were a 2.17

1 2 1 5 2

.. .. 2535 .... 6 6 4 2 20 1-4, 2.22. 7.-Major .02 1-4 with-

npt this afday's races More than trial. The the half

E WRECK-

.-The Rusof Riga. ool, with a three miles eavy storm the vessel to fill with lean breach boats and

le from he

ting of the : his sisterre in immined off and sel struck d to get in side of the remained they wo SUCCEPTA

his reckontons regis-

THER.

id crew off

on Tuesday her journey ited States ad been in nother she place under ted for her urney was n extreme arriving in best for and accord ed and she

PROTECTION AND PRICES.

From Protection and Prices, By

HAS OUTGROWN IT.



Jack Canuck-The suit you made for me in 1897, Mr. Fielding, is too small for me now. I must have a larger one. If you have not cloth enough I must go to another tailor.

Free traders and advocates of a tariff-for-revenue-only seem to agree in thinking that the only object of a protective tariff is to enable manufacturers to increase heir prices, and that if they fail in doing this it is of no use whatever to them. They cannot see how the importation of foreign goods, duty instead of the consumer. Somefree of duty, or at a low rate of duty, times the price is even lower on accan injure our home manufacturers, unless such importation forces down to the manufacturer: "If you can sell your goods as cheaply as the foreign manufacturer, why do you want pro-

To many unthinking people that seems an unanswerable argument. But, in fact, it is a very poor argument, and shows complete ignorance of the best known laws of production. They entirely overlook the fact trat when manufacturing is carried on upon a large scale goods can be turned out more cheaply than when it is done on a small scale.

The managing director of one of the Nova Scotia coal companies said a few years ago that the machinery in the mines under his control cost several million dollars, and he pointed out that in order to be a paying investment the mine must yield interest on the money invested in this machinery, as well as repay the amount expended in wages. Consequently the larger the number of men employed of practical experience in the United and the greater the output of the mine States, where the tariff has been raisthe cheaper they could afford to sell ed again with such results that the the coal. It is easy to see that if for- people of that great country have beeign coal came into this country and took the place of the Canadian coal to after each experiment. such an extent as to reduce the output of the mine one-half, it would greatly injure the owners of the mines and the short circular to the leading British short circular to the leading the price of coal per ton remained precisely the same as before. On the other hand, if by reducing the imports of foreign coal the output of the mines could be doubled, the price to the consumers might be reduced and son sent a circular to a large number the wages of the miners increased of representative exporters of the chief of production. The larger the number articles of the same kind turned

A great many factors have to be taken into consideration in estimating United States tariff taxation fell upon the cost of production. First of all them instead of upon the consumers in there is the interest on the capital in- the United States because they had to vested in land, buildings and machinery. This remains precisely the same of the protected American manufachether the machinery is in full oper- turers. ation or not. Raw materials can be purchased more cheaply in large quantities than in small quantities. The expenses of office management and of pression that in one year, 1884, his portion when the output is large than

when the output is small. It stands to reason, then, that if, owing to insufficient protection, foreign manufacturers bring their goods into this country and share the limited market with our home manufacturers such an extent that the latter have to run at half their capacity, it will not only injure the Canadian workmen, who will be thrown out of emloyment, but the profits of the manufacturers will be cut down without any decrease in the price to the conumers. But if by increasing the protective tariff we can enable the home manufacturers to double their present output they can afford to increase the to the consumers and still make more

money than they now do. It is true that a large importation of foreign goods during a period of depression may temporarily cause a reduction in prices to the consumer, but the experience of both the United proves that when the home factories are closed down as a result of foreign

Not only would he benefit his customers, he would also give increased employment and wages for labor. Every down while employment was given to additional mechanic he would employ a considerable number of American ould require additional food, cloth- workmen, persons willing to labor may ultigood pay. Then each produces somethings being equal, will be the number of exchanges. Commerce tends,

duty is added to the price, and that thus the consumer always pays the luty. If the protectionists were as unfair and inaccurate in their arguments, they would declare with equal sitiveness that the foreign producer paid the whole duty in every case, and they would be just as near to the

However, protectionists try to be fair. They never pretend that a protective tariff does not tax the people at all. But they do believe that taxation is often far less oppressive with high tariff than with a low tariff.

