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G. J. McILLAGHAN, Manager.

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Semi-Weekly Telegraph
ST. JOHN, N. B., JULY 15, 1903.

A STITCH IN TIME.
Somebody blundered when the order was given to place the long piece of timber across the square formed by the intersection of Union, Brunswick and Carleton streets. Apparently the object was to have a backing log against which the teams with kindling wood, which make a rendezvous of this locality, might back their carts without interference with the pedestrians using the asphalt foot walk crossing that end of Brunswick street. Whoever devised the expedient, evidently failed to realize that the city was inflicting a greater danger. Do teams and bicyclists think the slight inconvenience to the foot passengers by the absence could warrant the imminent risk of timber was in place its danger to users of the driveway was apparent. One end being placed at the base of the electric light pole, made the log appear at night to be nothing more than the shadow of the pole, and even a careful driver might easily mistake it for nothing but a shadow until its substantial reality made its presence apparent. This danger being at once evident, one would naturally have supposed that the author of the blunder would have repaired the mistake before any actual injury resulted. But the directions of a St. John street official seem to be like the laws of the Medes and Persians, unchangeable, at least until popular indignation or personal action for damages compel a change.

Several citizens have already been injured and their property damaged by this obstruction to the street, but there is no intention of removing the barrier to a free user of this public street by vehicles. Instead, the street has been graded with cobble stones on each side of the timber in an effort to prevent actual loss of life. Possibly the object was to introduce a stoppage of the traffic and the hurdle being too high for horses untrained to jumping the hazards of the obstacle have been lessened.

Whoever ordered that obstacle on this public highway should climb down from his attempt to main citizens in the proper use of the street, and have the obstacle removed altogether. If not it would be in the interests of the city for the common council to order its removal, or failing that action, for some public spirited citizen to obtain an injunction from the courts to prevent the permanent obstruction of the street. While the city owns the streets, we very much doubt if even the city has the right to interfere unnecessarily with the proper user of its streets by placing dangerous objects across them.

Sooner or later someone will be seriously injured, and under the laws of the courts the city will undoubtedly be liable for the original blunder of its officials in placing this dangerous obstacle across the end of Brunswick street. Action now will save an expensive law suit hereafter.

HALIFAX AND THE AMERICAN FLAG.
Any patriot who foams at the mouth when he sees an American flag and who therefore is as foolish as any American who shrieks at the sight of the Union Jack, will be pleased with the following humorous observations made by the Halifax Courier:

"Now that the tourist and the 'flag' season are upon us we wish to say a few plain words upon the latter aspect of it. On Saturday one Halifax hotel 'lowered' the record by displaying two American flags—one of them on its staff and another out of a very prominent window—just not a single piece of British bunting. This is surely the last straw. We appeal to the citizens of Halifax to take prompt steps to end this sort of thing.

"Only a few weeks ago a British resident of the United States lost his British flag, displayed in good faith, in honor of an American occasion. It was torn to shreds and trampled under foot by the mob, and his owner only saved his life by promptly seeing and waving the stars and stripes, at the suggestion of a friend.

"Such is the fate that awaits the British flag whenever and wherever displayed, except upon official occasions or under official authority, in the United States. Here, as soon as summer opens, a lot of meagre-spirited purveyors and keepers of things to sell thrust the American flag under our noses at every turn, showing themselves utterly contemptible and making us ridiculous in the eyes of ourselves and our visitors.

"It is not true of Halifax or St. John or any other Canadian city that patriotism is stifled in order to win a dollar, any more than it is true that in the United

States the appearance of the Union Jack is the signal for mob violence and red-handed insanity. Perhaps on this side of the line we display more sense about those matters than they do to the south of us, and if we do, it is because we are not cursed by so many light-headed folk as they are. He is a foolish man who displays his flag, American or British, at a time or place where it is likely to become a signal for an outbreak by the ignorant and vicious. The Courier makes a mistake in raising this question at all. The British flag is in no danger, obviously. Also, it will be admitted, Halifax people are not prostrating themselves at the feet of American tourists and asking alms. Sensible men from either side of the line are not disturbed and there can be no cause for the language used by the Halifax journal.

