

JOHN MAN ONE OF SEVEN ARRESTED BY CHICAGO POLICE.

William Carleton, Stage Manager, and His Assistants, Held as Accessories in Theatre Holocaust.

Dead Now Number 575-- Total Casualties 1,000-- Names of Identified Dead-- Ushers Charged With Fastening People in the Doomed Building-- Coroner's Jury View Ruins and Pronounce Building a Death Trap.

Chicago, Dec. 31--Seven employees of the Iroquois theatre were arrested tonight on orders issued by Chief of Police O'Neil. The charge against them is at present that of being accessory to manslaughter. They are held pending the verdict of the men's jury. The men arrested are William Carleton, stage manager, Edward Cummings, stage carpenter, Frank J. Hendon, stage carpenter, and three others.

The last five are stage hands and scene shifters. After being taken into custody by police, four of the men told Chief O'Neil that they had been requested by Carleton to fasten the people in the theatre. When asked who advised them to do this, they at first refused to say but admitted that they had been requested by Carleton to fasten the people in the theatre. When asked who advised them to do this, they at first refused to say but admitted that they had been requested by Carleton to fasten the people in the theatre.

Arrests to Follow-- Orders were issued tonight by Chief O'Neil to find other members of the company and theatre employees who were accessories to the crime. In his order will mean, the police say, more than twenty arrests will be made in the morning, chiefly among the ushers and members of the chorus. They were crowded in the wings waiting their cues when the fire was discovered.

New Years Rejoicing in Chicago. Chicago, Dec. 31--For the first time since Chicago has possessed bells to peal, whistles to shriek and horns to blow, the old year was allowed silently to take its place in history and the new year permitted to come with no evidence of joy at its birth.

In an official proclamation this afternoon by Mayor Carter Harrison he made the suggestion that the usual new year celebration be for this time omitted. The idea found a ready response in the hearts of the people and the mayor's words in fact only gave utterance to the unexpressed thoughts that had filled them all.

The appalling calamity of yesterday in the Iroquois theatre has cast Chicago into the deepest grief and gloom and for the time being at least seems to have chilled and deadened the festive traditions of life. Business today was performed with the sole view of actual necessity and even that which was carried out in a perfunctory manner.

Ordinarily on New Year's eve the streets of the city are filled with merry-makers, but tonight the only things to be found were those around the morgues, ordinarily members of fashionable restaurants in the heart of the city are filled with merry-makers, but tonight the only things to be found were those around the morgues, ordinarily members of fashionable restaurants in the heart of the city are filled with merry-makers, but tonight the only things to be found were those around the morgues.

Other Great Theatre Disasters. St. Petersburg Leads the List.

During the last century a dozen theatre fires and panics, involving many losses of human life, have occurred, but in only one of them, that which occurred in St. Petersburg, was the loss of life in excess of that at Chicago. A list of these disasters is as follows-- Theatre in Richmond (Va.), 1811, killed 70; cause, careless hoisting of a stage chandelier with lighted candles. Lehmann Theatre, St. Petersburg, 1836, killed 800; cause, stage lamp hung too high, ignited the stage roof. Royal Theatre, Quebec, 1846, killed 100; cause, upsetting of a lamp on the stage. Ducal Theatre, Baden, 1847, killed, 63; cause, careless lighting of gas jets in a box ignited desperes.

Usually, among these gay people are found many members of the theatrical profession. Tonight not a single one of them was in evidence. The two main swinging doors are used when scenery is taken to or from the theatre, and built in the swinging structure itself is a small trap door. Used by the players in leaving or entering the stage. This trap door opened inwardly. As I passed it I heard a commotion and saw the door was slightly open, and peering into the opening I curiously asked what was the trouble. Then at the first time I and others who had arrived on the outside about the same time learned that the theatre was on fire. The players, men, women and children, had rushed into this small trap door for escape, were caught in a solid mass and were so firmly wedged together that they could not move. They were banded solidly against the door, and it could not be opened. Nearly all of the players were in their stage costumes, and the women had not even had time to remove the gowns and dresses. The women screamed and begged us to rescue them and the cries of the children could be heard above the shouts of the men. We tried to force the door open, but the crowd was banded up too tightly to admit it.

Number of Dead About 575. The list of dead continues as it was given last night, in the neighborhood of 500. It is generally accepted at this time that the most accurate estimate is 564. This number will be increased somewhat as there are people in whose names it cannot survive for any length of time. It is believed, however, that the total number of dead will not in any event exceed 575. Including the missing, it is estimated that the total number of casualties at the present time is approximately 1,000.

There are among the missing the names of many who are at their homes and of some who were not at the theatre at all. In the first excitement following the call from Mayor Harrison to close every theatre in the city until its exits and construction have been examined. This idea was suggested to President Beaumont, of the Chicago Architects' Association, today by W. A. Pridmore, an architect, who lost some members of the fire.

President Beaumont refused to personally make the recommendation to Mayor Harrison, but called an informal meeting of the association, at which it was decided that a larger gathering of the members of the association should be held tomorrow and action at that time will be decided upon.

Peter Quinn Saved Lives of Theatrical Company. One of the heroes of the fire was Peter Quinn, chief superintendent of the Atchison, Topeka & Santa Fe railroad, who assisted in saving the lives of 100 or more of the performers from a fate as horrible as the victims in the theatre proper. Wedged so tightly in a crowd at the door of the stage entrance that they could not move, the

Free. Free. Free. Free of charge I will cure weak men of Rheumatism, Varicose, Lumbago, Losses, Dropsy, Weak Back, Kidneys or Stomach Troubles. I have a brand new method of curing these troubles by the Electric Current. My method differs from any other now in use. I want you to test the merits of my great invention and will send it to you absolutely Free. and if it cures you permanently you can pay the small price asked. If you are not cured you return the bottle to me at my expense and it won't cost you one cent. Try it. If you need treatment, here is your chance for it. Write to me. FREE-I have just published a beautiful new illustrated Medical Book which will be sent free for the asking to any writing me. A postal will do. It will interest and help you. Remember no matter what other treatment you have tried I guarantee a positive cure or refund money. Delays no longer but write at once for this splendid new Book and Book which are had for the asking.

and which admitted them to any hospital or morgue. Watches on D. and Stopped at 3:50 p. m. Six bushel baskets of valuables and trinkets of various descriptions were gathered by the police and firemen and turned over to the coroner. Among them were fully a dozen watches, and in every case the watches had stopped at 3:50 o'clock, the time when the fire broke out.