Taxes must be imposed in some way, or revenue must be obtained to carry on the government of the country, to build railways, canals and other pubic works. If the money for such purses is not raised by means of a cusout of the pockets of the people by tax collectors. The aim of protectionist statesmen is to so adjust the tariff that, while yielding sufficient revenue, it will encourage the establishment of home industries, furnishing varied oc- Drillings .. .. .. .. 73-4c. cupations for the people and creating Shirting, com ......51-4c. home market for farm products. If an article is not produced in the country whatever duty is imposed is Sheetings, wide .. .. 81-2c. sually added to the price. If the tariff is not high enough to cause the establishment of home industries the whole of the duties will continue to be added to the price; if the tariff is just duty, they were actually reduced. Lathigh enough to cause the establishment of an industry on a small scale, but not high enough to encourage manufacturing on a large scale, the

greater part of the duty is commonly added to the price; but when the tariff is high enough to ensure manufacture on a large scale within the country, home competition will sooner or later make the price as low or very nearly as low as it would be if there were no duty at all. Then if the foreign manufacturer wishes to do business in the country he must lower his price to meet the price of the home manufac- as the necessities of revenue will perturer, and so he practically pays the duty instead of the consumer. Somecount of home competition, induced the price of home products. They say there were no duty at all and no home by a high tariff, than it would be if manuafcturers. So protectionists believe that when the tariff is high enough to afford adequate protection it is the least oppressive of all methods of taxation.

afford adequate protection to home ed in the country it is not for the purindustries, there is not sufficient home production to bring down the of raising revenue. The nearer we apprice, and then the whole duty must be paid by the consumer. prices are often higher under a low customs tariff than under a high tariff. With low protection the competition comes from outside the tariff wall. With high protection the competition takes place within the wall, and is consequently more effective; the competitors are subject to the same conditions; the competition is fair and if the kind of articles our rulers would profits are unduly high capital is select for high taxes if we had readily forthcoming for new enter- trade or a tariff-for-revenue only prises. This is not a mere theory. It tectionists aim to get rid of all has been proved by one hundred years come more imbued with protectionism

exporters asking them whether in ex porting goods to the United States the taxation was paid by the British manufacturer or the consumer in the United States. The Cobden Club did not accept the challenge, but Mr. William-The same thing is true in every line ton, woollen, carpet, iron and steel, manufacturing centres, embracing cotbrass, gold, silver, electro-plate, hardout of one establishment, the cheaper indiarubber, leather, beer, and other inware, guns, cycles, engineering glass, dustries. Out of 531 replies, 530 admitted that to a greater or less extent the reduce their prices to meet the prices

> The manager of the Barrow Steel Co. stated in evidence before the Britcompany had paid £160,000, or about three-quarters of a million dollars, in duties to the United States govern-

This is not a new condition of things. The same law of prices prevailed when the United States was a young and struggling nation. For example, two months after the adoption of the protective tariff of 1842 a large hardware importing house in New York representing British manufacturers sent out a circular and price list giving in parallel columns the prices they charged for goods laid own in New York, duty paid, before and after the protective tariff was increased. Twenty staple articles which cost £143 16s, under the wages of their workmen, lower prices £131 10s. under the new protective tariff, so that the cost in the United States after paying the duties considerably less than before the tariff was increased. Anyone who has studied the price lists in the United States under the different tariffs adopt-States and Canada under low tariffs them with the British prices for the same years will admit that in the great majority of cases the protective competition the foreign manufacturers duty is not added to the price of an usually raise the price so that the article. A few instances will suffice About thirty years ago, David H. theory of prices. Before 1842 there was Mason, an American protectionist, re- a low duty on starch, but it was not ferring to the effect of protection on sufficiently high to cause production in the United States except on a small "If a man makes 100 tin pans a week, scale. A large factory had been startwhich he must sell at an average profit ed in New York, but was obliged to of twenty-five cents in order to carry shut down for want of sufficient prohis business and live, he would be tection. As soon as the higher tariff far better off if he could make and sell was imposed this factory was reopen-10,000 pans a week at a profit of one ed and at once placed starch on the cent each; for he would gain in the market half a cent per pound cheaper former case only \$25, in the latter \$100. than it could be bought before the tariff was raised. Other factories were soon established and prices were kept

