

JAPS' FIRST BLOW WAS A HARD ONE.

Followed By Report of a Second Fight, With More Casualties for Russia.

Japs Steal Into Port Arthur and Torpedo Two of the Czar's Best Battleships-- British Passenger Ship Gets Mixed Up Between the Combatants.

St. Petersburg, Feb. 10--A m.--The following official bulletin has just been issued in the form of a telegram from Viceroy Alexieff, chief of staff, dated Feb. 9--

"By order of the Viceroy, I beg to report that this day at about 11 o'clock in the morning, a Japanese squadron consisting of about 15 battleships and cruisers approached Port Arthur and opened fire. The enemy was received with a cannonade from the shore batteries and the guns of our squadron, which also participated in the engagement.

"At about midday the Japanese squadron ceased its fire and left, proceeding south. "Our losses in the fleet were two officers wounded, nine men killed and 41 men wounded. On the shore batteries one man was killed and three wounded. The battleship Polevaya and the cruiser Novik each had a hole knocked in her side below the waterline. The forts were slightly damaged.

(Signed) "MAJOR GENERAL FLUG"

JAPS REPORTED TO HAVE DESTROYED TWO MORE RUSSIANS.

Tokio, Feb. 9--It is reported here that the Japanese fleet engaged and defeated two Russian warships, whose names have not yet been learned, at Chemulpo today. It is said the engagement began at 11 a. m. and continued until 3 p. m. The smaller Russian vessel is reported to have been sunk, and the larger one fired and hopelessly disabled.

A part of the crew is reported to have escaped to the shore and to have been captured. The Japanese ships are reported to be slightly damaged. Official confirmation of the report is unobtainable. It was reported yesterday that the Russian cruisers Korietz and Varang were lying at Chemulpo yesterday, and it is possible they were the vessels reported to have been engaged.

An Eyewitness Story of the Battle.

The Foo, Feb. 9--A member of the crew of the Columbia tells this story of the naval battle at Port Arthur-- "The Columbia was lying in the roadstead, surrounded by fourteen Russian battleships and cruisers. At 11:30 o'clock Monday night a severe shock was felt on board the Columbia. The Russians immediately commenced to operate their searchlights and opened fire about 11:45 o'clock. More shocks were felt and the Russians again commenced firing. At 12 o'clock two Russian battleships went in and were beached at the entrance of the harbor. They were soon followed by a Russian cruiser, which also was beached. None of the vessels were damaged above the water line. More shocks from torpedoes were felt during the early morning, and then all was quiet.

"At 10 o'clock Tuesday morning three Japanese cruisers passed Port Arthur in sight of the Russian fleet. The whole Russian fleet immediately weighed anchor and went after them, but returned in half an hour.

"The Russian fleet once again outside of Port Arthur. The cruiser was fired upon by the Japanese and the other Russian vessels took up their anchors and cruised around the roadstead. The Japanese fleet came up within three miles and a battle commenced. The Japanese fired upon the ships and forts, which replied. Two Russian ships were struck by shells, but were only slightly damaged. The Russian fire fell short.

"The Columbia steamed away while the battle was in progress, but later saw the Japanese fleet leave. One Japanese cruiser with torpedo boats is reported north of the Foo.

"The two battleships disabled are the Polevaya and Czarevitch. The disabled armored cruiser Boyarin and the grounded battleship block the entrance to the harbor, preventing gunboats from getting out and getting coal. Besides this Japan has the Russian gunboats Varang and Korietz caught at Chemulpo. They were bound for Vladivostok.

"The Japanese fleet was under the command of Vice-Admiral Togo, and consisted of four fast cruisers, the Chitose, Kasagi, Tagasago and Yoshino, which circled outside, drawing the fire of the Russians. They then joined the main fleet, and all went in to attack the armored cruisers.

"In the Japanese fleet, which consisted of two divisions, were the Mikasa, the flag ship, the first-class battleships Saki, Fuji, Yamashiro, Shikashima, Hatsuzo and the despatch boat Tatsuima. The second division of the fleet, under the command of Admiral Kamimura, on the flagship Idzumo, consisted of the armored cruisers Yakumo, Asama and Iwate when seen by the Foo Clever on Thursday.

"When seen by the steamer Foo Clever Tuesday morning, the six cruisers were steaming in a radius of five miles. No torpedo boats were seen, and it is probable that they left the vicinity after the at-

Cheng, and three batteries of the fifth brigade are at Kin Chou.

The greatest activity prevails here, and ammunition is being served lavishly.

Japs Caught the Russians Napping. The Foo, Feb. 9--The British steamer Columbia, which arrived here today from Port Arthur, bringing news of the attack by the Japanese fleet upon the Russian fleet, reports that the Columbia has a narrow escape from injury. Her passengers and crew were very much excited.

While going out of the roads at Port Arthur, the Russian cruiser Novik got between the Columbia and the Japanese fleet. Shells which passed over the Novik struck around the Columbia. Her flag was out into shreds and one shell fell on her deck. The faces of those who were on deck were blackened with powder smoke. A naval officer who was rescued by Port Arthur says the Russians were not prepared for the attack on their ships and had an insufficient amount of steam up. A boat patrolled the Japanese fleet continuously, but apparently the Japanese torpedo boats were not noticed.

The Russian vessel was fired. The Russians fired, but the Japanese did not return the fire and lacked off. An hour later the discharge of torpedoes was repeated, and as far as seen the Russian withdrew some distance. At 10 o'clock Tuesday morning the Japanese fast cruisers circled within view of the whole Russian fleet, but they were not engaged. The Russians returned towards the harbor after an hour. The Japanese continuing, came within three miles, and then began between the Russian forts and fourteen ships and sixteen Japanese vessels. A few of the Japanese shells were effective, but as far as seen the Russian shots fell short. The Japanese fleet was steaming toward Dally when seen last.

The steamer Columbia left just as Tuesday morning, and the Russian fleet was unable to learn the result. It is probable that the Japanese fleet was conveying twenty-six torpedoes from Sasebo to some port in Korea. Japanese are reported to be in possession of the southern portion of the peninsula.

It is also reported at Vladivostok that the armored cruisers Rurik, Rossia, Gromoboy and the Bogatyr, a screw corvette, built in 1860. Russia has 1,000 tons of coal at Port Arthur, but the coal must be taken out to the battleships in lighters until the battleships disabled by the Japanese are floated.

Rigid Censorship on Port Arthur Telegrams. St. Petersburg, Feb. 9--10 p. m.--A rigid censorship is exercised on all telegrams from Port Arthur, and the public is still completely in the dark as to the result of the fighting there. The report given out by the admiralty this afternoon of the sinking of eleven Japanese warships in the far east has traveled over Russia and Europe, and St. Petersburg was besieged by newspaper editors for some time. Later in the day, when doubt was cast on the accuracy of this report, public anxiety became more acute.

Inquiries for official statements were met with the response that, in accordance with the circular issued last Sunday, all official reports would first appear in the Official Messenger. The statement published in London that Mr. Kurino, the retiring Japanese minister, presented the note from his government on Feb. 5, and that the Japanese warships in the far east has traveled over Russia and Europe, and St. Petersburg was besieged by newspaper editors for some time.

As the passage of Lake Baikal by train across the ice appears to be too dangerous the Russian reinforcements will cross the sea on foot and the material will be transported over a temporary line.

A despatch to the Nove Vremya from Port Arthur says: "In consequence of Korea's neutrality it is assured here that Japan will be obliged to withdraw her infantry and artillery from Seoul. Much uneasiness is reported at Seoul owing to the arrival there of Japanese soldiers, who intend to build barracks. The Korean noblemen who have been residing in Japan have received permission to return home."

Russia's Damaged Vessels Can't Be Repaired. Rome, Feb. 9--The Patria today publishes comment on the first engagement in the Far East, which was fought on Monday, Admiral Bettelg, who has twice filled the

post of minister of marine. The writer says: "The result of this first attack is exceptionally grave and shows that the Russian commander was not prepared. It points also to a possibility of future catastrophes. The Japanese showed notable prescience and foresight, and the fact that the Russians were surprised at night proves that they were not vigilant. If the Russian ships had been surrounded by metallic nets, as prescribed in warfare; if they had employed searchlights, and especially if their torpedo boat destroyers had been active, this surprise could not have brought such disastrous consequences. The Japanese have proved their water-scout service to be excellent as, in the darkness of night they knew exactly where to strike. As the Russians have no dockyard facilities in the east to repair the damages inflicted on their ships, it follows that the three vessels struck by torpedoes are useless for service in the present war."

Official advices received here from Tokio say that four battalions of Korean infantry have landed in Korea near Seoul.

San Francisco, Feb. 10--A cablegram to the Associated Press from Nagasaki states that the Russian vessel Varang, which was reported to have been sunk yesterday at Chemulpo by the Japanese fleet, was captured and arrived at Sasebo.

It is also reported at Sasebo, in addition to the Russian vessels damaged in the torpedo attack at Port Arthur, that seven other vessels were captured.

