absence of explanatory details there will be wonder that two of the losing side escaped though crippled. The important point is, of course, that both Russian squadrons were broken and dispersed and that the Japanese navy is not materially weakened, while Russia has now no group of ships which can keep the sea in the East. Japan's commerce and transport service are now virtually free from danger.

The action off Port Arthur is being compared to that off Santiago. There is much difference. Cervera's squadron consisted of four first class cruisers and two torpedo-boat destroyers. He tried to run through a close cordon of first class battleships. Withoft was numerically equal to Togo in battleships, and in such an action the heavier ships would give and take most of the pounding. Cervera, on the other hand, had no mines and no torpedo boats to fear. His gunners and engineers were made of poor stuff. Within half an hour his ships were smothered by superior gun fire.

The Japanese attack upon Port Arthur will now be redoubled. The garrison and the remaining Russian ships are apparently doomed. The army of the besiegers is now said to be receiving large reinforcements, but the world will receive with doubt the report that many Japanese regiments from Liao Yang are being sent South. The naval actions have distracted attention for the moment from Kuropatkin's position, but there is no likelihood that he will be permitted to withdraw northward without a decisive battle. Russia's cause in Manchuria is hopeless.

WARMING UP.

After hanging in the wind for some time the New York Sun goes over to Roosevelt with some precipitancy and much strong language. Here is some of the language:

"To state the Sun's position and its reasons therefor requires no metaphysical subtley of explanation. The main consideration is as broad as the nation's interests. As the case is now made up, we prefer the impulsive candidate of the party of conservatism to the mildly conservative, temporizing, opportunist representative of the Hun vote in the background. We have more faith in the distinct promises of the Chicago platform, not ignoring the many serious defects of that document, than we have in the miserable hellbroth of dishwater and dynamite concocted at St. Louis a month ago by a party afraid to renounce its criminal follies, and tasted yesterday at Esopus by a respectable candidate, who declares with gusto that its flavor is admirable. We shall therefore advocate the election of Roosevelt and Fairbanks and advise the defeat of Parker and Davis; preserving our own absolute independence or organic control, and our freedom of judgment as to every specific question occuring. And may the Hon. Theodore Roosevelt's present mood continue, and if he is elected may the discourager of precipitancy stand always at his elbow."

This decision of the Sun followed Judge Parker's speech accepting the nomination. Democratic newspapers now assert that the Sun's course means that Wall street, after thinking it over, has decided to stick to Roosevelt, and that the solid campaign contributions of the capitalists will go into the Republican election fund as in 1896 and 1900. This view is violently repudiated by the stanch Republican journals, which say the Sun has simply decided that the Democratic party has not really repented of its sins.

Imperialism will be one of the main issues. President Roosevelt believes the United States should figure largely as a world power. Judge Parker, on the other hand, says: "I protest against the feeling, now far too prevalent, that by reason of the commanding position we have assumed in the world we must take part in the disputes and broils of foreign countries, and that because we have grown great we should intervene in every important question that rises in other parts of the world."

That is sensible, surely; but the Americans can readily forgive President Roosevelt a large measure of spread-eagleism.

SANTIAGO AND PORT ARTHUR.

A determined Japanese army with effective artillery would have taken the city of Santiago from the Spaniards in about two hours and a half. The American land operations were slow, but General Shafter had a small and ill-equipped force and actually used no artillery except a few field guns. Yet as Santiago was attacked by land and sea and as a squadron was "bottled up" there, comparison of the happenings there and at Port Arthur is inevitable. One fact, to which attention has been directed by many observers within the last few days, is that after the Spanish squadron put to sea, the city was taken within a few days. The squadron could do nothing to protect the city, and had become a source of embarrassment. The Americans very properly believed that the destruction of Cerevera's ships was the most important of their problems in the Cuban campaign. Dewey had accounted for the weaker ships of Montojo at Manila. The remainder of Spain's sea power was at Santiago. If that were shattered, American commerce would be safe; and the Spanish army in Cuba could be dealt with easily and at leisure.