ing, etc., to be supplied by somebody The tariff of 1842 made the mini else. By such interaction and reaction mum duties on cotton fabrics six cents per square yard on plain and nine mantely find steady employment and cents per square yard on printed or colored cottons. These duties wer ing to be exchanged for something equal to about one hundred per cent. lse. The greater the number of com-modities produced, the greater, other goods. A few months after the adoption of that tariff, Horace Greeley, editor of the New York Tribune, made therefore, to grow with the increase of an enquiry as to the prices of cotton production; and production tends to fabrics in Lowell, Mass., the principal increase under a high protective taroction manufacturing centre of the Dr. Von
United States at that time, and pubparties.

The Surest Remedy is Allen's

**Lung Balsam** It never fails to cure a SIMPLE COLD, HEAVY COLD, and all BRONCHIAL TROU-

BLES. Small or Trial Size 25c. sed by all who have tried it.

months after the new tariff was im posed. The prices were as follows: toms tariff, it must be taken directly AVERAGE PRICES OF LOWELL COTTON FABRICS PER YARD.

In May, In Sept June and Oct. and July, 1842. Nov., 1842. Shirtings, heavy ..61-4c. Sheetings, com. .. .. 62-3c. Flannels, (cotton) 10c. Thus, although according to free

made as new factories were built in the United States and home competition A large volume could be filled with similar illustrations of the fact that a protective duty is not usually added to the price except temporarily, but it

many figures. One of the fundamental principles of protectionists is that things which cannot be produced within a country should be admitted free of duty as far the most suitable for customs duties. Thus during the fiscal year 1903 the free trade British government collected on tea, coffee and cocoa alone, duties amounting to £6,389,414, that is over thirty-one million dollars. Quite a large revenue was also obtained by the British government from duties on dried fruits, such as figs, prunes, rais-But if the tariff is too low to duty on articles that cannot be producins and currants. When there is a pose of the protection, but as a means proach to the British system of free So trade the more of such revenue taxes

Any woman who wants tea, coffee cocoa, chocolate, raisins, currants, figs, oranges, lemons, bananas, prunes, dates and other fruits which be grown in Canada to come in free of duty, should urge her husband to vote for protection. These would be just taxes on things which cannot

ANATOASES PAPAGEORGIOUV

grown in the country.

Has a Case Coming on in the Circuit

eleven o'clock this morning.

The docket is as follows: Jury Cases, Remanet. Beatty v. Hon. Geo. E. Foster-Currey & Vincent, H. A. McKeown. Ingram v. Brown-H. A. McKeown Parsons v. The James Barnes Construction Co., Ltd-Hazen & Ray-

mond. Jury Cases, New Docket. Ledevsutt v. C. P. R.-Hon Wm. Pugsley.

Non-Jury, Remanet. Brown v. Federal Fuse Co.-Currey & Vincent. Grath v. Domville-H. A. McLean. Mandell v. Kennedy-C. J. Coster. Cumberland Coal and Railway Co. 7. St. John pilot commisioners-C. J. Coster.

Non-Jury, New Cases. Adams v. Allcroft-Trueman & Allen. Murphy v. Kelly-H. H. Pickett. Anatoases Papageorgiouv v. Turner -W. W. Allen.

SWEPT OFF DECK BY HEAVY GALES.

Fishing Schooner Flirt Returns Gloucester with Flag at Half-Mast for the Loss of One of Her Crew, James Taylor.

GLOUCESTER, Sept. 5.-Schooner Flirt, Capt. Albert Green, returned er or independently. today with 80,000 pounds of codfish. The vessel had her flag at half-mast Taylor, who was washed overboard Sunday afternon, Aug. 21. The vessel had made the second set the night be- gard to reversing motion. fore, and hauled the trawls that morning, and as it was rough there was no reach it.