Other witnesses were examined and after they had been heard, Assistant State Attorney A. A. Heer, who was present, said: "It seems agreed that the asbestos curtain was dropped, but that it only went with the fire or fifteen feet of the stage floor. People on the stage opened the door leading from the stage into the street on the west side of the theatre and this created a strong draft. This draft blew the curtain outward to the audience. This held the curtain so tightly that it was impossible for it to be pulled back. Attempts were made by numerous persons to pull the curtain down by hand, but without success. From all the information we have been able to gather thus far, it seems to me as though the fault in creating the draft which threw the audience into a panic, was due to the fact that the door was not closed when the fire broke out. The management of the theatre, I believe, claims that it was the action of the audience that caused the draft which was the primary cause of the disaster. I may be wrong, but from the evidence now at hand, it seems to me that it was the action of the stage hands or members of the company instead of anything done by the audience in its attempt to escape."

Coroner's Jury Visit Ruins and S. y Building. The coroner's jury which was organized this evening for the purpose of investigating the cause of the fire in the Iroquois theatre, was taken by Coroner Traeger to the theatre. The jury first went to the stage and Deputy Coroner Buckley pointed out the spot where the fire was discovered. The seats in the first ten rows on the first floor were burned but back of that the orchestra chairs were in good condition. In one corner of the stage was a pile of iron pipes which had been used in the production of "Mr. Bluebeard." All that was visible of the 180 pieces of scenery used in the extravaganza was small piles of charred wood and the remains of a steel frame of the arc lights, one of which is said to have caused the catastrophe, were in a confused mass near the front of the stage.

The members of the jury while engaged in inspecting the stage frequently remarked that the fire had broken out in the rear of the stage. The jury then climbed the stairway leading to the balcony and found that the seats in the front row of the balcony to the last row were burned. The jury then descended to the top gallery, where the greatest loss of life occurred. The iron doors were closed and locked and the jury found that the inner doors were so close to the steel shutters that they could not be opened with the shutters fastened. The jury then descended to the balcony and found that the seats in the front row of the balcony to the last row were burned. The jury then descended to the top gallery, where the greatest loss of life occurred.

Pathe's Story of Fire's Search. One of the earliest cases was that of Herbert H. and Agnes Lange of 1822 Berry avenue. Both children attended the performance and after many hours of tiring search for their mother and father, they finally found the daughter, Agnes, in an undertaking establishment. Mr. Lange, almost exhausted through his search, was taken to the morgue and from hospital to hospital, from police stations to the coroner's office and then back through the warehouse to the morgue. Finally, after a long search, he was taken to the morgue and from hospital to hospital, from police stations to the coroner's office and then back through the warehouse to the morgue.

Lord Minto Sends Sympathy of Canadian People. Ottawa, Dec. 31--(Special)--Lord Minto, telegraphing President Roosevelt today, is said to be good enough to convey his sympathy against a repetition of Wednesday's tragedy to the people of Canada in the great calamity which had befallen so many homes in your city. Mayor Cook wired to the mayor of Chicago as follows: "The citizens of Ottawa, Canada's capital, mourn with you and your people on the terrible calamity which has brought sorrow to so many homes in your city and has evoked the sympathy of the world."

Chicago, Jan. 1--Mayor Carter H. Harrison today took steps to provide as far as possible against a repetition of Wednesday's horror at the Iroquois theatre. As a result of an investigation made at all orders and lasting but a few hours, nine hundred and thirty-one orders were issued, some of them being among the leading and most popular playhouses of the city. The act of the Mayor was based on one stipulation of the ordinance which are intended to protect the patrons of theatres from just such an occurrence as that which cost so many lives on Wednesday. This was that every one of the places had omitted to apply an asbestos curtain. The theatres ordered closed were Howard's, Sam. T. Jack's, Marlowe, New American, Olympic, Academy of Music, Ashburn, Avenue, Bijou, Chicago Opera House, Columbus Stock, Thirty-first street, Criterion, Pigeonbaum's, Milwaukee Avenue, Garrick and Clickman's.

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witnessed as that which ushered in the new year. In every portion of the city almost all assemblies were held for funerals or, of an undertaker's wagon arriving with dead who were being brought to their homes for the last time. While the funeral processions were moving through the snow-covered streets to various cemeteries, the through about the various morgues and undertaking establishments seemed as large as ever. Many men appeared at the door of Rolston's and Jordan's morgues this afternoon who had been on their feet for 48 hours constantly searching for those they had lost. The greater number of dead are in these two places, and men who had viewed the ghastly rows of corpses before and had gone on unavailing search to every other morgue and undertaking room in the city to which the dead from the theatre had been taken, came back once more to Rolston's and Jordan's almost in despair, but hoping against hope that they might have overlooked their dead in the great number that had crowded the tables and floors on Thursday morning. In some cases they were successful, in many others they were not. Finally, it was found that if permission will be able to reveal their identity to those who know them best.

Arrests of Employees and Actors Held in \$5,000 Bonds. Today the hearing in police court of the employees of the Iroquois theatre and members of the Bluebeard company, who were arrested last night, was set for Saturday morning, the charge being manslaughter. Bonds were placed at \$5,000 in each case. Acting for Klaw and Erlanger, Benjamin Stevens stated in court that if permission will be able to reveal their identity to those who know them best.

The police today made several other arrests of stage hands, among them William McMillen, the operator of the light which started the fire. He was locked up in the central station and Wilson Kerr, a fly man at the theatre, was also placed in a cell. Fifteen members of the doublet orchestra which takes part in the production of "Mr. Bluebeard," have been placed under arrest by the police. They are wanted merely as witnesses. McMillen's story was as follows: "I was standing on the iron bridge at the right side of the stage from which the 'spot light' is operated. The lamp seemed good condition, but in the middle of the second act, just as I changed from a white light to a blue one, the arc between the carbons splattered and jumped. A spark struck the iron edge on the inside of the border of the curtain drapery. A flame which I should say was about two inches long, shot up and I abandoned the lamp and clapped my hands upon my flames, but they spread in spite of me. I called to have the fire extinguisher lowered and relied to the fireman to help me. He came with a patent fire extinguisher, which had no effect on the flames. Finally I jumped from the bridge and ran to the back of the stage. One of the front boxes had already been badly burned. I seized her and carried her to the rear of the stage. Finally the fire was extinguished and the people of the chocked exits until it was useless to stay any longer."

One of the saddest cases was that of Herbert H. and Agnes Lange of 1822 Berry avenue. Both children attended the performance and after many hours of tiring search for their mother and father, they finally found the daughter, Agnes, in an undertaking establishment. Mr. Lange, almost exhausted through his search, was taken to the morgue and from hospital to hospital, from police stations to the coroner's office and then back through the warehouse to the morgue. Finally, after a long search, he was taken to the morgue and from hospital to hospital, from police stations to the coroner's office and then back through the warehouse to the morgue.

