

THE SEMI-WEEKLY TELEGRAPH
Published every Wednesday and Saturday at 11.00 a.m. PAYABLE IN ADVANCE.
By The Telegraph Publishing Company, of St. John, a company incorporated by act of the legislature of New Brunswick.
S. W. McCREADY, Editor.
S. J. McGOWAN, Bus. Mgr.
ADVERTISING RATES
Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per line.
Advertisements of Wants, For Sale, etc., one cent a word for each insertion.
Notices of Births, Marriages and Deaths 25 cents for each insertion.
IMPORTANT NOTICE.
All remittances must be sent by post-order or registered letter, and addressed to The Telegraph Publishing Company.
Correspondence must be addressed to the Editor of The Telegraph, St. John.
All subscriptions must, without exception, be PAID FOR IN ADVANCE.
AUTHORIZED AGENTS
The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz:
Wm. Somerville.

Semi-Weekly Telegraph
ST. JOHN, N. B., JUNE 18, 1904.

THE WITNESS AND LORD DUNDONALD.

The Montreal Witness has been quoted extensively here in an attempt to prove that Lord Dundonald's course was justifiable on one ground or another. Since the testimony of The Witness is regarded as valuable in connection with the Dundonald-Fisher controversy, it is just as well to note that the Witness tries the officer for improper conduct and finds him guilty. The Witness, speaking editorially, after the publication of all the documents in the case, said further to the public on his relations with his government, is a good one, is a question which all experience has answered in the affirmative, and it is a pity that Lord Dundonald, who had so largely in keeping one of the bonds between Canada and the Empire, should have departed from a good usage in so serious and, must we add, so unnecessary a way as to address his inferiors in the service in reproach of his own superiors. For his lordship certainly apprehends the principles of responsible government if he does not know that the ministers are the persons responsible to the people for the administration of the militia, and that they are the superior officers even of the General Officer Commanding.

"We cannot pardon Lord Dundonald for forwarding his letter of explanation to parliament through a member of the opposition. This was an insult to the government apart from the fact that it could only be taken as meaning that he had felt of the letter being unacceptably suppressed, should it go into the hands of the public. It does not add to our people's sense of his wisdom that the member chosen for this purpose should be one whose letters from South Africa during the war kept the whole of Canada laughing, being handed round by the press for the amusement of readers. Colonel Hughes forced his way contemptuously to the front, and though when there he was assigned to duty in the Griqua and Bechuana wilderness, as far as was easily possible, he was directly due to his advice and diplomacy. Lord Dundonald is the idol of our volunteers and we do not wish to see him any less their hero than he is; but we are sorry that he has, by failing to apprehend his subordination to the Canadian government, given an advantage to those who are seeking to loosen the imperial relationship which his office implies. Canadians are altogether with the commander in his determination to keep politics out of the militia. On the other hand, they are not prepared to transfer automatic power to any officer, and they will quite side with a minister who, when in command of the militia, has made appointments with the minister, which the minister failed to keep. If this means that he asked the minister for appointments, and, having a time set for visiting the minister in this matter as in the case of the officers of the new regiment. His attitude with regard to appointments is untenable. It means nothing less than that all military appointments should be made absolutely by him and not by the government at all, a position in which the Canadian people could not at all sustain him, however much they love him."

Lord Dundonald's position, in short, was untenable from the first. The support he receives will be the support of newspapers bent upon making political capital out of the unfortunate incident which terminated the commanding officer's usefulness in Canada. Canadians are not ready to delegate to any officer the degree of authority Lord Dundonald sought to exercise.

THE SUBMARINE.

The peril to larger warships due to the torpedo boat led to the creation of the torpedo boat destroyer—a larger, swifter vessel, carrying a heavier battery, having a greater steaming radius, and armed with torpedoes like her prey. But what marine creation is to hunt the submarine? The war in the Far East has given to the nations much new information as to the possibilities of submarine mines and surface torpedo boats in the hands of daring men. The value of the submarine boat has yet to be tested in actual warfare, but from what has already been accomplished in practice it is clear that submarines manned by seamen of such courage and cool intelligence as were possessed by the Japanese who operated at Port Arthur might render the position of any hostile fleet

near shore extremely perilous. The answer to the submarine has yet to be discovered. The net is not effective.

