POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN N. B., NOVEMBER 27, 1901.

FOUR MILLION DOLLAR BRIDGE TO SPAN THE STRAITS OF CANSO.

Incorporation of Company Applied For at Ottawa-Scheme Includes Laying of Rails to Connect With Interco-Iunial-Tolls Fixed.

THE IDEAL TEACHER.

Many Requisites Demanded by American Lecturer - The Development of the Schoolboy.

Boards in Auburn, Mass., taking as his topic The Ideal Teacher, said among other things:

Eirst of all, I think the ideal teacher should have patience. The great German increase of work for the lower along and offers to work for the lower along and offers to work for the lower along and offers to work for the lower and the lower along and offers to work for the lower along the lower along and offers to work for the lower along the

should have patience. The great German writer Lessing in his well-known Nathan the Sage makes Saladin say: "I have never asked that all trees should have the same bark." What the bark is to the same bark." What the bark is to the same bark." What the bark is to the

te Plains, as well say here to you also that I always

with different lines of railways not ex-ceeding in any one case 10 miles in length and with power to own and operate tele-graph and telephone lines, roadways, tramways and roads; and with power to

Bydney, Nov. 2 Special)—A company has been for the purpose of building a bridge acceptance of Carson building acceptance of the carson idge across the Strait of Canso. incorporate a company under the name "The Strait of Canso Bridge Company

company, Limited.

pplication is signed by Ross and ydney, solicitors on behalf of the ts, and the object of the proposed to is to construct a railway, trambile and researcher supports. any vehicle and passenger suspension any vehicle and passenger suspension tidge across the Strait of Canso from a point at or near Port Hastings to a point or near Cape Porcupine and to build nes of railway to connect the proposed aspension bridge with through lines. It was dearned this morning that the proposed by leading a proposed by leading the proposed the proposed by leading the proposed the propos

mpany is being promoted by leading mey capitalists who have secured mg Canadian backing. It is proposed the bridge, when completed, will be of the highest in the world and will

one of the highest in the world and will have a span of at least 1,000 feet.

The quantity of steel entering into the construction of the bridge will be approximately 350,000 tons, and it is estimated that the structure and approaches will cost in the vicinity of \$4,000,000.

The possibility of a bridge across the Strait has been demonstrated by expert engineers who have assured absolute safety of dransfer.

The approaches to the proposed bridge I be reached by a deflection of the I. R. on both sides of the Strait and the h grade going out of Mulgrave will be

ddressing the State Association of School

How Communication Between East and West Sides Has Been Maintained Since Early Days - Times of Hardship, When a Small Boat Was All.

In view of the statement made by one, ing to the effect that new ferry steamers would before long be a necessity, The Telegraph's readers will be interested in a few facts concerning the present St. John-

gleaned from Clarence Ward, of the mayor's office, than whom no better authority on ancient local history exists; and Mr. Glasgow, superintendent of ferries, and supplemented by reminiscences told

flection upon the stability or wearing qualities of the boats, or the skill of their builders. Well and faithfully have these boats done their duty and now, though undoubtedly of an age which commands respect, they are as "fit" as ever. That this

the test of time so well.

Ever since there were settlers on both sides of St. John harbor there has been communication between them and doubtless there were, in long by gone years, one or more "ferries"—or rowboat services—conducted by private individuals for their own profit. Of these, it would appear no record has been kept and enquiry has elicited very little about them. Who on the route first, was commanded by pear no record has been kept and enquiry has elicited very little about them. Who the ferry men were (if indeed any existed), who made a specialty of ferrying people across during the very early, years of this city's settlement is unknown, and the earliest knowledge the writer could obtain of ferry communication other than the "short ferry" between Strait Shore, Navy Island and the old fort, was of a ferry man named Robertson, who ran a rowboat service across the harbor in the days when a steam ferry, for St. John at least, was a luxury still to be attained.

The steamer victoria, when she went on the route first, was commanded by commanded by Captain Nehimiah Vail, a navigator who knew the harbor like a child knows his school book and who was regarded as a most competent man. The Lady Colbrook was commanded by Captain Smith and ran for some years.

In 1860 the revenues accruing from the ferry service were leasted for ten years to a Mr. McSweeny. At that time the steamer Victoria was fast approaching a period when her usefulness would be over and consequently Mr. Mc-

Robertson's ferry had its east side terminus at South Market wharf, and on the west side about where the present ferry landing is, but he would ferry passengers to almost any portion of the west side shore at which they wished to land. Mr. Robertson, the ferryman, was a well-known man in his day and one who was extremely popular with all classes; one of those individuals possessing the God-given faculty of seeing the humorous side of every incident as it transpired. Consequently he was a favorite with all. Year in and year out he plied his vocation until one night he met his death in

the faithful performance of his duty. One night in December he left this side to row night in December he left this side to row to Carleton. He had no passengers aboard that trip and it was well that he had not, else they, too, might have perished. His trip across the harbor was never finished, for he was found the following day from

although he has a delightfully vague and hazy idea as to just what parts of a boat's anatomy are represented by this oft' used phrase. At any rate the boats are completely repaired and the whole is capped with a laberal application of paint. Thus is is that the ferry steamers have stood the test of time so well.