Monignor Daniel O'Connor. Rt. Rev. Daniel O'Connor, vicar general of the Wheeling diocese, rural dean of the Clarkeburg district and pastor of the Immaculate Conception church at Clarkeburg, West Virginia, died Dec. 18. He was born in this city on March 27, 1833, and was the son of Bernard and Sarah (McLaughlin) O'Connor. A few decades ago he spent several weeks here, the guest of the late Mrs. John McGourty, Waterloo street, and was also entertained by the late Bishop Sweeney.

Mrs. Charles Smith, A-herst. Amherst, N. S., Dec. 31--(Special)--Many throughout the county and elsewhere will regret to hear of the death at 1 o'clock this morning, at her residence on Harlock street, of Mrs. Charles Smith, wife of the late Mr. Charles Smith, who died at 10 o'clock this morning. The body will be taken to the St. Joseph's hospital for interment. The funeral takes place there on Sunday.

Patrick McCarthy. Patrick McCarthy, for several years a demoman in St. John, died Friday. The news of his death was heard with great regret, though not perhaps with much surprise, for Mr. McCarthy had been in ill health for some time. A native of Ireland, but a resident of this city from boyhood, he enjoyed an enviable reputation. In the common council he was distinguished by his independence and fairness and his wise and prudent course in dealing with important questions. He was the first inspector of plumbing and performed his duties to the complete satisfaction of the board of health and the public. Earlier in life, Mr. McCarthy had been a carpenter and builder, and when the salmon shipping business was largely carried on here he was engaged in it. In the early days of the Father Mathew Association he was active and prominent, a leader for many years, and he was one of the founders of the Irish Literary and Benevolent Society. To a small circle of friends, Mr. McCarthy was known as a writer of verse of considerable merit. As a citizen, Mr. McCarthy enjoyed the esteem and regard of those who knew him, while he was respected by all. His wife and family survive him.

Mrs. Hazen Brown. The wife of Hazen Brown, driver of No. 5 horse car, died Friday morning, after a week's illness. She was the daughter of

Justice Charles Hatheway died Friday at his home in St. Andrews. He was 82 years of age, and his life was practically the history of St. Andrews for seventy years. He was the last survivor of the St. Andrews and Quebec Railroad Association, and also of the board of sessions of Charlotte. He had served as chairman of the pilotage commission and had been the town's magistrate. He was unmarried. His nephew, R. P. Chandler, of St. John, was present when he died.



The Egg Milk. In hot months and in winter, it is the best food for the young of the poultry. It is the best food for the young of the poultry. It is the best food for the young of the poultry.

Two Toronto People Perish in the Disaster. Toronto, Dec. 31--(Special)--Miss Alice Weston, daughter of Rev. H. P. Weston, pastor of Emmanuel Baptist church, Toronto, was one of the victims of the Chicago theatre fire. She was 30 years of age and had been teaching in Chicago for about ten years. Her father, Rev. Mr. Weston left for Chicago today on receipt of the telegram from friends there.

James Graham. James Graham, an aged resident of Springfield, York county, died very suddenly Friday evening. He had been about the house during the day and retired about nine o'clock apparently in his usual good health. Shortly afterwards he was seized with a fit of coughing and his sister prepared a dose of cough medicine and gave it to him. After taking the medicine his cough became more violent, and he passed away in a few minutes from strangulation. The deceased was 75 years of age and had his home with his brother-in-law, Isaiah White.

Hugh McQuade, Black's Harbor. The death of Hugh McQuade, aged seventy years, occurred at Black's Harbor on December 28. He leaves his wife and four children, two of whom are married, in Boston and the youngest residing at home. Mr. McQuade had been for some years a resident of this place and was respected by all who knew him.

J. Stewart Abrams. Moncton, Jan. 2--The many friends of J. Stewart Abrams will learn with regret of his death, which occurred today at the residence of his father, John Abrams, Boston street, Moncton. He was 20 years of age, had been in this city since May, and confined to bed for the greater portion of the time. His death was due to hemorrhage of the lungs. Mr. Abrams had a large circle of friends in Moncton by whom he was held in the highest respect and esteem.

Harry S. Huestis. Frederick lost one of its most progressive young merchants Friday in the death of Harry S. Huestis. Deceased, who was born at Bear Island, was a member of the firm of Huestis & Hagerman. About two weeks ago the late Mr. Huestis was thrown from a sleigh, cutting his right knee, and later taken to his home, where he died. Besides his parents, two brothers, Charles, a school teacher, and Fred, at home.

Ald. Samuel Tufts. The very many friends of Alderman Samuel Tufts will learn with deep regret of his death, which took place at 10:30 o'clock Monday night at his residence, 181 Duke street. Deceased was in the 65th year of his age, and had been confined to his bed for the past ten weeks. He is survived by his wife, one daughter, who is the wife of Dr. Bonnell, and three sons--Andrew L. of this city; Samuel T., of Toledo (O.), and Fred L. of Halifax. Alderman Tufts was one of the best known men in the city. He first entered the common council as an alderman in 1883 and up till the time of his death was the representative of Duke's ward, taking keen interest in the city's affairs and giving close attention to his duties as representative of his ward. In the days of old volunteer fire department he was a member of No. 2 Engine Company. When the Knights of Pythias were organized in this city he was a charter member. He was a staunch temperance worker and a member of the Father Mathew Association. He was a member of the Independent Order of Good Templars. He was a native of this city and had resided here all his life. He was a successful grocer and his business establishment is one of the oldest in the city. The funeral will take place from his residence on Thursday afternoon at 2:30 o'clock.

One mill a day--one cent a week. It is the best food for the young of the poultry. It is the best food for the young of the poultry. It is the best food for the young of the poultry.

Sheridan's Condition Powder. In hot months and in winter, it is the best food for the young of the poultry. It is the best food for the young of the poultry. It is the best food for the young of the poultry.

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JANUARY 6, 1904.

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Published every Wednesday and Saturday
at \$1.00 a year in advance, by the Telegraph
Publishing Company, St. John, a company
incorporated by act of the Legislature of New
Brunswick.

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

IMPORTANT NOTICE.
All communications should be sent by post or
other order or registered letter, and addressed
to The Telegraph Publishing Company,
St. John, N. B.

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The following agents are authorized to take
subscriptions and collect for the Semi-Weekly
Telegraph, etc.—

Wm. Somerville,
W. A. Farris.

Subscribers are asked to pay their sub-
scriptions to the agents when they call.

ST. JOHN, N. B., JANUARY 6, 1904.

A NEW YEAR.

The industries are that 1904 will be a
year of progress and development in
Canada, in which the maritime provinces
will have at least a modest share. It ap-
pears to be safe to grant that we shall
have the general elections early in the
year, but whatever effect the result
may have on government policy, it is cer-
tainly a fact that the government will be
strongly in favor of the maritime provinces.