It is also reported at Sasebo that General Kurokubi has arrived at Harbin to take command of the Russian land forces.

Washington, Feb. 10--Mr. Takahira, the Japanese minister in London, Mr. Takahira thinks it is especially important to note that according to these reports the Japanese fleet is still in possession of the southern portion of the peninsula.

The Russian vessel Varang, which was built at Cramp's shipyard, Philadelphia, in 1903 of steel and unheated, is of 6,500 tons displacement and her indicated horse power was 20,000. In her speed trials she made twenty-four knots per hour for eight hours. The Varang's armament consisted of two six-inch quick fire guns, twelve twelve-pounder quick-firing, eight six-pounder quick-firing guns, two one-inch and six quick-tube guns, two of which were damaged.

The Kure is a built in Stockholm. She was of steel and was 236 feet in length, thirty-five inch beam, 14,123 tons displacement, and a speed of 17.5 knots. Her speed was thirteen knots. The armament of the Kure consisted of two eight-inch breech-loaders, one six-inch breech-loader and six quick-tube guns, two of which were damaged.

Japs Capture Two Transports and Four Whalers. London, Feb. 11--Despatches to the Daily Mail from Tokio and Nagasaki dated Feb. 10, report the arrival at Sasebo, Japan, of two large Russian transports, Ekaterinofsky, which recently landed troops and arms at Port Arthur, and the other is the steamer Argon, belonging to the Chinese Eastern Railway Company. Both were captured by the Japanese cruisers Sai Yen and Hei Yen in the neighborhood of Rusan, Korea.

A heterogeneous lot of 10,000 tons displacement, and had been fitted up as an auxiliary cruiser. She had thirty rifles on board and was on her way from Vladivostok. The Argon was going to Manchuria. The proclamation issued by the Russian warships Glorie, Nicolai, Alexander and Michael, captured by the Japanese, have also arrived at Sasebo.

The small steamer Korietz is detained at Yokohama, its status not being clear.

Japanese Minister Quits St. Petersburg. London, Feb. 10--A despatch to Reuters Telegram Company from St. Petersburg says that Mr. Kurino, the retiring Japanese minister to Russia and his staff have left for Berlin. There was a large crowd of people at the station platform when the party boarded the train. Police and gendarmes kept a space clear for the travelers and there was no hostile demonstration.

Continuing the correspondent says an imperial decree has been issued which authorizes Viceroy Alexieff to mobilize the reserves within his vicerealty.

St. Petersburg, Feb. 10--The government is sending out 300 extra locomotives for use on the Manchurian railway.

London, Feb. 10--General Sir William Nicholson, director general of military intelligence of the war office, and Col. J. A. H. Haldane, of the Gorder Highlanders, have been appointed to accompany the Japanese army.

Neutrality Proclamations. Washington, Feb. 10--The president has decided to issue a proclamation of neutrality. It probably will make its appearance tomorrow. The proclamation is in stereotyped form and simply repeats and affirms the existence of hostilities between Japan and Russia, and enjoins upon citizens of the United States a strict regard and observance of the neutrality laws.

The Hague, Feb. 10--The government of the Netherlands today issued a proclamation of neutrality during the war in the far east.

Copenhagen, Denmark, Feb. 10--King

flagship Idzumo (armored cruiser) and Vice-Admiral Togo, on the flagship Asahi (battleship). The Japanese vessels engaged were apparently, in addition to the Idzumo and Asahi, the battleship Fuji, the cruiser Oshima, the battleship Shikishima, the battleship Hatsuzo, the armored cruiser Yakumo, the armored cruiser Asama, the armored cruiser Iwate, the cruiser Chitose, the cruiser Kasagi, the cruiser Takasago and the torpedo gunboat Yoshino.

Japan to Issue Formal Declaration of War. Tokio, Feb. 10--A formal declaration of war is expected tonight. The proclamation has been prepared and approved by the cabinet. Foreign Minister Komura is going to the palace to secure the emperor's approval.

Japs Seize Masampih. Tokio, Feb. 10--Japan seized Masampih Sunday and departed a heavy force there. Japan will fortify the port and establish a naval and military base there. The correspondent of the Daily Mail at this point, as it controls the Korean channel, and is an excellent base for future operations.

Russian Barbarities Reported. London, Feb. 11--Special despatches from Tokio this morning announce the arrival of Japanese troops at Seoul, but beyond this the despatches published in the newspapers here this morning add practically nothing to the knowledge of the actual situation.

The Tien Tsin correspondent of the Standard says in a report that the Russians had massacred 100 Chinese at Liaoyang in connection with the officials of the Eastern Railway Company. Both were reported to have been taken refuge there, and are awaiting to Peking for protection.

Other despatches from Tien Tsin state that 400 French troops have been ordered from there to Seoul for the protection of the French legation at the Korean capital, the emperor having taken refuge there. These reports lack confirmation.

Ten Tsin says that Li, the favorite official of the Dowager Empress of China, has been decapitated and beheaded by order of Yuan Shi Kai, commander-in-chief of the Chinese army and navy. Li was pro-Russian in his feelings.

This Foo correspondent of the Daily Express says that the Russian cruiser Diana was injured by a shot from the Russian shore battery at Port Arthur, and that the cruiser Novik and the battleship Polevaya have also been beached at Port Arthur.

Special despatches from Tokio report that fugitives from Vladivostok accuse the Japanese of openly looting Japanese houses there without interference by the police.

Russians at Port Arthur Demoralized. London, Feb. 11--In a despatch from the Foo dated Feb. 10 a correspondent of the Daily Mail says: "A northeast gale which is raging here does no good to the crippled Russian fleet. "Complete demoralization reigns at Port Arthur."

Advices received here from Kwang Tung indicate that 10,000 Chinese, Chinese, unofficially recognized as government troops, are operating in the district where the party boarded the train. Police and gendarmes kept a space clear for the travelers and there was no hostile demonstration.

Continuing the correspondent says an imperial decree has been issued which authorizes Viceroy Alexieff to mobilize the reserves within his vicerealty.

St. Petersburg, Feb. 10--The government is sending out 300 extra locomotives for use on the Manchurian railway.

London, Feb. 10--General Sir William Nicholson, director general of military intelligence of the war office, and Col. J. A. H. Haldane, of the Gorder Highlanders, have been appointed to accompany the Japanese army.

Neutrality Proclamations. Washington, Feb. 10--The president has decided to issue a proclamation of neutrality. It probably will make its appearance tomorrow. The proclamation is in stereotyped form and simply repeats and affirms the existence of hostilities between Japan and Russia, and enjoins upon citizens of the United States a strict regard and observance of the neutrality laws.

The Hague, Feb. 10--The government of the Netherlands today issued a proclamation of neutrality during the war in the far east.

Copenhagen, Denmark, Feb. 10--King

Deranged Nerves AND Weak Spells.

Mr. R. H. Sampson, Sydney, N.S.

Advice to all Sufferers from Nerve Trouble is

"GET A BOX OF MILBURN'S HEART AND NERVE PILLS."

He says "I have been lying for about a year from deranged nerves, and very few weak spells would come over me and I was so bad that I sometimes thought I could be able to get any more. I have now been treated by doctors and have taken numerous prescriptions but none of them would do me any good. I finally got a box of Milburn's Heart and Nerve Pills. Before taking them I did not feel able to do any work, but now I can work as well as ever. I have made new man of me, and I advise to any person troubled as I was, to get a box of Milburn's Heart and Nerve Pills.

Price 50 cts. per box, or 3 for \$1.25. At Dealers, or THE T. MILBURN CO., Limited, TORONTO, ONT.

THE HORSE MARKET

Demand for Sound Horses Only. Lame horses and all low priced animals are not wanted. The tendency is to buy only the best of the breed.

KENDALL'S SPANISH CURE

with a permanent cure for Spavin, Ringbone, Scurf, and all other ailments of the horse. It is a sure cure for all these troubles, and is the only one that will give permanent relief. It is a sure cure for all these troubles, and is the only one that will give permanent relief.

Price 50 cts. per box, or 3 for \$1.25. At Dealers, or THE T. MILBURN CO., Limited, TORONTO, ONT.

Cresolene Antiseptic Tablets. Whooping Cough, Croup, Bronchitis, Cough, Grip, Asthma, Diphtheria. CRESOLENE IS GOOD FOR ASTHMATICS. CRESOLENE is a long established and standard remedy for the diseases indicated. It cures because the air rendered sterile by the germ is inhaled and the diseased surface of the bronchial tubes with every breath is constantly treated. Those of a consumptive tendency, or who are suffering from bronchitis, find immediate relief from cough or inflamed conditions of the respiratory tract.

DR. WOOD'S NORWAY FINE SYRUP. Coughs, Colds, Bronchitis, Pain in the Chest, Asthma, Whooping Cough, Sore Throat, and all other Coughs and Croup. It is pleasant to take and soothing and healing to the lungs. There is nothing so good for stopping that tickling sensation in the throat, and the persistent cough that keeps you awake at night.

