

The Semi-Weekly Telegraph

VOL. XLIII

ST. JOHN, N. B. WEDNESDAY, SEPTEMBER 23, 1903.

NO. 2.

IRISH NATIONALISTS WILL HOLD UP THE WINNING BRITISH PARTY.

William O'Brien Says That Home Rule is Their Politics, and Whoever Gives It to Ireland Will Receive Their Support, as They Will Be in a Position to Dictate Terms.

(Associated Press.) London, Sept. 21.—The question of the support of the Nationalist party for the new fiscal policy of the government is said to be the subject of negotiations between the government and the Irish leaders.

London Paper Makes Scurrilous Attack on Canada. (Canadian Associated Press.) Canadian article can now be shipped to Manchester on the same terms of insurance as to Liverpool.

KING'S COLLEGE, WINDSOR, LOOKING FOR A PARTNER.

The Amalgamation of the Ancient Institution With Queen's College Newfoundland, Talked Of.

North Sydney, Sept. 20.—The Chronicle's correspondent writes that the Rev. S. Watson Jones, the special agent of the government and alumni of King's College, will proceed shortly to Newfoundland and the Bruce, in the interest of the college and its reorganization.

CLERGUE INDUSTRIES AT MERCY OF U. S. STEEL INTERESTS.

New York Banking House Under Their Control Has a Lien of \$5,500,000 Against the Concern.

New York, Sept. 21.—The directors of the Consolidated Lake Superior Company, after a two hours' meeting today, gave up in despair the attempt to find some plan for saving the properties of the company, which are in the hands of Speyer & Co. as collateral for the loan of \$5,500,000 made by the banking house of the company some time ago and announced that the stockholders of the company are entirely at the mercy of the banking firm, which can sell out the stock and bonds of the operating companies in the Consolidated Lake Superior Company at any time they see fit.

WHY CHAMBERLAIN RESIGNED POST.

General Laurie Says It Was Hastened by Fielding's Budget Speech.

Ottawa, Sept. 21.—(Special)—The delegates to the chamber of commerce in Montreal have returned here from the Pacific coast. Major-General Laurie says the impression made upon the visitors by the western wheat fields was wonderful. They had no idea it was so prosperous a place, with such wonderful resources.

A WONDERFUL COUNTRY.

British Delegates to the Chambers of Commerce Congress of the Empire Return from the West Delighted and Amazed at Its Resources.

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ITALIAN RIOTER KILLED BY DEPUTY SHERIFF.

Workmen Were Behind Two Months in Wages and Tied-up Street Railway in Revenge.

Cooperstown, N. Y., Sept. 21.—A riot by Italian laborers on the Onondaga, Cooperstown & Richfield Springs trolley road today resulted in the death of one Italian and the wounding of General Manager Dillon and a deputy sheriff. The Italians are quartered in shanties a little below the power house at Hartwick. Last night they built an obstruction on the track. The first car started south today was halted. A telephone message to Onondaga brought Receiver Jennings, General Manager Dillon and several deputies. When they set about removing the obstructions the Italians attacked them, firing pistols and throwing stones. Mr. Dillon was hit on the right temple with a stone and his face was badly cut. Deputy Sheriff French received a bullet wound in the head and was also gashed with a stone. Deputies and employees of the road returned the fire of the Italians and one laborer was killed. The rest were then quelled and traffic on the road was resumed. Seven of the rioters were arrested and held for examination.

FREDERICKSON'S FAR N SWING.

Earl of Dundonald Officially Opens the Fall Exhibition.

Fredrickson, N. B., Sept. 21.—(Special)—Lord Dundonald, hero of Ladysmith, and head of the Canadian militia, opened Fredrickson's exhibition this afternoon and everything went most successfully. There were 1,300 paid admissions against 415 on the opening day last year.

ATTENDANCE WAS 1,300.

This is Three Times as Many as Were There on the Opening Day of Last Year's Show—Dundonald's Hopeful Address—The Exhibition Good in All Departments.

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THE MONTH OF TISRI.

The Jews Celebrate Today the First of Three Important Holy Days.

The places of business owned by Hebrews were closed last evening in honor of the month of Tisri, which began last evening at 6 o'clock, when are celebrated the three most important Jewish holy days.

TERRIBLE SCENE AT KASTORIA.

Bodies of More Than 1200 Women and Children Unburied.

Sofia, Sept. 21.—The unfavorable replies of Austria and Russia to Bulgaria's last note and the fact that none of the other great powers has yet replied, coupled with the allegations that one of the powers is encouraging the military party at Yiddik Kiook, tend to create a less hopeful feeling here. There is, however, no perceptible change in the situation.

BULGARIA'S REPLY.

In Answer to One from Turkey, Says the Sultan Must Withdraw His Troops from the Frontier or That Country Will Be Compelled to Take Up Arms.

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CANADIAN ODDFELLOWS VISIT ANNAPOLIS, MD.

Baltimore, Md., Sept. 21.—More than 500 I. O. O. F. officials on Saturday took trip to Annapolis, where the grand lodge of America first saw the light.

RUMORS OF TROUBLE AMONG STEEL EMPLOYEES.

Pittsburg, Pa., Sept. 21.—Persistent rumors that a special convention of the Amalgamated Association of Iron and Steel Workers has been called to consider matters of vital interest to the organization are in circulation but the officers will neither confirm nor deny the reports.

ANTI-PROHIBITIONISTS IN SESSION.

Philadelphia, Sept. 21.—Four hundred master brewers assembled today at Jungers' restaurant hall to attend the fifteenth annual convention of the United States National Prohibitionists Association.

DEFECTIVE RAILING CAUSES WOMAN'S DEATH.