The first question that the public will
ask is whether the government will be
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The answer is that the government will
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We're nothing they receive the same sym-
pathy and care.

The ladies who have labored so faith-
fully to establish the order desire now to
see its work enlarged, and to be them-
selves freed from the necessity of con-
stantly soliciting aid from their friends.

The grant from the city will not lessen
their zeal, but enable them to do more in
the future than in the past. They not
only deserve thanks for their past efforts,
but also the small measure of support
from all the citizens which they now ask
at the hands of the council. It will be an
appropriate New Year's gift.

THE PROVINCIAL FINANCES

The abstract of the provincial accounts
published in the Royal Gazette are very
satisfactory. The receipts in respect to
the most important items, which may be
said to be controllable by the government,
particularly territorial revenue, are larger
than the provincial secretary estimated in
his budget speech at the last session.

The execution duties amounted to the
respectable sum of \$23,983.11, while the
provincial secretary estimated \$30,000.
This falling off is understood to be largely
due to a decision of the judicial com-
mittee of the Privy Council, the effect of
which was to relieve from duties the es-
tate of a wealthy citizen of Nova Scotia,
who died, leaving a large sum of money
on deposit in one of the banks in this
province. The sum collected is largely in
excess of the annual average since the
Succession Duty Act came into force.

The provincial secretary also estimated
on the sum of \$8,000 from the dominion
government, being one-half the cost of
wharves built by the board of works on
the St. John river and its tributaries,
while only \$3,000 has been paid. He also
estimated on about \$12,000, a claim arising
in respect to the loss of rental by the
provinces for fishing rights on a branch
of the Restigouche, by reason of the waters
having been appropriated by the Marine
and Fisheries Department for breeding
purposes. Both these claims have been
very persistently pressed upon the domi-
nion government. Only \$3,000 has been
paid, but the auditor general states, an
immediate settlement is promised. Had
both these sums been received during the
year, the receipts would have been in-
creased by over \$17,000, and so the es-
timate of the provincial secretary would
have been exceeded. The time of pay-
ment, however, by the dominion is be-
yond the control of the provincial govern-
ment. Had they been received, the cur-
rent revenue, including the balance of
\$6,785.91 from the previous year, would
have exceeded the current
expenditure by \$8,903.24. To this
should be added the proceeds of debentures
issued to cover the extraordinary
expense caused by the small pox epidemic,
which has been charged to current ac-
count, the large sum of \$12,979.52, having
been paid during the past year.

There are also two items of unusual
expenditure—one of \$8,143.05 for the gen-
eral elections, and another of \$10,042.98
for the revision of the statutes. Three
thousand dollars of debentures have also
been redeemed out of current revenues.

There was an issue of \$125,000, author-
ized by the legislature, for permanent
bridges. This amount appears on both
sides of the account, and does not alter
the result so far as current revenue and
expenditure are concerned.

MR. BLAIR'S CAREER.

The retirement of Hon. A. G. Blair
from political life is a notable event of
the past year. For twenty years he has
been a commanding figure in the politics
of New Brunswick, and his retirement
leaves a gap not easily filled. No man
has been more earnestly championed or
more vigorously assailed. In the provincial
arena he was invincible, and in federal
politics he held a very prominent position
until his voluntary act deprived him of
power and patronage, and led to the
series of events which are now a matter
of familiar history. Whatever the ver-
dict of the future upon the ending of his
political career, his name will fill a large
place in the history of this province for
the period from 1882 until 1903.

Mr. Blair entered the New Brunswick
House of Assembly in 1878, as one of the
members for York county, and in the fol-
lowing year was chosen leader of the oppo-
sition party. Those who were students
in Fredericton, or had occasion to be in
the city and attend the sessions of the
legislature during the next three or four
years, have a lively recollection of the
wordy duels between Mr. Blair and the
present Mr. Justice Hanington, who was
then the strong man of the government
party. In 1883 Mr. Blair defeated the
Hanington government, and became premier
of New Brunswick. That position he
held until 1886, his government being suc-
cessful in the general provincial elections
of 1886, 1890, 1892, and 1893. He was him-
self defeated in York in 1892, in a cam-
paign that was waged with intense bitter-
ness throughout the province; but Mr.
Hetherington of Queens county resigned,
and Mr. Blair was elected to represent
that county. In 1896 he resigned the
premiership he had held so long, and
which he might have held ever since, and
accepted a seat in the federal cabinet, as
minister of railways and canals. He was
elected to represent Queens-Sunbury, Mr.
King resigning in his favor, and in 1900
he was elected member for the city of
St. John. His energetic and progressive
policy as minister of railways is familiar
history; and now, almost twenty-one years
from the date of his elevation to the
premiership of his native province, he has
retired from the political arena.

Mr. Blair was a member of the inter-

provincial conference held in Quebec in
1897, and was one of the vice-chairmen
of the Liberal convention in Ottawa in
1898. As minister of railways and canals
he secured the extension of the Inter-
colonial railway to Montreal, and let the
contract in 1897 to complete the canal
system by a 14-foot water way from the
lakes to the sea. He opposed the Grand
Trunk Pacific scheme, and broke with
his colleagues on that issue. His with-
drawal from the leadership of his party
in New Brunswick deprived that party of
an exceptionally clever and resourceful
mind, and a commanding personality.
When the heat of partisan feeling has
subsided and a later generation reviews
the record of this, whatever may be said
of Mr. Blair's course since he delivered
his memorable speech in condemnation of
the Grand Trunk Pacific scheme, it will
be recognized that for more than twenty
years he rendered good service to his
native province, and deserves to rank
among its ablest legislators.

A BUSINESS VIEW.

The New York Commercial makes the
usual mistake of inference. United States
journals apparently do not care to inform
themselves concerning Canadian opinion,
and it is therefore not surprising that
the Commercial should make the following
statement:

"It is worth noting that the demand for
closer reciprocal trade relations than at
present rule between the United States
and Canada comes chiefly from the Cana-
dians themselves on the one hand," etc.

But if the Commercial has not learned
that Canadians are not demanding recip-
rocity it is able to speak with authority
on another question, and to show that
without reciprocity the Americans are do-
ing a remarkably good business with Can-
ada. Here is the statement, and it is
worthy of careful attention:

Our imports from Canada in 1893 were
valued at only about \$34,000,000; they now
amount to \$55,000,000 annually. Ten years
ago we exported to Canada commodities
valued at \$57,000,000. Last year our ex-
ports to the dominion had reached an
aggregate of \$120,000,000. Briefly, our
trade with Canada both ways was only
about \$91,000,000 in value in 1893. Today
it has been piled up to a total of \$185,
000,000. We have thus doubled our trade
with our northern neighbors in the last
decade—have increased it more than
100 per cent, and most of this increase has
been brought about under the present
tariff regulations that have been in force
for nearly seven years.