Notwithstanding the heavy sea The last they saw of him he was swimming desperately for a box which was was a native of Newfoundland, 25 years of age and unmarried. He boarded with a married sister in this city.

## N. B. PETROLEUM CO.

MONCTON, Sept. 5.—The New Brunswick Petroleum Co. has sublet the right to bore for oil in Kent county to a company composed of Dr. Keith of Harcourt, Wm. Townsend, propeller or something equally formid-Free traders always assume that lished in his paper the prices for the parties. Borning rights naturally inder a protective system the whole three months before and the three pected to commence at once.

## THE VICTORIAN.

Launch of the New Allan Liner

The First Atlantic Turbine Steamer-An Epoch Making Ship.

On the 25th inst. there was launched from the shipbuilding yard of Messrs. Workman, Clark & Co., Belfast, the steamer Victorian, the first of the two turbine-driven ships ordered by the Allan Line.

The Victorian is the pioneer turbine vessel for the Atlantic or any other ocean service, and, as such, her launch trade theory the prices should have is an event of more than ordinary interest. She and the Virginian, now been doubled as a result of the high being built on the Clyde, are sister er on still further reductions were ships as regards dimensions, capacity and power. This pair of twelve thousand tonners will form a notable reinforcement to the fine fleet of the Allan Line, which already numbers twentyeight steamers, and comprises several vessels of ten thousand tons each engaged in the mail, passenger and genwill not do to weary readers with too eral service between the United Kingdom and Canada. Splendid ships, however, as are the Bavarian, Tunisian, Parisian and Ionian, the Victorian exceeds them in size by 2,000 tons, and, as regards speed, is expected to be a

long way in advance of them. That she is one of the handsomest vessels ever built in Belfast was the opinion of every expert who saw her yesterday on the stocks before the launch or in the water afterwards. She is a striking contrast to the ordinary straight-sided ocean steamer of today. Her lines fore and aft are sharp and clean, swelling gracefully into a noble breadth amidships, which suggests high qualities of steadiness and stability, as well as a capacity for speed, which could hardly be excelled. Before she took the water people viewed with interest her three propellersnovel feature in an Atlantic liner.

It is not, however, her grace of outline, nor the promise of perfect internal equipment (which the work already done indicates), that makes the Victorian so interesting an object to the shipping world just now. It is her position as the pioneer of a departure which may revolutionize the character of the ocean liner from a shipbuilder's and passenger's standpoint with as great a degree as did the departure which introduced the twin-screw and the five-hundred footer.

For a considerable time it has been debated whether the turbine would be practicable as a means of propelling the giant ships that carry our cross-Atlantic passenger traffic, and while other great shipping companies were looking for more light and hesitating to plunge into a practical experiment that might involve heavy loss, the Allan company boldly assumed the re sponsibility of giving the lead. They ost no time either. Ten months ago the keel of the Victorian was laid by The circuit court opened Tuesday Messrs. Workman, Clark & Co. Yesafternoon at two o'clock, Judge Lan- terday she was successfully launched, dry presiding. The docket was a heavy and before the end of the year it is one, and after considerable discussion expected she will be ready for sea. Her it was decided to commence the jury trial trip will of course be the crucial cases next Friday. The case of Brown test, and upon it much will depend. v. Federal Fuse Co. will come up at For it may be taken for granted that For it may be taken for granted that other important companies which have decided to adopt turbine engines for new liners will watch with attention the earliest performances of the Vic-

Originally the Victorian was designed to be driven by reciprocating engines, but after some progress had been made with her hull, Messrs. Allan decided that she should have turbines instead. Messrs. Workman, Clark & Co. made the necessary alterations in her structural design, and at the same time undertook what was a far more difficult and delicate task, the construction of the great turbines - the largest ever made - which are to drive her. This was by arrangement with Messrs. Parsons & Co., for it was the Parsons' turbine that was decided upon. A high pressure and two low pressure turbines will drive the three propellers of the ship, which, by the way, strike one as being unusually small to drive a monster possessing a cargo capacity of more than 8,000 tons, besides ccommodation and equipment for upwards of 1,300 passengers. These propellers, however, revolve at very high speed - from 270 to 300 revolutions per minute. The central one, arranged as in a single-screw vessel, is worked by the high pressure turbine, the others, which are arranged as in a twin-screw ship, by the low pressure turbines. The two latter have each a reversing arrangement which enables them to be driven full speed astern, either togeth-Thus the ship from a three weeks' shack fishing trip will be as easily and effectively manoeuvred as regards turning or backing as an ordinary twin-screw. This for the loss of one of her crew, James disposes of the objection which has ping men for some time past. Whatsometimes been urged against turbines, that they are defective with re-The principle of the steam turbine is mical venture, and with Messrs. Workless generally understood than that of man, Clark & Co., that of conducting