When, in any community, a citizen demeans himself and forgets the proprieties in his effort to curry favor with visitors of another flag, his own townsmen despise him and so his punishment comes soon and is fitting. St. John has had no such case. Nor is it likely that Halifax has. The people who develop blemish symptoms at sight of a flag other than their own in times of peace are weak in the head.

THE LIKELIHOOD OF WAR.
Have we war on our hands? We do not think so. Let us look for a moment at the American idea as seen by the Boston Herald. It says:

"In war approaching between Russia and Japan? That is the far Eastern question of momentous importance. There are signs that point that way, and a war cloud of ominous blackness is discernible on the Asiatic horizon. The Russians are now holding a mysterious conference at Port Arthur, the Manchurian terminus of the Siberian railroad, attended by all the Russian officials in China, Manchuria and Korea. This is supposed to be in reference to the situation there, and it is possible that on this conference depend the issues of peace and war. According to well informed correspondents in China the opinion prevails in Russian circles there that war is inevitable, and that, while Japan is better prepared for it than Russia, it had better come now if it must, provided that Great Britain does not dip in and that the United States can be dissociated from the Anglo-Japanese alliance. On the other hand, over in Japan the war feeling is said to be growing and the Japanese are reported to be mobilizing their forces. The state of Japanese feeling is represented to be that it is a matter of life and death for the island empire to keep Russia out of Manchuria; that if she is allowed to annex that province permanently she would not only deprive Japan of a large, profitable and necessary trade, but would presently crowd into Korea and reduce Japan to the condition of a subject nation. It is thus a question of national existence with her to keep her great rival and enemy out of Manchuria and Korea.

"Can Russia afford to go to war? Are her interests so great in that quarter that she must push her aggressive policy at whatever risk? It is not believed that she can afford it, least of all at the present time, when her finances are said to be straitened on account of extensive and unprofitable railroad building. Money is the sinews of war, and Russia has undoubtedly sunk much money in state railroads, which she will not get back for many years, if ever. The great trans-Siberian road, for example, has been constructed far in advance of commercial needs and must wait for population before it can return a profit on the investment; and the same is doubtless true of other great military railroads in the empire. Russia is big and powerful, and the flat of the sea is supreme within certain limits; but the credit of Russia is not inexhaustible, and the laws of trade are superior to the imperial ukase. War would probably mean bankruptcy for Russia, and that is one reason why she cannot afford to go to war if there is any way to avoid it.

WHAT THE SHIPS MEAN.
Perhaps the ordinary citizen, reading how the Admiral of the visiting squadron is winned and dined, and seeing his officers sunbathing about the streets in uniform, might think these were persons who lead an easy life and one without much purpose. It looks so at a glance. In reality these men are trained for a supreme hour. Sometimes it happens that a man in the navy spends fifty years in absolutely routine service. He turns in at a certain hour, and he rises at a certain hour, and he eats and attends to certain hum-drum duties aboard ship, and it may be that he wears away his life in no more exciting fashion. Yet the very life aboard ship tends to make this man a perfect fighting machine.

In the fleet everything conduces to health and steady nerve and absolute calmness of judgment. So all is in preparation for the hour of battle which may come when a man may have to give orders of the most vital importance across the body of his mesmate. Trained as he is, and having back of him the glorious record of the navy, he will do what his fathers and his father's fathers did before him. He will do as they did in the crippled Scutumpah—when he will attend to the business in hand no matter if he be walking the deck of a sinking wreck. That is what it means to be a naval officer or a man behind the guns.

Visitors who were the guests of Admiral Douglas yesterday walked about his gun-deck and patted the quick-firing six-inch

guns which make up the flag ship's main battery, and said "Pretty, pretty." And the officers, who showed them about—having done the same for others a good time or more—smiled back again and said, "Yes, they are nice guns."