During the same decade the entire for-
eign commerce of the United States was
increased about 50 per cent. The per-
centage of increase in our Canadian trade
has been twice as great as that of our
trade with all the outside world com-
bined.

The United States is doing very well
indeed under existing tariff regulations,
even in the face of a 33 per cent prefer-
ence accorded by Canada in the duties
levied on imports from the United King-
dom.

AN IMPORTANT QUESTION.

The communication in today's Telegraph
from J. W. Daniel, M. D., and Thomas
Walker, M. D., relative to the proceedings
against members of the medical profes-
sion, for not reporting births occurring in
their practice, will be read with a great
deal of interest; and will also suggest the
propriety of further enquiry as to the
whole law relating to vital statistics.

It appears that the proceedings against
the physicians have been withdrawn, and
their counsel expresses the conviction that
the whole vital statistics act is ultra
vires. If this latter opinion be correct,
the municipality has been put to expense
without legal warrant. The proceedings
against the physicians have revealed either
too much or too little; and the public
will now desire to know exactly where
they stand with regard to the whole act
and its provisions. It is not now a ques-
tion of the regular, but for the municipali-
ty and the provincial government to
consider.

So far as the physicians are concerned,
the professional reasons given for their
refusal to furnish the information required
of them will commend themselves to the
public. Their criticism of the registra-
rars may be natural under the circum-
stances, but they will of course recognize
that it is their duty to get the statistics,
and that it is a very difficult task. But
now the question takes on a new aspect,
and calls for further enquiry.

THE FERRY SERVICE.

It is estimated that over a million and
a half of passengers crossed the St. John
ferry last year. The increase for 1903
is estimated to have been about 140,
000, and the previous year showed a large
increase over the figures of 1901. For
years the volume of ferry traffic has been
increasing, but the service has not been
improved. It is true that tenders are
now asked for the construction of a new
ferry steamer, but nothing has been done
to provide a better service in the mean-
time. The winter port business is in full
swing, and every day sees at certain hours
a congestion of traffic. The subject has
been discussed over and over again at
board and council meetings, but nothing
has resulted. It is within the power of
the city council to give a better service
than is now enjoyed, and in view of the
amount of enlarged traffic the subject
is worthy of reconsideration. It is believ-
ed that the legitimate ferry expenses
could be reduced, and that the cost of
repairs to the ferry boats is greater than
need be. It would perhaps be a very
good move if the council would designate
the new year by appointing a ferry com-
mittee to look after that institution and
see to it that the people get a good
service without any waste of public funds.
Of course the officials ought to attend to
the business, but from the constant com-
plaints and the ridiculous things that have

been done in connection with the west
side ferry toll house, it is perfectly clear
that something more than the ordinary
official supervision is required.

THE PROVINCIAL FINANCES

Some of the newspapers opposed to the
provincial Government, including the
Globe, are seeking to create the impres-
sion that it has done something very
wrong and very extraordinary because the
Public Works Department last year bor-
rowed some money on debentures for the
purpose of building steel bridges and other
works of a permanent character. They do
not tell their readers that the legislature
some years ago approved of this policy,
and the electors of the province have
very emphatically endorsed it.

The same policy was inaugurated in
Nova Scotia, when Hon. Mr. Fielding was
premier, and has been pursued by his
successor.

With as much reason might it be said
that the city of St. John should have
constructed the wharves in Carleton out
of the current income of the city during
the period of this construction instead of
issuing debentures, than it can be said
that permanent bridges should be built
out of current revenue. Had not the leg-
islature and the people agreed to the policy
of constructing these works on capital
account, New Brunswick would be without
the great number of steel bridges which
have been constructed in the various
counties of the province, and which for
generations to come will afford very nec-
essary accommodation to the people, and of
which they are justly proud.

One contemporary opposed to the gov-
ernment are sorely at a loss for valid
ground of attack on the administration,
when they make this an excuse for cen-
sure.

A REMARKABLE CHANGE.

The use of cement for building purposes
is made the subject of an article of several
columns length in a New York commer-
cial paper, and the facts set forth are
merely astonishing. The following sum-
mary statement will give an idea of the
remarkable industrial change that is be-
ing wrought:

Only a few years ago the use of con-
crete cement was confined to building
foundations, vaults and structural work
of a primary character. The closing year
witnessed such phenomenal achievements
in the application of this manufactured
product as to cause almost a revolution
in many leading departments of structural
work, embracing high office buildings,
dwellings, public works, municipal im-
provements, railroads, factories, farming,
submarine, mining, ornamental and rec-
reational ground construction.

Next to the exploitation of electricity
there is perhaps no other field in which
the progress of modern science has made
rapid strides during the closing year as in
the new use made of concrete and reinforced
concrete cement for structural work,
reinforcing concrete with embedded steel
rods, bars or wire mesh. This article has
become almost indispensable in every
component part of high building and
engineering work, and the completion
of skyscrapers made entirely of reinforced
concrete, including girders, walls, floors,
roofs, foundations and piling.

The Newmarket Advertiser confirms pre-
vious statements that politics are badly
mixed in the county of Northumberland.
It says:

"The political factions of each party in
the county seem to be irreconcilable and
are each pursuing their own ends irre-
spective of party or party principle. Each
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St. John harbor during the past year,
about one half, or in the vicinity of \$60,
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In past years this fishery has not figured
at all, and the aldermen were of opinion
that last year was an exceptional one. A
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Great Clothing Bargains
FOR MEN AND BOYS.

Did you get a money present for Xmas? If so, here's a chance
to spend it wisely and economically. All our stock of Men's and
Boys' Ulsters and Reefers have been greatly reduced in price to effect
a speedy clearance. It is the chance of chances for any one who
needs warm outer garments. You can wrap yourself up in one of
these big roomy Ulsters and enjoy the luxury of cold weather.

Remember the Reductions are from our own prices,
which every one knows are much lower
than those prevailing elsewhere.