Lewiston, Me., Sept. 21.—Mrs. Fraconia Gaudette, of Auburn, was instantly killed by falling from the piazza of her house to the ground this afternoon. The accident was caused by a defective railing.

BORDEN'S G. T. P. AMENDMENT TAKES UP ANOTHER DAY IN PARLIAMENT.

Government Declines to Force the Grand Trunk to Become Responsible for Transcontinental Railway Obligations—John Charlton Gives Figures as to How Cheap Grain Can Be Carried by New Road.

Ottawa, Sept. 21.—(Special)—Walter Scott, M. P. for Winnipeg, took the opportunity when the house met today to deny the alarming and untrue reports circulating in Canada and called Britain regarding the Grand Trunk Co. in Manitoba and the Northwest by the recent storm. Mr. Scott read from a Toronto newspaper a statement made by Mr. Sturgis, who is in charge of the meteorological service in Toronto, to the effect that the snow fell all day Saturday and all Sunday night.

CONSERVATIVES TALKING AGAINST TIME.

When the house met at 3 o'clock an amendment from Mr. Borden to the national transcontinental railway was under consideration.

SOLDIER BADLY INJURED AT CAMP SUSSEX BY BEING "TOSSED" BY COMRADES.

Sussex, N. B., Sept. 21.—(Special)—The weather today was delightfully cool, and was altogether the most pleasant day in camp since its beginning.

A COURT OF INQUIRY WAS HELD ON THE MATTER AND THE PRACTICE WILL BE STOPPED—MANY SPECTATORS WITNESSED AN INTERESTING SERIES OF MANOEUVRES YESTERDAY.

Private Neilson, of the 74th Regiment, was quite seriously injured yesterday by blanket tossing at the hands of some of his comrades. A court of inquiry was at once instituted, with Major Fairweather, Lieut. Metzler and Lieut. Wetmore as members.

DUKE OF MANCHESTER'S BIG PURCHASE.

London, Sept. 21.—The Duke of Manchester has purchased for \$35,000 Kyle more Canada and Ontario comprising 13,000 more acres situated on Long Point, Ontario. The place formerly belonged to the late Mitchell Henry, M. P., who built the castle. It has been assigned by the Duke as a probable royal residence.

DETECTIVE RAILING CAUSES WOMAN'S DEATH.

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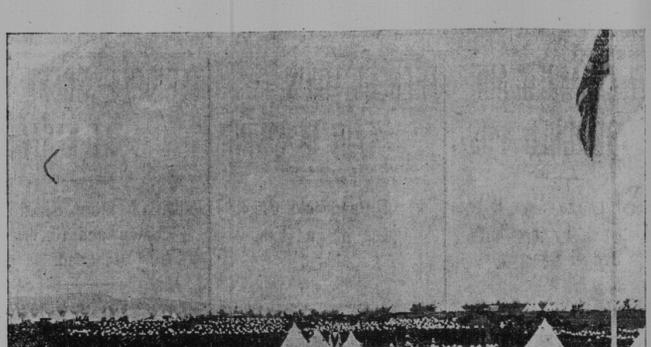
WITH OUR SOLDIER LADS IN CAMP AT SUSSEX.



On the Camp Grounds at Sussex.

Who wouldn't be a soldier? Where is the craven spirit base enough to wilfully avoid the service? The exact soldier spirit of the other eastern provinces is not readily at hand, but as far as New Brunswick is concerned, here's little to wish, judging from camp Sussex.

pick up the most modern methods of dealing annihilating to the opposing forces. The Hussars—the wily, whip-corded Hussars—are growing in knowledge pertaining to defence of empire. They are being informed, at first hand, by the commander-in-chief, himself a cavalryman of note, and all things considered in the light of sober judgment, the Hussars are a strong aggregation.



Church Parade Scene at Former Sussex Camp.



Before Their Tent, Sussex Camp.

The camp is doing more, though, than developing them physically. They are getting an accurate insight into the wisdom of authority, are growing in manliness and acumen, and are becoming aware that cleanliness of mind and body, patriotism and honor, are worth while having a nodding acquaintance with.

In the minds of past campers the year's tenting is not any worse, possibly a good deal superior, to the out-of-door life of years ago. "As far as the field experience is concerned," said one, "we are having it put all over us these latter years, or since the general has been in command.

MR. BLAIR'S STRONG STAND ON REDISTRIBUTION MEASURE.

Kings and Albert Will Have One Member.

Not Practicable to Join St John and Albert, Said Mr. Blair, in Replying to Mr. Fowler -- Former Minister Would Not have This Constituency Disturbed.

could be made in Cape Breton Island. There was a committee of interest after all between Victoria and Cape Breton. They were adjacent to one another and business interests brought them constantly together. Richmond, on the other hand, was too far away to be combined with Victoria. That proposition had been fully considered and dropped as impracticable. His own party had nothing to gain by the new arrangement.

Mr. Fowler quite conceded there was no politics in it. It was a choice of two evils. But what struck him as unfair was that Victoria and Cape Breton counties should have only two members for 70,000 population, while Richmond, alongside, had a member for 14,515 souls.

Mr. Fowler strongly objected to the feature of the bill which proposed a union of Kings and Albert. The united counties would have a population of 34,000, and now got only one member under the rearrangement, whereas St. John county and county got two members for a population of 40,000. Restigouche was to continue its individuality as an electoral district with a population of 13,000. The fair thing to have done would be to add St. John county with its 10,000 population, to Albert county alongside, leaving St. John county with one member.

Mr. Blair replied. He found Mr. Fowler's language unnecessarily strong. That gentleman could advance no evidence in support of his charge of gerrymandering. He was prepared to take his share of responsibility for the course adopted in this matter, but to his mind the arrangement was the most equitable and just that could be devised, and would give better satisfaction to those concerned than any other suggestion that could be put forward.

