

Special Weekly Telegraph

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ST. JOHN, N. B. WEDNESDAY, OCTOBER 21, 1903.

NO. 10.

PARTING HOT SHOT
IN SENATE FOR THE
G. T. PACIFIC BILL.

More Evidence That the Scheme is a Colossal Mistake--
Senator Power Says the Quebec-Moncton Route May Be
Abandoned--Senator Ellis Swallows His Conviction,
and Speaks in Favor of the Measure.

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CANADIANS REFUSE TO
SIGN ALASKA AWARD.

Aylesworth and Jette Leave Meeting
in Disgust.

Report Giving the Americans Everything But Portland Canal
Confirmed--Dr. Bell of the Dominion Geological Survey
Thinks the Decision Means That This Country
Is Not So Badly Off.

London, Oct. 19.—The draft of the decision
returned by the Alaska boundary
commissioners as announced by The Associated
Press, was signed by a majority of
the commissioners this evening.
Messrs. Aylesworth and Jette, the Canadian
commissioners refused to sign.
The decision grants all the American
contentions with the exception of the one
relating to the Portland canal. The signa-
tories were Lord Chief Justice Alverstone
and Senator Lodge, Senator Turner
and Secretary Root, the American
commissioners. They constituted a majority
and ensured finality.

Mr. Aylesworth and Jette carried
their outspoken disapproval of the
decision to the point of refusing to sign
that section of the decision giving the
Portland canal to Canada, and they
explained their attitude by walking out
of the cabinet room in the foreign office
before the signatures of the others had
been affixed to the historical document,
which has already been printed and is
ready for the session to be held tomorrow.

The only thing remaining to be done
at this session is that the majority of the
commissioners should sign the map
which accompanies the decision and which
minutely determines the course of the
boundary in accordance with the American
contentions contained in question No. 5.
An engraved copy of the decision also
will be signed on Thursday.

Mr. Aylesworth and Jette were
only known to a few persons
here tonight, but at the Foreign Office
they were highly respected. There is no
doubt that the Canadian commissioners
will consider their attitude
and sign the engraved copy of the
decision, which will stand as the inter-
national record of the tribunal's findings.

Dr. Bell's Views.
Ottawa, Oct. 19.—(Special)—Dr. Robt.
Bell, director of the geological survey, and
an expert authority on natural conditions
of Yukon territory, says that the
award of the strip to the United States
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TWO BALTIMORE BANKS
FAIL; LIABILITIES TEN
MILLION DOLLARS.

Inability to Market Railway Securities Which They Held
Caused the Collapse—Receivers Have Been Appointed
for Both Concerns, and It is Thought No More
Failures Will Follow.

Baltimore, Md., Oct. 19.—The Maryland
Trust Company and the Union Trust
Company, two of the best known banking
houses of this city, went into receivers
hands today. Except to a few inner circles
the news of the Maryland Trust
Company's failure came like a thunderbolt from a
clear sky. The suspensions caused the
greatest excitement, but fears were
somewhat allayed by the favorable assurance
of banking interests.

The day began with the announcement
of the failure of the Maryland Trust
Company. The cause given was inability to
market Maryland railroad securities which
the bank held in large amount. Added to
this was the failure to negotiate a \$2,
000,000 loan in London.

While business men were anxiously
discussing the suspension of the Maryland
Trust Company, another shock was given the
financial community by the suspension of
the Union Trust Company.

It was agreed among the leaders that
there is nothing alarming in the financial
situation in this city. As one of the most
influential bankers in Baltimore put it:
"Our financial institutions are strong
and have placed themselves in a position
to withstand any assaults upon their
standing."

Or, as another leading banker, perhaps
the most prominent in Baltimore put it:
"It all depends upon how the people of
Baltimore act. If they do not lose their
heads, the trouble will blow over in time
and nobody will be hurt; but if they do
lose their heads, the consequences will
be serious."

Allan McLane, third vice-president
of the Maryland Trust Company, was
appointed to take charge of the affairs of
that company as soon as the suspension
was announced, and Miles White, Jr.,
vice-president of the Union Trust Com-
pany was appointed receiver of that in-
stitution. Mr. McLane gave bond in the
sum of \$2,000,000 and Mr. White gave
bond in the sum of \$1,000,000.

The net statement of the Maryland
Trust Company on June 30, 1903, showed
capital stock of \$2,225,000, surplus \$2,
437,500, and undivided profits of \$677,
898.86. The company has demanded and
time deposits amounting to \$5,778,817.15.
The Union Trust Company at the close
of business on March 31, 1903, had a
capital stock of \$1,000,000, surplus of \$200,
000 and undivided profits of \$150,857.55.
The Union Trust Company has deposits
amounting to nearly \$2,000,000. The
filing of the first applications for receivers
for the embarrassed companies was fol-
lowed by petitions for co-receivers for
both companies.

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G. T. P. BILL JAMMED THROUGH THE SENATE.

Four Votes Would Have Killed the Measure—Count Stood 21 to 14, and 32 Members Paired—Senator Cox Declines to Vote—Third Reading is Usually a Matter of Form, So the Project is Regarded as Saddled Upon the Country.

Ottawa, Oct. 17.—(Special)—In the senate today the G. T. P. bill passed its second reading by a vote of twenty-one to fourteen, thirty-two senators having paired.

Hon. Mr. Tessier resumed the debate on the second reading of the transcontinental railway bill. He briefly re-stated his reasons for supporting the bill, saying it recognized the geography of the country, did justice to the maritime provinces and developed the resources of the back country.

Mr. Dever said he believed the new transcontinental line would open up a vast new country. He hoped that the road would be built to shorten the route for grain to the maritime provinces.

Senator Landry. Hon. Mr. Landry noted that the bill created a commission and sanctioned a contract both of which he set forth in detail. He stated that the bill provided for the construction of a line from St. John to Liverpool.

Mr. Blair and the Cabinet. Hon. Mr. Blair noted the debate on this question would become historical. As a young Canadian he was bound to stand up for one of the great projects of the country.

Senator Ferguson's Amendment Defeated. Hon. Mr. Ferguson felt it his duty to raise his voice in protest of the measure which was so strongly supported.

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Feltch and has been made under his personal supervision since its infancy.

What is CASTORIA? Castoria is a harmless substance, it is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. It is a Food, it is a Laxative, it is a Blood Purifier, it is a Cathartic, it is a Stomach and Bowel, giving healthy and natural sleep.

GENUINE CASTORIA ALWAYS Bears the Signature of Dr. J. C. Feltch. The Kind You Have Always Bought In Use For Over 30 Years.

THE CASTORIA COMPANY, 27 MURRAY STREET, NEW YORK CITY.

Mr. Pidgeon bore the respect and goodwill of the community. He was an excellent citizen. In the business world his sterling qualities were universally appreciated and his intelligence of his death, while not unexpected, will occasion general regret.

John L. Bean. The death occurred on Saturday of John L. Bean, of the firm of Bean, MacDonald & Co., of this city. He was a native of New Brunswick and was about 60 years of age.

Wm. Feltch. The death of William Feltch took place Saturday. He was a native of New Brunswick and was about 60 years of age. He was a prominent citizen and was well known in the community.

Mr. Daniel Gullison. The death occurred on Thanksgiving day of Mrs. Daniel Gullison, of Williamsburg, York county. She was a native of New Brunswick and was about 60 years of age.

Mr. Andrew McIntyre. The death occurred at Victoria Mills, near Fredericton, Friday night, of Mrs. Andrew McIntyre, after a lingering illness of about a year, from consumption.

Mr. Owen W. Smith. Hon. Mr. Smith, Oct. 18.—(Special)—Edith, wife of Owen W. Smith, civil engineer in charge of the sewage works at the residence of her cousin, C. R. Smith, died at home, and was buried in the cemetery at St. John.

services were conducted by Rev. J. W. Brown. He is survived by three sons and three daughters. The sons are Mullin, of Dartmouth (N.S.); John Mullin, of Colorado, and Richard, at home.

Mrs. Wm. Farrow. Richmond, Oct. 16.—At the residence of her son-in-law, Dr. H. H. Gabeler, on Sunday last, the death occurred of Mrs. William Farrow in the 86th year of her age.

Joseph McLearn, Manager of Hants County Poorhouse. Truro, N. S., Oct. 17.—(Special)—Joseph McLearn, manager of the Hants county poorhouse, died at the poorhouse, South Mountain, today, aged seventy-five years.