fishing for the remainder of the day. ordinary reciprocating engines. Brief-A heavy sea suddenly swept over the ly, a turbine engine is a fixed cylinder quarter and when the vessel staggered upon the inside surface, of which are o an even keel from the effects of the mounted rings of brass blades problow, Taylor, who had been standing jecting radially inwards. Inside this near the cabin, was noticed in the revolves a drum armed on its outer water 10 yards astern. He was swim- surface with similar rings of blades ming for the log line, but failed to set at an angle to the fixed blades, and arranged so that they are "sandwiched," so to speak, between those of the which was running, a dory was put fixed cylinder. Steam is admitted at over the side with three men in it, who one end of the turbine, and passes rowed for half an hour in the vain through longitudinally in a zig-zag effort to rescue their shipmate, but path, being deflected from the fixed he soon disappeared from their view. rows of blades in the turbine casing against the rows of blades in the drum, causing the latter, which is built on floating on the rough water. Taylor the propeller shafting, to revolve, and thus drive the propeller. The "fixed blades" (those in the cylinder) act as guides to deliver the steam with proper direction and velocity against the "moving blades" (those on the drum). Thus the full power of the steam is utilized, and in a direct and continuous way.

The term "blades" when used in connection with the machinery of an however, is prodigious, there being no the new year.

ess than a million and a half separate pieces used in the blading of the three turbines of the Victorian

To see these appliances being made in Messrs. Wokman, Clark & Co.'s fine engine works, suggests the manufac ture of a Titanic music box or some mechanical toy for the amusement of a giant. The ponderous steel casing and drum of each of the low-pressure turbines (the mass that means strength and resisting power to steam pressure weighs something like ninety-five tons, while the "blades," moving and fixed, are so tiny and fragile-looking eems preposterous to suppose that these insignificant little points, even in multitude, can be the agency to end the great liner through the sea at a speed of something like eighteen or twenty knots an hour. That is what they are expected to be, never-

It may easily be imagined when the principle of the steam turbine is grasped that everything depends upon the proper "set" and inclination of the two sets of blades. Hence the difficult and delicate character of the constructive work. The manufacture of he turbines is well forward. Messrs. Workman, Clark & Co. have a special engine shop, equipped with the necessary plant devoted to them, and C. E. Allan, one of the members of the firm, personally superintends their construction. It will, however, require some weeks longer of skilful and arduous labor before the turbines are ready to be fitted in the Victorian.

The energy of the steam is used up to the last ounce in its passage through the turbine. But economy of power and room are not the only advantages which the turbine promises in connection with ocean traffic. There is a complete absence of the unbalanced forces which cause vibration in an ordinary steamer, and which is thus reduced to a vanishing point. Then

there is very little fear of breakdown, because there are no moving parts to break or get out of order. It is usually the breaking of a crank shaft, or connecting rod, or some such appliances that cause trouble on a modern steamer. Here the steam acts directly, driving the shafts of the ship with an even turning movement, enormously reducing the stresses to which the fore Liao Yang, is denied today. moving parts of ordinary engines are subjected. Indeed, it is claimed for to say nothing of a considerable increase in speed.

the builders have been able to provide accommodation on board the Victorian, such as is probably not to be not to increase the number of passengers carried, but to give every possible comfort and luxury to all three classes of passengers. The Victorian ship so far as the perfection of her appointment can make her so. Care for the humble steerage passenger has always been a leading point of policy with the Allan line; in the Victorian it is exemplified in a remarkable degree. Even in their unfinished condition the music room, dining room, roominess and completeness of equip- sian."