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to adhere to county boundaries. There were two possible means of solving the situation. They could combine Restigouche and Gloucester, in the north, or Albert and Kings in the south.

Mr. Fowler interrupted that this plan was favored by the local member for Albert.

Mr. Blair—Yes, but there was no public support behind him. The proposal was not practicable. The counties of Albert and St. John are not in reality contiguous to one another. The settled parts of the two counties do not come in touch with one another, and besides there is no line of communication between them.

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WOODSTOCK FAIR A GREAT SUCCESS.

An Athletic Meet Wound Up the Exhibition Friday.

A CLOSE BALL GAME.

Portlands of St. John Lost to the Colts After Having a Long Lead-- Other Events -- Cups for Horse Show Exhibited.

Woodstock, N. B., Sept. 18.—(Special)—The Woodstock agricultural exhibition had ideal weather for the last day of the fair, and the usual large crowd was in attendance. After the parade of all the prize stock, the exhibits were removed from the ground and the most successful exhibition ever held in the town was over.

The athletic meet was attended by a large gathering. The officials were: J. A. Lansley, referee; J. T. A. Dibblee, James A. Gibson, timekeeper; Mayne Belyea, George E. Dalman, K. K. Council, judges; Frank Sullivan, clerk of the course; G. Hugh Harrison, scorer; W. L. Aigar, N. P. Thomas, Dr. G. H. Manser, umpires; W. C. Lindow, announcer.

The following are the different events and winners: 100 yard dash was a dead heat between Arthur Finnamore, Fredericton, and F. B. Sweeney, St. John, and in the run off the former won; time, 11 seconds.

Quarter mile run—1, Finnamore; 2, C. W. Robinson, Woodstock; 3, Arthur Glidden, Woodstock; time, 39 seconds.

Half mile, boy—1, Joseph Dever, Fredericton; 2, Arthur Fisher, Woodstock; time, 1:27.

Quarter mile open—1, F. E. Libbey, Sydney; 2, S. L. C. Coleman, Fredericton; time, 39 seconds.

The Woodstock Colts and St. John Portlands played two games of ball in the park, and the local team won both games. The score in the morning was 15 to 4. The local battery was Long and Milmore; Arthur Finnamore, Fredericton.

A NEEDED TRADE LEAGUE.

Convention of All English-Speaking Peoples.

How These Business Men Whose Interests Are So Common Could Unify Their Plans and Conquer the World--The Folly of the Present Course of Opposition and Retaliation.

...Boston, Sept. 19.—The idea of a Pan-Anglo American convention of chambers of commerce arises from the business situation and the necessity for getting better acquainted with the principal customers and suppliers. He knows that he can safely buy more and safely sell more in proportion to the success of his business.

It is astonishing to what an extent the passion for acquiring wealth quickly and easily has spread within the last few years. Recent developments, in connection with the Post Office investigation now in progress, have revealed the fact that the mails have been used by a very large number of bogus syndicates and get-rich-quick concerns, without the slightest effort being made to check their criminal schemes for fleecing the unwary.

It is undeniable that the secret desire to accumulate riches is almost universal, and it is true, moreover, that a very great majority are not especially scrupulous concerning the source from which the wished-for wealth may come.

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The Get-Rich-Quick Mania

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guarded, so that the writer [may escape any legal responsibility for the same. The circulars they send out make a powerful appeal to the avarice of the credulous, and they succeed wonderfully. For a loan of \$10 they will promise to pay in return \$1 a week. For \$50 they will pay \$5. But they only make these payments to induce foolish people to plunge still more heavily. As a result, multitudes of men and women impoverish their homes, while others even steal money from their employers and friends to speculate. The temptation is so great for the time that many persons become money-mad. Thus every get-rich-quick concern is a generator of crime and suicide. In one year one of these "syndicates" pocketed no less than \$2,000,000. When the exposure and the final crash came, hundreds of people—if not thousands—were made penniless. And a number of the victims, when they saw the inevitable ruin they had brought on themselves and their families by their mad speculation, committed suicide.

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This is a simple case, but, in the main, it applies to all the get-rich-quick swindles alike. All are dishonest, immoral, and in the last degree ruinous to the poor deluded victims.

For the great majority of the dupes of the get-rich-quick swindlers, there can hardly be as general or generous a sympathy as might have been extended under other circumstances. They have been caught in their own nets; their cupiditas has been their undoing. They made haste to get rich, forgetting that "the get-rich and not by right" . . . at his end shall be a fool."

Had they been wise, they might have detected the sharp, cruel hook under the glittering bait of the get-rich-quick operator, and they would have been content with the reward of honest industry or legitimate trade, instead of grasping greedily at shadows and fabulous profits, the very nature and extent of which should have convinced any thoughtful person that it could not be lawfully and honorably earned, if earned at all.

We frequently receive letters from readers in the country, making inquiry as to the "reliability" of some get-rich-quick scheme, from whose conductors they have received the usual attractive circulars. These circulars read like a fairy tale. They tell how the kind-hearted broker is longing to add to your income, and, in your wealth will fly to you on wings. We invariably advise the receivers of such letters to give them no attention. A moment's reflection ought to convince any man or woman, no matter how inexperienced in business affairs, that if one's good-natured, persuasive broker, or any other agent, had something that is reliable and that will bear investigation, he could interest all the capital needed without the slightest difficulty. He would not be obliged to hawk his scheme around among strangers, begging them to invest in it.

We repeat the advice to all our readers: Resist the temptation to acquire wealth in any such way. Be assured that every such scheme is simply a blind trap, a bucco game, an out-and-out lying swindle. Thousands are ruined every year by yielding to the unwholesome fascination. Avoid it as you would avoid a pestilence. —(Christian Herald.)

