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Wm. Somerville,  
W. A. Ferris.

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**Semi-Weekly Telegraph**

ST. JOHN, N. B., MARCH 2, 1904.

**CHILDLIKE INNOCENCE.**

It is well that the Canadian people pos-  
sess a saving sense of humor. Without it  
they could not properly appreciate much  
that is written about the contract made  
by the government with the Grand Trunk  
Pacific Company.

We are told, for example, that "the  
terms which were imposed upon the com-  
pany were so onerous that the company  
is unable to carry them into effect; and  
that if the road is to be built at all by the  
company the terms must be modified, and  
considerably modified, so as to allow the  
scheme to be accepted by financial men."

When one reflects upon the significance  
of this assertion the result arrived at is  
directly entertaining. It reveals to us the  
wisdom of the Grand Trunk Pacific Com-  
pany in a new role, rushing blindfold  
into an agreement which would be dis-  
astrous to themselves. That is what we  
would expect of them, of course. They are  
only business men, who are in business  
for their health. We see them taking this  
desperate plunge for the mere fun of out-  
witting them. They disregard all rules dictated  
by ordinary business prudence, and enter  
into a contract that has nothing whatever  
to commend it to investors. And in the  
end, when the enormity of their blunder  
is made clear to them, they plead for  
leniency and a new deal.

What a pretty picture it is, to be sure.  
How charmingly innocent and easily de-  
ceived are these Grand Trunk magnates.  
How much the country owes to them for  
their unparalleled benevolence. Of course  
they must be granted what they ask. This  
great country must not jeopardize its re-  
putation by taking advantage of their  
childlike innocence. They are the only  
railway builders. The deal must be closed  
at once—or it is too late.

But why not go further? Such another  
opportunity may never occur again. Why  
not build the transcontinental railway,  
present it to them, and grant them a  
subsidy for its operation? Surely they, you  
and their children and their chil-  
dren's children would rise up and call us  
blessed.

**FIGHTING A TRUST.**

There is a great scarcity of paper in the  
United States as well as in Canada, and  
the American Newspaper Publishers' As-  
sociation is doing its best to prevent  
the importation of the three paper  
combinations to test the legality of their  
existence and to determine whether they  
do not stifle competition.

Discussing the question, John Norris,  
business manager of the New York Times,  
said: "The newspapers are threatened to-  
day with a paper famine. What explana-  
tion shall we receive from these men who  
have produced an artificial situation by  
securing an increase in tax if time from  
\$5 to \$8 per ton on news print paper and  
by increasing the tariff on their raw ma-  
terial, ground wood, and by the levy of  
controlling duties. These men have  
blocked Canadian reciprocity and have  
provoked Canadian reprisals against them-  
selves and against us."

A committee was appointed to agitate  
for the removal of the duty on paper, and  
the members agreed to put their total  
paper consumption and to assure the use  
of 300 tons per day for five years, as an  
inducement for the establishment of an  
independent paper mill. A single con-  
sumer pledged himself to buy \$100,000  
worth of paper from such a concern dur-  
ing the life of the paper-mill.

One of the speakers denounced the  
paper trust in the following vigorous ad-  
dress:

The paper situation in the United  
States is steadily getting worse. The  
drought of the last three or four months  
emphasizes the predicament the news-  
paper industry is placed in through the op-  
erations of the International Paper Com-  
pany.

A paper man said to me the other day  
that the International did not control the  
heavens above and that it was not their  
fault that it did not rain. This is prob-  
ably true, although I am not certain about  
it. They control everything else, the  
streams, the wood supply, their competi-  
tors and the market.

No independent mill can sell to a cus-  
tomer of the International Paper Com-  
pany without its consent. Every inde-  
pendent mill of any consequence, and I

mean by this any mill with paper to sell  
in the open market, has an arrangement  
with the International Paper Company  
whereby that concern takes all of its sur-  
plus product.

In their eagerness to pay enormous bon-  
uses to the owners of the mills who went  
into this organization they deprived them-  
selves of sufficient working capital, and  
are now and have been heavy borrowers  
in the street. I am told on high banking  
authority that not less than \$2,000,000  
worth of their paper is regularly out for  
four months at 6 per cent, and that in  
time of stress they have paid more. This  
is an additional burden placed upon the  
newspaper trade.

Without paper there can be no news-  
papers, and, without low priced news-  
papers there cannot be the industrial pro-  
gress which the country's prosperity re-  
quires.

Remember that the International Paper  
Company has been selling paper abroad  
during this entire period at a price of  
not less than \$2 per ton below its market  
price.