- MEN'S ULSTERS—Made of excellent
quality heavy weight dark Oxford
Canadian Frieze, cut double breasted
style with high storm collar; heavy
tweed body lining. A warm coat of
good wearing quality. Regular price,
\$6.00; SALE PRICE, \$4.25.
- MEN'S ULSTERS—Made of extra heavy
weight dark Oxford imported Frieze,
double breasted style, with high storm
collar and lined with heavy all wool
tweed. Can't be matched at the regu-
lar price, \$10; SALES PRICE, \$7.35.
- MEN'S REEFERS, EXTRA BARGAINS—In this lot only sizes 36, 37. Made of blue nap and dark brown frieze.
Regular prices \$3.75 to \$5.00; TO CLEAR, \$2.25.
- BOYS' REEFERS—Made of grey frieze
and all wool tweed lining. High storm
collar.
5 to 10 years, were \$2.50; NOW \$2.00.
11 to 15 years, were \$3.00; NOW \$2.35.
- BOYS' REEFERS—Made of black and
grey frieze, and all wool tweed linings.
High storm collars.
5 to 10 years, were \$3.00; NOW \$2.35.
11 to 15 years, were \$3.75; NOW \$2.85.
- BOYS' REEFERS—Made of English blue
nap, with high storm collars and all
wool tweed linings.
5 to 12 years, were \$1.50; NOW \$1.25.
- MEN'S BLIZZARD ULSTERS—Made of
extra heavy triple twisted 10 oz. brown
duck, cut double breasted style. Deep
corduroy storm collar. Body and
sleeves lined with heavy mackinac
and interlined throughout with rubber,
which makes the coat wind and water-
proof. Without a doubt the warmest
and most serviceable coat made for
teamsters and others exposed to severe
winter weather. Regular price, \$9.00;
SALE PRICE, \$6.85.
- MEN'S REEFERS—Heavy Canadian
Frieze lined with tweed; heavy brown
beaver lined with Italian; both hav-
ing high storm collars. Regular price,
\$5.00; SALE PRICE, \$3.75.
- MEN'S REEFERS—Made of the finest
quality dark Oxford Canadian frieze.
Body lined with heavy all wool tweed
and sleeves with fine mohair. High
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Ages 6 to 10 years, were \$4.00; NOW
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Ages 11 to 15 years, were \$4.25; NOW
\$3.15.

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

These lines also are confined to the trans-
portation of passengers, whereas if en-
larged to include freight movement in or
out of the harbor, they might be much more
remunerative.

here every fall, the weir owners will be
able to profit by the fact, and the value
of the harbor fisheries will be greatly en-
hanced. If sardine herring have been
visiting these waters every fall for years
past, the fishermen have lost a great op-
portunity to add to their receipts.

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son, but the assertion is made that com-
petition has in every case materially re-
duced the rates, with the advantage, in
growth of business, in favor of the new
corner in the field.

Of course, before any action is taken by
the St. John city council, full information
as to cost and results will be secured, and
there is also the possibility of an amic-
able arrangement with the present com-
pany. But the present feeling of the
council is beyond question. The members
want a cheaper telephone service for the
city.

THE GLOBE'S ATTITUDE.
The Globe of Friday evening contains
the following paragraph:
"A statement of the provincial finances
for the past year is less encouraging than
any of the other statements of the affairs
of the year. The province appears to have
expended over \$140,000 more than its in-
come."
The statement regarding the provincial
accounts in this issue will convince every
fair-minded reader of the false impression
which the Globe seeks to convey. The
provincial government owes its existence
to the Liberal party. All its members and
supporters in the legislature are Liberals.
The Liberal representatives at Fredericton
could change the personnel of the admin-
istration at any time if they thought it
well to do so. The Liberals, however,
not only in this city, but throughout the
province have confidence in the govern-
ment and take no stock in the Globe's
constant efforts to discredit it.

NOTE AND COMMENT.
There is a good deal of interest in the
question whether Hon. Mr. Emerson will
be getting New Year's gift or not.

The late Peter B. Brigham, of Boston,
left \$5,000,000 to found a hospital. His
heirs-at-law contested the will, but it has
been sustained by the courts.

There is usually a protest when a new
text book is authorized for use in the
schools, but it will not apply to Dr. Hay's
History of New Brunswick. A history of
the province is needed in the schools.

The Halifax exhibition will open next
year on Sept. 7, and close Sept. 14. Is
St. John to have an exhibition next year—
or will the Champlain exhibition suffice?
Probably it will—with a horse show in
the fall.

It required an awful sacrifice of life to
make the authorities of Chicago aware of
the fact that a regulation respecting the-
atres was being violated in nineteen of
those places of entertainment. Either an
official failed to do his duty or the au-
thorities were careless of theirs. The les-
son should not be wasted. Other cities
may well consider whether they have alert
officials who do their full duty.

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JANUARY 6, 1904.



ROUND THE TOWN.

Bright little bits which illustrate the many sides of human life in St. John.

It's a disagreeable thing to owe board. I know it, for I've been there. It is enough for the individual possessing a sensitive nature to be in arrears. The knowledge is simply sufficient. He is under the impression that his landlady will speak to nervous prostration through unending contemplation of what is owing her. (Some of them come dangerously near doing it.)

He believes she has advertised his shame to the other boarders, and wonders as he walks the streets, if the news of his embarrassment has been cabled to the other side.

Then, there is the other type. His conscience is dragged. He beholds the board bill grow, and he feels not of the comers. His landlady is not a nightmarer, and he would feel offended if she insisted that his easy indifference in the matter of weekly payments, was causing her anxiety. He is a boarding house barmaid. Down at the railway station the other evening, a watchful man rambled in, and after inspecting the waiting rooms, the trains and the car shed, took up a position by the gate. He was a boarding house proprietor and a guest was trying to leave town without paying for several days' accommodation. The boarder had the alertness of a fox terrier. As the depot door would slam, and hurrying guests smoked across the field floor, he would turn and view the approaching traveler with a peculiar "mousing" expression. He waited and watched, but the quarry came not.

There was a man in town this week who has proved a bonanza for the accident insurance companies. He is Ira H. Thorne, traveler for the Maine Boating Company. The Chicago disaster of Wednesday was being discussed by Mr. Thorne and some friends and the talk turned to the number of railroad wrecks with fatal results lately in the United States.

"Do you know," said this much-travelled man, "I've been constantly traveling for twenty-two years and I've never been in one accident. The nearest to it was at Debon Junction (N.B.) some seven years ago. Our car had been switched to a siding and when the rest of the train was being shunted, the railway crew let it hit our car. But no damage was done. I've been just ahead of trains which were wrecked and just behind others, but, fortunately, never in one mix-up. On the New York, New Haven & Hartford Road, two years ago, I was booked to take a certain train out of New Haven. But I didn't go, taking the next train instead. Well, to make a long story short, there

was a fearful collision and the train I had intended to leave on was one of those wrecked. It was made up of sixty cars, the other was of forty cars and they were going forty or sixty miles an hour respectively when they struck head on. The effect was awful. The accident happened at 8 a. m., and it was 9 a. m. next day before the bodies of the poor engineer and firemen of one train could be got from under the wreckage."