St. Mary's, York county, letter says: "Reuben Flowers and wife, Miss Louis Hall and Harry Flowers returned on Friday from Flowers' Cove Grand Lake, where they had been invited to attend the wedding last Wednesday of Miss Stella Flowers of Flowers' Cove to J. Melly of St. John.

Free Trial for 90 Days. Not penny down, simply drop me a postcard with your name and I will forward you one of my Latest Improved High Voltage Electric Belts Free. You can use them three months, then pay me if cured, and the price will be only half what others ask for the inferior belts. If not cured, you return the Belt to me at my expense, and your money will be refunded. I am willing to let you, directly, trying for I have the best and most perfect Belt ever invented, and which men in all ages pay when cured.

EPISCOPAL CHURCH AT THE NARROWS, Q. C. The Narrows, Queens Co., Sept. 18.—The foundation stone of the new Episcopal church at the Narrows is to be laid on Tuesday, Sept. 22, at 3 p. m. Dean Partridge is to officiate at the laying of the stone and Canon Richardson, of Trinity church, St. John, is to preach the sermon at the service following. Many of the other clergy are expected to be present. The work is being rushed so that the church may be used for the Christmas services.

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It is published every Wednesday and Saturday at 10 a.m. in the city of St. John, N. B., by the Telegraph Publishing Company of St. John, a company incorporated by act of the legislature of New Brunswick.

ADVERTISING RATES.

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

IMPORTANT NOTICE.

All remittances should be sent by post office 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, viz.:

Wm. Somerville, W. A. Ferris.

Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 23, 1903.

THE DISASTER ON THE RIVER

It may be assumed that at the inquest following the burning of the David Weston and the loss of three lives, searching inquiry will be made as to the cause of the fire, the precautions observed to prevent a disaster such as occurred, and concerning the boats, life belts and fire apparatus carried by the steamer.

Two men, by their coolness, courage and decision in the face of awful peril, prevented the loss of many more lives—the captain, who instantly gave the order to run the boat ashore when the fire was discovered and then devoted himself to saving the terrified passengers, and the mate, who stuck to the wheel, in spite of the fire and smoke which enveloped the pilot house, until the boat was beached, and who then became a very giant in the work of rescue.

Terrible as the affair was and imperative as it is the necessity for a complete investigation, it is well to record that the captain and crew appear to have behaved well and that forty passengers all were saved except the unfortunate lad who swung overboard in terror before his relatives could restrain him.

So safe has our river navigation proved in the past, now of the destruction of the Weston with the loss of three lives and the injury of many of the passengers, will be a great shock to the entire province. Who was responsible for it? The general opinion yesterday among passengers and crew appeared to be that a careless smoker had set fire to the cargo of hay which was so stowed that a spark from the pipe of one passing along the lower deck, or a match thrown away carelessly by such a person might have ignited it.

While this is true, a full investigation is nevertheless necessary, as it may disclose facts of value in preventing a similar or greater disaster at some future time. Some time ago an effort was made to save metallic small boats carried by steamers navigating inland waters, but the plan was abandoned. It may now be revived. If a careless smoker is responsible for the fire, it may be well to ascertain whether the usual regulation against smoking on certain parts of the steamer were strictly enforced. Among the stories told yesterday was one to the effect that the fire-apparatus was not in working order when it was required. Here is a point which should be cleared up.

According to the law the inquest must be held by the coroner in whose district the deaths occurred. In this case, then, Coroner Watters, of Westfield, will act, and, no doubt, as the matter is of unusual importance, a representative of the crown will be present.

and crew without delay. It would be within the province of the jury to decide whether or not there was contributory negligence, and beyond that, to make any recommendations which appeared wise, with a view to preventing similar occurrences in the future. It will, no doubt, be deemed proper that the crown shall be represented at the inquiry, the scope of which will of necessity be extensive if the best interests of the public are to be served.

Conflicting stories as to the condition of the steamer's fire apparatus and as to the manner in which her cargo of hay was stowed, must be examined and the truth arrived at. Among river steamboat men yesterday there was much discussion as to whether any passenger steamer should be permitted to carry hay in its hold.

Some maintain that such a cargo is too dangerous to form part of the cargo of steam passenger vessels. Others believe that if it were stowed in compartments where the danger from fire would be reduced to a minimum, it might well continue to be accepted as freight.

This and other questions forced upon public attention by the disaster of Saturday should be inquired into with the utmost care. It may be that new legislation regarding river traffic will follow. The duty before the coroner, then, is one of unusual importance, and the public will observe with interest the manner in which it is discharged.

COMMENT ON CHAMBERLAIN.

Comment cabled from London on Mr. Chamberlain and the British political situation generally has been somewhat fragmentary thus far, and as much of it has been partisan also, Canadian readers have, perhaps scarcely realized how great an impression Mr. Chamberlain's course has made, even upon his natural political enemies. A certain class of newspapers announce that he is beaten for all time; that he has delivered himself bound into the hands of his foes. This is the extreme view of the extremists. His own view, as far as it has been revealed, is that while his proposals may be rejected at the next election, he will stand by them later on.

It is interesting to study at this juncture the opinion of one watching the situation in London for the New York Evening Post. The Post is a free-trade journal and editorially frowns upon Mr. Chamberlain and even more sternly upon Mr. Balfour, as one lacking the former Colonial Secretary's courage. But the Post's London correspondent is far from dismissing Mr. Chamberlain's course as hopeless, so impressed is he with the man's immense power as a campaigner. A summary of this correspondent's views is of timely interest.