The visitors perhaps, did not stop to think that when a ship like this goes on active service or is one of a fleet engaged in actual war, the ship itself and the lives of its 677 officers and men are but a pawn on the chess board, which the fleet commander may use, and move, and even sacrifice, when he sees an opening. The Ariadne, for instance, is a first-class cruiser, and so is not supposed to engage battleships, or, as they said in the old days, ship-of-the-line. She is in the first place, a commerce destroyer. She may convey a fleet of merchant vessels or she may make it impossible for any merchant vessel of an enemy to go about her business and so she, and others of her class, may paralyze commerce. In war she is supposed to engage vessels of her own class or those of lower rate, and then it comes down to a question of judgment, and economy of gun fire, and of the fighting soul which moves the man behind the gun. Many a battle has been won by a sinking wreck because of the stuff that was in the men who trod her decks.

These men who walk about in uniform are trained to a standard, and it is almost a curious thing that so few fall below it in the hour of supreme trial. It is the rule that when a commander calls for volunteers for a service of extra hazard the number who respond is the number of the ship's company. That spirit is in the Anglo-Saxon breed and the training intensifies it.

There is a case in point. The other day in Bar Harbor the Ariadne exchanged salutes with the United States second-class battle ship Texas, which happened to be the American flagship on this occasion. The Texas was the first American battleship built. She is old, and cranky. It is the belief in the American navy in a certain sort of sea the Texas would roll over and sink, masts down. During the blockade of Santiago the army commanders were always pressing upon Admiral Sampson the advisability of forcing the harbor. His idea was to wait till the fleet of Cervera's came out and hammer it to pieces at the harbor mouth; and that he did, later.

The army men wished him to take his ships through the crooked harbor entrance which was known to be mined, and which was commanded by batteries, and destroy Cervera's fleet where it lay within the arm of the city itself, five miles away from the entrance. That great sailor, Sampson, was wiser than this and in his own good time he carried out the task appointed him and the power of Spain vanished from the seas.

But for a time word went through the fleet that the ships would go in, and it was the calculation that the vessel would lead the procession over the mine would surely be destroyed. Then the question arose as to which vessel the American admiral could best afford to sacrifice, and everybody knew that vessel was the Texas. It was thought that the Texas would be sent in first to take the fire of the batteries and be blown out of water by the submarine mines, and that the other battleships, following in her wake, would steam on and engage Cervera's ships at easy rifle range as they lay under the walls.

What this plan meant to the men on the Texas is clear enough. Yet, the Texas with its 500 souls, was the happiest ship in the fleet. For these bulldogs trained for some such supreme hour, believed that hour had arrived.

This serves to show the spirit of the man afloat. You can set him no task of such hazard that he will not attempt it immediately and even with eagerness. It is that which makes a fleet formidable more than armored sides androwning guns. And this is to be thought of when we see men on a evening pleasure cruise answering salutes and attending dinners. All this is necessary, but all the other is behind.

THREE SCORE AND TEN AND MORE.
Who would cheat death? We know the scriptural limit—three score and ten—we know that certain great modern figures have outlived the human span. How did they do it?

Is there any such case in point such as that of the Pope? There is not. He was ranked with Gladstone and Bismarck. They are dead. He is alive. He lives because he encounters the obstacles of old age with that serenity which at once recognizes the things which are to be and still sets down the inevitable as the inevitable.

Many priests wait at the bedside of a man whose final sickness is thought to be at hand, but his spirit rises above their authority and he orders his death according to his high rank. Also he orders it as a man. He has set an example to humanity. He comes close to death but he does not fear it.

The physicians shudder. The patient is serene. So, surely, it should be. He who is Pope, must vanquish death.

THE BANGOR INTELLIGENCE.
Every once in a while, because he lives across the line, a man in Bangor who is hired by one of the newspapers there, makes some absurd announcements regarding this country. In the main his contention is that we shall be absorbed by the United States about next autumn.

As a matter of fact the anxiety in the United States runs now to the reassembling of the Joint High Commission.

It is not at all sure that the commission will be reconvened now, because Canada

has opened up other markets and is now in a position to make terms, whereas in former years she was compelled to ask for the balance of power has shifted. In the other years we were ready to sue for terms. In the present instance we are ready to wait an offer of terms from our friends across the line. That is our situation as regards reciprocity.

We are forever independent. Mr. Chamberlain offers us an imperial preference. We may take it. If we take it, we win. If we consider it and hold it in the scale and ask what the United States will do we still hold the balance.