William Roberts. At Boston, on Tuesday, of pneumonia, the death occurred of William Roberts, eldest son of the late Thomas Roberts, of Buctouche. Deceased was 60 years of age.

Mrs. Lydia Angevine. Sackville, Oct. 16.—The death of Mrs. Lydia Angevine took place at the residence of her son, Capt. John Wellington Angevine, at Sackville, on Saturday.

William Rowley. William Rowley, of Willow Grove, St. John county, dropped dead as he was ploughing Monday. Deceased was fifty years of age, was married twice, and leaves nine children.

Mrs. William Rogers. The death occurred Monday night at the residence of her son, Mr. Wm. Murray Rogers, of St. John, of a disease of about a year, from consumption.

Dudley Perley, Chatham. (Chatham, N. B., Oct. 18.—(Special)—Dudley Perley, one of our oldest and most highly esteemed residents, died this morning at his home at Rock Head.

Mr. Robert McIntyre. Robert McIntyre, whose death took place at his daughter's residence, 68 Portland street, Sunday evening, was 85 years of age.

Wm. D. Hart, St. Andrews. St. Andrews, N. B., Oct. 19.—Wm. D. Hart died suddenly this morning of paralysis, aged 73. He was a native of Fredericton and in early life carried on a large lobster and fish packing business at St. Andrews.

Stephen Mullin. Havelock, Ont.—Stephen Mullin died on Saturday, Oct. 18, at the advanced age of 63 years and 10 months. The funeral was held on Sunday.

CANADA RETAINS ONLY THE PORTLAND CEMENT.

Commissioners Reached a Conclusion That Effect in Alaska Case Saturday, and Public Announcement is to Be Made Today—Goldwin Smith Says That Britain Has Never Sacrificed Canadian Interests—Le Canada Claims That Chamberlain Gave Away Our Case.

London, Oct. 17.—The Alaskan boundary commission has verbally agreed to grant for the Portland Canal, which goes to Canada. The formal agreement is being drawn up and will be ready on Monday.

After luncheon, Senator Lodge, Secretary Root and Senator Turner agreed to start the American boundary lines from the head of the Portland Canal, thus giving the Canadians that channel and some small islands on which there are only a few deserted storehouses.

It was merely the starting point of the controversy as to the disputed territory and it appears that in anything beyond that, Canada is to have no share. The Americans are to get everything in sight.

It may be said that when the tribunal was organized at Washington very little was expected from it as far as Canada was concerned, because they guarded the entrance to Port Simpson harbor, the terminus of the G. T. P. Pacific Railway, and which is destined to become one of the greatest seaports of the Dominion.

London, Oct. 18.—(Special)—The government have received no official information as to the reported decision in the Alaskan boundary case. There is, however, very little doubt that the American Associated Press dispatch, stating that a decision has been reached, is correct.

On Friday evening Sidney Lilly, of the three-year-old son of Charles Lilly, of Elm street, was operated upon at the hospital by Dr. A. F. Enary, for some internal trouble. The little fellow stood the operation well but his case was almost hopeless and he was in such a weakened condition that in spite of all that could be done for him he gradually sank.

London, Oct. 18.—The Cunard line steamer or Eureka, from New York, Oct. 17, which arrived at Liverpool today, reports having been struck by a tidal wave on the day she left New York. Several persons were injured, including Mrs. W. W. Hall, a well-known actress, who had her ankle fractured and her hip dislocated.

COUNTRY CORRESPONDENCE.

FREDERICTON.

Fredericton, N. B., Oct. 16.—(Special)—The case of William Reed vs. Charles McDevine, which has engaged the attention of Judge Wilson and jury at the County Court for several days, was finished this evening. The jury, after being out over two hours, returned a verdict for the defendant. The action was brought to recover \$300 claimed by Reed for damages to his lumber on account of fire alleged to have been caused by McDevine, and it is likely that two other similar cases which were pending will now be dropped. O. S. Crockett, for plaintiff; J. H. Barry, K. C., for defendant.

The death occurred at Onondago yesterday, after a lingering illness, of Mrs. Jane Kimball, widow of Thomas Kimball. She was 82 years of age and is survived by a family of two sons and three daughters. Harry F. Waugh, of Toronto, who made his pile in the Klondike, and has been living at his old home for some time, is expected to leave for Liverpool on route to South Africa where they expect to remain about a year. Mr. Waugh will probably investigate mining conditions in that country with a view of investing.

Fredericton, N. B., Oct. 18.—(Special)—A rain and wind storm of unusual violence set in at 12 o'clock last night and continued until daybreak. Several sheds tumbled about the city were blown down, and so far as land-locked boats were concerned, the sea was very rough. The water has risen about eight inches since Friday.

ANAGANCE.

Anagance, N. B., Oct. 12.—A magnificent harvest has been gathered here and in Cora Hill and the surrounding settlements potatoes are turning out fine and early and what are always a success here. Some of the finest land in New Brunswick lies near this beautiful village, which might be called the "Spokane of the Maritimes." About two miles distant from the station is the Portage on the head waters of the Kennebec, a beautiful country containing some of the finest fishing grounds in the province. Mr. and Mrs. Davidson returned from Hilliers on Saturday night. They were very successful in their fishing. They were followed by Irving White. Mr. and Mrs. F. E. McNeil have been visiting their daughter, Mrs. Johnson, the week. Mr. Dumfries is preparing to build on the lot recently purchased from Mr. Kinzler. The gravel train, which hauled from the Portage pit, has been taken off. Parker McNeil, of Mechanics Settlement, spent Sunday in Anagance. Mr. and Mrs. Johnson went to St. John on Friday evening last and returned Saturday night. Mrs. Dancom McNaughton left on Wednesday last to visit her daughter, Mrs. Geo. Holmes, Shediac, (N.S.).

JERUSALEM.

Jerusalem, Quebec Co., Oct. 16.—The recent rains have improved the supply of water which was very scarce. Mrs. Dick Moore and Mrs. Charles Johnson, of Middleton (N.S.), are spending a few weeks at the home of their parents, Mr. and Mrs. Moses J. Moore. The cheese factory, the bride's present some time since, and the year's output being in advance of last year. The harvest is about all gathered in and has proved a most successful one. Rev. Mr. Perry, P. B. minister, has left for another field and another man is expected to take his place. The deer have been very plentiful this year and in some cases have done much damage to the crops. At the residence of the bride's mother, Mrs. Catherine Moore, of this place, on Wednesday evening, the 14th inst., by the Rev. E. K. Ganong, L. Oscar Ellison, of Boston (formerly of this place), were united in marriage. The bride's presents were numerous, that of the groom being a gold watch and chain, and to the bridesmaid, a gold locket and chain; to the groomsmen, a scarf pin; to flower girl, a gold brooch. The bride was beautifully attired in white and was attended by Miss Sadie Fulton. The groom was supported by Willard Moore, brother of the bride. The bride was given away by her uncle, J. S. Moore. Miss Winnie Short was flower girl.

HOPEWELL HILL.

Hopewell Hill, Oct. 16.—The ladies of the Methodist church held a chicken pie in the I. O. O. F. hall last evening. The proceeds, \$12, go towards repairing the church. Miss Josie McEwen, who has been visiting relatives in Moncton and Richibucto, has returned home. Charles Govey, formerly of this place, who has been living in the States, is visiting relatives in this section. Solomon Prosser, of Caladonia, and Prof. Steves, of Albert Mines, who went west with the harvesters, have returned home. Mrs. Lizzie Brewster, of St. John, is at Hopewell Cape to spend a few days with her daughter, Mrs. Joseph Dickson. There was a social in the Methodist parlour at Albert Wednesday evening, to raise funds to buy furniture for the parsonage. About \$15 was realized. Mrs. Vinton C. Robinson, of Chemical road, left today for St. John, where she will enter the hospital for treatment.

SUSSEX.