The American submarine boat Fulton, just tested by the United States government off Newport, carried a crew of nine men, and remained submerged for twelve consecutive hours. The air was not renewed until she had been eleven hours and a half under water, and during that time the men went about their usual duties and suffered no discomfort. The Fulton ran ten miles to sea, to strike at a mark which was closely guarded by an army of observers on other vessels. She was submerged fifteen feet during the approach to the target, using a periscope to determine her course. The watchers detected no sign of her until after the blow was delivered and the target was destroyed. Thus if a fleet lay off Newport, beyond the effective range of the heaviest guns ashore, and guarded by a torpedo boat division, search lights, marine glasses and all the known safeguards, a submarine might steal out under water, select the most powerful ship in the force and sink her. The Fulton's operations are not necessarily confined to a harbor mouth. She steamed sixty miles, with only her upper works visible, averaging seven knots an hour though at times the sea was so rough that the crew had to be lashed to the narrow superstructure.

It is believed that neither the Russians nor the Japanese have used submarines thus far. It may be that the Japanese possessed one of these boats they would have sent it into the harbor itself. Certainly the Spanish might have used one to advantage during the long days and nights when the American ships lay in a semi-circle close about the mouth of Santiago harbor. Great Britain, France, and the United States have devoted more attention to this kind of craft than have the other powers, and in future operations this submarine will have to be reckoned with. Such tests as that to which the Fulton was submitted and which she met successfully show how terrible are the possibilities of this addition to the war energies of the fighting nations.

ANOTHER SIX HUNDRED.

More awful and more sorrowful than the slaughter of many strong men in battle, yesterday's disaster in New York parallels the Chicago theatre horror in that about the same number perished and most of the victims were helpless women and children. As in Chicago, too, these folk were pleasure-seekers, and terror and death came to them while the full cup of life and careless joy was at their lips. Their taking off passes the measure of horror which the whole civilized world experienced when the Russian flagship and all her company were destroyed off Port Arthur, for there, while death came unexpectedly in one sense, the tragedy was but the fortune of war. The Burgundian disaster, the sinking of the British battleship Victoria, rammed by the Camperdown, presented some of the features of yesterday's fatality.

Never yet was the burning of the steamer Seawanhaka a generation ago in the very Hell Gate water where the General Slocum was suddenly transformed into a fiery furnace yesterday. But even in the Seawanhaka's case there was no such proportion of women and children as lends a crowning sadness to the end of the Slocum and her freight of Sunday school children.

A great vessel with several decks, built to carry excursionists to the smoother waters, the Slocum could accommodate 2,000 persons—more than the entire population of some of our provincial towns. To this occasion, their annual church outing, thronged women and children. On these occasions the well-to-do make it a rule to see that no child is deprived of the annual treat because its parents are poor. To many children the excursion promised their first glimpse of the real country. To many it promised a renewed acquaintance with the green fields almost forgotten in the year elapsing since the last visit to the fairy-land of city bred little ones. It was to be a day of happiness, unalloyed delight, on which all were to be wholly happy.

Present accidents in the waters about New York have caused periodical flurries of alarm over the safety of excursion steamers. Talk about life-preservers, fire extinguishing apparatus and life boats has become loud after each panic, and has always subsided without leading to effective precautions. With such passengers as she carried yesterday, and with her usual small crew untrained against emergencies, the Slocum could not but be a ship courted by disaster. Had there been time to lower the boats their number would have been found insufficient and the crew wholly unequal to the work of saving the panicked and pain-maddened company on board.

Of fire-fighting apparatus every steamer carries some, but whatever the Slocum had in that line there was no trained force fit to even prevent the spread of the fire until the boat could be driven ashore. In Hell Gate the currents are fierce and the rocks many. There was hesitation in the pilot house as to what quarter offered most chance of safety. This hesitation, fearful as might have been its consequences, could scarcely have made matters worse. The fire sprang up suddenly from a compartment where grease or oil had been spilled. Fed by the oil and fanned by the wind the flames fastened in a moment upon the high and flimsy wooden superstructure of the floating tinder-box. It is clear that with the exception of the captain and a very few of the men, all on board abandoned themselves to the madness of terror and struggling flight from the fire. The fact that children and women made up most of the crowd leaves

no room for wonder over what followed the moment the ship was wracked in flame.

Of that struggle some survivors give pictures which one would gladly forget. The horror was complete. Out on the narrow water at the very door of the city the doomed children and their mothers were beyond human aid.