We would trade, but we would trade to Canada's advantage.

A SURPLUS OF \$15,000,000.
When Hon. Mr. Fiddling delivered his budget speech this newspaper ventured the opinion that he was somewhat conservative in estimating that the surplus for the year ending June 30 last would be \$13,000,000, unparalleled as even that would have been in the country's history. He was conservative. The revenue outruns his figures so considerably that the surplus will be \$15,000,000.

Thus for the third time since Confederation there will be a reduction of the public debt and now some \$7,000,000 may be applied to that end.

Canada's revenue shows an increase of \$7,453,577. The expenditure decreased nearly a million. The gain for the year is \$8,261,700 as compared with last year. The expenditure on capital account was but little more than half as much as it was during the previous year.

There is a surplus of more than \$22,000,000, taking the difference between revenue and expenditure for the year, but outstanding accounts will reduce it somewhat, and deducting capital expenditure, about \$15,000,000 will remain.

Mr. Fiddling, as has been said, was over-modest.

With Lord Minto, Canada's governor-general, in Newport, and believe the season is truly on. A little later the Grand Duke Boris makes another visit to these shores, and a string of lesser titles are promised to illuminate the scenes of the gutted resort. Newport-in-the-Season mustn't be too much about being put into the papers. The doing associated with it, with that show of the outside barbarian. It is so nice to be entertained, at a safe distance, by the giddy whirl! Somebody else goes to such peace and trouble to amuse us. We should be very grateful.—Boston Herald.

As if Newport could be happy if it wasn't in the papers continually.

DEAL CONTRACTS BEING CANCELLED.
The Liverpool correspondent of the Times writes of July 4th says:

"We are pleased to be able to report that business, which has hitherto had a queerly-easy tone, shows some signs of a more normal character. Not that the pulse beats strongly, but it has a distinctly upward beat. This is more distinctly manifest in the cotton trade, and our remarks upon this subject last week have been fortified by transactions that have taken place since then. Not only are advanced prices being obtained for future contracts, but the cost, but they are now obtainable in Liverpool. Up to the present no tidings have come from New Brunswick that the best prices have been released, and therefore, there will be great uncertainty about the cutting in the autumn. Last week we reported that one Liverpool house had had to cancel contracts for two steamship cargoes, and now another Liverpool firm have had to cancel three, making five in all. We do not wish it to be inferred that all these were for the Menzies, for some of them, we know, were for other ports round the coast."

Stocks of N. B. and N. S. spruce and pine deals at Liverpool and nearby ports, including Manchester, were on July 1st, 10,720 standards compared with 10,300 a year before, and 10,100 two years before. Consumption in June was 14,300 standards, so that present stocks are less than was consumed last month. The consumption was considerably larger than in June 1902, or June 1903.

Farnworth & Jardine's circular of July 1st says: "The past month has supplied the largest June import for many years, viz., 15,630 standards against 10,000 standards for the corresponding period last year. The deliveries, although not brisk, have been fairly steady, and stocks are not excessive. Owing to reported drought in Canada, causing a large quantity of logs to be hung up, and also disastrous forest fires have been reported, and the latest sales have been at a slight advance. Pine deals are only in limited demand; prices are steady. St. John spruce deals sold during June at 27 7/8 to 27 12 1/2 c. l. f.; lower port at 27 5/8 to 27 10s.

A Pretty Wedding at Waterford.
A very pretty wedding was witnessed by a large number Wednesday afternoon, July 8, in St. John's church, Waterford, when Miss Armstrong, daughter of William Armstrong, was united in marriage by the rector, Rev. A. Gollmer, to Charles E. Buchanan, of Waterford. The church was beautifully decorated with gilded flowers, ferns and roses and a large floral bell hung over the happy couple. The choir rendered a very nicely the chorale marriage service and a solo, O Perfect Love, was sung by the rector's wife. As the bride, charmingly dressed in a steel gray dress with white applique trimmings and white chignon hat, entered the church leaning on her father's arm the choir sang the hymn How Welcome Was the Call.