As to the number of miles he has traveled, Mr. Thorne showed five mileage books on New England railroads. There was transportation for 1,500 miles left in them out of 42,000 miles at the first of 1903. That was his record for one year. "I've always carried accident insurance," he concluded, "and never have had a cent returned, but I don't want any return at the price of injury in a train wreck."

The young couple had at last settled down to housekeeping and she immediately took a deep interest in the management of their new home. The kitchen stove needed blackening. The happy bride rolled up her sleeves and sallied into the work. She found in the cupboard a stick of black shining stuff which she pared into a saucer of water. She dabbed the stove with it and rubbed vigorously, but no shine was forthcoming. It was the queerest black lead she had ever seen, but she kept diligently rubbing until her hand and master returned.

"Look here, my dear boy," she said, shyly, holding the stick of black stuff before him, "if you want your toasty to make her stove shine, you'll have to get her something better than what she has been using."

There was a sardonic smile on that happy man's face when he beheld what his dear little girl had been using. "Bless your flashing sunny soul," he said, his eyes filled with tears from laughter, "if my sweetheart would have had better success if she had used black lead instead of black sealing wax."

The absent-minded man—the man who is always talking another man's hat for his own—was again in evidence the other day. This time it was not a hat. He was given a small parcel containing a pair of little Berlin slippers—a Christmas present—to deliver. The man in question works in an office where it is necessary for him to bring his lunch. At the place directed he delivered a parcel, but it was not the one in which were the dainty little coverings for the baby's chubby feet. Somebody went dizzier than that day.

CHATTERER.

PERSONAL INTELLIGENCE.

Mrs. Charles Campbell will receive her friends on Tuesday and Wednesday afternoons of this week at the Dufferin Hotel. Word received from Boston Saturday was that Rev. Theo. C. McGoldrick, who has been seriously ill, continues to improve.

Miss Emeline Morrison, of St. John, is the guest of her aunt, Mrs. Mackenzie, at the Dufferin Hotel. Mrs. J. L. Peters, of St. John, is spending a few days here with friends—Monahan Times.

Saturday's Amherst Telegram says: "Miss Howard, who has been visiting her sister, Mrs. Jennie Moffat, returned to her home in St. John today. Mrs. Ford and child are spending a few days with her sister, Mrs. W. J. Moran, Lawrence street. She will return to her home in New Brunswick (N.B.) on Monday. Rev. Hugh Hooper, rector of Bathurst, with Mrs. Hooper, will return home on Monday after spending a few days with her mother, Mrs. Elias, Mount Whistley."

The following items are from Friday's Dugby Courier: "Edgar Dickson, of St. John, is the guest of his aunt, Mrs. J. L. Peters, and Annie Eaton, of Canby, is the guest of Miss Higgins at the Methodist parsonage. Miss Hattie Holdsworth left Wednesday for Toronto, to visit her sister, Mrs. A. W. Fullerton. Councilor George H. Peters left Saturday for Marblehead (Mass.). He will be absent about ten days. Mrs. Richard Thorne left Monday for Ottawa, where she will spend the winter with Mr. and Mrs. Smithson. J. Troop McKay, of Moncton, is the guest of Mr. and Mrs. John Dunn at the Racquet. Miss Annie Vye has returned from a trip to Sydney and other towns in the maritime provinces. Miss Jennie Vye and Miss Georgia Beaman left Tuesday for Sydney (C.B.), where they will spend a few weeks."

NO INTENTION TO EVADE LAW.

Manager of McClary Manufacturing Company Talks of Customs Action.

QUESTION OF RATES. Increase in Freight Charges on Canadian Lines Forced Them to Send Goods Here from Factory Through American Territory—Customs Action and Case Goes to Ottawa.

The McClary Manufacturing Company and the customs authorities have a little matter between them, and it is now referred to Ottawa for settlement. The company has been sending supplies of stoves, and stove ware from their heavy office in London (Ont.) to the St. John branch. They imported by both C. P. R. and I. C. R.

In November, however, after a conference of railway managers, the freights to St. John were jumped and the tax for carriage of the McClary goods became fifty-five per cent higher. This would mean a difference of some \$1,000 a year to the company, and they looked around for another way to get their goods here. One was found, and five car loads were sent from London over three American railway lines to Boston, and from Boston to St. John by the Eastern S. S. Company's boat. The freight rate was lower than the original C. P. R. and I. C. R. rate, and meant about \$400 a car saved as compared with the new rate. The goods were taken through the customs here by "free entry."

Now, however, on instructions from Ottawa, the attention of the company has been drawn to certain regulations of which the company was not aware and the manager says the local authorities were not aware of, and these provide: "Except as otherwise ordered, goods in transit from one part of Canada to another part of Canada, wholly or partly by water carriage, through the United States, shall be transported in British registered vessels under customs manifest."

The Eastern S. S. Company's vessels are American, imports by them do not come under the regulations. However, such importations, it is understood, have been made by other means here before. J. J. Fote, local manager for the McClary company, speaking to a Telegraph reporter last night, said that there was no objection to the company's vessels as American, imports by them do not come under the regulations. However, such importations, it is understood, have been made by other means here before.

A check for some \$1,100, the amount of duty which would be required if the goods were subjected to duty, was sent up awaiting adjustment of the matter at Ottawa, which is expected very shortly in favor of the company.

There were five cars in all sent the last week of the month, and since the matter came up Mr. Fote says slightly lower rates on C. P. R. and I. C. R. have been quoted. He says the company would prefer carrying by Canada railways, but a fifty-five per cent freight increase was a heavy one to meet.

CASTORIA For Infants and Children. The Kind You Have Always Bought.

Bears the Signature of J. C. Watson, P. O. Asylum Appeal.

Directors Issue Statement of Financial Affairs, Showing Why Subscriptions Are Needed Just Now.

The directors of the Protestant Orphan Asylum some weeks ago issued the following appeal, to which a number have already generously responded. A collector has been appointed to call on those who have not yet replied, and the hope is expressed that she will meet with a hearty reception and thus ease the work of the committee and enable them to properly provide for the orphan under their care.

St. John, N. B., Dec. 1902. Dear Sir:—The directors of the St. John Protestant Orphan Asylum beg to draw your attention to the fact that for a number of years the current receipts from all sources, including interest on invested capital, subscriptions, etc., have been (notwithstanding the most rigid economy) insufficient to meet the ordinary expenditure. It has therefore been deemed advisable to submit the facts to the friends of the institution in the full and frank response to this appeal will be so hearty that the necessary funds required to maintain the institution in a proper degree of efficiency will be supplied.