Britain's consent. There is no authoritative confirmation of the report.

During Visit to Port Arthur by Japanese Admiral. New York, Feb. 11--In a special cable from Cheo Foo to the Herald the correspondent says he interviewed the Japanese consul at Cheo Foo, who told him that when he was informed by his government that the Japanese minister at St. Petersburg was withdrawn on February 6, he chartered a British vessel and went to Port Arthur and Dally to take off refugees. He was afforded every facility by the Russian government official at Port Arthur. Quarantine was removed and the consul entered the town in official dress. He was saluted by soldiers and invited to dinner by a high official where a toast was drunk that peace might be restored.

A high naval Japanese commander (travelled as a member in the consul's train to Port Arthur and Dally) was seen in the company of the Russian ships and also that they had not got steam up and were not keeping a sharp lookout. As soon as the Japanese were sighted signals were exchanged and the Japanese naval officer was taken aboard the flagship. There he made a detailed report to Admiral Togo, who is the commander, who explained his name with him, and he explained to me with marvelous accuracy the course of the fight, though he had not seen it. He said the Russians were in four lines. In front of all was the Angara, the only ship which was saluted by soldiers and invited to dinner by a high official where a toast was drunk that peace might be restored.

Japan's Declaration of War. Tokio, Feb. 11--The following is the text of the imperial rescript declaring war against Russia, which was issued in Japan yesterday-- "We, by the grace of heaven, Emperor of Japan, seated on the throne occupied by the same dynasty since time immemorial, hereby make proclamation to all our loyal and brave subjects as follows: "We hereby declare war against Russia and we command our army and navy to carry on hostilities against her, in accordance to their duty, with all their strength, and we also command all our competent authorities to make every effort, in pursuance of their duty, to attain the national aim with all the powers within the limits of the law of nations. "We have always deemed it essential in international relations, and have made it our constant aim, to promote the progress of our empire in civilization, to strengthen our friendly ties with other states and to establish a state of things which would maintain enduring peace in the Far East, and assure the security of our dominion without injury to the rights or interests of the powers. Our complete authorities have also performed their duties in accordance with our will, so that our relations with all the powers have been steadily growing in cordiality. It was thus entirely against our expectation that we have unhappily come to open hostilities against Russia. The integrity of Korea is a matter of the gravest concern to this empire, not only because of our traditional relations with that country, Korea is essential to the existence of our empire. Nevertheless, Russia, in disregard of her solemn treaty pledges to China and her repeated assurances of the safety of our empire, has unprovokedly and without warning consolidated and strengthened her hold on those provinces and is bent upon their final annexation. And, since the absorption of Manchuria by Russia would render it impossible to maintain the integrity of China and would, in addition, compel the far East, we were determined in those circumstances to act the question by negotiations and secure thereby permanent peace. With that object in view our complete authorities by our order made proposals to Russia and frequent conferences were held during the last six months. Russia, however, never met such proposals in a spirit of conciliation but by wretched questions and by ostensibly advocating peace on the one hand while on the other extending her naval and military preparations, sought to accomplish her own selfish designs. We cannot in the least admit Russia had from the first any serious or genuine desire for peace. She rejected the proposals of our government and the safety of Korea was in danger and the interests of our empire were menaced. The

These reports were received everywhere with manifestations of joy, but nothing confirming them has come from Viceroy Alexieff.

The only additional intelligence the viceroy has sent up to this hour is the names of the wounded officers.

Russia Distrusts U. S. Sam. St. Petersburg, Feb. 10, 11 p. m.--The statement Secretary Hay had issued a note to the powers asking them to join in insisting upon the recognition of the integrity of China and Korea during and after hostilities, created much comment in diplomatic circles here, where any action taken with the view of localizing the theatre of war is welcomed. There seems to be great doubt, however, of the probability of adhering to the latter clauses of Mr. Hay's note pending more definite views. At the foreign office, where there is some disposition to distrust the purpose of the United States, an authoritative expression was not obtainable.

Tokio Impassive. Tokio, Tuesday, Feb. 9--All is perfectly tranquil here tonight, though reports are beginning to reach this city of the naval engagement off Chemulpo, Korea. Few papers are obtainable. The native newspapers extras are announcing the destruction of two Russian ships, the Varang and the Korietz; but there are no crowds on the streets, no cheering and no demonstrations. Everybody maintains a placidity which astonishes the foreigners.

JAPS FINISHING THE RUSSIAN NAVY. Berlin, Feb. 11--The Lokal Anzeiger says notification has been received of the proposed passage of the Russian Baltic fleet, consisting of fifteen warships, through the Kaiser Wilhelm canal, on the way to the far East.

Russian Far East Force Over-estimated. London, Feb. 11--Cabling from Peking, a correspondent of the London Times says that the Russian force in the Far East is over-estimated. The Russian forces in the far east to the claim (made by the Baxer trouble) put forward by M. de Giers (then Russian minister at Peking) during the peace negotiations at Peking in 1903 for an indemnity of 2,000,000, on the ground that Russia had put 120,000 men in the field. It is now known, however, that the exact number of these men was under 50,000.

Russis Want to Fake Fleet Through the Dardanelles. London, Feb. 11--The report that Russia is attempting to arrange with Turkey to permit the Black Sea fleet to pass through the Dardanelles is revived, and it is added that Russia is trying to secure Great

(Continued on page 6, fifth column.)

OUR COUNTRY CORRESPONDENCE.

FREDERICTON.

Fredricton, N. B., Feb. 9.—Dr. Huga Von Hagen, president of the Beausville Coal Co., is expected here this evening. He will meet the provincial government in reference to his mining and railroad projects.

The People's Light & Power Company are to have an electrical expert visit this city within a few days to go over the ground and draw up plans for the erection of their plant.

Fredricton, N. B., Feb. 10.—(Special)—At a meeting of the local government this evening it was decided to advise the lieutenant governor to issue a proclamation annulling the legislation for the disposal of business on Thursday, March 3rd.

A delegation composed of Mrs. J. R. Howie, Mrs. Vanwart and Mrs. Dever, representing the Daughters of the Empire were heard in regard to procuring the use of the legislative buildings for a reception to be held in commemoration of Parliament.

It was originally intended to hold the affair on Feb. 27th, but March 1st will now be the date. It was stated that the object of the gathering was to raise funds for the Victoria Hospital.

The delegation was kindly received by the government and assured that their request would receive favorable consideration.

and arrange for the celebration of home week during the coming summer. Tonight's meeting of the government was attended by Hon. Messrs. Tweedie, Lablouis, Dunn and Seaman.

At this morning's session of the government the president of the Beausville Railway Company and Gilmor Brown, C. E., asked for a return of the deposit of \$4,000 placed with the government as a pledge for the faithful performance of the company's undertaking to build the railroad.

The other prize winners were Misses Eliza Campbell, Stella McCathern, Lillian Massey, Lettie Vandine, Sadie Thompson and George Beattie, Tedy Voge, Percy Beatty and Richard Costen.

The board of education also met this evening, but only routine business was transacted.

On account of the greater part of the day having been taken up in hearing delegations the government will be present through with the regular schedule. The members go to St. John by early train in the morning and will hold a meeting there tomorrow.

Representatives of the Fabian League and Trades and Labor Council will be heard in regard to having a factory act passed at the ensuing session of the Legislature.

On Friday morning at 11 o'clock representatives of the New Brunswick Journal Association will visit on the government.

hall on Wednesday night. All the young folk participated and had an enjoyable time.

Friends of Thomas Lovison, ex-M. P., are pressing his claims to be appointed to the vacant county court judgeship.

Mr. and Mrs. Fred. Dixon, who are visiting relatives in Drummond, spent Sunday here.

W. F. Kerton is confined to his residence with a severe cold.

Hopewell Hill, Feb. 5.—Another cold snap has been experienced this week. In fact there has been very little precipitation since the weather that has prevailed the greater part of the winter.

George M. Milton, of this place, and Miss Clara Fales, of Chemical Road, were married on Wednesday evening at the residence of G. M. Milton, Rev. Dr. Brown officiating. Mrs. Russell played the wedding march, and after the ceremony cake and fruit were served. The young couple will reside here.

A. S. Milton and R. C. Smith attended the live stock sale at Amherst this week. Alden H. Peck, first officer of the three-masted schooner, is visiting his home at Belliveau's Cove.

Mrs. Thon went to St. John some days ago to visit her son, Frank, who has been ill there with measles and complications. The Albert road is again blocked with snow, and the train did not leave Albert today, the mails going by team.

THE PRESS GANG.

Perhaps the most curious anomaly in the long history of England is to be found in the consideration of the press gang, which is the only system followed for many centuries for the purpose of securing seamen for the royal navy. It is a great tribute to the patriotism of the British that under all the terrible distress and suffering directly chargeable to the operations of the system pursued by the press gang, the foundations of the present greatness of England were firmly laid.