Sussex, N. B., October 17.—Charles J. Ryan, of Keegan, received a telegram from New York Friday stating that the son, John, who had been in the United States for eight years, is dead from typhoid fever. The deceased was twenty-six years of age, and unmarried. The body will arrive here tonight, and the funeral will take place Sunday. He will be buried in the Wanda's Creek cemetery. P. G. Larwood, who was somewhat prostrated the day after his severe loss by fire, is again in his usual good health. Edgar Fairweather, of St. John, was in Sussex Friday adjusting the loss on the Larwood fire. It is estimated that the amount paid was \$2,200. P. E. Gunney, a young Englishman, now

living here, is being congratulated on having been left a snug fortune by deceased relatives in the old country. F. C. Alward, of Havelock, was here this morning on his way to Golden Grove to address a meeting of the farmers' institute. Sussex, N. B., Oct. 18.—(Special)—Gibson McLeod, of Penobscot, met with a serious loss this morning, when his fine, large barn collapsed near the centre, killing ten or twelve of his best cows and seriously injuring more. There were twenty-seven head of cattle in the barn at the time. The heavy gale this morning is thought to have spread the beams, causing the scaffold overhead to collapse. The scaffold was heavily laden with hay and oats. The grain had to be thrown out in the wet to release the cattle. This barn is practically a wreck. Mr. McLeod's loss is estimated near \$1,000. Naval Cages, of Penobscot, brother of Mrs. A. B. Pugsley, of this place is seriously sick at his home with typhoid fever.

ST. MARTINS.

St. Martins, N. B., Oct. 17.—T. G. Raynor, of Rose Hill (Ont.), on Tuesday evening, 13th inst., addressed in Union hall, Fairview, a very large meeting of farmers, and on Wednesday evening spoke to a number of farmers and others in Temperance hall, St. Martins. Michael Kelly also addressed both meetings. Such meetings must be productive of permanent good. Thanksgiving day was generally observed by the merchants and others here. In the evening a service was held in the vestry of the Baptist church. Suitable addresses were delivered by Rev. C. W. Townsend, J. S. Fairs and Michael Kelly. At the meetings of the service a collection was taken, the proceeds of which will be sent to Rev. Mr. Irvine, formerly of this province, but now residing in Ontario. The farmers here are well along with their harvesting. Hay, potatoes, buckwheat, oats and roots have all been an excellent crop.

ALBERT.

Albert, a county, Oct. 18.—It is expected that the three-managed school, being built at Harvey Park, will be launched on the 20th inst. The council's election for the different parishes in the county will be held Tuesday, 27th inst., nominations being on Monday, the 19th. The principal issue will be the removal of the county seat from the present buildings on Howell Cape to Albert, this place being considered by many as the most suitable and convenient location as regards the county for the public buildings. The Hon. J. H. McNeill, who on the 10th ult., was married to Doctor McNaughton, has been present at the Methodist church and choir with a beautiful silver scallop dish and cut glass bon bon dish. Mrs. McNeill is a native of this county. The Hon. J. H. McNeill is a native of this county. The Hon. J. H. McNeill is a native of this county. The Hon. J. H. McNeill is a native of this county.

RIVERSIDE.

Riverside, Albert county, Oct. 18.—Mrs. A. B. Warren, and son, Warren, are in Anagance, visiting friends. Mr. Joseph, engineer on the S. & H. railroad, accompanied by Mrs. Joseph and children, spent the vacation. Mr. Warren will fill his position until he returns. Mr. Joseph, engineer on the S. & H. railroad, accompanied by Mrs. Joseph and children, spent the vacation. Mr. Warren will fill his position until he returns. Mr. Joseph, engineer on the S. & H. railroad, accompanied by Mrs. Joseph and children, spent the vacation. Mr. Warren will fill his position until he returns.

SNIDER MOUNTAIN.

Snider Mountain, Oct. 19.—Stephen Keirland is dangerously ill at his home here. Doctor Keirland is attending to him. Among the visitors who spent Thanksgiving here were Miss Lottie Gray, Highland; Miss Sadie Brown, New Brunswick; Aris Ganoose, North; Leon Carmichael, Peasonville. Mrs. Keirland is a very pleasant visit among friends in St. John. Howard Brown is able to be around again after a few days' illness. Mr. Joseph, engineer on the S. & H. railroad, accompanied by Mrs. Joseph and children, spent the vacation. Mr. Warren will fill his position until he returns.

TRURO.

Truro, Oct. 17 1903.—Rev. H. F. Waring, a former pastor of Immanuel Baptist church will occupy his old pulpit in that church on Sabbath, both morning and evening. During his stay in town he is to deliver his lecture on the Bible, which has occasioned so much discussion. Capt. Otteron, of Belmont, Col. county, is about ready to sail again in his barquentine, Argentina, which has been on a voyage to Buenos Ayres. The people of the town are kindly throwing their homes open for the entertainment of the delegates, who will attend the Sunday school convention, to be held the last days of this month. Already over three hundred have been provided for. The regular sessions are to be held in Pleasant Street Methodist church, and a united choir is to furnish music throughout the convention. Robert S. McDonald, who died recently at Scotch Town, Queens county (N. B.), was an only brother of Mrs. H. K. Turner, of this town. Miss Lulu Morrison, who has been visiting in Mass town, has returned to her home in Rhode Island. Two cars of mining men passed through here from Halifax yesterday morning, one bound for Sydney and the other for Londonderry. The miners were from England and came to Halifax by a late steamer. Mr. and Mrs. John Suckling, Dominion street, celebrated their silver wedding on Wednesday, October 14. Several friends gathered to extend good wishes, and some valuable presents were received. The teachers and officers of the Pleasant Street Methodist Sunday school, of which Mr. Suckling has been the Superintendent for some years, gave a dozen silver spoons.

PERSONALITY.

How Prominent Men Develop This Power and Use it to Influence Others—Women, Too, Adepts in This Mysterious Art. A Reporter Makes Astounding Discoveries—Secret Methods Which Charm and Fascinate the Human Mind. High Priests of the Occult Reveal Jealously Guarded Secrets of Years—A Wonderful New Book by Prominent New York Men.

A wonderful new book, entitled, "The Secret of Power," has been issued, at the expense of over \$200, by one of the leading writers of the present day. This book is a revelation of the most secret and mysterious powers of the human mind, and is a masterpiece of scientific and practical psychology. It is a book that will revolutionize the way in which we think and act, and will give us the power to influence others in a way that is almost magical. The author, who is one of the most prominent men of the day, reveals the secrets of the occult, and shows us how we can use these powers to our advantage. This book is a must for everyone who is interested in the human mind, and in the power of suggestion.

CATTLE HANGED IN THEIR STANCHIONS WHEN BARN COLLAPSED

Penobscot, Oct. 19.—(Special)—Nearly fifty men worked for hours here yesterday trying to save the cattle and grain of Gibson McLeod, a brother of Judge Nelson. The occasion was a peculiar one, probably without parallel in Kings county. The cattle, a herd of Ayrshires and grade cows, were stanchioned on the ground floor of a large barn. Beneath them was a manure pit. Overhead was a scaffold or mezzanine floor, supported about forty tons of hay and oats. The wind blew a gale Saturday night and the force may have weakened the barn through the roof and main frame of the stanchions. Charles McLeod was about to enter the barns yesterday morning when the timbers supporting the grain suddenly gave way and the tremendous weight fell upon the cattle, burying them, and breaking through the floor on which they stood. Some of the cows were hanged in their stanchions when the floor gave way and so were soon strangled. Others were smothered by the hay and grain. Rescuers were summoned and worked with intense vigor to get at the cattle but many were dead when the covering was removed and others died after they were taken out. Five cows and a large cross Ayrshire bull were taken out alive. After great exertion on the part of the men who hastened to Mr. McLeod's farm as soon as they heard of his trouble, they were taken out. Five cows and a large cross Ayrshire bull were taken out alive. After great exertion on the part of the men who hastened to Mr. McLeod's farm as soon as they heard of his trouble, they were taken out. Five cows and a large cross Ayrshire bull were taken out alive.

PECULIAR AND SERIOUS ACCIDENT AT PENOBSCOT—RESCUERS WORKED ALL SUNDAY.

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SCAFFOLD GAVE WAY AND MANY TONS OF GRAIN FELL ON AYRSHIRES IN STABLE BENEATH, CRUSHING THEM THROUGH FLOOR INTO PIT BELOW.