Today, he says, the party of Balfour and Chamberlain "consists of four distinct camps. First the reactionaries, under Mr. Balfour; second, the preferentialists, under Mr. Chamberlain; third, the free-traders, under Lord Goschen, Sir Michael Hicks-Beach, and Mr. Ritchie; fourth, the workmen, under nobody in particular. The reactionaries and preferentialists together make up about three-fourths of the party. Mr. Chamberlain is confident that all but an insignificant section of these will come under his banner. So soon as he makes clear his plans, which involve no increase but merely a readjustment of the present tax rates, so soon will the Chamberlainian candidates in the constituencies up and down the country, prepare to fight every man, of whatever political hue, who does not fly the Chamberlainian colors. Mr. Chamberlain may be all wrong and his policy may be doomed to ignominious collapse, under the cry of the 'cheap loaf' in danger, but a regard for the facts compels the unbiased recorder to state that the little band of free-trade Unionists and the incoherent mass of leaderless Liberals, whose most aggressive group is more concerned in the police court resistance to the education rate than in fiscal discussions, Mr. Chamberlain has given English Liberalism the chance of its lifetime, but there are no signs yet that Liberalism is alive to the fact."

MORE RESIGNATIONS.

There are now four empty seats in the Balfour cabinet, the resignation of Lord Balfour of Burleigh, Secretary for Scotland, having been announced yesterday, together with that of Mr. Elliott, financial secretary to the Treasury, who is not a cabinet officer. Apparently the Duke of Devonshire intends to stand by the Premier, satisfied with the fact that the government can no longer be held responsible for Mr. Chamberlain's policy coupled as it is in the public mind with a food tax. The Secretary for Scotland apparently leaves the government for the same reason which led Mr. Ritchie and Lord George Hamilton to resign, that is, the belief that Mr. Balfour has virtually abandoned free trade. Mr. Balfour has gone too far for three of his colleagues, and so let them, and not far enough for the Colonial Secretary, and so let him.

great extent, make common cause with the government, since his fiscal programme includes while it also outruns Mr. Balfour's, the other deserters will add weight to the free trade campaign which the government must meet and overcome if it is to escape defeat.

Fourteen of the eighteen ministers remain, and with the exception of that left by Mr. Chamberlain, the vacancies may, without great difficulty, be filled with stronger men than those who have resigned if the impulse toward defection does not carry off still more of the cabinet ministers. As it stands, the loss of so strong a man as the Duke of Devonshire might weaken the government beyond remedy. If Mr. Balfour succeeds in filling up the gaps in his official family and does not go to the country until the campaign of education planned by the government has lasted some months, he probably will have a fighting chance for victory, though at this time it is not known how far the Liberals will succeed in taking advantage of the opportunity created for them by the fiscal "heresy" of their opponents. If the new issue causes the various factions hostile to the government to unite under the leadership of Lord Rosebery, the government, assailed because of its fiscal policy, its Education Act and the War Office scandals, will be in desperate case. The battle is one which will excite and hold the keen interest of the world, for nearly every country will be affected in no small degree by the result.

AN ESTIMATE OF LAURIER.

Commenting upon Sir Wilfrid Laurier's speech at the banquet following the Congress of the Chambers of Commerce at Montreal, the Liverpool Post again compares him with Gladstone:

"This journal once ventured on what was felt to be a very daring appreciation of the fact that of all living statesmen, the one who had most of the qualities of Mr. Gladstone was Sir Wilfrid Laurier. We are not ashamed to re-examine this in reading the speech which the Canadian Prime Minister has delivered at the banquet of the Montreal conference of Chambers of Commerce. The speech which Sir Wilfrid Laurier has made appears to us to be the very speech which Mr. Gladstone would have made in the same place and from the same point of view. There is no nonsense in it—no mere phrases—no shibboleths either old or new (the latter usually the worst)—no ignoring of economic or political facts—no slurring over, as if they were words of difficulties which are sure to arise. Sir Wilfrid Laurier has not to lay aside compliments, for his compliments are not mere compliments. He notes that the Mother Country and the Colonies are both to part with the systems under which they have been prosperous. He sees little that is practical in the new proposals. He marks in the feeling of the present time a slight change in the old view. He does not hesitate to call the 'heresy' a perversion. He sees a great obstacle in any common fiscal understanding in the fact that no two colonies have anything like the same tariff. He frankly says that Canada would like a preferential tariff for corn, and would wish that Great Britain should propose it. But he adds with not a word of candor that Canada does not desire this unless there can be mutual concessions. And, says he, the systems under which they have been prosperous, the independence and freedom of the colony. Nothing would be worth having, not even the maintenance of the British Empire, if Sir Wilfrid Laurier says, at the expense of any of the political rights which the colonies now enjoy. Such honest and statesmanlike words as these tend to clear up a situation which the Montreal 'trend' has flatteringly obscured."

The London Chronicle spoke of Sir Wilfrid's words as a formal rejection of the Chamberlain proposals by Canada. The Premier did not say that the Canadian Parliament could not or would not make a fiscal agreement with Great Britain for a term of years. Such an arrangement could be made without lessening Canada's autonomy and might be made if it appeared best for Canada and the Empire. Sir Wilfrid's candor will tend to make Mr. Chamberlain more careful to propose no arrangement which the self-governing colonies would feel bound to reject.

DON'T BUY ANY BIRDS.

Surveyor-General Dunn speaks plainly and sensibly about the partridge under the law the killing of these birds is prohibited for two years. The sportsmen will regard the law, but the men who shoot for the market will not stop shooting while that market exists. This year and next any person found with a partridge in his possession will be fined \$10. But the law may be evaded. If it is the persons responsible will be those who tell their butler or groom quietly that they must have a few "birds," and so tempt him to retain their trade by supplying the demand secretly.