It is hardly possible to give a satisfactory account of the origin of the press gang. It is true we have some warrants issued in the reign of the early Stuarts, but the custom of the press gang is of much older date than the reign of the early Stuarts. At first they were merely instruments directing the port authorities to provide for the making of a certain number of ships daily manned, leaving the matter of their making to the discretion of the port authorities.

One thing, however, deserves notice, namely that numerous evils grew out of the press gang, and although direct after the manner of the press gang, they were disposed to abuse their authority, they seem to have had little regard for the rights of the individual. The first act relating to impressment was passed in 1775, after which the press gang was abolished, but a clause which recites that because many seamen were being pressed into the service of the crown, it is enacted that any person who is liable to be pressed with regard to the service of the crown shall be liable to be pressed.

In the reign of Henry VIII great activity was displayed in English naval circles, and the system of impressment was revived, and was applied to all occupations. The pay was very high, being fixed by royal statute at 100 marks a year, and was equal to about three pounds of our modern money. The press gang was abolished in 1775, and the allowance of a guinea per head, with the privilege of a free passage to any port in the world, was granted to all who were pressed into the service of the crown. The press gang was abolished in 1775, and the allowance of a guinea per head, with the privilege of a free passage to any port in the world, was granted to all who were pressed into the service of the crown.

The press gang was abolished in 1775, and the allowance of a guinea per head, with the privilege of a free passage to any port in the world, was granted to all who were pressed into the service of the crown.

The press gang was abolished in 1775, and the allowance of a guinea per head, with the privilege of a free passage to any port in the world, was granted to all who were pressed into the service of the crown.

ERASTIUS WHITMAN DIES IN POVERTY.

Romantic Career of Promoter Ends in Shadow of His Former Palatial Home.

Erastius Whitman died last night in a little cottage in Staten Island, to which, with his wife, he repaired after his fortune had been spent in the promotion of a railroad. He died on the third anniversary of his first stroke of paralysis, the death which he himself had long expected being welcomed by him.

With Mr. Whitman at the time of his death and his daughter, Mrs. Norman F. Walker, another son, Louis Erastius Whitman, of Schenectady, and a daughter, Mrs. Jacob Walker, were summoned home, but not in time to see the last moments of their father. Douglas Dwight Whitman, has been recalled from Honolulu.

So rapid are the changes in these times that Erastius Whitman has been all but forgotten as a man of affairs and as a factor in the business world. Yet it was only a few years ago that he was one of the most powerful men in New York and in many other parts of the country. He was a man of great energy and ability, and his career was one of the most remarkable of the age.

His great scheme for the upbuilding of Staten Island, which he had conceived and carried out, was one of the most important of the age. He was a man of great vision and energy, and his career was one of the most remarkable of the age.

His great scheme for the upbuilding of Staten Island, which he had conceived and carried out, was one of the most important of the age. He was a man of great vision and energy, and his career was one of the most remarkable of the age.

HAPPY AND HEALTHY.

A Beautiful Canadian Girl Saved From Catarrh of the Lungs by Pe-ru-na.



MISS FLORENCE KENAH. Miss Florence Kenah, 44 Maria street, Ottawa, Ont., writes: "A few months ago I caught a severe cold, which settled on my lungs and remained there so persistently that I became alarmed. I took medicine without benefit, until my digestive organs became upset, and my head and back began to ache severely and frequently. I was advised to try Pe-ru-na, and although I had little faith, I felt so sick that I was ready to try anything. It brought me blessed relief at once, and I felt that I had the right medicine at last. Within three weeks I was completely restored and have enjoyed perfect health since."

"I now have the greatest faith in Pe-ru-na." F. E. KENAH. Upon the first symptoms of catching a cold Pe-ru-na should be taken. It is the best remedy for colds and catarrh. The following letter gives you a young woman's experience with Pe-ru-na: Miss Rose Gerbing, 1000 Broadway, New York, writes: "I have been suffering from a cold for several weeks, and it has become very bad. I have tried many remedies, but nothing has helped. I have heard of Pe-ru-na, and I have bought a bottle to try. I am glad to say that I have been cured. I feel like a new woman. I have been able to go to work, and I feel like a new woman. I have been able to go to work, and I feel like a new woman."

Not one instance has been heard of a child, the contents of which have been damaged. The Chamber of Commerce, the University of Michigan, and the University of Toronto, are all active today in sending Pe-ru-na to every corner of the globe. It is the best remedy for colds and catarrh. The following letter gives you a young woman's experience with Pe-ru-na: Miss Rose Gerbing, 1000 Broadway, New York, writes: "I have been suffering from a cold for several weeks, and it has become very bad. I have tried many remedies, but nothing has helped. I have heard of Pe-ru-na, and I have bought a bottle to try. I am glad to say that I have been cured. I feel like a new woman. I have been able to go to work, and I feel like a new woman."

Not one instance has been heard of a child, the contents of which have been damaged. The Chamber of Commerce, the University of Michigan, and the University of Toronto, are all active today in sending Pe-ru-na to every corner of the globe. It is the best remedy for colds and catarrh. The following letter gives you a young woman's experience with Pe-ru-na: Miss Rose Gerbing, 1000 Broadway, New York, writes: "I have been suffering from a cold for several weeks, and it has become very bad. I have tried many remedies, but nothing has helped. I have heard of Pe-ru-na, and I have bought a bottle to try. I am glad to say that I have been cured. I feel like a new woman. I have been able to go to work, and I feel like a new woman."

Not one instance has been heard of a child, the contents of which have been damaged. The Chamber of Commerce, the University of Michigan, and the University of Toronto, are all active today in sending Pe-ru-na to every corner of the globe. It is the best remedy for colds and catarrh. The following letter gives you a young woman's experience with Pe-ru-na: Miss Rose Gerbing, 1000 Broadway, New York, writes: "I have been suffering from a cold for several weeks, and it has become very bad. I have tried many remedies, but nothing has helped. I have heard of Pe-ru-na, and I have bought a bottle to try. I am glad to say that I have been cured. I feel like a new woman. I have been able to go to work, and I feel like a new woman."

JAPANESE MINISTER TO WASHINGTON AT NEW YORK BANQUET TELLS WHY WAR WAS DECLARED AGAINST RUSSIA.

New York, Feb. 11.—The thirty second annual dinner of the Silk Association of America was held at Delmonico's tonight. It had been expected that the Japanese Minister Kogoro Kamekura would be present to read a paper on the "Dai Nippon" but he was unable to leave Washington and sent a long telegram instead. His speech was read by Consul General Uchida of this port. The speech of Minister Takahira was in substance as follows:

Today when the struggle of life is becoming acute for men and nations, nothing could be more gratifying than the kindly and sympathetic greeting of this important American commercial organization. It can be taken as an evidence of recognition on your part of the unaltered and genuine nature of our good intentions in endeavoring to eliminate in the Far East the obsolete ideas and practices of despotism in order to transplant and foster the germs of modern civilization brought to Japan by that gallant son of America, Commodore Perry, in all that we are well repaid.

Those who are familiar with the eastern situation know that a number of powers have interests in common in China—interests of the greatest value. Our government has shown in the most marked manner that it was fully cognizant of the importance of those interests and alive to the underlying results. But it might follow if they were not properly safeguarded. Yet this fact and others equally well known and equally significant have not prevented the attempt to picture Japan as a power that was acting from altruistic motives, presumptuously arrogating to herself the role of champion of the common cause. Nothing could be further from the truth than this cunning device to arouse prejudice and before the actual situation Japan took the initiative because the impending peril which threatened others in a measure, was to her a matter of far greater moment. If the valid interests of other countries were to a certain extent sacrificed here, it was an added proof of the justice of her cause, not good reason for accusing her of presumption or temerity.

Japan's Integrity at Stake. Undoubtedly the past few months have been a period of public disquiet and excitement in Japan. Equally without doubt there has been a great deal of irresponsible popular clamor. But in all fairness, equally vital questions were at issue in a just cause for criticism. Supposing that this or any other country, and supposing also, that the negotiations dragged unaccountably or seemed to be intentionally delayed for an unfriendly purpose, would there not be similar manifestations of discontent and unrest? Under the wise guidance of his majesty the emperor, my august master, the motto of the empire, the sole rule of action first and last throughout this controversy, has been peace with honor and safety.

The increase of her military and naval strength has been criticized as an indication of a desire for national aggrandizement at the cost of others. The burden upon the national resources is not a light one, but think of the infinitely heavier burden Japan would have to bear if instead of her present neighbors, a potential enemy of uncertain power and overwhelming strength were firmly entrenched upon her very threshold. It is in this connection against which we have to guard the development of the legitimate ambitions of other nations, or the enjoyment by them of vested rights—except for the territorial integrity and independence of China and Korea; faithful observance of treaty stipulations and due recognition of her present and future special interests created by existing conditions.