With an association of newspapers on  
its trail the paper trust will probably be  
forced to change its tactics. It is now  
perfectly clear that when the American  
government put a retaliatory duty on  
pulp from logs cut on Canadian crown  
lands the Canadians were not the chief  
sufferers. The lesson may be of some  
value.

**READ THE ADVERTISEMENTS.**

Most things worth while are claimed by  
the newspaper, and, in fact, it is hard to  
find anything useful or creditable that is  
not served in the columns of the journal  
that you read at your breakfast table.

The newspaper has done much for the  
good of mankind, but in no respect has its  
influence been more practical than in the  
help it gives to the people who go shop-  
ping.

Many people, when they read the ad-  
vertisements before they start upon their  
shopping rounds, dismiss it as one of those  
self-interested boasts which journalism is  
fond of giving. As a matter of fact, it is  
the wisest kind of counsel. In no other  
way can the shopper better find the way  
to the real business needs and advantages.

In these days the stores worth patron-  
age advertise liberally. The fact that they  
advertise shows that they are not afraid  
of competition, that they are themselves  
the exponents of the severest kind of com-  
petition. Their goods and their prices are  
placed frankly before the public for com-  
parison, and all the elements of danger  
from over-charging and of damage are  
eliminated by this publicity.

Shoppers are always safer in a store  
that advertises than in any other place  
where they go to spend money.

While the newspaper does not pretend  
to take too much credit to itself, it does  
its part; it is the medium of information,  
the signboard, the directory, the coun-  
sellor and the aid.

The merchant who advertises is an  
economist, and his use of advertising, while  
appearing extravagant to some people, is  
in fact a great manifestation of the same  
idea, for his open announcement to the  
public in a newspaper like The Telegraph  
reaching the homes of the community and  
of the surrounding territory, is worth  
more than a thousand traveling agents,  
whose services and expenses would cost  
more in a week than his advertising would  
in a month.

So, if you read the advertisements which  
appear in this paper every day, you will  
find yourself a vast amount of bother if  
you prepare your list and then fill it out  
from the information that your merchants  
furnish to you in their advertisements.

After that you know where to go, what  
to ask for and how much it will cost you.

The leading merchants of St. John ad-  
vertise in The Telegraph and their adver-  
tisements are not less important than is  
the general news.

**BUILDING UP CANADA.**

No man has a better right than Sir  
Sandford Fleming to sound the watchword,  
"Build up Canada." Forty-five years ago,  
speaking at Port Hope (Ont.), of the  
transcontinental railway which would come  
day be built, he said:

"We will see trains after trains from the  
Pacific, laden with the wealth of the East-  
ern climes. The Indian nabob returning to  
his native land. The Ind prince accom-  
panied with all the pomp and splendor of  
Eastern magnificence, all passing panora-  
mas like before us on their way to pay  
homage to our royal mistress."

The speech was delivered in 1858, long  
before the provinces were confederated,  
and when little was known of that great  
west which is today attracting the atten-  
tion of the world. Speaking to the Cana-  
dian Club in Toronto last week, Sir San-  
dford recalled his old time speech, and  
again sounded the watchword, "Build up  
Canada."

The particular part of Canada he now  
wants opened up by a new railway is the  
1,100 miles of territory between the Sagua-  
way river in Quebec, and the eastern  
boundary of Saskatchewan, lying north of  
the present settlements in Quebec, New  
Ontario and the Territories. He wants the  
line to run far to the north, not approach-  
ing the boundary line at any point. He  
declares that the region is rich in re-  
sources, and capable of sustaining a great  
population. He anticipates a time when  
Ontario will have at Moose Factory or  
thereabouts a sea port resembling Arch-  
angel, but lying 900 miles farther south.

W. F. McLean, M. P., who also spoke,  
and who wants the name of Hudson Bay  
changed to "The Canadian Sea," urged the  
importance of having railway connection  
between Toronto and that Bay. He be-  
lieves that within ten years citizens of  
Toronto will have summer cottages on its  
shores.

The whole subject is certainly a very  
fascinating one, and the possibilities of fu-

ture development are not easily overesti-  
mated. "There are no poor people in the  
Northwest Territories, and I believe that  
within five years our population will have  
reached a million souls," said Lieut-Gov.  
Forster of the Territories to a Montreal  
newspaper last week. Unquestionably the  
transportation problem is a great and prear-  
ing one, but, after all, what is most needed  
is not the opening up of entirely new terri-  
tory so much as the provision of ade-  
quate transportation facilities between that  
part of the west which is already filling  
up and the eastern seaports. Too large a  
proportion of Canada's trade still passes  
through American ports. In time the  
great new territory to the north will be  
sending its products east, but it should be  
over a line of railway constructed after  
proper surveys have been made and the  
best route selected. Build up Canada, by  
all means, but let it be wisely done.