This boat, the pioneer of the steam ferry service, was named the Victoria. She was built in West End, but the name of her builder is today forgotten. In 1841 the service was augmented by the Lady Colbrook, a sister boat to the Victoria and of the same capacity and dimensions. She was built in McLeod's dimensions. She was built in McLeod's anatomy in the pioneer of the steam ferry service, was named the Victoria. She was built in West End, but the name of her builder is today forgotten. In 1841 the service was augmented by the Lady Colbrook, a sister boat to the Victoria and of the same capacity and dimensions. She was built in McLeod's the victoria and of the same capacity and dimensions. She was built in McLeod's the victoria and of the same capacity and dimensions. She was built in McLeod's the victoria and of the same capacity and dimensions.

trip across the harbor was never finished, for he was found the following day frozen to death in his boat.

The death of Mr. Robertson practically resulted in the inception of the first steam ferry service, and on February 9, 1838 the then government of New Brunswick made an appropriation of £1,250 to build a landing place for a steam ferry at the foot of Princess street on this city.

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The dimensions of the Ouangondy are: Length, 114 feet; breadth, 48 feet over all; gross tonnage, 294.75 and registered tonnage, 98.81. Her engines are of the present inspector of hulls, Isaac Olive, and her engines supplied by James Fleming. The dimensions of the Ouangondy are: Length, 114 feet; breadth, 48 feet over all; gross tonnage, 294.75 and registered tonnage, 98.81. Her engines are of the present inspector of hulls, Isaac Olive, and her engines supplied by James Fleming. The dimensions of the Ouangondy are: Length, 114 feet; breadth, 48 feet over all; gross tonnage, 294.75 and registered tonnage, 98.81. Her engines are of the present inspector of hulls, Isaac Olive, and her engines supplied by James Fleming. The dimensions of the Ouangondy are: Length, 114 feet; breadth, 48 feet over all; gross tonnage, 294.75 and registered tonnage, 98.81. Her engines are of the present inspector of hulls, Isaac Olive, and her engines supplied by James Fleming. The dimensions of the Ouangondy are: Length, 114 feet; breadth, 48 feet over all; gross tonnage, 294.75 and registered tonnage, 98.81. Her engines are of the present inspector of hulls, Isaac Olive, and her engines supplied by James Fleming. The dimensions of the Ouangondy are: Length, 114 feet; breadth, 48 feet over all; gross tonnage of the Ouangondy are: Length, 114 feet; breadth, 48 feet over all; gro

The following year the Western Extension was built in Millidge-ville by Joseph Dunlop, and launched on December 4, 1871. Her dimensions are:
Length, 112 feet; breadth over all, 50 Captain John McCaffrey, alternating morning and afternoon. The engineers ar

.. 22,839.76 22,987.49 the field."

HISTORY OF THE CARLETON FERRY. SIX HUNDRED MORE OF CANADA'S SONS WILL GO TO SOUTH AFR.

Imperial Authorities Accept Canada's Offer of Mo Troops-High Commissioner in London Confirms the News-What the Offer Means.

Ottawa, Nov. 24—(Special)—Although whither he went to interview and minister of militia rela to this evening any official cable from the imperial authorities notifying the Candian government that their offer of 600 nounted infantry for service in South Africa had been accepted, it is learned that the Associated Press despatch of Satur-day saying that the offer was accepted by the war office, has been confirmed by a private cable today to the government from London. This explains the cause of Dr. Borden calling upon Major General of the militia. The minister of militia upon the subject but he was pretty well satisfied that the press cable was correct and therefore the department was pre-paring to be in readiness to send forward

Major Woodside, the census commissioner for the Yukon, has offered his service to go to South Africa.

Hon. Dr. Borden being interviewed the other day, by a Conservative newspaper. mounted force it is proposed to send

the statistics to be as fol
1898. 1899.\$24,440.72 \$21,656.13 olls \$22,830.76 \$22,987.49 the mounted force it is proposed to send to South Africa.