The gunners of the blockading fleet could not see the city. The harbor channel was long and tortuous. The city lay four miles from the sea front batteries, behind a hill. But as at Port Arthur, the ships in harbor must be taken if the town surrendered to the land attack, if they did not run for it and attempt to fight their way through the semi-circle of battleships at the harbor mouth. To assist the army and make the Spanish squadron's anchorage unsafe, the American vessels at times elevated their guns and threw 12-inch and 13-inch shells over the hill into the town and the inner harbor. The despatches have mentioned similar high angle fire at Port Arthur, from behind a promonotory. Soon after these tactics were adopted, Cervera was ordered to leave the port, and his six vessels were destroyed, five of them within a dozen miles of the harbor entrance.

In the greater war drama at Port Arthur, the sortie of the Russian fleet was made for similar reasons. The Japanese siege guns commanded a part of the Russian anchorage. The Russian fleet could be of little assistance to the garrison, and its presence increased their peril. By going out some vessels might escape, and the Japanese fleet might be weakened or actually beaten in a desperate sea fight. But the sortie failed. Five of the six battleships, we are told, regained the harbor, more or less damaged. The result has been to give Japan more freedom at sea, and to deprive Russia of anything like an effective group of ships in Eastern waters. Japan's complete control of the water cannot be again imperiled during this war. The Japanese army knocks more fiercely at the city's landward gates. The ships which did not escape and which were not sunk in the attempt, must be taken with the fortress or destroyed by their crews before its surrender.

The action between Togo and Withoft must rank as the greatest trial to which modern armored vessels have yet been subjected. One lesson apparently is that battleships are not easily sunk by gunfire. Thus far in the present war no battleship has been actually sunk except by mines.

MR. BRODRICK AND THE COLONIES.

If Mr. Broderick expresses the view of the Balfour ministry, the British official view of the duty of the Colonies in the matter of Imperial defence has undergone some modification since the Colonial conference. In the British House of Commons recently a Radical member asserted that the Colonies contributed only one per cent of the cost of the defence of the Empire, and said they should pay in proportion to population. In reality the member went no farther than Mr. Brodrick himself went at the time of the Colonial conference, but the minister pulled him up sharply. Replying, Mr. Brodrick, as reported by the Times, said:

"There was one part of the speech of the hon. member for Hawick which he regretted to hear. He called attention to the insufficient share which the Colonies took in the upkeep of the navy. (Opposition cheers.) He regretted these calculations, which were not only irritating to the Colonies, but——(Cries of "Oh," and "Hear, hear"). Well, we had control of the fleet, and a good many Colonies might not need the fleet. Those who did—he would not say all of them—had subscribed very largely for their own defence. A speech like that of the honorable and learned member remained on record, and he was afraid that, if there were any idea of his holding high administrative office in the next government, that might cause, and would cause, some apprehension on the part of the Colonies. (Cries of "Oh.") Hon. members opposite could not have it both ways. The government were as anxious as they were that all parts of the Empire should share in the burden (Hear, hear); it must be recollected that those who paid the piper as a rule called the tune, and they could not expect that the Colonies whose foreign affairs were administered for them by that House would contribute in equal shares with those who had the control of the administration."

Canada would be one of the Colonies described as subscribing largely for their own defence. One might almost think Mr. Brodrick, by this attitude, was playing into Mr. Chamberlain's hands. There might well be some desire to keep direct monetary contributions, by the Colonies, for Imperial defence, in the background until the fiscal question is settled. Canada, as a matter of fact, will have to subscribe more and more for its own defence as it increases in wealth and population; and ultimately all of the Colonies will contribute to the common defence, though what form the contribution will take it is difficult to foresee. Mr. Brodrick's idea is that any suggestion of pressure from Britain should be avoided.

BRIGANDS IN GOTHAM.

Mention was made in these columns some days ago of the blackmailing operations of an Italian organization in New York, known as the "Black Hand." The matter was a subject of comment then because the shop of a man who had refused to pay some thousands of dollars in obedience to threatening letters had been blown up by a bomb. An Italian detective, who is a member of the New York force, in discussing that case, said he had worked on many others, and that in nearly every instance conviction had been impossible because the victims were afraid to testify. He felt sure that many persons who were threatened paid the sums demanded, and did not communicate with the police.