**AN ONTARIO VIEW.**

The Toronto News thinks that the Que-  
bec-Moncton extension of the G. T. P.  
should be dropped, and the country be-  
tween Quebec and Winnipeg explored. If  
suitable grades can be found, the govern-  
ment "should push ahead construction of  
the trunk line from prairie to tide-water."

With regard to the Moncton extension,  
even if suitable grades could be found, the  
News doubts the expediency of such a  
project. What it says on this point will  
be of interest to our readers, as the view  
of an influential Toronto journal. It says:

"Men planning a railway with the pur-  
pose of carrying western freight to the  
seaboard in great quantities at low rates  
should ascertain whether the necessary  
grades could be secured. In the second  
place, the builders of a railway seriously  
designed to be a trunk line would know  
which ports they desired to reach. Mr.  
Gould is planning a new transcontinental  
line; he intends to make Baltimore his  
eastern port; he knows his mind, and he  
knows why he has made his choice. If a  
second railway ever is built by practical  
railway men across New Brunswick, they  
will make up their minds whether they  
wish to reach St. John or Halifax, having  
come to a decision, they will search for  
the absolutely best route to the chosen  
port. The reverse has been done in the  
case of the Eastern Extension. It is to be  
led, not to Halifax, not to St. John, but  
to Moncton, as a species of neutral point,  
at which the rival cities may contend for  
the freight. The nervous fear of favoring  
one port over the other has led to a glaring  
absurdity. It was declared at the outset  
that the line should run from Quebec to  
Edmonton, on the headwaters of the St.  
John. The engineering difficulties  
probably would occur in the stretch. Once  
at Edmonton, however, it is to be led  
easy to conduct a line with favorable  
gradients down the St. John valley to the  
city of St. John. But it is stipulated that  
the line shall not pass through the natural  
avenue, and strike across a mountainous  
country to Moncton! The inconsistency of  
the scheme needs no stronger proof. Com-  
mercially the plan is indefensible."

**EXTEND THE INTERCOLONIAL.**

Instead of giving any further attention  
to the Grand Trunk Pacific scheme, the  
government should extend the Intercol-  
onial system to the lakes. This can easily  
be done, and would enormously increase  
the traffic of the government railway, be-  
side meeting to some extent the present  
needs of the northwest. These needs  
would not be met by the Grand Trunk  
Pacific.

The Moncton Transcript charges this  
paper with being unscrupulous and un-  
truthful because it published a despatch  
stating that the government had decided  
on a change in the route, and declares that  
no route has ever been definitely laid  
down. The Transcript adds:

"The route was left an open question to  
be decided after surveys were made, and  
it is only now that the surveys are coming  
in that that has been discovered, which  
is most gratifying to the Dominion, viz.,  
that the railway can be run further north  
than was thought possible."

This is a remarkable statement. If it  
were true, the government would be in  
the position that it entered into a con-  
tract to build a railway somewhere be-  
tween the international boundary and the  
north pole, but had no knowledge what-  
ever of the location. It is very clear that  
the government was not in possession of  
exact information, but surely something  
was known in a general way about the  
region to be traversed. As a matter of  
fact, Sir Sandford Fleming is out with a  
demand for a railway farther north than  
the now proposed route of the Grand  
Trunk Pacific. Of his route the Toronto  
World, whose editor is Sir Sandford, says:

"The railway favored by Sir Sandford  
Fleming is nearer to the Trans-Canada  
route than to the Grand Trunk Pacific.  
Its eastern terminus would be Quebec. It  
would run north instead of south of Lake  
Winnipeg. The difference is very great.  
Norway House, which is the middle of Sir  
Sandford's three points, is in the same  
latitude as the northern part of James  
Bay, and a Hudson Bay export is a famo-  
us part of his plan. It is a more thorough-  
going plan than the Grand Trunk Pacific,  
ignoring the great lakes entirely, and keep-  
ing the northern route all along the line."

The World points out that if the coun-  
try decides to go on with the Grand Trunk  
Pacific it will not take up Sir Sandford  
Fleming's scheme.