The steam to drive the turbine will be generated by eight large boilers of the tramping of horses. A party of Russian officer, apparently a captain,

Electric light throughout, a complete jokes!' printing outfit, and an installation of

Marconi's wireless telegraphy are among the arrangements for the comfort and convenience of passsengers. As regards facilities for the handling as possible. She has no less than ten steam winches and derricks for workplant so as to enable her to carry fruit,

dairy produce, etc., from Canada. As already remarked, the Victorian s largely an experimental ship. Turbines have proved a success for high-speed channel steamers, but whe ther they will be an equal success for ocean steamers remains to be proved The trial trip of the Victorian will practically solve this problem, which has been agitating the minds of shipever the result may be therefore with the Allan Line rests the honor of leading the way with an important econoa new departure in shipbuilding and engineering science, which may mark an important epoch in both depart-

ments. The Victorian when ready, will take her place on the Allan Canadian mail and passenger service from Liverpool. to be followed by her sister steame Virginian, now building on the Clyde. These steamers, with the Bavarian and Tunisian, will land to land, pro vide a service which by reason of the shorter mileage of the route, will compare in length of voyage favorably with the swiftest of the other Atlantic mail services, and as much of the voyage is in land-encompassed seas the Canadian route cannot fail to become increasingly popular with that great ection of ocean travellers to whom a short and smooth sea voyage is an attraction.

The Victorian, it may be added will be fitted out with all possible despatch.

TO BE MARRIED NEXT YEAR. BERLIN, Sept. 6.—The wedding of the Russian warship sent out struck Crown Prince Fredrick William and the ill-fated transport Kinsu Maru ocean liner seems to suggest a screw the Duchess Cecilia will take place in near the engine room and split her in Keth of Harcourt, Wm. Townsend, Dr. Von Hagen and other New York parties. Boring rights have been erected at Beersville, and work is expected to confinence at once.

Their number, because the buchess Cechia will take place in hear the engine room and split her in Berlin, where the visiting members of two. Sergt. Okano, who had his must revealed at the enemy all the thrust and continued firing, seeing that his parties will probably take place in hear the engine room and split her in Berlin, where the visiting members of two. Sergt. Okano, who had his must reveal families can be entertained between the buchess Cechia will take place in hear the engine room and split her in two. Sergt. Okano, who had his must reveal families can be entertained between the buches are the buchess Cechia will take place in hear the engine room and split her in two. Sergt. Okano, who had his must reveal families are the buchess Cechia will take place in hear the engine room and split her in two. Sergt. Okano, who had his must reveal families can be entertained between the buchess cechia will take place in hear the engine room and split her in buchess Cechia will take place in hear the distribution of two. Sergt. Okano, who had his must reveal families are the buchess cechia will take place in hear the buchess cechia will take place in hear the distribution of two. Sergt. Okano, who had his must reveal families are the buches are th

## Wonderful Pluck of Little Jap Soldiery.

that the contrast is remarkable. It Some Incidents in the Battles Which Are of Interest ---Kuropatkin Safe in Mukden.

ese. It is also given out in St. Petersarmy is now near Mukden, where it is death," he exclaimed. taking up prepared positions, but a despatch to the Associated Press from Mukden, filed yesterday, says that the ing the Russian destroyer Steregschi-While details of the situation are lacking, despatches indicate that the Japanese are still harassing the Russian

Tokio preserves an absolute silence

TOKIO, Sept. 7, 8 p. m.—The general boat to fetch the flag back to him. staff has not yet made public any details of the battle of Liao Yang. The people are still celebrating the vic- Katsutaro Tsuchida to Lieut. Sato, tory, but there is considerable specu- entreating to be put among the memlation over the official silence regard- bers on the occasion of the second lation over the omcian such as since ing Beneral Kuroki's movements since sealing of Port Arthur:

Sunday. It is reported that the Jap
"" " While I had been at home anese, notwithstanding the ravages of my father told me that it is said in fire, captured vast accumulations of a proverb the one who does not die

of Lieut. General Teraouchi, minister pect to die for the sake of our counof war, was killed in the fighting be-

m.-The bulk of the Russian Manthe turbine that there is a saving in churian army is near Mukden, where weight space, attendance, and up-keep, it now appears, General Kuropatkin has been since Monday. His troops, it is understood, are not entering the city is formally made, I of course, would Thanks to this economy of space but are taking up prepared positions apply to the captain, chief engineer around Mukden. While there is no and divisional lieutenant. The uncerspecific information on this point the specific information on this point the equalled by any vessel of her size rear guard is in the neighborhood of afloat. They have utilized the saving Yentai. No further fighting of import-know I have resolved to die under ance is expected south of Mukden. The critical stage is regarded as having passed and the announcement was made this afternoon that the war office will be emphatically a comfortable will no longer give out two bulletins each day.

gate of Chongju, Sergt. Sato made a dash, and got his foot struck by the enemy's bullet. "Yarrareta," (I was hit), he exclaimed. But he pushed his way, saying: "As long as my and other special accommodation for eyes can see - what does it matter? this class challenge admiration for their -I shall never be beaten by any Rus-

the usual type, which are being made "red-capped" Imperial Guards are and tormented by a burning thirst in Workman, Clark & Co.'s boiler now in their way to the front. They which he was trying to slack by suckall had their waterproof fur The length of the Victorian is 540 rolled up tightly, and fastened them the face from a wound in the head. feet; her breadth, 60 feet; her depth, on their knapsacks, and carried on Inouye at once went to him, and spoke 40 feet 6 inches. She is divided by their backs shovel-like things together to him kindly in Russian. And he bulkheads into eleven compartments, with several other implements of war. and with the sub-divisions of her Their swords and muskets were bright double-bottom she has twenty water- with careful burnishing. They were him, but in vain. All that he could tight spaces. She is built to the high- in splendid martial array. Dear solest class of the British Corporation diers! Oh, what proportion of these Registry of Shipping, and her hull has fighters would be fortunate enough to his family, and to offer them to him been specially strengthened above the come back safely with laurels of vicrequirements of the Corporation in or- tory! They are hastening to their der to make her doubly secure against graves, truly. But they marched talkthe heavy weather of the North Atlan- ing quietly and laughing sweetly. tic. The first class accommodation, Now, from the second story of a beef which, as usual, is amidships, is of the shop an attractive girl of about 18 or most complete and approved order. 19 leaned over the rail and watched Perfectly heated and ventilated state- them. When they came right before rooms and suites of rooms, a spacious the shop, every one of them looked up and well-fitted dining saloon, an ele- and stared at her at once, and passed gantly appointed music room, and a on whispering something. The girl luxuriously equipped smoke room are never took her eyes off the soldiers, some of the features. Not less com- and kept casting her flirting smiles at fortable proportionately are the second- them. One of the soldiers suddenly class quarters, and, as already indi- turned up his face toward the girl, cated, third-class passengers are cater- and exclaimed, "No more flirtation, my ed for in the most liberal manner. dear lassie! Oh, no, none of your

The third-class bluejacket Komo Shinowara, of the Fuji, a youth of 22 The opening exercises in connection years, was serving as an aide-de-camp with the Provincial Normal School to the chief gunner, having stood in of cargo, the ship is as perfectly fitted the front bridge. A shell came whistling and carried his right hand off, tended by some fifty or more visitors. The young sailor, however, stood calm, Seated on the platform besides the ing the holds, and she is provided with stopping the gushing blood with his members of the teaching staff were left hand. "I am wounded, as you Lt. Gov. Snowball, Premier Tweedie, see." he said, seeing his superior offi- Hon. C. H. LaBillois, Hon. F. J. cer approach him. "May I leave my Sweeney, Dr. Inch, chief superintendpost?" he asked quietly. He saluted ent of education, and Dr. Harrison, his chief, raising his left hand, and chancellor of the University.