Russia Interfered in Japanese-Chinese Treaty. In 1895 Japan gained a foothold in Manchuria by right of conquest. Russia thereupon took the initiative in intervening on the ground that Japan's occupation of the Liaotung peninsula was a menace to the peace of the east and the integrity of China. Afterwards, first through undertakings nominally peaceful and subsequent to Chinese sovereignty, then on pretexts based on internal disorders in China, but at no time justified by actual conditions, Russia has endeavored to carry out her policy of encroachment. She bound herself by treaty to withdraw in 1903, but subsequently made an agreement in 1905 which would not have left a vestige of real sovereignty to China. Did not this give Japan as good a right to intervene in Russia as did in 1895? To the ordinary intelligence it would appear that the peace of the east and the integrity of China was menaced quite as much in one case as in the other.

Korea's Existence at Stake, Too. But Japan had another and stronger reason for her intervention in Korea. Korea to remain as a possible embarras to her, further control of the North Asian Littoral. Indeed the immediate past furnishes significant precedents that Russian agents, official and unofficial, pursuing the line of policy which some term state diplomacy, but others know by a harsher name, were blazoning the pathway to that very goal. Herein lay the real menace to Japan, not only to her commercial and industrial interests but to her national repose and security. For this reason she has intervened.

History Will Show Japan is Right. While the present crisis is in a sense the offspring of Russia's action in 1895 the Japanese people are content to deal with existing issues and to leave to posterity the question of their part in the present honest part in that affair. "Now, however, that the issue has been joined and the decision left to the arbitration of the world, the decision of the present crisis can only pass an academic value. The record of all that has occurred will soon be opened to everyone and I feel assured that you will find in it ample justification for what I have said. I am confident also that you will see in it good reason to believe that while this issue was not of my country's seeking, she will find it calmly and firmly, not in a spirit of over-confidence, but with the assured conviction that in the words of your great president, she followed the right as God gives her to see the right and that in the end justice will prevail."

Household Hints. An old tippet ribbon soaked in a fruit jar of water will make a pint of purple hair dye. Purple tippet ribbon soaked in different colored water in various mixtures are the way to various shades of hair dye. Jerry—Did that Boston girl say I hit into the convention? Joe—No, she said you billy-goated into Indianapolis Journal.

Deadly "La Grippe" Or Epidemic Influenza is Caused by an Air Germ. The Most Scientific Remedy is Catarrhozone.

Two years ago, the medical journals commented widely on the marvelous success of Catarrhozone which assisted very largely in stamping out the epidemic raging in that time. One that had resisted other treatment was at once relieved and through the great healing powers of Catarrhozone further progress of the malady was arrested.

It is doubtful whether in the whole range of medicine there is a more certain remedy than Catarrhozone. It is a powerful and reliable remedy for all cases of Catarrhozone. It is a powerful and reliable remedy for all cases of Catarrhozone. It is a powerful and reliable remedy for all cases of Catarrhozone.

AGE FILLS WEAR BEST THE PAGE WIRE FENCE CO. LIMITED A FEW OF OUR LOCAL AGENTS. W. Egerton Everett, Fredericton; E. C. Burpee, Shelburne; Academy; C. F. McLean, Burton; W. H. Kirkpatrick, Edmundston; Chas. Sprague, Westford; S. E. Goings, Wickham; Wm. Whitton, Lehigh.

We shall spend \$500,000 To Give Ligozone Away. This Company, after testing Ligozone for two years in the most difficult germ diseases, paid \$100,000 for the American rights. This is the highest price ever paid for similar rights on any scientific discovery. We are now spending \$500,000 to give the product away—one bottle to a million sick ones. We are giving this so that every sick one may get Ligozone itself prove what it can do. The result is a product that does what oxygen does, in fact, it is oxygen. It is the most scientific element of life. Ligozone is a living tonic with which in other known products it is compared. Yet it is a germicide, and we claim that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill. The result is a product that does what oxygen does, in fact, it is oxygen. It is the most scientific element of life. Ligozone is a living tonic with which in other known products it is compared. Yet it is a germicide, and we claim that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill.

THE SEMI-WEEKLY TELEGRAPH

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

Ordinary commercial advertisements taking the form of the paper, each insertion, \$1.00 per line. Advertisements of Wants, For Sale, etc., at a special rate of six lines or less. Notices of Births, Marriages and Deaths 25 cents for each insertion.

IMPORTANT NOTICE. All remittances should be sent by post or by order on registered letter, and addressed to The Telegraph Publishing Company. Correspondence should be addressed to the Editor of The Telegraph, St. John. All subscriptions should be addressed to the Editor.

AUTHORIZED AGENTS. The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph: Wm. Somerville, W. A. Ferris.

Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph

ST. JOHN, N. B., FEBRUARY 13, 1904.

STILL IN THE AIR.

Two facts appear to be overlooked in much of the current discussion of the Grand Trunk Pacific scheme. The first is the urgent need of meeting the immediate transportation wants of the west, which the Grand Trunk Pacific cannot do; and the second is that it is possible to build a new trans-continental line without an entirely new agreement. All this talk about the probable cost of the line, and the benefits it may confer upon St. John and Halifax, is at the present stage of the proceedings a waste of words.

When the Grand Trunk Pacific act was passed, it provided for a deposit of five million dollars in cash, bonds or other securities. But the company which was put up, but which that security should be accepted by parliament and agreed to by the Grand Trunk shareholders, it does not settle the question. For the company have made further demands. The nature of those demands may only be guessed at by the public, for they have not been made public by the government. Sir Wilfrid Laurier, Hon. Meads, Prefontaine, Emmons and Broder have all delivered addresses which would be asked to be accepted by them. It is stated that it is the country will now be asked to concede. When the Hon. A. G. Blair was discussing the original contract he said: "It is a total and absolute waste of the public money. It is the waste of the man whose knowledge and judgment have since been estimated by the government as being worth \$10,000 per year, what would he say of an agreement which is to make still further concessions to the railway company?"

But as the company is in position to go on with the work under any circumstances? Is it not a fact that the publication of the Hon. Mr. Blair's speech in London made the financial world skeptical with regard to the whole scheme? Does anybody suppose that the Grand Trunk could not put up five million dollars? There are single shareholders who could do it. Is it not a fact that the difficulty lies in financing the whole scheme, rather than in putting up what to the Grand Trunk would be a very small sum?

To speak, therefore, of the Grand Trunk Pacific as an agreed thing is to ignore the facts of the case. It would be a good thing for Canada if the project were dropped until surveys had been made, and the country knew what it was asked to endorse in the form of a new trans-continental railway.

Hon. Mr. Blair was right in arguing that there should be no haste in this matter. Even if the scheme went through there would be no all-rail route for some years to come, and it would not meet existing needs, which can only be properly and adequately met by utilizing the lake route, supplemented by a better railway service eastward from the lakes.

Hon. Mr. Blair's speech on the Grand Trunk Pacific has never been answered, simply because he was right. The government cannot say his opinions are of no value, for they have since given him the very strongest evidence that they regard him as an expert in railway matters. The wisest thing for the government to do would be to get off the Grand Trunk Pacific for the present, and proceed to meet the real transportation problem, which is to further utilize the great lakes and their railway connections, and to equip our ports for the business which is now offered. In the meantime the route of a new trans-continental line may be surveyed and plans completed for its construction.

HARBOR IMPROVEMENT.

Hon. Mr. Emmons replied Tuesday to the telegram of Mayor White. The published in yesterday's Telegraph. The minister states that the government expects that if the city wants them to provide for the improvements of the harbor as desired, the city should agree that no

alienation should be made without the government being communicated with and its sanction obtained. As pointed out in Tuesday's Telegraph, this means that before the government agrees to do the dredging at South Rodney wharf the city must give the government the veto power with regard to the transfer of even the smallest portion of the harbor frontage.

This is asking too much. It is asking that in consideration for the dredging for four steamship berths, for the construction of which the city must make an agreement with a railway corporation or itself spend hundreds of thousands of dollars, it must give up its control of the harbor of St. John.

No alderman and no citizen would assent to any such proposition. It may be said, however, that the city is more than willing to join with the government in any well defined and comprehensive scheme for the development of the port. The city council would no doubt be quite willing to submit any proposition to the government, for its advice, and would without doubt be governed to some extent, and it might be entirely by the expressed views of the government; but to say that because a certain amount of dredging is needed at the present moment therefore the city should abdicate its power as the owner of the harbor of St. John is not in consonance with ordinary views of right and justice.

The city council will do well to communicate with the government, and as far as possible agree with the proposition of the government, but the mayor and aldermen must remember that their responsibility is not to the members of a government at Ottawa, but to the taxpayers of the city of St. John. Therefore, whether a proposition comes from the federal government or from a railway corporation, their duty is to conserve the interests of the city they represent, and to act in such manner as will bring to its view the greatest amount of benefit to the city for the initiation of which the taxpayers have so freely agreed to spend the money of the city. The desire of the citizens is to act in the fullest sympathy with the government, so far as the policy of the government may tend toward the development of national ports.

JAPAN STRIKES HOME.

It was observed by this paper Tuesday that Japan, before withdrawing her ambassador, had probably made up her mind to force the fighting with Russia. This view was sustained by the events of Tuesday, for the Japanese on Monday night opened hostilities at Port Arthur. Evidently their fleet was ready for business before the ambassador was recalled from St. Petersburg.