Since that occurrence the young son of an Italian contractor has been kidnapped, and the New York Herald discusses the case editorially, using language which shows that the conspiracy is regarded as one of some gravity. The Herald says: "It is up to the police of this city to not only capture the miscreants concerned in kidnapping the little boy Antonio Mannino, but to ferret out and bring to light the secret organization of murderers by which our peaceable Italian citizens are terrorized. They have driven the brigands out of Sicily, and are they to be permitted to flourish in this free and civilized community? There must be more intelligent and concerted and extensive work done by the police authorities to unearth these vipers and stamp them out of existence."

A magistrate, to whom relatives of the missing child appealed, instructed the detectives who were present to capture the abductors dead or alive, adding that he realized the full meaning of his instructions.

The Herald says they have driven the brigands out of Sicily, and that is true. That is a good thing for Sicily but a bad thing for New York, for the worst of Sicily's emigrant population comes to America, and the more desperate of the new comers remain in New York and the Eastern States. Southern Europe, within the last ten years, has unloaded upon the United States millions of people, a very great number of whom are, to speak mildly, undesirable. One result is seen in the recent activities of the "Black Hand" in a city which employs nearly 10,000 policemen.

NOTE AND COMMENT.

The Baltic fleet may remain in the Baltic now. To send it to the East would look like throwing good money after bad.

* * *

The heir to the Russian throne was born in a dark hour. Terrorism at home and defeat abroad augurs ill for the future.

* * *

Is there to be any change in the system of assessment before next fall? The mayor's recommendation that a paid commission be appointed to deal with the matter should be acted upon.

* * *

A Russian battleship was hit seventeen times while lying in the harbor of Port Arthur. Probably the Russian admiral decided that it couldn't be very much worse outside. It was evidently time to leave.

* * *

The flagships were in the thickest of the fighting. Togo's battleship lost ten officers and fifty-eight men. The Russian Admiral and several of his officers were killed and his ship was badly wrecked. The place of honor is the place of danger.

* * *

The Japanese casualties while they engaged the fleeing Russian squadron were 170 according to Togo's report. The United States fleet which destroyed Cervera's squadron off Santiago had just one man killed. The Russians run faster and shoot straighter than did the Spaniards.

* * *

Champ Clark, the Missouri congressman who notified Judge Parker of his nomination, was called a liar at a political meeting on Saturday. He invited his opponent to meet him after the meeting, promising to cut his throat from ear to ear. The American campaign is beginning to show signs of life.

* * *

The British cruiser Tribune, which St. John people inspected when it was here with the flagship Ariadne, has acquired an island in the West Indies and hoisted the British flag over it. The protests have not yet begun to come in. The British may have thought some other nation might desire that island for a coaling station.

* * *

Somebody should tell the Montreal Gazette that the Liberals of New Brunswick are delighted with the government's acquisition of the Canada Eastern Railway, and that the Globe represents only the opinion of Senator Ellis.—Fredericton Herald.

It will have to be done from Fredricton. No one right here in St. John would dare say such a thing about the Globe.

* * *

Enter the Chinese navy. The Chinese admiral at Che Foo held up a Jap destroyer and told the commander that the Russian vessel which had been towed away must be brought back. The Japanese officer said he would go and see about it. He went. That's the last the Chinaman heard of him. Such revolting conduct made the Chinese admiral so sick that he took to his bunk, and turned over his command to his chief of staff. Perhaps the Jap couldn't overtake his friends and their prize. Or perhaps it made him sick to be asked to try.

* * *

Many American naval officers, whose record afloat is excellent, are unwise when ashore. Rear Admiral Schley has written an article for the Saturday Evening Post in which he virtually asserts that his flagship whipped the Spaniards single-handed. The article reflects upon the late Rear Admiral Sampson, who was his superior, and disobeys President Roosevelt's orders against any continuation of the Sampson-Schley controversy. Rear Admiral Schley, though on the retired list, is subject to discipline, but as he is a Democrat and action against him would react politically his latest offence will probably receive no official notice.

* * *

German military writers who wholly misjudged the strength of Japan and who were most caustic critics of Great Britain during all of her recent "little wars," scarcely know what to say about Germany's abortive attempt to put down the Herero uprising in West Africa. A German general with 12,000 regulars, has been on the ground for several months, but there is little prospect that the natives will be subdued.