In order that you may be made fully aware of the financial condition we may say that the deficit on current expenditure for the past six years has amounted to the sum of \$2,882. Individual subscriptions during the same period averaged only \$250 annually. In looking back to the earlier history of the institution we find that from 1852 to 1887, the contributions amounted to \$7,000, an average of \$1.20 per annum, whereas during the past six years, 1888 to 1902, the receipts from the same source amounted to only \$708, or an average falling of \$122 per annum, comparing the two periods. This very serious condition has caused the deficit and prevented carrying out improvements that have been needed. We think you will agree with us that it is most desirable that the directors should be enabled to draw upon invested funds or to use bequests to defray current expenses.

Yours respectfully, THOS. A. RANKIN, President. O. H. WARKICK, Treasurer.

SAD FATALITY NEAR WELSFORD.

Benjamin Cole, a Trackman, Struck by Montreal Express Saturday.

INSTANTLY KILLED. The Unfortunate Man, Who Was Helping to Remove a Handcar from the Track, Became Greatly Excited at Approach of Train, and Would Not Follow Companions.

Welsford, Queens county, Jan. 3.—(Special)—A sad accident occurred on the C. P. R. on Saturday afternoon, about two miles above Welsford, when Benjamin Cole, a very respected citizen of that place, lost his life. The Montreal express was about three hours late and was rounding a curve when three men on a hand car heard her and were attempting to remove the car when deceased, who was acting as spare man for Mr. Jones, section foreman, who was laid off with a sore hand, became excited and kept on trying to remove the car from the track notwithstanding the fact that the other men kept shouting to him to leave the car and save his life. Richard Peck, acting foreman, actually pulled the car from the track and thought he had him out of danger when he was struck by some part of the car engine, breaking his jaw and neck and crushing the skull over the eye. The body was placed on board the express and brought to Welsford station, when Coroner McKenzie being notified, granted permission to have the body removed to his late residence opposite the station. The coroner will not decide about holding an inquest until the deceased's brother-in-law, Mr. Stevens, of the Union depot, St. John, arrives on Monday morning.

Deceased leaves no children, his wife is prostrated with grief. The report of the accident received by Supt. Dowling of the C. P. R. is that when the hand car Mr. Cole jumped on the wrong side, one cylinder of the engine struck the hand car throwing it over on the unfortunate man, killing him instantly. The coroner was notified but had not decided as to an inquest.

A GRANT OF \$1,000 For Victrola Order Will Be Recommended by Civic Treasury Board.

The treasury board Thursday afternoon decided to recommend a grant of \$1,000 to the Victrola Order of Nurses, and dealt with some other matters. Aid. Robinson presided, and there were present Aid. Millidge, Maxwell, McKinnon and Bullock, and the chamberlain and common clerk.

There was a sum of \$11,877.50 charged to street paving account which should be charged to street railway account. It was merely a matter of bookkeeping, and the necessary orders were given. The street railway pays the city \$7,000 a year for snow shovelling and paving between the rails. The contract is for ten years, and the city is not yet in a position to say whether the arrangement is a paying or a losing one, but the opinion is that the balance, if any, will be quite a valuable good in the hands of the city.

Judge Forbes, Police Magistrate Ritchie and Mrs. Ellis, Mr. McLeelan, Mrs. Dever and Mrs. Smith, of the directorate of the Victrola Order of Nurses, appeared before the board, asking for a grant of \$1,000. Judge Forbes was the spokesman of the delegation, and by voluntary contributions for the assistance desired. He explained that the order was introduced here five years ago, and had been almost entirely supported by voluntary contributions made by the ladies. There are two nurses, who last year made more than 3,000 visits to the homes of the poor. They are boarded at the hospital, and they get \$300 a year. It is desired to add a third nurse. Their work is endorsed by all religious denominations and they have taken the place of the district nurses. No less than twenty-nine doctors avail themselves of their services. They never go anywhere except when asked for by a doctor. They are not only sent to the homes of the poor, but they must go to Montreal to learn the Victorian method, which provides that they must be able to cook food for a patient and must be willing and able to clean up the room and do a great deal that an ordinary trained nurse never does. An instance was mentioned where one of the St. John nurses of the order scrubbed the floor for a poor woman who was ill. Their visits bring sunshine into every home they visit. His honor paid a glowing tribute to the skill and the labors of Miss Miller and Miss Pitt, the present nurses. A great advantage in having these nurses is that many are treated at their homes who otherwise would have to go to the hospital. Thus the hospital is saved from overcrowding, which would be very important in case of an epidemic. The expenditure now is \$1,000. It is contributed by people who never ask for these nurses when they need them. The work is entirely among the poor, and is of the greatest value. It is most desirable that the directors should be enabled to draw upon invested funds or to use bequests to defray current expenses.

Police Magistrate Ritchie endorsed what Judge Forbes had said, and pointed out that the directors who when the order was introduced were lukewarm are now its warmest supporters. He paid a glowing tribute to the nurses and to the ladies who had worked so hard to establish the order here, referred to the national ex-

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GLoucester Lost 73 FISHERMEN AND NINE VESSELS IN 1903.

With the close of the year it becomes our duty to chronicle the loss of nine vessels and 73 men in the fisheries from this port during the year, a loss slightly less than the year preceding, when ten vessels and 82 men were the record. The pecuniary loss, however, much larger than the average, several of the vessels lost being among the largest and finest of the fleet, including the steamer Alice M. Jacobs, the only steamer employed in the Atlantic coast fisheries. The lost vessels had a total tonnage of 1,108.12 tons gross and 778.83 tons net, and were valued with their outfits at \$120,000, with an insurance of \$50,000, most of which was placed in the local office. The total number of lives lost during the year, including deaths at sea and in hospitals, was 73, leaving 14 widows and 40 fatherless children.—Gloucester Times.

TO INSPECT OUR THEATRES Chairman of Public Safety Orders Official Investigation.

Ald. Maxwell, chairman of the civic department of safety, has decided that an inspection should be made of the places of public amusement in this city, so as to see what facilities there are for the safety of the public in the event of a calamity. He has addressed the following letter to the director of the department: St. John, N. B., Jan. 2, 1904. Robert Wisely, Esq., Director Public Safety Department.—Dear Sir:—In view of the awful calamity at the late fire in the theatre at Chicago, and the enormous loss of life in comparison with the number stated to have been in attendance, I believe it to be our duty to examine carefully the places of public amusement in this city. I therefore request that you will, in consultation with the chief of the fire department and chief of police, make a thorough examination of the Opera House and York Theatres and other places where large public gatherings take place, and report at the next meeting of the department of public safety. First, on facilities of access in case of panic. Second, on the fire protection used in these places. Third, the number of fire escapes and the facilities for using the same; together with such recommendations as your committee would suggest for improving the same in the interest of public safety. Yours very truly, ROBERT MAXWELL, Chairman Public Safety Dept.

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