The despatches state that during Monday night Japanese torpedo boats seriously damaged the Russian battleships Poltava and Carwitsch, and the cruiser Boyar, which are now grounded in such a way as to interfere with the entrance to or exit from the inner harbor of Port Arthur. The channel is a difficult one to navigate, and if the despatches are true the Russian fleet in the inner harbor, though it is under the guns of the forts, is practically bottled up. Of course later despatches will clear up this point.

The Russian battleship Carwitsch is the largest of the fleet. She is 13,110 tons, and had a trial speed of eighteen knots. The Poltava is 12,674 tons, with also a trial speed of eighteen knots. Evidently the Japanese laid their plans well, for these are two of the finest craft in the Russian fleet. The cruiser Boyar is of 3,200 tons, with a speed of 22.5 knots. She is one of the smallest of the Russian protected cruisers.

Japan has thus drawn first blood, and has apparently suffered no damage. She has disabled two out of the ten Russian battleships, although the extent of the damage is as yet unknown, and has also crippled a cruiser.

The first despatch that came Tuesday, via St. Petersburg, told an entirely different story, but it was promptly contradicted.

Intense interest will now be felt in the progress of events in the Yellow Sea, for it is evident that the Japanese intend to force the fighting. Whatever may be true elsewhere, it was plain from the talk of the street yesterday that the sympathies of the people hereabouts are with the men of Japan.

An unconfirmed despatch says that the Japanese, in addition to the damage done at Port Arthur, destroyed or captured two Russian war vessels at Chemulpo, which is the port of Seoul, the capital of Corea; and they have landed men at Chemulpo. It is true they are displaying extraordinary vigor and meeting with marked success.

REASONABLE QUESTIONS.

Everybody understands and appreciates the motives of those who oppose the transfer of any property to the C. P. R. Their desire is to conserve the harbor property of the city, so that it will produce the best results for the future development of the port. That is also the desire of those who favor the present transfer. No alderman and no citizen has any other purpose. The difference lies in the point of view. There is one aspect of the case that has not, perhaps, been dwelt upon so fully as its merits deserve. The C. P. R. has expressed a desire to enlarge its business through this port. To do so it positively declares that more yard room is required. It has asked for the water lots for that purpose. No one has suggested any alternative site for these yards. It is there, therefore, apparently, the water lots or nothing; and if the company is right in its contention that it must have more yard

room, if becomes a question of providing that room or remaining as we are. Suppose that course is pursued. Suppose that, because there is a possibility of another line coming here within the next ten years we do nothing more until that line does come. When it comes it must have yard room. Will the city then say it cannot be granted because perhaps in ten years more we may have still another line coming this way?

And if the Grand Trunk Pacific does come here some years hence, have we any right to hope that the company will be any more business to the port than the C. P. R.? The water-lots are not harbor frontage. They lie there unoccupied, and producing no wealth and no work. If they are not utilized now, when they are wanted, who can say when they will be wanted by another company? And can the city afford to let these go past its wharves to other ports in the meantime?

DECREASE IN EXPORTS.

The trade statement for the last seven months is relatively not so satisfactory as it was for the like period of last year. There has been a large relative falling off in exports and increase of imports. That is to say, while the total trade has shown an increase, the comparison between that of the past seven months and that of the seven months ending January, 1903, is not so favorable as the comparison between that of the seven months ending January, 1903, and that of the seven ending January, 1902.

The statement issued a year ago showed that for seven months the imports had increased about \$10,000,000, and the exports about \$11,000,000. The statement now issued shows that while the imports have increased \$19,000,000 in seven months the total exports have fallen off over \$3,000,000, and in the items of animals and their produce, agriculture and forest products the falling off is over \$4,000,000.

The balance of trade is thus not so favorable as it was a year ago. No doubt the snow blockades have interfered with the movement of exports of late, but while a year ago the imports for seven months were nearly \$26,000,000 less than the exports, and a year before over \$27,000,000 less, the difference between imports and exports in the statement published today is only \$3,650,000.

A TALK ON FORESTRY.

The visit to these provinces of the secretary and assistant secretary of the Canadian Forestry Association is an event of much interest to all who are interested in the conservation of our forest wealth. Messrs. Stewart and Campbell, who leave this morning for Halifax, where they will address a meeting tonight, at which the members of the legislature will probably be present, will be at Sackville Friday night, and on Monday evening Mr. Stewart will deliver an illustrated lecture in the rooms of the Natural History Society in this city.

The Canadian Forestry Association, of which Mr. Bertram, chairman of the transportation commission, which recently met in St. John, is one of the directors, has vice-presidents in all the provinces of Canada. The vice-president for New Brunswick is Lieut. Gov. Snowball. Leading lumbermen of Ontario are on its directorate, and it issues, each year an annual report, in book form, which is of great value. The fourth annual report has but lately come to hand, and has been reviewed in this paper. It is an illustrated book of 120 pages, dealing with questions affecting forest conservation and propagation in Canada.

It is to be hoped that many citizens will take advantage of the meeting to be addressed on Monday evening by Mr. Stewart, and make themselves more familiar with this important subject.

GRAND TRUNK PACIFIC.

Referring to Sir Wilfrid Laurier's speech in Montreal, the Toronto News says it cannot think that he is convinced "that enough information exists to warrant an absolute national engagement to construct the road between Quebec and Winnipeg." The News adds: "But the country is not satisfied with the information which ministers have furnished as to the practicability of the route, and there is a growing opinion that we should know beyond all reasonable doubt that we can get a road equal to all-year traffic in competition with the lake and rail routes before we pledge \$100,000,000 to the undertaking."

These are the words of a journal which says it is not hostile to a trans-continental line. But it declares that the country asks for "reasonable information and adequate precautions against failure before we sign an irrevocable contract." Continuing, the News says: "Further, if the country is to build the road, and if it is wise to build it, it is altogether unwise to leave the rail for fifty years to a private corporation. The result must be to set back the movement for public ownership for half a century, and to interfere arbitrarily and unaccountably with the free action of future parliament. We do not say that there is now a strong feeling in the country for public ownership, but our lands should be left free, in case we should desire in the future to follow the progressive example of other countries, and nationalize the railway system."

MR. JUSTICE FRASER.

The appointment of Hon. D. C. Fraser to the bench of the supreme court of Nova Scotia has been expected for some time. His acceptance opens up the contingency of Guyboro, and removes from active politics one of the most entertaining

of the Liberal campaign in Nova Scotia. There is also one less free trader in the House of Commons, for in the Parliamentary Companion Mr. Fraser is set down as "a Liberal and Free Trader."

D. C. Fraser was born in New Glasgow in 1845. He was called to the bar in 1873. In 1878 he was called to the legislative council of Nova Scotia, and entered the government, but resigned in the same year to run for the assembly. In 1888 he was again called to the legislative council, and became government leader in that body. In 1894 he was elected to represent Guyboro in the House of Commons, and was re-elected in 1896 and again in 1900. Mr. Justice Fraser is well known in St. John, and will be heartily congratulated by many friends here as elsewhere, on his appointment to the bench.

NOMINATION DAY.

The nomination proceedings at the court house Tuesday were well conducted and without any exciting incident. Indeed those whose memory went back to fighting campaigns in the past were disposed to regard the proceedings as rather tame. Hon. Mr. McKeown was given a good hearing, and the same courtesy was accorded to Dr. Daniel. At times each speaker was applauded, but there was nothing to indicate that either held the sympathy of the majority of the audience closely packed into the limited space at his disposal. It is perfectly clear that in this contest public sentiment is much more evenly divided than in the last federal campaign. The fact is largely due to the Grand Trunk Pacific project, and to the incisive criticism of the bill by the Hon. A. G. Blair.

THE WEATHER.

The account in today's Telegraph of existing weather conditions compared with former years shows our readers that the severity of the present winter has seldom if ever been surpassed, not alone for the persistent intensely cold weather and heavy snow falls, but high winds and gales have followed one after another with marked regularity.

Notwithstanding the severity of the weather, disbursements to shipping have been exceptionally few and of minor importance. This has not been for lack of dangerous storms, but it is quite fair to say it is due to the timely information and warnings of approaching storms given by our Canadian Meteorological Service, which enables the mariner to seek a place of safety and avoid much loss of life and property.

HON. THOMAS GREENWAY.

An interesting statement comes from Winnipeg to the effect that Hon. Thomas Greenway has retired from provincial politics, having cast his last vote last week in favor of the Chamberlain programme of preferential trade; and that he will contest a Manitoba constituency in the Liberal interest in the next federal elections.

Hon. Thos. Greenway is now almost sixty-six years of age. He is a native of Ontario, and got in the house of commons as member for South Huron from 1875 until 1878, when he declined re-nomination and removed to Manitoba. There he engaged in farming, and the very next year after his arrival in 1879-80 he was elected a member of the legislature. He has been a member of the legislature ever since. In 1887 he became leader of the opposition, and the next year his party defeated the government and he became premier. He led the government for twelve years—till 1900—when it was defeated by the Conservatives. In 1902 he was elected leader of the provincial Liberal party, and since the defeat of his government he has been leader of the opposition in the legislature.