Penobscot, Oct. 19.—(Special)—Nearly fifty men worked for hours here yesterday trying to save the cattle and grain of Gibson McLeod, a brother of Judge Nelson. The occasion was a peculiar one, probably without parallel in Kings county. The cattle, a herd of Ayrshires and grade cows, were stanchioned on the ground floor of a large barn. Beneath them was a manure pit. Overhead was a scaffold or mezzanine floor, supported about forty tons of hay and oats. The wind blew a gale Saturday night and the force may have weakened the barn through the roof and main frame of the stanchions. Charles McLeod was about to enter the barns yesterday morning when the timbers supporting the grain suddenly gave way and the tremendous weight fell upon the cattle, burying them, and breaking through the floor on which they stood. Some of the cows were hanged in their stanchions when the floor gave way and so were soon strangled. Others were smothered by the hay and grain. Rescuers were summoned and worked with intense vigor to get at the cattle but many were dead when the covering was removed and others died after they were taken out. Five cows and a large cross Ayrshire bull were taken out alive. After great exertion on the part of the men who hastened to Mr. McLeod's farm as soon as they heard of his trouble, they were taken out. Five cows and a large cross Ayrshire bull were taken out alive.

WHERE THIS LINE WAS GOING. HE QUOTED A GENTLEMAN, T. R. DAWSON, WHO HAD BEEN THROUGH THE DISTRICT, AND SPOKE HIGHLY OF THE COUNTRY AND BELIEVED THAT IN A VERY SHORT TIME THE ROAD FROM THE SEASIDE OF THE DISTRICT WOULD BE SELF-SUPPORTING.

where this line was going. He quoted a gentleman, T. R. Dawson, who had been through the district, and spoke highly of the country and believed that in a very short time the road from the seaside of the district would be self-supporting. Dawson, chairman of the Maritime Railway, in a letter to Mr. Moore, assistant general manager of the Grand Trunk, wrote encouraging accounts of the district through which the line would pass. In his opinion there was no barren country along the line which there was a freedom from frosts and storms not enjoyed more to the south. That was the opinion of a man who had made frequent trips to the district, and who was a member of the government geological survey party. He believed the road would be self-supporting. Dawson, chairman of the Maritime Railway, in a letter to Mr. Moore, assistant general manager of the Grand Trunk, wrote encouraging accounts of the district through which the line would pass. In his opinion there was no barren country along the line which there was a freedom from frosts and storms not enjoyed more to the south. That was the opinion of a man who had made frequent trips to the district, and who was a member of the government geological survey party. He believed the road would be self-supporting.

PARING HOT SHOT IN THE SENATE FORG. T. PACIFIC BILL.

Parading hot shot in the Senate for the Pacific Bill. The bill, which provides for the construction of a railway from Quebec to Winnipeg, has been the subject of a heated debate in the Senate. The bill is opposed by those who believe that the government is spending too much money on a project that will not pay for itself. They argue that the money would be better spent on other projects that would provide more immediate relief to the people. The bill is supported by those who believe that the railway will provide a much-needed link between the east and west, and will stimulate the economy. The debate is expected to continue for some time.

WESTERN PEOPLE WHO FAVOR THE SCHEME.

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HUNTER'S TERRIBLE BLUNDER.

Hunter's terrible blunder. Samuel Carr, a Canadian guide, has his hip shattered by a bullet intended for a moose. The incident occurred while Carr was hunting a moose in the Adirondacks. Carr was following the moose when he was suddenly ambushed by a hunter who fired a shot at him. The bullet struck Carr's hip, and he was forced to retreat. Carr is now recovering from his injuries in a hospital.

TO REWARD COLONIAL WOMEN.

To reward colonial women. Governor of Newfoundland Approves of Establishing a Decoration. Ottawa, Oct. 13.—Sir Cleveland Boyle, governor of Newfoundland, has written to the Hon. J. H. McNeill, Minister of the Interior, suggesting that a decoration be established to reward colonial women. The decoration would be given to women who have rendered exceptional service to the colony. The governor believes that such a decoration would be a fitting recognition of the contributions of colonial women to the development of the colony.

CONGESTED POINTS.

Congested points. He spoke of the congestion of the line at Winnipeg, Calgary and other places caused by the west-bound freight. Sir Wm. Van Horne also said he would be glad to see the Grand Trunk in the west. A member of the commonwealth expressed his opposition to the bill. Well things were done for party purposes some time. Mr. Boyd speaking on the transportation question last year had argued that four lines of railway were needed to carry the traffic to the Lakes from Winnipeg, and that the country would hold the government responsible whatever the result.

SENATOR ELLIS SUPPORTS THE BILL.

Senator Ellis supports the bill. Senator Ellis supported the railway bill, and Senator Beique made a two-hour speech in its defence tonight. The bill will be put through tomorrow's sitting. Remember, Algernon, that your best gift can buy better ready-made poems than you could write in a thousand years.

SPEAKER POWER TAKES THE FLOOR.

Speaker Power takes the floor. Hon. Mr. Speaker Power thought it ships were looking for cargoes last year. The government would own the road, they would make a profit on it, and there would be no long rolling, or politics mixed up with the building. From a west end standpoint the road was wanted and the government would be criminal or derelict on their duty if they do not build it.

Pianos and Organs

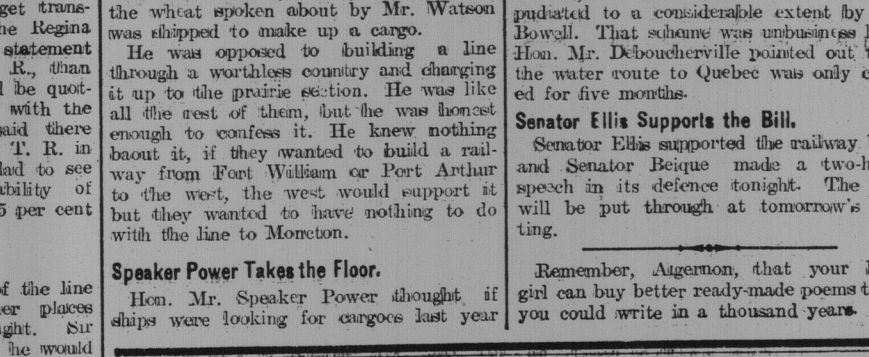
WHOLESALE AND RETAIL. SAVE FROM \$50 TO \$200. These instruments go direct from our works to your home. We do not employ any agents or traveling salesmen. When you buy one of our Pianos or Organs you pay the actual cost of construction, and our small wholesale profit. This is small because we sell hundreds of Pianos and Organs yearly. Most retail stores sell from 12 to 20 Pianos annually, the same with Organs, and they make more than \$50 to \$200 profit on each. You can calculate this yourself. The lithographs in our catalog give an accurate description of each instrument, thus it is easy for prospective customer to purchase by correspondence. We sell on consignment and take your old instrument in exchange. Instrument shipped on approval to any point in Canada, on trial for 10 days, and if not satisfactory, can be returned at our expense. The instrumental arrangement, operated by third pedal, on our Piano imitates perfectly the tone of the mandolin, guitar, harp, zither and banjo. Write us for further particulars. Our correspondence department answers any questions that may be asked, and gives all information promptly. NEW PIANOS, containing third pedals and every modern improvement, guaranteed to last a lifetime, \$195. NEW CABINET ORGANS, with mirror, \$55. SECOND-HAND PIANOS AND ORGANS, in perfect order, from \$25 upwards. All instruments boxed, shipped, and delivered on board cars free of charge, and freight partial or wholly prepaid. Out this advertisement out and keep it for future reference. LAYTON BROS., 144 PEELE STREET, MONTREAL, N. B.—Mention this paper when writing.

TO CURE A GOLD IN ONE DAY

To cure a gold in one day. Take Laxative Bromo Quinine Tablets. Cures Grip in Two Days. On every box, 25c. Seven Million Boxes sold in past 12 months. This signature, E. W. Johnson.

IMPROVED ELECTRIC BELT

Improved Electric Belt. ONLY \$3.00. The finest Electric Belt in the world is what I offer you. My Improved Belt is superior to any other belt for relief in corseting, varicose veins, a stronger current of electricity than is possible with any "vinegar belt." It is guaranteed for three years, and does for sick persons. It cures Rheumatism, Back Pain, Nervousness, Dyspepsia, Losses, Debility and Varicose Veins. I am practically giving this Improved Belt away from you, at the price it has been paid for, because it is so good. Your price is from \$1.00 and there is nothing at all to pay to you are cured. We send absolutely free to every person a beautiful Illustrated Medical Book and the Electric Belt on trial. We offer our article at a lower price than any other, and all writing us receive immediate and skillful treatment. In every case we undertake to send a legal guarantee to cure you or refund money. What we offer you is this: Our Medical Treatise, together with our best Belt on fair trial. Remember our Belt is positively guaranteed to be the strongest made and it will cure you. Write today. Don't miss nothing to try it. Address DR. A. M. MACDONALD ELECTRIC CO., 2362 St. Catherine St., Montreal, Que.