* * *

The campaign rhymsters of the United States are struggling with the names of the candidates, and some of the results are lamentable. "Roosevelt" is hard to match, and Parker is not much better. The poets, too, are a fearsome lot. One of them, who has attempted to make "Parker" rhyme with "corker," has been reminded that "corker" would be more appropriate in a verse about the Prohibition candidate—whose name is Swallow.

* * *

The intimation—practically an ultimatum—given by the United States to Turkey has alarmed Europe. The bogey of another Anglo-Saxon power sticking its hand into European affairs has suddenly assumed greater proportions to the European vision.—Ottawa Journal.

Before Europe had much time to think about it the Sultan threw down his hand. If he had not followed the expected course both Turkey and the United States would have been in very awkward positions. The Americans would think twice about attempting to transport to Turkey an army large enough to be effective. The Sultan has no money, but he has a desperate lot of happy fighters on land and they have no end of artillery.

* * *

Canadians who are inclined to regard the Japanese as barbarians, if there are any such, are undeceived by the Montreal Witness. "They do not realize," it says, "that judged by the standard of education, we are far down in the scale, while Japan is very near the top. Every child in Japan, unless physically or mentally unfit, must go to school at the age of six. Every child in Japan, boy and girl, can read and write soon after that age, while we are not only receiving illiterates from Europe, but we are producing many more upon our own soil by our neglect to enforce popular education. Our legislatures are too busy fighting over railway grants and other grabs out of the people's assets to take much interest in the education of the people."

* * *

The Maritime Merchant cannot discover whether or not St. John is a bidder for the Dominion Exhibition, or whether it proposes to come to an agreement with Halifax in the matter. The Merchant says, however:

"The Halifax Board of Trade has taken up the suggestion that an effort be made to have the Dominion Exhibition in Halifax next year. The Nova Scotia Branch of the Canadian Manufacturers' Association has also taken the matter in hand, and we understand that various public bodies are interested too. We may hope now that something tangible will result. Although we do not know it for a fact, we yet feel that a great amount of pressure is being exerted on the government from all parts of the country to secure the usual grant. But whether this pressure is as great as we think we dare say that Halifax has as much of a claim to it and for the present as good a chance as any other city in Canada."

Mr. Russell's Generous Gift

(From the Globe.)

Before leaving for Montreal today, Mr. David Russell announced his intention of distributing among the poor of this city seven carloads of Five Roses flour, 1,000 barrels in all, which will be shipped in a few days direct from the Lake of the Woods Milling Co., Montreal, consigned to the Canadian Drug Company.

In order that this flour may reach the people who really need it, the request is made that city clergymen of every denomination send at once to the Canadian Drug Company a list of persons in their districts whom they would suggest as recipients.

No further publicity will attend the matter. The lists sent in by clergymen will be regarded as confidential. The sole object is to distribute this flour where it will do the most good.

About the Telegraph.

(From the Sun.)

David Russell, who arrived in the city on Saturday from Montreal, is stopping at the Royal. Mr. Russell was asked by a Sun reporter if it were true that the sale of The Telegraph was about completed. Mr. Russell replied that two offers had been made for the paper and that if a sale was effected one of the conditions he will insist upon is that the management shall remain as at present. Otherwise no sale will be effected.

Mrs. Louisa Kay.

Mrs. Louisa Kay, widow of the late John T. Kay, died at her home on Smythe street, from heart trouble. She was seventy-four years of age and leaves one daughter, Mrs. David Duffy, with whom she resided, and one son, John Kay, of Millville.

Mrs. Barnes—"Charles is so awful nice about his food it is hard to suit him. He is so afraid, you know, that he'll get his peck of dirt before his time."

Uncle George—"And yet Charles can fight against his fears when he is away from home. A plate of hash one day and a couple of Frankfurters the next is no uncommon thing for him."

ST. JOHN MARKETS.

The local markets have been keeping very steady since the last changes in flour and sugar were noted in The Telegraph last week. Wheat on Saturday on the stock exchange in Chicago closed at 101 and it had gained 1⅝ at yesterday's closing. In all staples the feeling is very firm, and further advances in price would not be surprising. Codfish went up again, and are quoted at: Large, $5 to $5.10; medium, $5. The following are the principal wholesale quotations, corrected up to yesterday:—

COUNTRY MARKET.