THURSDAY'S CONFERENCE.

The conference between the harbor improvement committee and Hon. Mr. Emmons Thursday afternoon established two facts. One was that the transportation commission while here got an erroneous idea of the capacity of this port, and the other was that the commission and the government do not know what it is that the city council proposes to grant to the C. P. R. in connection with the agreement that is now awaiting final action.

Hon. Mr. Emmons did not know until it was clearly stated to him Thursday, and the statement reinforced by a plan of the harbor, that what it is proposed to grant to the C. P. R. is not harbor frontage, but certain water lots away in the rear of the real harbor frontage.

When the case had been clearly set forth, the minister admitted that he was strongly impressed by the justice of the claim made by the city, and suggested that a delegation be sent to Ottawa to place the matter in its true light before the government. He explained, and he had the sympathy of the committee so far as that was concerned, that the desire of the government was that no single railway company should be granted concessions which would shut other railway companies out from facilities on the harbor front.

But it was shown to Mr. Emmons that instead of shutting other companies out from the harbor front the desire of the city was to get back some ten acres of real harbor front, which they hoped to do under the proposed agreement with the C. P. R., and which would be available for the extension of harbor works in the future. It is evident from the development of the past few weeks that the transportation commission, despite all that was done when they were in St. John, went away with the impression that this harbor can only accommodate a comparatively few ships. That is an extraordinary assumption, and wholly unwarranted. But it is now necessary for the city council to

counteract the effect of the report of the commission and place the facts before the government. It is most unfortunate that any such misconception should have arisen. The duty of the council now is to send a delegation to Ottawa, with plans to set forth the facts of the case. While it is true that leading members of the government were supplied with all the correspondence relative to the C. P. R. agreement, they do not seem to have grasped its significance, or to have agreed to the proposition that the people of St. John know what is best for the trade and the harbor of St. John. By all means let a delegation be sent to Ottawa.

ALL GUESSWORK.

No politician and no newspaper is warranted in assuming that the Grand Trunk Pacific railway will be built. It is not a settled question. The company failed to put up the necessary cash deposit, and they have since notified the government that they want other modifications of the contract. Every member of the government has spoken from the public platform since the company declared its purpose, but not one of them has stated to the country what it is the Grand Trunk Pacific now demands.

Why have they not done so? If the new demands are so trifling as to be of small account, why have they not been openly stated to the people? There is no certainty that the line will be built, unless it is built by some other company or by the government itself, and in either case it may be hoped that surveys will first be made and the people told what it is they are asked to pay for. The country can wait.

In connection with this affair there has been entirely too frequent a repetition of a question something like this: "What need you care, if there is to be a lot of money spent in your locality?" The man who is honest and desires what is best for the country does care, and is not open to bribery of this sort. He may want a trans-continental railway, but he wants to know something about the route and the probable cost before he endorses the scheme. Mr. Blair says the contract as proposed is an absolute and utter waste of public money. In view of that statement by the man who is today chairman of the Canadian Railway Commission, who will listen with patience to the assertions of men of less knowledge and ability? And why should any person base calculations on the results of the coming of a railway to St. John which may not be built for years to come, and if it is built as at present proposed can route all its freight to Portland (Me.)?

Gentlemen of sanguine temperament, assuming first that certain things will be done, are able to paint glowing pictures of certain other things which they think are likely to develop. But the cautious man wants to be sure that the first will come to pass, and after that is time enough to let his imagination loose on the question of other possibilities.

The Telegraph may be wrong, but it is of opinion that while there will be some day another trans-continental railway, the deal between the government and the Grand Trunk Pacific is practically off. No member of the government in any recent speech has asserted that the matter is settled, or that it will be settled on the lines of the proposed contract. Therefore all Grand Trunk Pacific talk may as well be effaced from the record. It is all guess-work.

STILL IN DOUBT.

Speaking in Westmont on Wednesday evening Hon. Mr. Fielding, referring to the Grand Trunk Pacific, said he trusted that a satisfactory arrangement would be made, and added that if the Grand Trunk did not wish to carry out its part of the undertaking the railway would be built anyway, even without its co-operation.

The significance of this statement is generally in what it suggests as to what it definitely sets forth. The finance minister evidently anticipates trouble in connection with the further negotiations with the Grand Trunk Pacific Company. The same doubt is in the mind of Sir Wilfrid Laurier, for at Montreal on Saturday evening, though he did believe the company would not refuse to carry out the contract, he added those somewhat mysterious remarks: "And now if we are refused by the Grand Trunk let me tell you something: I am no longer young, I am accustomed to fighting. I have had many difficulties in my life, but I have never been discouraged. When I have failed on the one point, I have tried another, and when I have failed on that other, I have tried another until in the end I succeeded."

Sir Wilfrid should try the plan of extending the Intercolonial to the great lakes, and providing the increased facilities urgently needed for trade already offering. In the meantime surveys could be made, and the element of guesswork eliminated from the greater national project of opening up new territory.

TARIFF REVISION.

The latest word from the government is against any general revision of the tariff at the coming session of parliament. Hon. Mr. Prefontaine said two weeks ago that the finance minister had promised a reasonable revision, and it was taken to mean that something would be done at the coming session. At the same meeting Hon. Mr. Broder declared that changes were necessary and that the tariff would in certain cases be raised and in others lowered.

Sir Wilfrid Laurier and Hon. Mr. Fielding have since spoken. The premier said it is clear that he is set in favor of any present revision. After denouncing high tariffs, with specific reference to the tariff of the United States, he said: "Gentlemen, we came into power, the

Buy Clothing Now While Prices Are Away Down.

There are Suits, Overcoats, Pants, etc., being sold at this store now, in many cases such below the manufacturer's prices, and people are being quick to take advantage of this opportunity to secure good clothing at very low prices.

Table listing clothing items and prices: \$10 Overcoats - now \$5 00, \$12 Overcoats - now \$8 00, Men's Suits - \$2 98, \$3 98, \$5 98 and \$6 98, Men's Pants - 0 98, 1 49, 1 98 and 2 49, Boys' 2-Piece Suits - 98c up, Boys' 3-Piece Suits - \$1 98 up.

J. N. HARVEY, Men's and Boys' Clothier, 199 and 201 Union Street.

Neverslip Calks

are steel-centered, self-sharpening calks which can be easily inserted or removed from the shoe on the horse's hoof and keep him "always ready" and safe from falls in slippery weather. They save your horses.

Agents, W. H. THORNE & CO., LIMITED Market Square, St. John, N. B.

NOTE AND COMMENT.

The city council has not yet dealt with the dry dock plans and specifications. The provincial government will have a busy day, meeting the various delegations desiring to meet them this morning and afternoon. The appeal of the Exhibition Association for a grant of \$5,000 should be favorably considered by the government and a prompt answer given.

Sir Wilfrid Laurier and Hon. Mr. Fielding spoke in Montreal during the last week in favor of the present tariff. A leading Liberal manufacturer has replied by taking the chair at a Conservative meeting. Ontario papers report an almost complete blockade of railway traffic in many parts of that province, owing to the severity of the winter. Very serious inconvenience has been and is being suffered in many towns.

President Eliot, of Harvard University, before the Boston Labor Union, declared that the conflict between the combinations of employers and the combinations of labor suggested the expediency of governmental inspection and control of both. This remark by the Mail and Empire should be called to the attention: "If Russia must go to war, the least it can do for the comfort of the world is to send to the front only generals whose names are easy to pronounce. General Vichibokhnikoff ought certainly to be kept at home."

The Montreal Witness observes: "Sir Wilfrid Laurier gave little comfort to the protectionists in his speech at the Monument National on Saturday night. Sir Wilfrid told his audience that there is protection enough in this country, and that the present tariff has made Canada prosperous." A Quebec despatch to the Toronto News says that it is understood Mr. Arthur G. Doughty, M. A., has declined the position of Dominion Archivist, offered to him at Ottawa, and will remain in Quebec as English Librarian of the provincial legislature. The name of Dr. James Hannay has been mentioned in the past in connection with the office of Dominion Archivist.

J. G. Jardine, Canadian commercial agent in South Africa, laments that Canadian manufacturers have not taken advantage of their opportunities, and urges them to cultivate South African trade by sending out travelers instead of catalogues. He urges that the direct line of steamships between Canada and the Cape should be better encouraged by Canadian exporters. A New York paper says: "Japanese merchants in New York will raise a war fund to send home to the government. The purpose now is to make the subscription \$5,000,000, and to pay it in monthly instalments so long as the war lasts. This amount is the minimum fund proposed. If the war is greatly prolonged they will increase their subscriptions. The Japanese consul, Mr. Suichida, is in charge of the matter."