There is the same objection to both  
While both would open up new regions,  
neither of them would serve the present  
needs of the northwest, which is to be  
settled or rapidly filled up. There is  
no justification for committing the coun-  
try to a new transcontinental line until  
present problems of transportation have  
been solved. One step in this di-  
rection will be to extend the Intercolonial  
to the lakes. The World very properly  
makes these comments on Sir Sandford

Fleming's scheme and also on the govern-  
ment-Grand Trunk project.

"Sir Sandford Fleming's speech is a vi-  
sion of those who, like the Hon. A.  
G. Blair, thought that time should be  
taken to consider the Grand Trunk Pacific  
scheme. It is surely worth while to take  
a little time to consider so important a  
point as whether the line should pass  
north or south of Lake Winnipeg. If we  
are looking for the minimum of length  
and the maximum of military security, we  
must choose Sir Sandford's line, and it  
would be folly to proceed with the other.  
If we are looking for immediate relief for  
the west we want the improvement of ex-  
isting facilities rather than an entire trans-  
continental railway. Sir Sandford Flem-  
ing's speech strengthens the argument for  
delay and further consideration. The ad-  
vocate of a new transcontinental railway  
must agree on the salient features of their  
plans before they can ask for the support  
of the people."

**THE WAR.**

If it be true as stated in a cable to  
the New York Herald yesterday that 120,000  
Japanese troops are moving northward  
between Seoul and Ping Yang, they ought  
not to have much difficulty in driving the  
much smaller Russian force back across  
the Yalu river. So far as can be gath-  
ered from the despatches, the larger por-  
tion of the Russian army, which cannot  
in any case be a large one, is north of the  
Yalu, between the river and a point on  
the railway line connecting Mukden and  
Port Arthur. It is said to occupy a strong  
position there and to have thrown bodies  
of cavalry, some thousands in all, across  
the Yalu, scouting southward almost to  
Ping Yang. The purpose evidently is to  
harrass the march of the Japanese from  
Ping Yang, and when forced back to de-  
fend the passage of the Yalu, and the  
road beyond the river to the railway line  
between Port Arthur and Mukden. It is  
not probable, however, that the Russians  
can muster as many men as the Japanese,  
and so long as the conflict is in Korean  
territory the Japs will have the advantage  
of the hearty sympathy and dogmatic  
secret aid of the Koreans. Japanese in-  
fluence is now paramount in Korea, but  
it may be doubted whether the latter coun-  
try will participate openly in the war  
at the present stage. There have already  
been some skirmishes between Russian and  
Japanese outposts, and the vicinity of  
Ping Yang or Anju, which is a little far-  
ther north, will probably soon be the  
scene of an engagement. The Japanese  
are withholding information, but as they  
now practically control Korea and Korean  
ports, and are not harassed by the fear  
of Russian warships, it may be taken for  
granted that they are rushing men and  
supplies forward with all possible speed.  
If they have not already landed as many  
men as the Herald correspondent states,  
the time will be short until the larger  
number are available, if needed.

Apart from the situation in Korea, it  
appears that the Japanese continue their  
investment of Port Arthur, with a de-  
termination to reduce that fortress. The  
report is again sent out that they are  
also blockading Vladivostok. The present  
week should certainly end the period of  
waiting, and bring news of severe fight-  
ing.

Russia is having much difficulty in  
transporting troops and supplies, and re-  
alizes that if the Japanese force the fight-  
ing the situation may become very serious  
before transportation conditions are much  
improved. The Russian press is in a some-  
what savage mood, because the sympathy  
of most nations appears to be with Japan.  
The fact that Japan, whom Russia  
despised, has proved so formidable an  
enemy, does not contribute to a more  
cheerful spirit.

**WORSE THAN EVER.**

The modifications of the Grand Trunk  
Pacific contract, which are given to the  
public today, are of such a nature as to  
raise the question why, if the government  
is determined to have such a railway, it  
does not go ahead and build one. Be-  
sides guaranteeing the bonds of the west-  
ern section up to 75 per cent of the cost  
of construction, the time for its completion  
is extended three years. Where is the  
great haste of which we heard so much?

It will be observed that the various  
modifications are in the interests of the  
company, and it may be taken for granted  
that they will provoke a lively discussion  
in parliament. Those who agreed with a  
light a heart to the original agreement  
have since had time for reflection, and  
some may be courageous enough to tell the  
government that the country does not  
need and will not profit by the scheme,  
which in its amended form is more ob-  
jectionable than before.