Whilst the bride and bridegroom were leaving the church little Doris Gollmer leaving their path with roses with a wish that their future life might be as sweet and beautiful. George Armstrong was the groom's best man and Miss Buchanan the bridesmaid. Edwin Robinson and Herbert Buchanan acted as ushers.

After the ceremony a reception was held at the bride's parents' residence, when about 100 guests were present. The presents were numerous and very useful. The best wishes of the community follow Mr. and Mrs. Buchanan in their future life.

The less people know about each other the politer they are to each other.

Why You Should Wear Oak Hall Clothing.

We don't want you to come here if you can do better anywhere else. But we can't help asking you these questions: Think them over. Where else can you buy better styles? Better workmanship? Better materials? Does anyone take such infinite pains as we to satisfy you? Where else can you find the variety; a fair selection is as much due you as good clothes. The steadily increasing business which you are bringing here speaks right out for us.

Men's Suits, \$5.00 to \$25.00.

Boys' Clothing—Looking Ahead.

Every time we sell a suit or pair of trousers we look ahead. The profit on one sale doesn't amount to much. We look forward to the good that sale will do us. As a matter of fact a considerable part of our present business can be traced to young men who started with us as boys. Little prices and well-tailored clothing make a mighty strong combination.

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| Boys' Sailor Suits, Sizes 3 to 10 Years. Our stock of Sailor Suits is the largest and contains the best styles of any clothing stock in the city. It abounds with novelties that are exclusive with us. 75c to \$12.00. | Boys' Russian Suits, Sizes 3 to 8 years. In Tweeds, Serges and Cheviots, \$4.00, 4.50, 5.00, 5.50. |
| Boys' Norfolk Suits, Sizes 7 to 12 years. In Tweeds, Cheviots and all the new weaves. \$2.75, 3.00, 3.50, 4.00, 5.00, 5.50. | Boys' Three-Piece Suits, Sizes 9 to 17 years. In Tweeds, Serges, Worsteds and Cheviots, in all the new colorings and effects, \$3.00, 3.50, 4.00, 5.00, 6.00, 7.00, 8.00. |
| Boys' Double-Breasted Suits, Sizes 7 to 12 years. In Serges, Worsteds, Cheviots and Tweeds, \$2.50, 3.00, 3.75, 4.50, 5.00. | Knee Trousers, What healthy boy doesn't wear out the trousers almost as fast as you can buy them! Strong, well made; all sizes, 3 to 17 years. 3 to 10 years, 50c to \$1.10; 11 to 17 years, 60c to \$1.50. |

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YOUNG MAN DROWNED AT SHUBENACADIE.
Peter McPhee's Father Came to Take Him Home from Work and Found Him a Corpse.

Truro, N. S., July 11.—(Special)—Truro defeated Sydney at cricket today, 65 to 25.

Aubrey McPhee, aged 18, son of Peter McPhee, Indian road, was drowned at the Shubenacadie iron bridge, this afternoon while bathing. He was employed in a carriage shop and his father drove into town this evening to take him home for Sunday, but found him a corpse. Several others have been drowned at the same place, having been carried off by the current.

SMALLPOX SITUATION BAD AT SYDNEY MINES.
Sydney, July 12.—(Special)—The smallpox situation here is unfavorable, many cases exist and the probabilities of the disease spreading and increasing are good, because a number of people claim that it is not smallpox. Dr. Reid, provincial health officer for Nova Scotia, was brought from Annapolis and pronounced it smallpox but this did not quiet evil minded people from their views.

Mayor McCormick, chairman of the board of health, has issued a proclamation forbidding all public meetings.

It is always surprising how much deeper a hole is after one gets into it.

AMERICANS WIN THE PALMA TROPHY.
Bisley, Eng., July 11.—(The American rifle team won the Palma trophy. The American total was 1,570. Great Britain was second with 1,555. Canada was third was 1,518.

Too many people mistake a police acknowledgment for an encore.

YACHT CAPSIZES; ONE MAN DROWNED.
Bristol, R. I., July 12.—One man was drowned and several others narrowly escaped a similar fate in Narragansett Bay this afternoon, when the Providence sloop yacht Carlew was capsized and its twelve occupants thrown into the bay. The man who lost his life was James Cronin, aged 27 years, of Providence.

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