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THE SEMI-WEEKLY TELEGRAPH. Published every Wednesday and Saturday...

ADVERTISING RATES. Ordinary commercial advertisements taking the run of the paper, each insertion \$1.00...

IMPORTANT NOTICE. All remittances should be sent by post or order or registered letter and addressed to The Telegraph Publishing Company...

AUTHORIZED AGENTS. The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph...

Wm. Somerville, W. A. Ferris.

Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 21, 1903.

PERSONALITIES VS. PRINCIPLES.

It has always been the case that when a controversy or a divergence of opinion arises between two parties, the one that feels the ground giving way under its feet usually resorts to "vinegar"...

Beginning with a highly political simile of a flaming factory, it initiates a pro-grammatic comparison with the face in a score of the newspaper...

A public discussion of the proposed changes was imperatively necessary, and had it been held here to better advantage by the same railroad...

If these Allan Line ships can be loaded at Halifax by the I. C. R., they could have been loaded here to better advantage by the same railroad...

It is sufficient to say that the high standard set by such men as Elder will always be maintained by this newspaper.

The Telegraph has never in the past, and will never in the future, betray the true interests of the people of St. John...

It is policy has always been St. John and New Brunswick first, and will always remain so, and The Telegraph will continue to exercise its privilege of criticizing any and all schemes that are inimical to the best interests of this port...

In order to do this it has not found it necessary to resort to personalities, or to make direct reference to those men who might be so tactless as those included in the Gazette.

The Telegraph will always support all that is best for St. John and New Brunswick. Nothing the influence of corporations, the hope for government patronage, nor the exigencies of monetary matters will influence this paper to abate its efforts on behalf of the men who pay the taxes and provide the money for the development of this great country.

There is no financial necessity that compels The Telegraph to sell its privilege of free speech.

THE WESTON INQUEST.

Some valuable recommendations are made by the jurors in the David Weston case whose verdict was returned Monday...

Inasmuch as an effort has been made already to fix the blame in this matter by political bias, it may be well to review the question fairly—a question which we are convinced would never have arisen had Hon. A. G. Blair been in the cabinet when this bill was first set rolling.

In the first place, then, there is, as Hon. Mr. Fielding pointed out yesterday, this to be said—that when the government so-called the Allan case years ago that their subsidy would not be continued if they continued to load freight at Port-Halifax, and so save the trip around to this port...

At the slightest excuse, then, the Allan were prepared to reduce the number of steamer sent to St. John, always provided discipline be observed and that the crew of such vessels be not permitted to absent themselves in a body from the main deck...

As to the first recommendation, it must be clear that hay is not a proper cargo for a passenger steamer if it is exposed as it was on the Weston. No doubt, too, there should always be some members of the crew on the cargo deck.

The jury's idea as to a non-smoking regulation will be most difficult to enforce, since it is customary on all passenger ships to permit smoking in the open air and tourists will not take kindly to a regulation which does not exist elsewhere and by which smokers would be confined

to a room set apart for them and of necessity a small one. This rule usually is that a certain portion of the deck, usually forward, is free to smokers at any time, and unless the cargo is of a highly inflammable nature and is unduly exposed, there is no risk that proper vigilance on the part of the officers and crew will not render insignificant. It is unwise to have any regulations which are not likely to be enforced to the letter, and during the summer it is extremely probable that it would be impracticable to deny all the deck to smokers.

The better plan is to prohibit the carrying on the open deck at least of such cargo as hay, and increase the discipline of the crew. On every vessel, which at any time carries a considerable number of passengers fire drill and the lowering of boats should be practiced at regular intervals.

ST. JOHN LOSES.

The discussion of the Allan Line business in the House yesterday makes it clear that St. John, through the cunning of the Allan Line and the unwitting assistance of certain of its own citizens, has lost a portion of its business to Halifax, where two steamers will now be loaded with freight carried over the Intercolonial. This might have been prevented. If, when Mr. Allan first broached the subject here on the occasion of his recent visit, the men asked to consent to the change had insisted that the matter be discussed publicly at a meeting of the Board of Trade or the City Council, and had immediately communicated with their representatives at Ottawa, it is likely that St. John would not be holding an ineffectual argument in regard to this matter today.

A public discussion of the proposed changes was imperatively necessary, and had it been held here to better advantage by the same railroad, and the freight would then have been following its natural channel, the shortest one. It goes without saying that had they understood the matter in all its bearings, not one of the St. John business men who signed the Allan petition would have signed the signature to that document, for all of them are public spirited citizens and their interests are the interests of this port.

For all that, the fact remains that St. John has been victimized and that it cannot be expected to regard with anything approaching complacency the process by which it receives the setback.

It is safe to say that more steamers will be loaded here this year than were loaded here last year. We would expect that would be the case. That, however, is aside from the question. The point is that other vessels which should be loaded here, and which would have been but for the address of their owners, will go elsewhere, and without good reason. It matters not whether those ships take cargo at Halifax or in another Canadian harbor. St. John was the natural place for the load and St. John will object strongly to the change and to the evil advertisement thus afforded the Winter Port.

Inasmuch as an effort has been made already to fix the blame in this matter by political bias, it may be well to review the question fairly—a question which we are convinced would never have arisen had Hon. A. G. Blair been in the cabinet when this bill was first set rolling.

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The jury's idea as to a non-smoking regulation will be most difficult to enforce, since it is customary on all passenger ships to permit smoking in the open air and tourists will not take kindly to a regulation which does not exist elsewhere and by which smokers would be confined

to present to the Minister of Trade and Commerce a document signed by a score of leading business men consenting to the change. That these men had been deceived did not appear. There were their signatures. It was a fair assumption that they were satisfied. They were representative men. Thus, on the face of it, the Allan had contrived to make it appear that the cargo clause in their contract properly became operative, and their point was carried.

St. John asserting, as Hon. Mr. Fielding puts it, the government "saw no reason why they could not meet the request of the Allan company that they be allowed to send to St. John only as many steamers as they could manage to have cargo for."

Mr. Fielding points out that the remainder of the traffic that would be carried by the Allan Line will come to St. John as usual, and will be carried by the C. P. R. steamers instead of by the Allan.

The whole matter apparently was settled before the City Council sent its protest to Ottawa, and settled on the false assumption that St. John made no objection. St. John made no objection at first because St. John knew nothing about the matter, and the men who signed the petition did so under a misapprehension, yet, as is stated, though their action was accepted at Ottawa as meaning that cargo could not be had here for all the ships, in which case there would be no use in sending all of them to St. John.

The lack of a representative in the cabinet, the C. P. R.'s course in asserting that it could not supply all the Allan boats, the secretly circulated petition, the action of the City Council in ignoring St. John's representatives at Ottawa—all these things contributed to the condition which exists. But chiefly we must regret that the nature of the Allan Line petition was not instantly disclosed and publicly discussed as soon as it reached St. John. Had that been done, and had St. John's case been properly presented at Ottawa, it is not at all likely that any of the steamers originally looked to come here for cargo would have been permitted to seek at another port the freight which this port could have supplied.

The council of the Board of Trade, yesterday, appointed a committee to seek information from the government. All the necessary information is made public this morning. Perhaps a similar committee might secure from those who signed the petition the assurance that they did so under a misapprehension of the facts, and so prove to the government that the action taken might well be reconsidered. This is a matter of business, rather than of politics.

WHAT CANADA LOSES. Accepting as correct the report that the Alaska Boundary Tribunal has decided against Canada on every point in dispute except that affecting Portland Channel, the verdict is still no worse than has been expected for some weeks. From the moment the American commissioners were named it was recognized that no decision generally favorable to our claims could be reached.

For all that it is unwise to cry out, as Le Canada and other violent newspapers are already doing, that Lord Alverstone was a mere tool of Mr. Chamberlain in this matter and the settled intention existed to betray Canada for the purpose of currying favor or avoiding complications with the United States. Le Canada's argument is dictated by anti-Imperialist passion and is devoid of logic, since many a man will not believe that Lord Alverstone was a tool or that the British government had any desire that a judgment not in accord with the facts be recorded.