Not many days ago we were blandly as-  
sured that the nature of the proposed  
modifications could not be made public.  
The reason, whatever it was, appears to  
have mysteriously disappeared, somewhat,  
one would think, to the discomfort of  
those journals which professed to know  
all about the usages in such cases.

**CHINA WAKING UP.**

An Englishman who has spent six years  
in China and is now in New York en  
route to Liverpool, tells a New York  
paper some astonishing things about rapid  
development in China. If his statements  
are correct, the average American and  
Canadian idea of China must be revised.  
He says:

"Although I have been but a few days  
in America I have heard enough and read  
enough in the newspapers here to con-  
vince me that your people have the im-  
pression, generally, that the Chinese are  
standing still. Never was a greater mis-  
take made, as both America and Europe  
will one day find to their cost. Chinese  
behind, indeed! Why, they are turning

out in their arsenals over there rifles and  
guns of all sorts, up to monsters of forty  
five tons, all of the most modern design,  
too, including machine guns perfect in de-  
sign and construction. That is the secret  
of Japan's great military and naval  
strength just now. China has for years  
been contributing to Japan's armament.  
The Chinese arsenals are located in Naga-  
saki, and they are of immense size. All  
the labor, too, is Chinese, with American  
and Englishmen at the head. China is al-  
so reorganizing her army and navy; rail-  
ways are being constructed mainly by  
German, French, and Belgian companies;  
motor cars are being used in their cities,  
electricity is growing in favor, and thou-  
sands of Chinese ride the bicycle. Here,  
you think the Chinese are beneath con-  
tempt, but you mark my words, they will  
have to be reckoned with in the near  
future, whether Japan wins or not in her  
fight with Russia, as one of the races that  
will control the world."

"I was talking with an educated China-  
man, a few days before I sailed, on the  
future of his country, and in refer-  
ence to American and European progress  
he remarked with the philosophy charac-  
teristic of his countrymen:

"You peoples seem to reckon your rate  
of progress by the noise you make and  
dust you raise. We, however, you  
ought to know, do not judge a snake by  
the sound of his hammer, nor a carpenter  
by the number of his shavings."

"It is easy to catch the drift of that  
fellow's meaning."

**SEEKING A CANDIDATE.**

While it appears to be taken for granted  
that Roosevelt will be the Republican can-  
didate in the next presidential election,  
there is nothing to indicate the choice of  
the Democrats. There is a Cleveland  
boom, and a Hearst boom, and Gray and  
Harrison booms, and all the evidences of  
a lively contest in the convention.

The last name mentioned is that of  
Adlai E. Stevenson, a former vice-president.  
He is an old time Democrat, an eminently  
safe man, and the very opposite of Roose-  
velt in his methods of thought and action.  
A leading Democrat at Washington tells  
the New York Evening Post that Mr.  
Stevenson is a man upon whom all mem-  
bers of the party could unite, and that  
in his opinion such a man will be needed  
when the convention gets down to busi-  
ness. He does not think the convention  
will be swept off its feet as in 1896. If it  
is, he says, "much more likely, after the Gray  
contingent, and the Cleveland contingent,  
and the Hearst contingent, and the Har-  
rison contingent, and the rest of them  
have looked horses, to cast about it for  
some one who has not been conspicuous in  
the preliminary canvass, and to turn to  
one whom it knows well in preference to  
one whom it knows little or not at all."

"Suppose, at the psychological moment, a  
clever orator springs Adlai Stevenson's  
name; would it surprise you, after what  
you have seen of Democratic convention  
methods, if the delegates jumped at it in  
a body?"

**COREA.**

Japan learned from Korea the culture  
of silk worms, architecture, mathematics,  
medicine, astronomy and the priestly  
secrets of sorcery. From the tombs of  
early Korean kings the most exquisite gray  
pottery is still taken. But while Japan  
forged ahead Korea remained unmoved by  
the spirit of the western world. They are  
not stupid, but they are indolent and care-  
less.

In 1900 the imports of Korea were a little  
more than \$5,000,000. The exports of mer-  
chandise were about \$9,500,000 and there  
were exports of gold of about \$1,800,000.  
The chief article of import is cotton goods,  
mainly from Japan, and the chief article  
of export are rice, tea and ginseng. Gins-  
eng was the first commodity of trade be-  
tween the United States and Korea, the  
Dutch traders in the eighteenth century  
carrying it from Albany to Canton, whence  
it was shipped via Peking to Korea.

But there will be no more alumbering at  
case in the hermit kingdom. Fate, in the  
shape of Russia and Japan, has inter-  
vened, and out of the clash of armies a  
new order will arise.