Beef, western	0.08	to	0.00
Beef, butchers	0.05	"	0.07
Beef, country	0.04	"	0.06
Lamb, per lb	0.08	"	0.00
Mutton, per lb	0.04	"	0.06
Veal, per lb	0.05	"	0.07
Pork, per lb	0.06	"	0.07
Beets, per doz	0.30	"	0.00
Carrots, per doz	0.20	"	0.30
Turnips, per bush	0.60	"	0.00
Potatoes, per bush	0.60	"	0.65
Peas, per bush	0.70	"	0.00
Beans, per bush	0.40	"	0.00
Cabbage, per doz	0.40	"	0.60
Squash, per bbl (American)	2.00	"	0.00
Sheep skins apiece	0.25	"	0.35
Calf skins, per lb	0.10	"	0.00
Hides, per lb	0.06	"	0.00
Chickens, per pair	0.60	"	0.90
Fowls, per pair	0.60	"	0.80
Ducks, per pair	0.75	"	0.90
Turkeys, per lb	0.15	"	0.18
Beans, per bush	0.70	"	0.00
Eggs (case) per doz	0.14	"	0.15
Eggs (hennery) per doz	0.28	"	0.00
Roll Butter, per lb	0.17	"	0.20
Tub butter, per lb	0.15	"	0.18

FLOUR, ETC.

Oatmeal	5.40	"	5.50
Gold dust	4.25	"	0.00
Standard oatmeal	5.00	"	5.05
Medium patent	5.25	"	5.35
Manitoba	5.75	"	5.85
Canadian, high grades	5.50	"	5.60
Beans (Canadian) h p	1.65	"	1.70
Beans, prime	1.45	"	1.50
Split peas	5.20	"	5.25
Pot barley	4.40	"	4.50
Cornmeal	2.90	"	2.95

PROVISIONS.

American clear pork	16.50	"	19.00
American mess pork	18.50	"	19.00
Pork, domestic	16.50	"	18.00
Canadian plate beef	12.50	"	13.00
American plate beef	13.50	"	14.00
Lard, compound	0.07½	"	0.07¾
Lard, pure	0.08	"	0.08¼

GROCERIES.

Cheese, per lb	0.09	"	0.09½
Rice, per lb	0.03¾	"	0.06½
Cream of tartar, pure boxes	0.22	"	0.23
Sal. soda, per lb	0.01	"	0.01½
Bicard soda, per keg	2.25	"	2.35
Molasses—			
Porto Rico (new)	0.37	"	0.39
Barbados (new)	0.28	"	0.29
New Orleans (tierces)	0.00	"	0.00
Salt—			
Liverpool, per sack, ex store	0.62	"	0.63
Liverpool, per sack salt, per bag, factory filled	1.00	"	1.05

FISH.

Large dry cod	5.00	"	5.10
Medium	5.00	"	0.00
Small, cod	3.60	"	3.60
Finnan haddies	0.05½	"	0.06
Gd. Manan herring, hf bbls	2.35	"	2.40
Bay herring, hf-bbls	2.30	"	2.35
Cod, fresh	0.02¾	"	0.03
Pollock	2.75	"	2.85
Halibut, per lb	0.00	"	0.00
Smoked herring	0.15½	"	0.16

SUGARS.

Standard granulated	4.70	"	4.80
Austrian granulated	4.55	"	4.65
Bright yellow	4.40	"	4.50
No 1 yellow	4.10	"	4.20
Paris lumps	5.50	"	5.60
Pulverized	5.50	"	6.00

GRAIN, ETC.

Middlings (car lots)	22.00	"	23.00
Middlings, small lots, bagged	22.50	"	23.00
Bran, small, bagged	21.00	"	22.00
Canadian hand picked beans	2.00	"	2.10
Pressed hay (car loas)	11.00	"	12.00
Ontario oats (car lots)	0.42½	"	0.43
Cottonseed meal	32.50	"	33.50

CANNED GOODS.