The Surveyor-General, therefore, asks all good citizens to practice self-denial and obey the law. It is a request which should not be necessary and it is addressed only to the sportsmen whose taste for partridge overcomes their scruples and causes them to lead others astray. Two years will soon slip away, and the observance of the law for that period will give the much-hunted ruffed grouse a chance to multiply with the result that after the brief respite they will be so numerous as they were "when we were boys" and the breed-leader was unknown. It is the Surveyor-General's intention to enforce the law rigorously but he relies greatly upon the forbearance and co-operation of the public at large.

NOTE AND COMMENT.

Kings and Albert are one for political purposes. Now they may hold that joint convention that was talked about.

Mr. Balfour has lost four of his seven cabinet colleagues and others are said to be on the edge of departure.

Balfour is disturbed over the loss of trade expected there through the Canadian Pacific's establishment of a St. John-Annapolis steamship service.

The Sultan assures Russia that he will institute the long delayed reforms in Macedonia. Apparently, though, he will first exterminate the Macedonians.

Mate William Wehler, of the David Weston is the Jim Blaine of the St. John. Like John Hay's Prairie Belle the Weston was "the oldest boat on the line."

"Will Canada Secede?" is a question discussed editorially by the Boston Post. The secession movement is not exactly keeping people away from work or meals in this part of the country.

Had Mr. Fowler, of Kings, had his way he would have subordinated the interests of this constituency and the province generally to his personal ambition. His sense of proportion is out of gear.

The stories of cowardice on the part of the crew which so frequently follow disasters to steamships in other countries are happily lacking in connection with Saturday's disaster on the river.

Lord Methuen said of the colonial troops, in his testimony before the war commission: "The shrewdest men I have ever had to deal with are the colonials; anything they do not know is not worth knowing. They were quite the Boer's equal in everything but courage, in which quality they excelled him greatly."

Harper's Weekly says, in concluding a review of the Alaska Boundary matter: "We have deemed it important to review the history of the case, in order to show that the Canadians honestly believe themselves to be right in their interpretation of the Treaty of 1825, which defines the Alaska boundary. We hold that our construction of the treaty is the proper one, but we have no intention of imposing unwelcome motives to our opponents. We have no doubt that the case will be tried on its merits, and if the court, being equally divided, shall fail to render a decision, reasonable people will conclude that a great deal can be said on both sides."

Major-General Laurier says Mr. Fielding's budget speech was the match which ignited the Chamberlain powder. It is a fact that the Finance Minister fired a shot which echoed round the world and that it was the cornerstone of the Colonial Secretary's programme. General Laurier speaks wisely when he says this country should not be exploited for the purposes of British politics. Canada has not asked that the British fiscal policy be altered on our account. It is recognized on all sides that Great Britain should solve the fiscal question only with regard to the best interests of the world.

Mr. Alfred Austin, made poet laureate by Lord Salisbury, wrote some graceful verses on the death of the great leader. A noble note that the laureate's is struck by Mr. Harold Begbie in the London Times. Here are a few characteristic lines:

He was our stubborn heart, our steady brain when faction's rancor was loud, He was the eye of England that could not be blind to eloquence. He was too proud to sweep his crown of state before the crowd, Too proud to stumble with the driven herd, Salient he held his way, the fact behind the word.

His soul was on the mountains while his feet were on the ground, He was the great peace of Europe that went above the strife, he was the great peace of the world that went beyond the frontiers of our star the rod of Faith ordered all his days; untouched by shame He walked with truth, and drew no splendor round his name.

Three Sonnets. EAGLES OF TIBERUS. They say at Capua that Tiberius bound To Spanish scholars, how the fertile land In the abysses, from the rocks that hang, Beating above the sea, were burnt by and by. Let not this shackled boy drag thee down Into that stagnant mire, but stand by and by. The eagle and the clayey boat must drown; Bound by a link that neither can untie.

EMPTINESS. There is a startling legend that is known To Spanish scholars, how the fertile land For years was ravaged by a robber-band Led by a knight with visor ever down; And once as Templar and crusader chanced, It shook the earth. 'Tis now, fair'st empty mail And quivered shield, was found to be, when scanned, A suit of armor, empty, heel to crown. Naught lights like emptiness. Beneath the veil Of Islam's warlike prophet, from Baghdad To Roncesvalles, it made the nations quail; And once as Templar and crusader chanced, It shook the earth. 'Tis now, fair'st empty mail And quivered shield, was found to be, when scanned, A suit of armor, empty, heel to crown. Naught lights like emptiness. Beneath the veil Of Islam's warlike prophet, from Baghdad To Roncesvalles, it made the nations quail; And once as Templar and crusader chanced, It shook the earth. 'Tis now, fair'st empty mail And quivered shield, was found to be, when scanned, A suit of armor, empty, heel to crown. 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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 23, 1903.

STEAMER DAVID WESTON BURNED; THREE LIVES ARE LOST.

St. John River Catastrophe One of the Worst in the History of Its Navigation—Vessel, All in Flames, Run On to Beach at Craig's Point to Save Lives—Fire Started in Hay.

Three lives were lost and many people were injured in the burning of the Star Line steamer David Weston at Craig's Point, about fifteen miles up river, Saturday afternoon. On her regular down-river trip, fire broke out in some bales of hay on the lower deck. Fanned by the wind and fed by the dry and oily woodwork the flames spread with great rapidity, and in a few minutes the steamer was all ablaze amidships. Captain Day ordered her beached and she was run ashore promptly. Many thrilling incidents marked the catastrophe. The three people who lost their lives were drowned, having jumped overboard from the burning vessel.