The men who owned the steamer and who carried immense crowds in her for profit knew that something fearful must happen if ever she took fire. They took care about the lack of precautions and the necessity for stricter rules to govern other steamers. But awful as the sacrifice is which proves the necessity for a revolution in the matter of excursion boats, past experience given the impression that really little useful progress will be made toward rendering such catastrophes impossible. Men who own such steamers and men who hire them are not likely to heed those who predict disaster. Six hundred helpless folk were sacrificed yesterday. It would be hard to say who is directly responsible. But the event shows that to entrust such a freight to such a ship was simply criminal.

THE ORDER-IN-COUNCIL.

Lord Dundonald challenged the government without warrant, apparently believing that the cabinet would not accept the responsibility attending his dismissal. The answer—really the only one possible under the circumstances—comes this morning in the form of an order-in-council cancelling the appointment of Lord Dundonald as commander of the militia. Lord Dundonald courted this action and will not, we imagine, be disposed to whimper now that it has been taken.

Had Hon. Mr. Fisher's course been an improper one there still would have been absolutely no excuse for the officers had he taken his grievance to a banquet table and assaulted a member of the government for the effluence of the guests there assembled. Mr. Fisher's action would have been no excuse. But the impropriety of the minister's action is mythical. It was not simply partisan. It was not even officious. He was acting for and with the knowledge of Sir Frederick Borden. If policies it is to be mentioned in connection with the incident it is just as well to remember that the effect of Mr. Fisher's stand was to place an improper attempt to make of a certain squadron a coterie of relatives and political adherents of Senator Baker. Mr. Fisher did not even propose to replace these men by Liberals. The changes he made contemplated additional efficiency. Lord Dundonald could not object to them on any ground other than that the minister was going over his head—which the Minister of Militia has a right to do at any time.

The only question raised by the commanding officer is, Who rules the militia? It is a question which has been answered so often one had thought no reiteration necessary, but since it is necessary it is well that it comes with dignity and force in the form it does. When the commanding officer refuses to recognize the cardinal fact that he is a subordinate of the government of this country he cannot give place too soon.

BLOW FOR BLOW.

The war news of yesterday might be summarized by saying that the Japanese lost 1,000 or 1,500 men through the sinking of two transports by Russian torpedo boats, and that in driving the Russians from a strong position on the railroad north of Port Arthur they scored a success of considerable military value.

Of perhaps another thousand or 1,200 of their soldiers. But while the reports of yesterday indicated that it was a case of blow for blow, with the heavier loss on the side of the Japanese, the meaning of the land operations described in the dispatches is more important than appears at first glance.

In the fighting of the last few days the Russians, who had already lost more than 100 field guns, retreated leaving sixteen more in the hands of the enemy, a circumstance which contradicts the Russian report that the retreat was not a rout. Once more the Russian story is that these guns were rendered useless before they were abandoned. The world heard that some story about the guns Kuraki took at the crossing of the Yalu, but correspondence which reached the city yesterday has since told us that the Japanese were able to use many of the field pieces within a day or two after they were captured.

The most important feature of the fighting just reported is its bearing upon the fate of the Russian force in the Liaoting peninsula and upon General Kuraki's main body farther north. When the Japanese landed on the narrow neck of land at Pitsewo and took Kinchow, they cut the railroad running north from Port Arthur and held it as far as Palantian, about thirty miles north of Kinchow. The Russians held the railway north of that, their most southerly post having been Vafangow, from which entrenched position they have now been driven by heavy loss by strong columns directed against their front and flank. This Russian force, about 12,000 men, is now in danger of annihilation or capture. It may escape up the railroad to Haicheng, unless it is intercepted by Japanese forces aiming at the railroad from Takuashan and Suwen and seeking to prevent the Russian bridge crumpled up at Vafangow from joining General Kuraki's left flank about Haicheng.

This retreating force must be a source

of great embarrassment to General Kuraki. If he weakens his main body by sending a division or two to the succor of the men beaten at Vafangow he invites attack from General Kuraki who is in his front and is believed also to be working around his northern flank in the direction of Mukden. General Oku, the victor of Nanshan Hill is pushing his siege train closer to Port Arthur, and still was able to detach enough men to dislodge the Russians from the railroad in his rear, and send them flying toward Haicheng, lightened by the loss of two entire batteries of field guns. The Russian attempt to create a diversion in the rear of Port Arthur has thus apparently collapsed.

It is added to General Kuraki's main body's dangers as well. His strength must have been increased materially of late, yet he is not strong enough to attack Kuraki, and though he may give battle for the defence of Mukden, his long line is in danger at several points and there seems to be danger that Kuraki will risk an attempt to strike in above Mukden, cut the Russian communication and precipitate a battle in which the fate of the Russian army in Manchuria would be settled.