blood instantly began to flow. But the with our educational system and the engineer was too intent on his duties improvements made in this line in reto become conscious of the wound. He cent years. was deaf to the rolling sound of the Governor Snowball and Mr. Tweedie guns. Nor did he notice the shells made brief speeches, the latter speakbursting close by him. All that made ing in the highest terms of Dr. Crocket him suspect something was wong was and his work in the past. the temporary tremors of his hand Dr. Inch, chief superintendent of eduand a little choking sensation he ex- cation, wished he might be able to say perienced at the moment. After a something that would be beneficial to while a sailor noticed his wound and them. It was difficult to recognize

cried: "What? Look! You are struck!" The engineer seemed not to hear the students at the Normal School changes

The engineer remained still silent. The sailor approached him and repeated, "You have been wounded, sir!" stonal work. Still the time has not The engineer turned his head and yet come for this. said: "I? Oh. no." "Yes, sir; your breast."

"My breast?" He touched his breast and saw his Much has been truly said about poor hand stained with blood gineer, and he was accordingly made vor to keep in good health. Exercise to retire into the officers' room.

pain" he exclaimed, with indignation. A while ago a second torpede which

The St. Petersburg authorities to- | is over!" The next moment he unday express themselves as confident sheathed his Japanese sword, and that the critical stage of the Russian holding it with its point against him, retreat is past and that Kuropatkin is cut himself in the stomach crosswise. no longer in danger of losing any part "How shameful of you to destroy an of his forces to the pursuing Japan- unarmed transport! You cowards of Russian wretches! Now, look and see burg that the bulk of Kuropatkin's how a Japanese fighter meets his

The Susanami succeeded in capturmain Russian army was then pushing ti She dispatched some of her crew northward, and evacuating Mukden. to the captured vessel to have our battleship flag hoisted on board and to sea began to rise higher and higher rear. General Kuropatkin is now at the tugging cord was cut off and the poor ship began to sink. The captain regarding the operations of today and ship may be allowed to sink, but not of the Susanami said to himself: "The our naval flag, never!" He sent a

The following letter was written by

Russian stores and ammunition at Liao when he ought to is liable to disgrace more bitter than death. I will not be-The report that Lieut. Teraouchi, son have like a coward at any cost. I extry. A rumor is current that in the near future the second calling for the ST. PETERSBURG, Sept. 7, 5.30 p. 'Resolved to die' party will be announced. If this be the case I solicit your favor that you would do me the honor of selecting me for the party once more. In case the announ so uneasy that I have not been able to enjoy sleep many a night. As you your command, and I would ake to follow you even to the world next, Please pick me up by your special influence, if the selection comes to be a fact. As I have already resolved upon dying I should not be satisfied In the hot battle outside the south and am thinking night and day that till I am dead. I am fully convinced now is the time to give proof of my devotion to my emperor.

> After the battle of Chiu Lien Chang the Russians were in full retreat, and our soldiers were pressing forward to occupy the heights which the enemy had abandoned. Sub-Lieut. Inouye still alive, though mortally wounded ing the blood which trickled down gave him a drink of water out of his do was to unbuckle his sword, and as a token of his gratitude. Inouve took the photograph, but returned the sword, saying that he could not de-(The Japanese proverb says that "the sword is the soul of the fighter-bushi, in Japanese.") And he hurried on to catch up with his company.

## NORMAL SCHOOL

Opened Yesterday With an Altend ance of 216.

FREDERICTON, N. B., Sept. 7. Dr. Crocket, principal of the schood

in well chosen remarks, extended a A fragment of a shell flew past the hearty welcome to all. He spoke of reast of Yasuo Minawisawa, third- the great demand that there was for class engineer of the Kasumi. The teachers at the present time, and dealt

that it was an audience of new students before him. The stream of "Your honor, you are wound- but the work of education goes on forever. There ought to be a twoyears' course at the Normal School. the last year to be devoted to profes-

The sifting process has begun, and with every step forward each student will emerge stronger and better.

salaries. This, however, is depress Soon after there came the officer No true teacher works for present pay who was to relieve the wounded en- alone. He hoped they would endeashould be taken every day. He hoped "Am, I to be treated as a wounded this year would be a blessing to the when the wound gave me no city and a benefit to themselves. Dr. Harrison was called upon and University and the Normal School,

There are enrolled 216 students in.