THE DEAD. Etta Morrell, of Indiantown, aged about 21, a waitress on the steamer; body recovered. Fred Downey, of Indiantown, aged about 21, a deck hand on the steamer, badly burned, then leaped overboard; body recovered. Stephen Hood-Rowan, of Manchester, (Eng.) aged 11, jumped overboard in fright from his aunt's arms and was drowned; body not yet found.

THE INJURED. Mrs. Spence, of St. Stephen, (N. B.) foot wrenched and back strained. Mr. Eldridge, of Boston, internal injuries. Miss Charters, of New Maryland, (York Co.) ankle hurt. Mrs. W. H. Shaw, of 5 High street, St. John, foot strained. Mrs. Susan Cavanaugh, of Burton, (Sunbury Co.) ankle sprained. Waldo Putnam, of Tilson Avenue, Boston, foot slightly injured. Wm. Whelpley, of Kennedy street, St. John, mate of the Weston, badly burned about head, shoulders and hand.

Two bodies have been recovered. The body of Miss Morrell, after being viewed by Capt. Day, conductor at Day's Landing, was taken to the city Saturday night. The body of Fred Downey was found yesterday and brought to the residence of his people in Douglas street. Up to last night young Rowan had not been found.

THE PASSENGERS BROUGHT TO THE CITY. Of the forty odd passengers fully one-third have received injuries of greater or less severity, and some are suffering from the shock of a tragedy which will rank as one of the most thrilling in the history of the maritime provinces. Mrs. Spence, and Mr. Eldridge, of Boston, two of the burned, remained at Westfield, but the remainder were brought to the city by the tug Champion and taken to their homes or hotels, considerable being called to the landing by the Star Line Co.

Others on board the boat were Thomas Lee, John N. Golding, R. E. Cooper and his son, R. S. Cooley, of St. John; Waldo D. Putnam and wife, of Tilson Avenue, Boston; Mrs. Brackett and son, of Rochester (N. Y.); Geo. W. Dean and wife, of Northbridge (Mass.); Mrs. Samuel Fowler, of the same city; Ethel W. Trevelick, of Palmer (Mass.); F. S. White and family of St. John; Wm. Kerr, of Queens county, and Miss M. W. Rogers, of Boston.

The David Weston's company included: Edward W. Day, captain. Wm. Whelpley, mate. Peter Allan, purser. Herman Allen, engineer. Chas. Fleming, Frank Titus, Fred Downey and James Paisley, deck hands. Daniel Starkey, steward. Miss Gracie, cook. Miss White, Miss Murdoch, of Fredericton, and Miss Morrell, waitresses. Miss Charters, stewardess. Robert Friess, of North End, kitchen boy.

THE SCENE OF THE DISASTER. The story of the destruction of the Weston is a grim one. Old men, who from infancy have lived along the river, unite in admitting that within their memory a more tragic event has never occurred upon the stream.

TO SOME OF THE PASSENGERS upon the boat there seemed, in their excitement, to be the choice of leaping overboard or burning, and to many, as they mounted the rail of the saloon deck, already on fire, and looked through twenty smoky feet of space to the water below, it seemed that they were jumping into eternity. Then they leaped—through a blinding whirl of ash, sparks, smoke and half-burned cinders to fall into not more than three feet of water, with the bottom strewn with jagged rocks.

WOMEN, frantic with fear, would peevishly venture over the rail, then in a bewildering moment of horror duck back to vainly search for some means of escape. In many instances they were rescued by husband or brother, bodily lifted over and dropped. Women almost overcome at the knowledge that their children were in some other portion of the boat, tried to find their way through fire, that they might find all that was precious to them.

Practically all the survivors tell the same tale. A sudden cry of fire, a great smoke and an orange gleam down amongst the bales of hay on the main deck, sent a panic among the passengers and the crew. The officers, the sudden evening of the boat from mid stream, as the pilot seemed, her for the beach, and the faint moaning of the flames over the entire body of the boat; the final grating of her keel as she slid upon the shore; the frenzied attempt of the passengers, who were jumped or lowered from beyond reach of those scarlet furies that searched every nook of the boat, with their deafening tows—all the same story—a story that will live.

partly. A minute or so later, then from down on the main deck came the frightful screams of children, and the hoarse call of a deck hand to the effect that the bay was fire. Mr. Putnam did not notice anybody loitering in the vicinity of the bay as he passed, but from another source it is claimed that some children were playing hide-and-seek about the tables.

THE CRY OF FIRE was heard soon by all along the main deck. They had scarcely time to comprehend its import, when the bay bales were blotted out in a showering of smoke. There was a rush for the companion ways and a similar hurrying from overhead toward the top of the companionway stairs, for the shouts of fire had been taken up, and already screams and shouts were driving wildly up the companion way stairs.

BEACH REE, the Captain's Order. Captain Edward Day, from the saloon deck called to the mate, William Whelpley, who was in the wheel house, steering to beach the boat, and shortly afterwards Whelpley called to the purser, Peter Allan, to get out the hose. This was attempted, but before an effective stream could be obtained the flames had eaten through the hose, rendering it useless. There was nothing to do now but race for the shore. Already the Weston had swept to the right; and with steam at high pressure was driving swiftly toward the beach.

WHEN THE alarm was first given, Miss Etta Morrell, waitress, was sleeping. The noise awoke her, and starting up, just as the cries of fire were resounding through the boat and as frightened faces dashed past her in the gathering smoke, she ran to the side of the saloon deck, where she saw a man jumping down the stairs. She was well known, as she has often expressed her timidity of such.

TERRIBLE POSITION OF FRED DOWNEY. A few minutes after the steamer grounded, a boat attempted to draw in close to her paddle box, where a figure was discernible trying to break off the asta covering the paddle box. It was Fred Downey, deck hand. The men in the boat shouted to him to jump, that they would save him. Although he had the reputation of being a swimmer, he did not seem to know how to swim and would not jump. With entreaties and jests, they tried to make him jump, but he refused to do so. He was finally rescued by a man who was on the boat, and was taken to the shore.