The most that can be said on that head is that in Great Britain the importance of our contentions may not have been commensurate. That our own commissioners acquitted themselves with distinction and fought for their country to the full extent of their very great ability few Canadians will dispute, and some months hence, no doubt, the general feeling will be that Lord Alverstone decided conscientiously as a judge upon the facts and arguments submitted.

There can be no question that the verdict if it be as outlined, will create a feeling of bitterness and disappointment in this country, but only a few extremists will contend that Canada's rights have been sacrificed deliberately as a peace offering to our powerful neighbors. As Dr. Goldwin Smith puts it, Canada at least gets more by the tribunal's decision than she could have retained had she played her hand alone. He, at least, does not hesitate to affirm that Great Britain was determined to do what could be done for us in the circumstances. The matter was one of great difficulty because of the nature of the evidence, involving as it did the interpretation of the intentions of treaty makers long dead, and who could not in their time foresee the intricate and important questions which might hang upon their phrases in the years to come.

In advance of the full text of the decision, at least, it appears very good for Canada. It deprecates the shout that Canada has been betrayed and that Britain has sold us out for a song. That cry, we believe, will not be justified when the matter comes to be calmly discussed in the light of the facts hereafter. Yet all must keenly regret the verdict. If the forecast be correct, since it will raise a feeling of uneasiness in the country and arm with fresh ammunition certain troubled spirits in this Dominion who are forever seek-

ing some pretext for anti-British oratory. Turning for a moment from the sentimental to the practical results of the decision as reported, it is found that by the ruling Canada retains Wales and Pearce islands which are of great importance since they guard the harbor of Port Simpson, destined, as the Western terminus of the Grand Trunk Pacific, to become one of the most important of our national seaports. It had been hoped that Canada would have gained free access to the sea by the Lynn Canal. Losing this as apparently she does, our national route to the mining districts of the Yukon will still lie through foreign territory. Had the Canadian contention in regard to the Lynn Canal carried, a route by water from Vancouver to Skaguay and thence across country to Dawson would have been open to us within our own territory, but now, it appears, to avoid the American boundary it will be necessary—in Hon. Mr. Sifton's opinion at least—to build an expensive railway, through very difficult country, from the southern shore of Portland Channel through to the most valuable of our mining territory in the North.

The decision appears to set a thin American strip of territory between a very considerable portion of British Columbia and the Yukon and the sea to which Canadians had hoped for free access and by which they believed free access was guaranteed them under the treaty with Russia. The extent of our loss through the tribunal's decision will, of course, be affected materially one way or the other, as prospecting and exploration in the Yukon give promise of great additional riches or prove that the first finds in that territory made the prospects seem more promising than the facts warrant. As to the assertion that the most northern harbors involved were indispensable for strategic purposes, that is a matter about which comparatively few Canadians will worry.

THE SENATE SWALLOWS IT. By a small party majority the G. T. Pacific bill passed its second reading in the Senate on Saturday, which means that the Senate Upper Chamber will swallow the bargain with the Grand Trunk Pacific, though it was clear that only a little independence was needed, to remove from the bill those features which Hon. Mr. Blair and the country generally, found, and find, so objectionable.

While the Senate has failed to display the public spirit and business judgment which the people had a right to expect from it, opposition to the bill has been far from useless. It has become evident, during the last few days that certain Senators who were opposed to the bill, and who were troubled by the party demand that they vote for the measure in its entirety, were pleased by Hon. Mr. Spott's speech and promises made along the lines he adopted. The promises no doubt went much further than policy permitted the Government leader in the Senate to go, and no doubt some Liberal Senators who voted for the bill have been assured that, when surveys have been made, the route will be altered very materially, and perhaps that the bill will be modified in other particulars. One New Brunswick Senator, we know, has informed his friends that the centre-of-New-Brunswick route will be abandoned in favor of the St. John Valley.

As a matter of fact, it is not at all certain that the Quebec-Moncton line will be built, for the engineers are likely to find the country impracticable for the purpose of a high class railroad, but it is strange that the Senate did not rise to the level of its great opportunity and boldly excise the entire Eastern section, for which, after proper surveys had been made, a much more business-like plan could have been substituted, and one which would have removed for all time the chance which the G. T. P. will have to divert Canadian freight at will to international ports. The duplication of the same route was not approved by Liberal Senators from this section, perhaps because they believed the expenditure for further railroad construction in New Brunswick would somehow justify the useless expenditure of \$15,000,000, and perhaps because they lacked the independence requisite to take the grip with the government in this matter.

THOSE BERTHS. The Globe sticks to its story that even had St. John not lost two of the Allan Line ships, no berth could have been found for them here. The fact is that if the business of dividing the four city berths and the three owned by the C. P. R. and the I. C. R., is properly handled—if these seven berths are worked to their utmost capacity—at least 140 steamers could be loaded here during six months, and only about 110 sailings are contemplated.

It is true that the sailings this year will be more numerous than they were last year, and while the increase, small though it be, is welcome, that is not the point. St. John could not properly be deprived of the two Allan Lines on the plea that either freight or berth would be lacking, because the C. P. R. was bound to supply freight and the seven berths were surely sufficient, if properly allocated, for the loading of one ship a week apiece. If every line is to be allowed a warehouse, even if it load but one ship a fortnight, there might not be berth enough, but such generosity is not business.

As for the C. P. R., it was not long ago that Mr. Osborne prepared a plan which would increase the number of berths

Men's Clothing.

There is a difference in Clothes as in men.

The most money doesn't always buy the best. There are no better clothes made than those we are showing, but there are higher prices.

Best means: Most satisfactory in the long run.

A hot iron and a ton weight can press out a poorly made suit so that it looks very fine in a window. But only good, careful, skillful tailoring and all-wool cloth can make a suit hold its shape and look well for months and months.

Time to be thinking about the purchase of your Fall and Winter Clothes.

- Men's Suits, - \$5 00 to \$20 00
Men's Overcoats, - 3 00 to 20 00

How About the Boy?

Is He Warmly Dressed?

A Boy's physical development depends a good deal on the kind of Clothing he wears. It should be of all-wool, to ward off rheumatism; properly cut and fitted, to give his limbs free play and make him grow up straight; of a thickness suited to the temperature, to keep away colds.

Our Fall Clothing is all in and the variety of styles give you ample opportunity for the exercise of taste in choosing what is most suitable.

- Boys' Suits, - 75c to \$12 00
Boys' Rezfers, - \$1 50 to 6 00
Boys' Overcoats, - 3 75 to 8 50

Buying by Mail.

Do you know you can buy just as satisfactory by mail as though you attended our store in person. We have a well equipped mail order department, and our store is just as near to you as your nearest post office. Just send for our Sample Book and you will get it by return mail.

GREATER OAK HALL, KING STREET, ST. JOHN. SCOVIL BROS. & CO. COOR. GERMAIN.

on the West Side to thirty. It was an elaborate plan, and it would be unfair to Mr. Osborne to assume that he expected all these berths would be required at once. But no doubt he believed many of them would be essential in the near future, and the inference was that the C. P. R. would carry to St. John the freight to load the large number of steamers to which his plan if perfected would give accommodation. How is it, then, that the C. P. R. today is on record as unable to provide freight for the five or six Allan ships which will load at Halifax this winter, instead of at this port, through the peculiar management exercised by the C. P. R. and the Allan Line, some citizens of St. John and the Dominion Government? Does anybody believe that the C. P. R. is really unable to load five more steamers between this date and Spring? If anybody does believe it he must also believe that the vast territory from which the C. P. R. draws its traffic has become singularly unproductive since the date of the present treaty.

In certain quarters at this moment there is a disposition in the Allan Line to make the most of this port, and to have the winter season opened by the C. P. R. and the Dominion Government? Does anybody believe that the C. P. R. is really unable to load five more steamers between this date and Spring? If anybody does believe it he must also believe that the vast territory from which the C. P. R. draws its traffic has become singularly unproductive since the date of the present treaty.

When he replied to Mr. Fowler, Mr. Fielding was answering for Sir Richard Cartwright, Minister of Trade and Commerce, who was absent through illness. Mr. Fielding did not plot harm to St. John in this affair any more than did the citizens who unwittingly assisted the Allan line, yet no doubt, when certain rumors are spread, as Hon. Mr. Blair might have done had St. John had the been in the cabinet and had the same opportunity offered.