**BRITAIN'S NAVY.**

The statement made by the secretary of  
the British admiralty, and the reception  
given by the house to another proposition  
shows that parliament is alive to the im-  
portance of the British navy, "the greatest  
power for peace and the greatest instru-  
ment in war." The present is not a time  
to talk of a general disarmament with any  
hope of success. There are too many  
grim possibilities lurking in the shadows  
of war-time. England may not be em-  
barrassed in the present conflict but the best  
guarantee of safety is in her unrivalled  
navy.

The outlook for disarmament is even  
less bright now than it was some years  
ago, for the emperor who was its chief ad-  
vocate is himself lashing his armies on to  
battle in a cause which history will not  
say was just.

**NOTE AND COMMENT.**

This is the 97th anniversary of the  
birth of the poet Longfellow.

Apparently we have not yet seen the  
last of the Connolly claim for the dredg-  
ing at the McLeod wharf.

If we live long enough we will learn  
the finally final route of the G. T. P.

The Korean army is very small and very  
badly armed, but a friendly Corea would  
be of great assistance to the Japanese.

The Globe last evening had a delicate  
allusion to "gentlemen who made speeches  
of the 'Cox could not wait' pattern rep-  
resenting the government as guilty of some-  
thing little short of dishonesty if not  
actually of dishonesty in agreeing to the  
arrangements under which the road was  
to be constructed." Sir Wilfrid made one

of those gentlemen chairman of the rail-  
way commission. Does the Globe approve?

The Winnipeg school board has decided  
to introduce manual training in the schools  
of that city.

If there are any other kinds of weather,  
most people will accept the assurance with-  
out sample.

This will be a busy week at the city  
hall, as the various boards will have some  
matters of importance to discuss.

Ontario Conservatives are looking for the  
general provincial elections shortly after  
the present session of the legislature.

Legislature and parliament will soon be  
in session. No very extensive programs  
appear to have been mapped out for  
either of them.

Armour is said to have cleaned up from  
two to three million dollars on wheat.  
Others have made as much—and lost it  
again.

It is announced that the federal govern-  
ment will bring down to parliament a  
matured proposition for the establishment  
of a Canadian naval reserve.

The question of an increase in teachers'  
salaries has been under discussion in To-  
ronto for some time and has been settled by  
providing an increase of \$15,000, which is  
\$4,500 more than the regular increase  
would be according to the schedule.

Europe gathered in 1903 the second  
largest wheat crop of its history, and coun-  
tries outside of Europe the largest com-  
bined harvest on record. But the  
price is the most interesting thing about  
wheat at the present time.

When it is known that the vessels sunk  
off Port Arthur were stone laden barges,  
and that there was no loss of life, the  
claim that the Russian battleship covered  
herself with glory sounds rather absurd.

The London School Board has made up  
its mind to join in the public movement  
for the suppression of the cigarette habit  
among children. After a sharp discussion  
the other day the whole subject was re-  
ferred to the school management commit-  
tee for discussion and report.

Here is an idea for the gentlemen of the  
Trades and Labor Council, in their con-  
sideration of civic affairs. In Toronto, a  
requestion is about to be circulated ask-  
ing the mayor to call a public meeting in  
Massey Hall for the discussion of the  
proposal to govern the city by three com-  
missioners, instead of by a city council.

More Canadian grain is exported from  
United States ports than from Canadian  
and this grain is a considerable item in  
the traffic of these American ports. Last  
year it supplied over 21 per cent of the  
grain exports of New York, 40 per cent  
of the grain shipments from Boston and  
nearly 65 per cent of the Portland ship-  
ments.

Bradstreet says that the farmers in On-  
tario are probably now carrying larger  
quantities of wheat and other grain than  
in any previous year at this season; and  
that if the prices continue around the dol-  
lar mark during the next few weeks, when  
the grain begins to come on the market in  
large quantities, the effect on business will  
be very gratifying.

This has been the worst winter in the  
history of Canadian railways. The losses  
caused by delays and the expenditure  
necessary to keep the lines open will be  
large, and the end is not yet in sight. To-  
ronto and Montreal papers have daily ar-  
ticles about the railway situation and the  
very great difficulties the companies have  
to overcome, on through as well as branch  
lines.

There are at present four vacancies in  
the Canadian senate, two in Nova Scotia,  
one in Quebec and one in Ontario. The  
Nova Scotia vacancies are those created  
by the death of Messrs. Primrose and  
Dickey. The Quebec senator