THE SCENE OF THE DISASTER. The story of the destruction of the Weston is a grim one. Old men, who from infancy have lived along the river, unite in admitting that within their memory a more tragic event has never occurred upon the stream.

CAPTAIN STICKS BRAVELY TO WORK. Captain Day had gone quickly to work to get the boat out and then to the labor of rescuing the passengers he applied himself with a will. There were two boats, both commodious and strong, the custom-built motor launch, and the tug Champion. Only one was taken of the davits—and she was on the windward side; the other side being such a sheet of boiling red fountains that to lower the boat there was an impossibility. Already on the upper deck terrified women and children were scrambling toward the bow in obedience to the captain's injunction.

THE STEAMER had barely started, when the boat on the windward side was tipped, and instead of being pulled to land, she was pushed and poled to land, then rumbled back for more—all talking place in the blistering heat of the companionway. But all on board were not in the immediate vicinity of where the boat was plying. Some were on the saloon deck, and some on the main deck. In fact, the boat was a mass of confusion, and the captain's orders were not being obeyed.

THE DROWNING OF THE ENGLISH BOY. In the crowd pressing toward the boat was Miss Jean Rowan, and in her arms was her nephew, Master Stephen Hood-Rowan, who three weeks ago arrived with his aunt from Manchester, (Eng.), to spend a year here and go to school. Miss Rowan's utmost strength to restrain him. As she struggled in her arms, a billow of fire swooped over him. He screamed and fought bravely, but he was vainly endeavored to reach him as he wavered on the rail, and in the last recollection of his life, he saw a sea of fire and a friend who he had occasion to go down stairs to the main deck. This was about, as near as he is able to recall, about 3.15 o'clock.

OTHER BODIES TO BE RESCUED. By this time the steamer was about surrounded by small boats which had put to ward her from the various farms along the river for miles. With them was the tug Champion, which was not more than a mile away when the Weston caught fire.

ple still wandered, all that remained of the Weston was slowly falling apart. The upper woodwork had been destroyed; the smouldering ribs stood gauntly up in the crimson glow, the smoke stack had fallen over and lay pressing against the wreck of the paddle box, under which the body of Fred Downey was supposed to be floating.

CAPTAIN DAY TELLS THE STORY OF THE DISASTER.

In the Craig home, Miss Rowan sat by the bedside of Mrs. Spence, and though her own anguish was almost greater than she could bear, endeavored to soothe and quiet the patient.

CAPTAIN DAY was worn out with the exertions of the day. He did not have much to tell, merely that he had heard the cry of fire, had given the order to beach, had helped lower the boat and superintended the passage of it between ship and shore.

THE COOK'S STORY. Mrs. Griott, cook on the Weston, was interviewed Sunday in the home of friends in Clarence street. Mrs. Griott will probably never have a more thrilling experience than that of Saturday.

Mrs. Susan Cavanaugh, when interviewed at Mrs. Holland's residence, Clarence street, was suffering from a strained ankle. She belongs at Burton, and was coming to the city with country produce. She was coming through the door of the saloon when she heard children screaming and saw the entire lower part of the boat was in flames. She gained the saloon deck, and when the boat grounded she lowered herself as far as possible, then she jumped into the water below.

Mrs. W. H. Shaw, of High street, had an experience quite similar. Like Mrs. Cavanaugh, she retreated to the saloon deck. She could not see the water plainly for the smoke, but she saw the distance and of the depth of water. With great fortitude she waited until the steamer struck the beach, and then she jumped into the water.

Mrs. Wm. Whelpley, the mate and pilot, was when yesterday at his home. He lay in the lounge and in plain dress, but he was wearing a hat, and he was looking very pale. His head was bandaged, his neck and shoulders were swollen, and his right hand was bound up, his eyebrows sagged, his hair scorched, his mouthache was ragged where the sparks had eaten through it.

THE BRAYS MATE. Wm. Whelpley, the mate and pilot, was when yesterday at his home. He lay in the lounge and in plain dress, but he was wearing a hat, and he was looking very pale. His head was bandaged, his neck and shoulders were swollen, and his right hand was bound up, his eyebrows sagged, his hair scorched, his mouthache was ragged where the sparks had eaten through it.

A FORMER DISASTER IS RECALLED. It is recalled that the last serious accident on New Brunswick was on the Miramichi river some six or seven years ago. The steamer Miramichi was going up the river, and the captain had allowed his mate to go ashore at Black Brook. Posing up the river the captain went below, leaving a deck hand at the wheel.

THE BODIES OF THE PASSENGERS. The bodies of the three victims were recovered from the burning vessel. The body of Etta Morrell was found at the beach, and the body of Fred Downey was found in the water. The body of Stephen Hood-Rowan has not yet been found.

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Scenes of Terror on the Doomed Vessel—Heroism Marked the Officers' Work—Remarkable Escapes of Many, Though Several Sustained Injuries—Official Inquiry.

Scenes of terror on the doomed vessel—heroism marked the officers' work—remarkable escapes of many, though several sustained injuries—official inquiry.

Several of the passengers, while giving Captain Day and his officers abundant praise for their noble conduct during the fire, are yet of the opinion that carelessness was shown because of the fact that the inflammable bales of hay were piled in such proximity to the furnace.

THE FINDING OF FRED DOWNEY'S BODY. Mrs. Atken, Mrs. Shaw and Mrs. Austin, who with Miss Rowan and the late Stephen Hood-Rowan, were spending Saturday at Evidale, were yesterday prostrated from the effect of their experience.

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