St. Petersburg continues to talk of victory after a long war. Russia, it is pointed out, has three soldiers to Japan's one. But Japan controls the sea and the battle ground is at her door. The Russians are 5,000 miles from their capital, the single-track railway being their only resource in the matter of transportation. Japan, with 50,000,000 people, all pledged to win, has most of the advantages now.

The South, whose enlisted men numbered 600,000 in all, fought the North for four years though the North sent into the field, in all, 2,700,000 men. The foreigners and negroes alone in the Northern army outnumbered the entire Southern army. The North could and did finally bring its superior weight and resources to bear. But Russia cannot outnumber Japan two to one in Manchuria. The war is, but four months old. How can Russia hope to drive the Japanese from the territory they have already conquered? They hold all that is in dispute. If they continue to hold it Russia is beaten.

ALL HANDS TO REPEL BOARDERS!

Before "Cap." Bernier has had a fair chance to run up the Union Jack on the North Pole the Americans are proposing to dispute our claim to it. They not only want to take it, but they have, but the Pole which we have not. Here is the evidence, found in the editorial columns of the Boston Post—

"There are indications that a claim of territorial jurisdiction over the North Pole may be set up by the Dominion of Canada. Captain J. Elzear Bernier, of Quebec, who has just brought over from Germany a vessel designed for Arctic exploration, and who will shortly set out on his expedition, declares stoutly that the North Pole ought to lie within the boundaries of Canada, and that he means to find it there. If it happens to lie outside the lines, he will bring it inside by the aid of his dynamite and thus establishing the claim. This is a matter calling for grave consideration at Washington."

The Boston Post talks as though the Pole were something good to eat. Its call to arms in this matter is a re-assertion of the common American doctrine that the North Pole is America's. There has been some sort of claim to everything ashore, west and east of the line. The situation is one which Captain Bernier may well "view with alarm." Now that the Post has directed President Roosevelt's attention to the captain's polar desires and pointed out the unspeakable consequences which would attend his successful dash to the N. P., the administration which bought the Philippines at four dollars per head, relieved Colombia of its purse in the Panama deal, and has assumed advisory jurisdiction over all South American republics, is expected to assemble its strategy board and take from the Dominion and its fearless navigator that which is no man's and is destined to become the property of the nation whose representative "sees it first."

As this is recognized in Boston as "a matter calling for grave consideration at Washington," the fate of the Pole may be regarded as sealed. It is impossible to guess how American sovereignty would be established, but perhaps the American newspapers will suggest a commission of Senators, who represent the New England conscience; Senator Turner, the Northwestern hold-up man, and Lord Alverstone, whose idea of pacific negotiation is to put the money in an envelope, shove it under the door, and steal softly away. Another commission of this kind might well settle the Pole question. But it is useless to suggest any "impartial" jury's business to Canadians. "Cap." Bernier had better convert his ship into a whaler and steer for Hudson Bay. The Pole is not for him or for us. The Americans have always owned it.

THE WATER SYSTEM.

St. John may as well make up its mind that a large expenditure must be made to improve the water system. It is most unwise for anyone to assume, because this alderman or that one has laid him out, that Mr. Harbour was instructed to disregard Loch Lomond in reporting upon the situation. There is no reason for deciding that his report will be incomplete until he has made it. Those who know what his instructions were and how he acted upon them say he made a most thorough investigation not only of the present supply, pressure and distribution but of which 155

sheds and lakes available for extension as well.

Lack of pressure is the big fault of the present system. Some of the lakes which aldermen and others have suggested as certain to give all the pressure necessary are utterly useless because, though their altitude is sufficient, they are at or very near the crest of the watershed and, draining a very small area, do not give much outflow, in some cases having little more than a sufficient supply of water to offset evaporation. Thus it became necessary to ignore some sources of supply, which looked promising to the layman, for the simple reason that if tapped for the purpose in hand the lakes would gradually be exhausted.

For all that it is highly improbable that Loch Lomond will be included in any scheme recommended. While it offers a model supply of good water of it, and the most expensive of the projects to be considered, for several reasons, distance apart, and it will not be surprising if a wholly satisfactory solution is found without touching the big lake, even for emergency purposes.

No plan will be seriously considered which will not afford a high pressure in every part of the city. Such a supply, it is believed, can be had out of Loch Lomond. It will cost a lot of money, but the amount will include no land damages or payments for water rights. Though costly there will be no way out of it, and the chances are that when the facts are laid before the aldermen and duly considered, they will say that the money must be spent, the insurance rate decreased to a moderate level and the city guaranteed adequate protection against fire.