The following are wholesale quotations per case: Fish—Hump back brand, $4.25; cohoes, $5.25; spring fish, ..6.00 to $6.25. Other kinds of fish are: Finnan haddies, $3.75 to $4; kippered herring, $2.75 to $4.00; kippered halibut, $1.25; lobsters, $3 to $3.25; clams, $3.75 to $4; oysters, 1s., $1.35 to $1.45; oysters, 2s., $2.35 to $2.40.

Meats—Canned beef, 1s., $1.60; corned beef, 2s., $2.70; lunch tongue, $3; ox tongue, $7; pigs feet, 1s., $1.25; roast beef, $3.00.

Fruits—Pears, 2s., $1.60; peaches, 2s., $1.80; peaches, 3s., $2.75; pine apple sliced, $2.25; pine apple, grated, $2.50; Singapore pine apple, $1.75; Lombard plums, $1.50; green gages, $1.65; blueberries, 95c to $1; raspberries, $1.05 to $1.75; strawberries, $1.65 to $1.75.

Vegetables—Corn per dozen, $1.20 to $1.25; peas, 85 to 90 cents; tomatoes, $1.25; pumpkins, $1.10; squash, $1.20; string beans, 90c; baked beans, $1.00.

OILS.

Pratt's Astral	0.00	"	0.21
White Rose and Chester A.	0.00	"	0.20
High grade Sarnia and Archlight	0.00	"	0.19½
Silver Star	0.00	"	0.19
Linseed oil, raw	0.00	"	0.49
Linseed oil, boiled	0.00	"	0.52
Turpentine	0.00	"	0.88
Seal oil, steam refined	0.00	"	0.60
Olive oil, commercial	0.00	"	0.95
Castor oil, commercial, per lb	0.08½	"	0.09
Extra lard oil	0.78	"	0.88
Extra No 1	0.00	"	0.67½

FRUITS, ETC.

Currants, per lb	0.05¼	"	0.05½
Currants, cleaned	0.06	"	0.06½
Rodi oranges	4.00	"	4.50
Dried apples	0.04¾	"	0.05
Grenoble walnuts	0.14	"	0.15
Almonds	0.09	"	0.13
California prunes	0.05	"	0.08
Filberts	0.10	"	0.11
Brazils	0.13	"	0.14
Pecans	0.14	"	0.15
Dates, per pkg	0.06	"	0.6½
Beef tongue, per lb	0.10	"	0.13
Peanuts, roasted	0.09	"	0.10
Bag figs, per lb	0.04	"	0.05
Malaga London Layers	1.90	"	2.00
New figs	0.10	"	0.13
Malaga, clusters	2.75	"	4.00
Malaga, black baskets	2.15	"	2.25
Malaga connoiseurs clus	3.10	"	3.25
Raisins, Sutlana, new	0.00	"	0.00
Bananas	1.00	"	2.50
Lemons, Messina, per box	0.00	"	4.50
Cocoanuts, per sack	3.75	"	0.00
Cocoanuts, per doz	0.00	"	0.00
Evaporated apricots	0.12	"	0.13
Valencia onions, per case	0.00	"	3.75
Evap. peaches	0.10	"	0.10½
Evap. apples	0.07	"	0.07¼
New apples	0.00	"	4.00

Personal Intelligence.

Mr. and Mrs. W. P. Keenan and daughter have returned to Bridgewater.

Thos. W. Prince is visiting friends in Sussex.

Douglas S. Biggs, of Fredericton, is on a visit to friends in the city.

R. L. Borden and Mrs. Borden, who have been the guests of Mr. W. H. Thorne, left yesterday for Halifax.

Miss Georgia Brown of this city left Saturday afternoon for Loch Lomond to take charge of the school there.

The steamer Beatrice E. Waring grounded at Sand Point on her trip up river Saturday afternoon. A passenger did not wish to land by the ordinary small boat method, and the captain, in attempting to bring the steamer in close, had the misfortune to put the boat on the ground. Quite a bit of difficulty was experienced pulling the steamer off. There was no damage.

Aunt Jane—"I hope you and Miss Manners have a great deal of respect for each other."

Harry—"We did have, aunt; but that was before we became really acquainted. We only love one another now."