BRITAIN, JAPAN AND RUSSIA. The latest news from the Far East is very ominous. London advices are that the sword is half way out of the scabbard. Will Great Britain be drawn into the struggle if Japan and Russia go to war? Evidently not if Russia chooses to fight alone, as it is expected she would. While England and Japan are allies under treaty, that treaty does not necessarily mean that one must fight whenever the other does. Article II of the treaty is as follows:—

If either Great Britain or Japan, in the defence of their respective interests, as above described, should become involved in war with another power, the other high contracting party will maintain a strict neutrality and use its efforts to prevent other powers from joining in hostilities against its ally.

Article III provides for the other contingency:— If, in the above event, any other power or powers should join in hostilities against that ally, the other high contracting party will come to its assistance and will conduct the war in common and make peace in mutual agreement with it.

Unless Russia is joined by another Power against Japan, then, Britain's role will be that of onlooker except as concerns her diplomatic corps. Apparently if war comes it will be a duel without interference.

Japan, seeking an outlet for her overflowing population, looks to her territory of Korea, which is her only hope. But for many reasons the Russians could not well consent to Japanese occupation of the

peninsula. It flanks Port Arthur, Russia's great stronghold, and an enemy holding Korea could "turn" Port Arthur and so isolate it. There are fine harbors on the eastern coast of Korea which Russia covets because they are open year round. On the other hand, if Russia had Korea, Japan's hopes of expansion, her greatest need today, would be extinguished. She hoped to control the Korean peninsula after she whipped China, but she was balked. That Japan will fight rather than see the Bear move upon her prize, there is no question. The question is, Will Russia wait, or does she regard the present as a favorable time for a job which she believes will be necessary sooner or later?

Russia has eight soldiers for every one Japan has, exclusive of reserves, but while the Russian fleet is stronger numerically, many experts believe the Japanese ships and men are more efficient. Russia's navy has seen no fighting. The Japs have the battle of the Yalu to their credit, and it is an achievement that counts for much.

The outlook in case war comes in the immediate future is thus fairly summed up by an American naval expert:— "Japan's only chance of whipping Russia is in securing an early victory on the water. The control of the Japan Sea will solve the question of supremacy, and it is vital to Japan that she be the victor there. A defeat for her on the sea would give to the Bear absolute control in Manchuria, and enable him to send a fleet of army transports to the coast of Japan to harass the little brown people on their own grounds. On land the Japs are no match for the armed hordes of Russia."

If the war opened with a decisive victory for Japan at sea, the Japs' chances would be good. Otherwise Russia's supremacy would be only a matter of time.

NO'E AND COMMENT. If London's news is authentic, Japan appears to have decided to tackle Admiral Zaid.

Now Canadians will be very sorry the Alaska boundary dispute was not referred to The Hague.

Halifax fully realizes the value of a Minister at Ottawa. So does St. John, all the more keenly because New Brunswick has none at this time.

Some Maritime Province Senators may be asked to vote for the G. T. P. on the understanding that the centre-of-New-Brunswick route will be abandoned. It is better to take no decision in these matters. There is no such pressing necessity to duplicate the I. C. R. that proper surveys cannot be made and the results made public.

In Senator King's opinion the debate in the Senate on the G. T. Pacific will be concluded today or Monday.

As far as can be ascertained, about everybody concerned in the Allan Line matter contrived to give St. John the worst of it.

The Duke of Devonshire will lead the free food forces. He assumes that in doing so he is fighting Mr. Chamberlain and not Mr. Balfour.

Senator Cox is extremely active in the Senate debate. The country is likely to take Mr. Blair's word for it that he owes the Senator no apology for that famous phrase.

A Montreal humorist ventures the assertion that, with Sir Charles Tupper and Hon. George E. Foster on his staff, Mr. Chamberlain appears to have oversteered his hoodoo department.

It may now be in order to inquire who is going to succeed Hon. Mr. Blair as Minister of Railways. This province cannot long afford to be without representation in the cabinet. It's too costly.

If it cost \$25,000 a mile to build a railroad over level P. E. Island, how is it proposed to build the centre-of-New-Brunswick line for \$25,000 a mile? The Senate should look into the matter.

According to a St. John contemporary the Richibucto Review has been quoting an article criticizing The Telegraph. If this ominous report be true there is nothing more to be said. That settles it.

Japan and the Bear are still counting the cost. The Japs will get a lot of sympathy if they fight, including much from the United States; but unfortunately sympathy never sank a ship or carried a position.

Senator Ellis voted for the G. T. P., though the Globe not long ago was of opinion that the Quebec-Moncton section was useless. After Hon. Mr. Blair stepped out the Globe saw things in a different light.

Senator Ferguson quotes the St. John Globe against the Quebec-Moncton section. The Globe's objection was made before Hon. Mr. Blair resigned. The railway proposal had new beauties in the Globe's eyes after Mr. Blair began to oppose it.

Do you remember Mr. Osborne's plan for thirty steamship berths and an explanation to Partridge Island? The C. P. R. was going to provide cargoes for all those extra steamers no doubt. Yet now it cannot supply freight for the two Allan ships—say five or six sailings in all. Queer, is it not?

Not a blow should be struck until the utmost pains have been taken to locate the route on absolutely the best line possible. In the event of it proving impossible to obtain the easy grades essential to the success of the line as a wheat carrier, the government should pause in the work. In that event it should be before Parliament the exact state of affairs, should state precisely what type of line can be secured, and should take the sense of the country on the situation.—Toronto News.

LOCAL AND PROVINCIAL.

Local fish dealers report a scarcity of fresh fish. Some dealers have nothing for sale but smoked and pickled fish.

S. A. Fowler sold his speedy horse, Sun Prince, Monday to Milton Dayton of Edmonton, for a long price.

The decision of Judge Ritchie in the Sunday violation case of the Beatrice E. Waring, in fining the officers and crew \$8 each, has been appealed.

The repairs to the St. Martins Railway are about completed and the train service, it is expected, will be in operation in a few days.

In the estate of the late James Collier letens a formalization were granted to Mary Collier, widow of the deceased. The value of the estate is \$300 personal property; Frances Kerr, executor.

On Wednesday the Imperial Packing Company of Woodstock received forty pigs and twenty head of cattle. The firm expect to have about thirty hands at work packing meat in a few days.

Michael Bohan, Carleton county president of the A. O. H., has appointed Rev. P. Dollard, of Johnville, county chaplain of the order, in succession to the late Rev. Fr. O'Connell of Johnville.

P. J. Burns, of Bathurst, is at the Royal. He says the Gloucester county lumbermen have had a good year, and anticipates about the usual cut of logs there next winter.

Referring to the fact that the State of Maine received \$70,845 in fees for the incorporation of new companies in the last nine months, the Halifax News describes this revenue as "wealth from wood and water."

The schooner reported ashore at Stanley Beach, near Miramichi, on Sunday night, had not started on her voyage at a time when danger was very threatening, took her off shore again. The schooner's name is not known.

In New York on Thursday evening, Miss Bertha Weston Hughes, daughter of the late Rev. Benjamin Hughes, who filled many important positions in the Baptist churches in this province, and the groom, Tracy Pratt, of Huntsville, Alabama, were married by Rev. Wm. C. Hicks.

THE STREET RAILWAY.

Extension Through Fairville--Building a Rest House at the Bridge.

The street railway company will, on Monday, begin to construct a line from the station corner to Barthill's corner. About fifty or sixty men will be employed.

The company have begun the erection of a rest house near the Suspension Bridge, east of their line. It will be about 24x14 feet, of chert masonry, the front being painted by all of glass. It will be heated in winter, and will be a very attractive little structure, as well as a great convenience for passengers.

Nothing has been done with regard to the extension of the line along Fairville and other streets to Fairville and St. James, since the petition was sent in by the company. They are expected to arrive within a few days. These offices will be handsomely equipped.

No. 3 shed is about finished and all that remains to be done is the hanging of the doors and the making of the finishing touches. The painters have already commenced their part of the work.

The work on No. 4 warehouse--a two story structure--is also rapidly nearing completion. The front doors are fifteen feet high. The windows in the upper section are being put in yesterday.

The plumb and other finishing work to be done in the upper floor will be commenced later. This section of the building is a very large space for the handling of passengers and baggage arriving here on steamships.

The two sheds will be all ready for the winter's business.