OUR BENEFICENT NEIGHBORS.

It is pleasant to note the growing American desire to show riches upon Canada. New England fairly yearns to become a fairy godmother to us. Years ago when Canada asked for free trade relations the Americans wouldn't look at us. Now that the shoe is on the other foot and is pinching, New England is anxious to "share her prosperity with Canada." Hear the Boston Globe, for instance:

"Reciprocity with Canada and New England is imperatively needed by Boston. Boston is the 'ice-free' port of a vast region lying to the north and west of us. We have unlimited resources and we can pay for nearly all we have in manufactured articles. New England must have access to raw material and food. We may escape enslavement to the trusts if permitted to avail ourselves of Canadian commerce. The agricultural and fishing resources of New England, and, in fact, of the whole country, would be immensely benefited if we had reciprocity with our next door neighbor. Canada buys twice as much of us as we buy of her. She would increase her trade with us if we were reciprocally inclined. Our splendid development of domestic trade might be shared with her."

If Canada stiffens her already independent trade attitude there is no telling what our New England friends will offer to us. They have a remedy for many of their troubles close at hand. Let them lower their tariff to the level of ours. And St. John as an ice-free port answers all Canadian requirements.

DEATH LIST NOW 700 IN N. Y. HARBOR HORROR.

(Continued from page 1.)

more than ten minutes, yet that time the one bright chapter in the heart-rending story. Brave men, devoted mothers, and even maidens and youths of tender years each contributed their part to the roll of heroic acts. There were rescues in the face of almost certain death, and useless but exalted sacrifices for the rescue of others. The credit for the greatest saving of life is due to the hardy tugboat men and other followers of the tug, who braved flames and held the noses of their boats against the fire until driven off by the fire, scorching and choking.

Brutal Acts and Cowardice.

But there is a darker side hinted at along the river front, where are told stories that seem to be the inevitable accompaniment of all great calamities. There has been no evidence of cowardice and no permit of punishment, but survivors and eye-witnesses say that some brutal acts of selfishness and cowardice on the part of the Slocum's crew were seen, and that distress signals from the burning boat were disregarded by passing craft. One man avers that a big white yacht passed the Slocum when the bodies of women and children were going overboard and did not even slacken speed. According to this man, the yacht, the pennant of the New York Yacht Club and a flag indicating that the owner was not on board, and after passing the Slocum she steered over to the western shore and hove to, while on her bridge a man in uniform with binoculars to his eyes watched the vessel burn.

Even more horrible than this and similar acts of incredible callousness is the story of Miss Martha Weir, who says that while she struggled in the water a boat drew alongside of her, and the men in it, after stripping her of her rings and other jewelry, pushed her back into the water. The body of the steward had been rifled when found, and of several hundred dollars he was supposed to have had in his pockets not a cent was found.

Dead Believed To Number 1,000.

The loss of life by the burning of the steamer General Slocum yesterday, will approximate 1,000. This estimate is based upon the belief of the chief of the fire department, coroner's office, and the police. At 1 o'clock this afternoon 504 bodies had been recovered, of which 155 had

Black Suits \$8.75 and \$10.

The most economical suit a man can wear is one of our Guaranteed Fast Black Suits. They are made and trimmed in the very best style and will fit so well that you will wonder why you have paid twice the price for suits, with clothes, style and fit no better. We invite your examination.

Black Suits, Two Special Prices \$8.75 and \$10

J. N. HARVEY, Men's and Boys' Clothier,
199 and 201 Union Street.

WAUKEGAN Barbed Wire Fencing

Costs about 10 per cent more but runs 20 per cent further than any other brand and is therefore cheapest for farmers to use. Strong as the strongest.

If your dealers cannot supply you write to
W. H. THORNE & CO., Ltd.,
Market Square, St. John, N. B.

been identified. Four hundred and sixty-seven persons are reported missing, and the hospitals have 117 injured.

The fact that 24 hours after the disaster there are still missing nearly 500 persons, warrants the belief that the above estimate of the dead will be verified, for the authorities have used every source at their command to locate all who escaped.

Mayor McClellan has announced that he will ask for subscriptions for the burial of the dead and for immediate relief. Lutheran ministers will appeal to the ministers of all denominations to assist in the funeral services of the victims.

Steamer Was Well Supplied Say Owners.