"No," replied the mainister, "we shall do all that. We shall furnish the horses, the arms and equipment complete, even to the tents, so that when the force lands in South Africa it will be ready to take

today and the minister did not mean to the would not make Sir Henry the reconvey the idea that the Canadian governconvey the idea that the Canadian government intends in the present instance to pay the cost. The whole machinery of the department of militia will be placed at the disposal of the British government for raising the troops, but whatever costs will be incurred they will be charged to the imperial authorities just in the same way as were the bills for the South Africare contended. can constabulary. That at any rate was the decision which the cabinet had reachthe decision which the cabinet had reached in making the offer and inquiry in government circles since does not indicate that there had been any change. Hom. Mr. Borden authorizes a correction of the statement attributed to him. He says that

Ottawa, Nov. 24-(Special)-A cable was

London, Nov. 23—The war office announced today that it has accepted Canada's offer of 600 mounted infantry had been accepted by the war office.

Toronto, Nov. 23—(Special)—Major Merritt has returned from Ottawa, as there are strong ground for belief Ost Evans, of Winnipeg, will be chosen. Lordon, Nov. 25.—This morning's de-spatches from South Africa show that the

recent fighting near Villiersdorp, west of Standerton, as to which captured after attacking a patrol of 1000 railroad pioneers, was really a serious af-It seems that Grote aar's commando st

It seems that Grote-laar's commande succeeded in surrounding and capturing 100 British Cape railway pioneers. Subsequently Col. Rimington came up with reinforcements and, after heavy fighting, compelled the Boers to retire and to release their prisoners. The British losses included Major Fisher killed and three officers wounded. The casualties among the men have not yet been reported.

London, Nov. 23—Lord Durham, in presenting medals to the volunteers at Dursenting medals to the v

Assessments for back years 4,262.94 970.47
Balance at end of first year 3,376.95 1.075.12
The total expenditures for the year ending December 31, 1899, were \$24.771.61 and the total receipts, \$24.398.35, showing that the ferry came within \$373.26 of being self-sustaining. The number of passengers for the year 1899 is as follows:

Assessments for back years 4,262.94 970.47
This is perfectly correct as far as it goes, but the impression is conveyed that Canada in addition to doing all this work will also foot the bills. Such is not the case. There is no appropriation for such an expenditure and without the sanction of parliament the government could not undertake it. The reasons given for defraying the cost of the first contingents without consulting parliament do not exist today and the minister did not make Sir Henry the premier today and the ministery in the ministery, he considered Sir Henry Campbell-Bannerman a case of the support the ministery, he considered Sir Henry Campbell-Bannerman a fool if he believed the British soldieurs in South Africa guilty of the barbarism and loathsome behavior alleged against them. If he made the charges for partisan purposes, to discredit the ministry, he was a knave. Lord Durham further declared he would not make Sir Henry the premier today and the ministery of the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few support the ministry, he considered Sir Henry Campbell-Bannerman a few

lifting a finger.

London, Nov. 25—With reference to the story that the British placed Boer women and children in front during the fighting at Graspan June 6, when General DeWet's convoy was captured—a the continent as an example of British barbarity—the Daily Mail sent a despatch of inquiry to Lord Kitchener, who replied as follows:

"The statement is absolutely untrue and devoid of all foundation. One child was killed and one woman and one child were wounded by the Boers." As this story has been prominent in the recent anti-Chamberlain campaign in Germany, the Daily Mail has telegraphed Lord Kitchener's reply to all the leading

TRAGEDY ON A ST. JOHN VESSEL.

No one can do good work in anything without enthusiasm, especially in a profession, and in one so arduous and exacting as that of teaching, in which there are so many discouragements, in which the results are so long in coming, and sometimes do not show themselves until long after the teacher has left the scene. In such a profession, unless the teacher starts out with a large and perennial supply of enthusiasm, her work will soon degenerate into the old humdrum lines of hearing recitations and correcting compositions. Captain Morris, of Bark Birnam Wood, Murders His Steward and Leaps Into the Sea-Both Men Were Nova Scotians.

A SUBMARINE WONDER;

Trial of a Submarine--Crew Sur-

from the bottom of the bay this morn-

ing at 10.30 o'clock with all well and great-

15 HOURS SUBMERGED.

Mobile, Ala., Nov. 22-The British | & Co., owners of the vessel received a | the firm, belonged to Sandy Cove, Mobile,

raging. The test of the Fulton's staying powers was highly satisfactory, not only to the officers of the company that built her and the naval officers present, but to those who went to the bottom in the

boat. They report there was not the slightest discomfort to them during their more than 15 hours of submersion beneath the surface. Captain Cable, of the Holland Company, when Boat Emerged from Bottom of the Bay.