Back to India. A farewell to Miss Clark, Missionary, at Leinster Street Church Monday Evening.

Between two and three hundred people were present at the farewell to Miss Clark, Baptist church school room to bid farewell to Miss Clark, who is shortly to set out for her mission to India.

Another Kominsky Case. Disclosure Proceedings Before Judge Forbes Saturday--Probate Court.

Before Judge Forbes on Saturday, in county court chambers, David Kominsky made disclosure of the state of his affairs and his adjustment. This disclosure was made on the application of Scovill Bros., who obtained judgment against Kominsky for \$80 and costs, which judgment is now being enforced.

Y. M. C. A. Boys' Branch Reception. A most enjoyable entertainment was given in the Y. M. C. A. rooms last evening in connection with the opening reception of the boys' branch. The entertainment was well attended and the following programme was most successfully carried out.

Smallpox in Maine. The Bangor papers contain much about smallpox and vaccination these days. In Bangor itself nine cases of smallpox are in the present houses and 18 to 20 cases under quarantine in private residences.

THE SAND POINT SHEDS.

Mr. Mayes Bringing His Work Towards Completion.

Expected No. 3 and 4 Warehouses Will Be Ready by the First Week of November--No. 3 is About Finished Now, and Operations Are Well Advanced in No. 4.

Should those who thought that Contractor G. S. Mayes would not have Nos. 3 and 4 warehouses, Sand Point, ready in time for the winter trade, visit Sand Point, they would change their ideas and add that under the circumstances the contractor has achieved remarkable results.

The life of Mrs. Janeway, as known to Portage people, is quite romantic. She was born in New York, she met her parents long before the railroad was projected, and when the town was a settlement of woodcutters.

Some time after the family moved here the daughter fell in love and married a traveling salesman by the name Snow who came from Woodstock (New Brunswick). Soon after the marriage they became estranged and finally separated.

Some time after, while Mrs. Snow was in a hospital in New York, she met Doctor Janeway and later they were married. The doctor built a cottage at Portage and Mr. and Mrs. Janeway were in the habit of spending their summers here.

ST. JOHN MARKETS. Since last week's quotations not many changes have taken place in the markets. The wholesale quotations yesterday were:

Table with 2 columns: Commodity and Price. Includes items like Turkeys, Beef, Pork, etc.

Table with 2 columns: Commodity and Price. Includes items like Eggs, Butter, Cheese, etc.

Table with 2 columns: Commodity and Price. Includes items like Apples, Peaches, etc.

Table with 2 columns: Commodity and Price. Includes items like Raisins, Currants, etc.

Table with 2 columns: Commodity and Price. Includes items like American mutton, Canadian mutton, etc.

Table with 2 columns: Commodity and Price. Includes items like Hay, Beans, Potatoes, etc.

Table with 2 columns: Commodity and Price. Includes items like Wheat, Flour, etc.

SENATOR PLATT'S WIFE.

Was Formerly Mrs. Holland Snow of Woodstock, New Brunswick.

Mrs. Lillian Janeway, who was this week wedded to Senator Platt, was once a resident of Woodstock. The Carleton Sentinel says:

"Woodstock people will remember Mrs. Platt as the wife of Holland Snow, who formerly resided in this town. After the death of Mr. Snow, she married Dr. Theodore Janeway, of New York, who died six years ago. Upon his decease she removed to Washington, where she secured a position in the congressional library, which she held until about a year ago."

A Portage lady (Mrs. L.) letter adds this interesting item: "Mrs. Janeway was born in New Brunswick, and when the town was a settlement of woodcutters, she lived in a small house on the outskirts of the village on the road leading to Fort Point, the residence of the family are still living here."

"Some time after the family moved here the daughter fell in love and married a traveling salesman by the name Snow who came from Woodstock (New Brunswick). Soon after the marriage they became estranged and finally separated."

"Some time after, while Mrs. Snow was in a hospital in New York, she met Doctor Janeway and later they were married. The doctor built a cottage at Portage and Mr. and Mrs. Janeway were in the habit of spending their summers here."

Mr. Currey Speaks for the Star-Line. The afternoon session taken up with reference to the Star-Line, by Mr. Currey, Carleton, K. C., and Coroner Gilchrist.

The question to consider was: Was the fire and subsequent sacrifice of lives caused by negligence on the part of the captain of the boat or due to insufficient equipment, or did the tragedy arise from causes over which there was no control?

The jury could find in the evidence in charge of the boat or due to insufficient equipment, or did the tragedy arise from causes over which there was no control?

Senator King Says the Bill Will Pass the Senate Today or Monday. Senator King arrived in the city Friday from Ottawa. In reply to The Telegraph's inquiries as to the Royal visit, the senator said that he and Senator Wood had paired and come away from the capital. The senator from Westmorland is suffering from a very severe cold, and went on to his home in Sackville yesterday.

Men Want Present Rate to Apply to Winter Work. The city department laborers want the \$1.40 and \$1.10 rates of wages now in force to continue during the winter. This they decided Monday at a meeting held in Labor Hall and attended by about 100 men. John Coor, president of the city laborers' union, was chairman.

Gloucester County Mill Burned. Bathurst, N. B., Oct. 10--The large saw mill at Burnside, Gloucester county, with nearly one million feet of lumber, owned by John Robertson of Bathurst, was destroyed by fire Sunday morning. Mr. Robertson had \$3000 insurance on the mill and nothing on the lumber.

About Smallpox. The Sydney Record says: "No new cases of smallpox have developed at Big Pond and Loch Lomond within the past two days, and every effort is being put forward to prevent the disease from spreading. Thirteen cases are reported from these districts, four families being affected. The disease has been traced to a Miss Macdonald, of Big Pond, who has been visiting her former home, coming from Bangor (Me.), where the disease epidemic. The cases are a more severe type than the smallpox that has been prevalent in other parts of Cape Breton. The greatest precautions are being taken across epidemic of smallpox in Cape Breton is to be averted."

There are twelve cases of smallpox at Old Town (Me.) Bangor has several cases.

STAR LINE BLAMELESS FOR WESTON DISASTER; HAY FREIGHT CONDEMNED.

Jury's Verdict Makes Other Suggestions--Better Discipline Among Crew--A Man Always on Main Deck--No More Hay on Passenger Steamers--Bravery Commended.

The inquest into the burning of the steamer David Weston was finished at 10 o'clock Monday, and the Star Line was exonerated from blame. The jury could not name the origin of the fire. The jurors made several recommendations, one of the most important being that no more hay should be carried on passenger boats.

"We, the jury, wish to inquire into the cause of the death of Stephen Hood-Rowan, and the deceased Rita Morrell and Stephen Hood-Rowan were drowned by the burning of the steamer David Weston on the 19th September last, through undue excitement and fear caused by the vessel being on fire; and that the deceased Frederick Downey came to his death by drowning in jumping to the boat, being in the water."

"The jury would recommend that the management of the officers, and in working order according to law; and that the burning of the steamer, according to the evidence, was the only thing to do under the circumstances, and to save life, owing to the rapid wayward of the flames."

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MISS ETHEL MOLLISON'S WEDDING.

St. John Actress is Now Mrs Kelly of Australa - Sketch from Morgan's "Canadian Women."

Particulars of the wedding of Miss Ethel Knight-Mollison, formerly of St. John, are to hand.

The ceremony was performed in Christ church, Melbourne, on the 29th of August, when only Sydney, sister of the bride, and acted as fairy godmother in arranging everything for the wedding.

Miss Martin, daughter of Lady Cuyler of Sydney, was bridesmaid, and Cuyler of Sydney was best man, supported by Colonel Owen, who is on the staff of Gen. Sir Edward Hutton.

The bridegroom and the rest of the bridal party, Mrs. Flood, sister of the bride, and acted as fairy godmother in arranging everything for the wedding.

Mrs. Kelly (Ethel Knight Mollison) Ada Rehan, and created the intrigue to Joseph Archer's successful melodrama, The Cherry Pickers, in New York, 1896.

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GRAND TRUNK PACIFIC. CITY LABORERS' PAY.

Senator King Says the Bill Will Pass the Senate Today or Monday. Men Want Present Rate to Apply to Winter Work.

The city department laborers want the \$1.40 and \$1.10 rates of wages now in force to continue during the winter. This they decided Monday at a meeting held in Labor Hall and attended by about 100 men.

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