President F. A. Barnaby, of the Knickerbocker Steamship Company, the owners of the steamer General Slocum, made a general denial today of the reports that the steamer was equipped with worthless life-preservers, and that the life boats and life-rats were lashed to the steamer with wires.

"The apparatus for fire-fighting on board the boat at the time of the accident was of the very best that money could buy," said Mr. Barnaby. "The boat was thoroughly overhauled early this year, and we spent more than \$80,000 on her, putting in machinery, hose, extinguishers, pumps and machinery, as well as for life preservers. We did all more than the law requires. The hose was all new this year, and was all right. The fact that the vessel was rated as an A1 risk is the best evidence that everything had been done that human foresight could provide."

The story that boats and rats were tied down with ropes and wires, the former so covered with dried paint that they resisted a knif, is absolutely false. The life rats were simply laid on the deck, and could have been thrown overboard by anyone.

The boats were simply lashed with thin rope that was not covered with paint, and which could have easily been cut. No wires were used whatever. I venture to say that many people were killed simply in the effort to get at the boats. A hundred failed in doing what one man could easily have done. We had more than 200 life preservers more than the legal capacity of the boat, something like 1,000 or 1,500 having been put in this year. The allegation that they were old, rotten and worthless is not true."

Mr. Barnaby said the company was making an investigation of the disaster on its own account, but added that their own employees who were on the boat cannot agree as to where the fire started, and all disclaim any knowledge of its cause. Mr. Barnaby said that he believed the fire started from spontaneous combustion in the store room.

Hose Worthless Says Chief Officer.

Edward Flannigan, chief officer of the Slocum, when questioned by Assistant District Attorney Garvey today, denied that it was impossible to get water where the fire was attached. The supply of water was plentiful, but the hose, which was new, he said, burst in many places almost as soon as the water was turned on, and became unmanageable. Among the messages of sympathy received by Mayor McClellan, is one from Sir Thomas Lipton and offering \$1,000 towards a relief fund if needed.

Police Patrol Shores For Bodies.

The Long Island shore is being patrolled by the police in boats today in search of bodies from the wreck. Many bodies are expected to be washed ashore at the turn of the tide. So many of the bodies of the dead are being found charred and burned beyond all possibility of identification, that a public funeral for all such persons and interment in a general burial plot has been suggested. Mayor McClellan today ordered all flags half-masted. He also said he had taken under advisement the suggestion of a public memorial service.

The officers of St. Mark's church have requested that the funerals of the victims be held as quietly and unostentatiously as possible. No funerals will be held in the church. The undertakers in the neighborhood where the victims came were overwhelmed with work, and could not care for all the cases sent.

A large undertaking corporation today offered to provide burial free to the bodies of those persons whose relatives might be unable to care for them, and a cremation company extended the use of its plant free.

The Rev. Dr. Haas, who was at first completely prostrated by shock, rallied to night and went to the cemetery to bury the dead. The tidings of his wife's death and the uncertainty as to his daughter's fate, of which he has been kept in ignorance, were tenderly broken to Dr. Haas by his brother, Dr. J. A. W. Haas.

Mayor McClellan visited the scene of the wreck with Health Commissioner Darlington, to whom he gave directions to have all the bodies which are burned be

roned any hope of identification, buried at once in the Lutheran cemetery at the city's expense.

Fathers, filled with grief, representing more than two score Brooklyn homes, spent today searching the morgues and hospitals in Manhattan for wives and children, who had attended the excursion and had not since been heard from.

In a number of instances Brooklyn families were almost entirely wiped out.

NOTE AND COMMENT.

The U. S. cruiser Detroit is now on her way from San Juan, Porto Rico, to Annapolis. The French cruiser Foudre is at Digby, and both will come to St. John next week.

The French "stranger" means both "foreigner" and "stranger." Sir Wilfrid may have been thinking in French, and in translation used the less fortunate word for the perfectly unobjectionable "stranger"—Toronto News (Ind.).

It should be explained, however, that the French word foreigner, "etranger," has not the same meaning as the English word. It simply means a man from another country. This was, no doubt, all that Sir Wilfrid Laurier intended to say.—Montreal Witness (Ind. Lib.).

Sir Wilfrid Laurier, speaking in a language which is not his mother tongue, no matter how well he uses it—used the word "foreigner" in speaking of Lord Dundonald. The word was instantly changed to "stranger," which was obviously the word Sir Wilfrid intended using, the context referring to Lord Dundonald's lack of personal knowledge of the eastern townships.—Montreal Herald (Lib.).

The foregoing explanation is given accepted by the fair-minded newspaper of the country.