New York, Nov. 24.—In the presence of a big crowd which, despite the storm, arrived to the regular motion of the property of the water of the regular motion of the water or the regular motion or the regular motion of the water or the regular motion of the water or the regular motion or the regular motion of the water or the regular motion of the water or the regular motion or the regular motion or the regular motion of the water or the regular motion or the regular motion of the water or the r cribed to the regular motion of the water and not to the disturbance which was Members of the crew say they experienced no difficulty in breathing and that the air was all that could be desired and ary closed room in which are several persons. Every piece of machinery worked to perfection during the night. The men ate two meals under water and enjoyed them. Most of them obtained three or

four hours sleep. Ovster Protection Laws.

then only at such place or places as may

No person shall dig mussel mud in Trout River, Prince county, Prince Edward Island, excepting above a line drawn from Peter Miller's Middle Point to a point of land at the end of Yeo's port-

hold. Three years ago she was by Captain E. C. Smith.

P. E. ISLAND MAILS.

H. R Emmerson and Senator Wood or This and Another Matter.

that arrangements be made by the gov ernment for carrying the mails between P. E. Island and the mainland during the winter via the Cape Tormentine route. Hon. A. G. Blair will urge the matter via the Cape route over the New Brun wick and Prince Edward Island Railwa and the railway and an effort made arrange a satisfactory basis for rates

Short Lobster Seizure. Brunswick, Me., Nov. 1.-The fish wa dens are keeping their eyes open for "short" lobsters, and one seizure toda was from former warden, Fred Snow, Great Island, Harpswell. He paid a fit f \$84 and appealed.



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The Telegraph Publishing Company

merice Lessing in his well-known Nathan the Sage makes Saladin say: "I have not according any the procession of the same fastic." What the bark is to the tree the individual qualities of mind and body are in a sense to man. One can do good work in anything and hold of the same that." What the bark is to the tree the individual qualities of mind and body are in a sense to man. One can do good work in anything a that of casching, sin, in which the result of inherent qualities, but also very largely the consequence of environment and education. And fierein lies the importance of the Teal teacher's work, the recognition of peculiarities or idoover crasies of lier pupil, and their dose specific individuality of the pupil, and their dose specific individuality in the side teacher does not contain the side teacher does not contain finely no matter, how fain it may differ from her own nature. I maintain that the sided teacher does not contain finely no matter how fain it may differ from her own nature, a certain amount of knowledge to her pupil, a very secondary part of her duty, but endeavors to influence his moral nature, to build up his character. And thoroughly to be able to 30 this, the first quality of the teacher is, as I have said and wish to emphasize it-offerance and patience. The ideal teacher must faul morning the proposability of the teacher is, as I have said and wish to emphasize it-offerance and patience. The ideal teacher must faul morning the proposability of the teacher is, as I have said and wish to emphasize it-offerance it is not only fit to fight the battle for mere existence, but which also comprehends that the prize for which the battle for mere existence, but he highest moral attainments. The ideal teacher must full more than the proposability of the dealers. For we do not desire to raise any ageneration which is not only fit to fight the battle for mere existence, but he included the calculation of the proposability of the intense of a commonwealth capable he highest moral attainments. Th FIFTEEN STEAMERS HENCE TO AFRICA NEXT MONTH.

the department of agriculture are busy attending to the hay and oat shipments to South Africa for the war office. Of

ISLAND MAN FOUND MOTHER BURNED TO DEATH. Bolineout, your should use vapor-cress lene. Every evening purify their sleeping rooms with this perfectly safe remedy. It is so easy to prevent the disease in this way. For whooping cough and croup, the doctors say it is a perfect specific. P. E. ISLAND MAN FOUND

(Special)—Particulars of the death of Datherine McDonald, of Mt. Albion, who he returned to the house, he found his mother lying dead on the floor with her burned to death while alone in the house.

Germs, Germs. We hear a great deal about

We hear a great deal about them these days, and rightly too; for they are the direct cause of whooping-cough, diphtheria, scarlet fever and other diseases of childhood.

When any of these controls the scale of the cause of the When any of these are in the neighborhood, you should use Vapo-Creso-

Vapo-Cresolene is sold by druggists everywhere. A Vapo-Cresolene outfit, including the Vaporizer and Lamp, which should last a life-time, and a bottle of Cresoiene, complete, \$1.50; extra supplies of Cresoiene, complete, \$1.50; extra supplies of Cresoiene 25 cents and 50 cents Illustrated booklet containing physicians' testimonials free upon request, Vapo-Cresolene 25 cents and 50 cents Illustrated booklet containing physicians' testimonials free upon request. Vapo-Cresolene 25 cents and 50 cents Illustrated booklet containing the Vaporizer and the end of Yeo's portage road or in Bideford River, excepting above a line from Bideford shippard to Colin McKay's Point, including Pawe's Creek.

Ottawa, Nov. 22-(Special)-The follow-200 yeards from any live oyster bed, and