If a St. Petersburg despatch of this week is correct the Russians have a few more vessels, chiefly torpedo boat destroyers and torpedo boats, than has hitherto been stated. It says: "The latest returns of Russian warships in the Far East total ninety-four, including eight battleships, sixteen cruisers, seven gunboats, and fifty-six torpedo boat-destroyers and torpedo boats. Three more battleships and nine torpedo boats are to go to the Far East in the spring."

WHY MOTHERS WORRY. Did you ever hear a mother worry over a plump child? There is no better bank of health for a child to draw from than a good supply of healthy flesh. Scott's Emulsion not only gives a child weight and plumpness, but it feeds the brain, bones and nerves with strength and active power. Fewer mothers would worry if they knew more about Scott's Emulsion. We'll send you a sample free upon request. SCOTT & BOWNE, Toronto, Ont.

SOCIETIES JOIN TO MAKE THE TRICENTENARY A BIG SUCCESS.

A Representative Meeting in the Neptune Rooms—Sketch of Three Days' Programme in Celebration of Champlain's Discovery of the River St. John.

The joint meeting of representatives of various societies in connection with the Champlain tricentenary celebration was held Thursday night in the Neptune Rowing Club rooms, and was very satisfactory in all respects. The following delegates were present: R. Bee, Thomas, Commodore Royal Ken... (Detailed list of attendees and their affiliations follows)

LOCAL AND PROVINCIAL.

Owing to advances in the European market, one leading Canadian packer has advanced the price of pure lard a quarter cent a pound. The anniversary of the founding of the World's Christian Student Federation will be celebrated next Sunday. Both Dalhousie University and the U. N. B. have branches. At a meeting of the shareholders of the... (Detailed local news items follow)

IMMIGRANT FEELS HE WAS RECEIVED.

Trio of Young Britishers Blame the Old Country Agency.

Thomas Phillips, a young man whose home is in Douglas, Isle of Mann, but who has been in this city one week today, feels that certain parties are responsible for misleading him and others in the matter of obtaining suitable employment here. Mr. Phillips, when he was employed as a dry goods clerk, came to feel that the colonies offered better inducements than the mother country, and seeing in a Liverpool newspaper the advertisement of Forshaw's Colonial & Foreign Immigration Office, near Manchester, he placed himself in communication with the concern. Mr. Phillips, after making two cash deposits, decided to come to St. John. In this he says he was acting on the advice of the office. He was assured that St. John was a most desirable section to locate in and he says, that profitable employment could be obtained. It was brought to his attention that a man who had gone out under direction of the office was earning 48 monthly. According to Mr. Phillips he made the immigration office proprietors fully sensible of the fact that he was a dry goods clerk and solely desirous of obtaining a berth in that nature in whatever colonial city he went to, but in the answers he received from the office and from a reporter Wednesday no reference was made to the nature of the employment they could secure him.

On the Lake Manitoa. Just before leaving the old country he received a letter from his father, Joseph Phillips, merchant of Douglas, in which he warned his son to exercise care before placing himself in charge of the emigrant office. A few weeks ago Phillips and two companions, John Humby, cabinet maker, and Walter Buchanan, blacksmith, all patrons of the Manchester office, left Liverpool on the Lake Manitoa bound for St. John. According to Phillips, each bore a letter of introduction to the St. John agent of the office and each expected on landing to be once again in a position suitable to his training and capabilities. "They sent me the letter," said Mr. Phillips, "and I accepted it with a certain amount of caution, but when I read it I found it was under the name of Mr. Phillips, and I was under the impression that he would not have to pay anything and expressed surprise upon being informed that a position as dry goods clerk was being offered to me. He told me that he could obtain work immediately on a farm and also in a certain city establishment (not dry goods), but feeling disposed otherwise, he declined to pay the fee and engage in unbecoming work. He says the three brought their dinners at Mr. Grant's and then left. Mr. Grant's story. Mr. Grant, when interviewed Wednesday afternoon in reference to Mr. Phillips' statement, said he advanced to place new arrivals in paying positions on farms or in other fields calling for manual labor. He did not advertise or guarantee to find berths in offices or stores. His fee for placing a man in such a position was \$5. "If a man comes to us and hasn't any money," said Mr. Grant, "I am bound to look after him and see that he procures work of some weekly or monthly nature for the fee by small instalments. He should be able to obtain a berth. I have had many an instance of this nature. If a man sent out on a farm, he should be able to find him one congenial. We endeavor to guarantee to anyone any stated rate of wages, for the employer must see the person and judge of his capabilities. "The kind of people we expect to handle are the kind we advertise for—men who are not afraid to remove their coats and start in for the work of the type they are undertaking. "I have placed many in good situations in and around the city. If Mr. Phillips wishes work I can obtain it for him. It may not be in a dry goods store, but should he accept what there is now, he can rest assured that I will do my utmost to procure for him the kind of work he wants. It's better to be working at something than to be idle." Mr. Phillips blames the Forshaw office for his present predicament and does not intend to return to the office. Mr. Buchanan would like a situation as blacksmith, and Mr. Humby has already found employment with Manchester Ironworks Allison, Ltd.

A QUESTION OF WORK.

One Tells How He Came to Leave Home for Brighter Outlook in Canada, and Found Things Different from Expectations—A Matter of Fee. The extra ordinary weather conditions this winter make comparisons with other years very interesting. From D. L. Hutchinson, director of the meteorological bureau here, a Telegraph reporter secured a very interesting statement last evening. The following table compiled from his statistics gives the average and lowest temperatures as well as snowfall for the month of January since 1874. The table shows that the average temperature this year in January was 12.4, while in 1875 it was 9.9 and in 1888, 11.1. These are the only two records which go lower than the average for 1904.

Table with columns: Year, Average, Lowest, Snowfall. Rows include years from 1874 to 1904.

CASTORIA For Infants and Children. The Kid You Have Always Bought. Signature of J. C. Watson.

TEN THOUSAND DOLLAR FIRE AT HAMPTON.

Residence and Barn of Dr. Newton Smith Destroyed Wednesday—Insurance \$4,500.

Hampton, N. B., Feb. 10.—A serious fire which broke out at 9 o'clock this morning completely destroyed the residence and barn of Dr. J. Newton Smith. A strong westerly wind was blowing at the time and it was feared that the entire block would be swept away, but luckily the wind shifted to the north during the progress of the fire and that fact, together with the splendid work done by the fire pump, owned in the village, the fire was confined to the buildings mentioned. The firewell Manufacturing Company preserve the thanks of the Station residents for sending teams, force pump and men to the rescue. It is to be hoped that the Station people will now stir themselves to procure some kind of fire protection. Dr. Smith places his loss at from \$9,000 to \$10,000 with \$2,000 insurance in the Quebec Insurance Company and \$5,000 on the furniture in the latter company.

IN THE COURTS.

Supreme Court Chambers. The case of Angus Branch vs. Hiram C. Carter came before Judge McLeod Tuesday. This is a review from a justice's decision in Gloucester county convicting the defendant of peddling without a license. The case was argued yesterday and judgment was reserved until Monday next. M. G. Teed, K. C., appeared for the plaintiff, and J. Roy Campbell for the defendant. An application was made to the chief justice by the Gloucester Board of Health, for an order compelling the county council to pay them \$5,426.20, due on a smallpox bill. The order was granted. Equity Chambers. The case of Cormier vs. Cormier, on application of M. G. Teed was adjourned until Friday at 11, James Friel consenting. In the partition suit of Turner vs. Turner et al., it appears that one of the defendants, Ella Wells, has married Thomas J. Allan, and an application was made by M. G. Teed, to have the husband made a party to the suit. The case of Goggin vs. Goggin was set down for hearing on Tuesday next, before Justice Chapman and Tilley. H. A. McKeown, K. C., consenting. County Court Chambers. The case of Furlott vs. Furlott was before Judge Forbes Tuesday. This is a review case from the Durham civil court of Restigouche county. Judgment was given against the defendant at the first trial, for \$15, and this is sought to set aside. Judge Forbes ordered a new trial, allowing no costs to either party. Scott E. Morrill appeared for the defendant in support of the application, and Dr. J. Stockton K. C. for the plaintiff, contra.

WEDDINGS.

Dr. J. Boyle Travels—Mrs. S. B. Young. On Wednesday at the residence of John A. Bost, Woodawn, young Mrs. Sarah Bennett Young, Chicago, daughter of the late Rev. James Bennett, D. D., and Dr. J. Boyle Travels, son of Dr. Boyle Travels, were married. Doctor and Mrs. Travers are now on their honeymoon, and on their return here will take up their residence in the house at Lansecoer occupied by the late E. G. Dunn. The wedding ceremony was performed by Rev. Father Peelan. Barrett-Rodgers. A very happy event occurred at the Holy Trinity church Wednesday evening, when the rector, Rev. J. J. Barrett, united in matrimony Sarah R. daughter of Arthur Rodgers, of the I. C. R., to James F. Barrett. The bride, who was attired in a very becoming suit of steel grey with hat to match, was attended by her sister, Miss M. Rodgers, who was similarly attired. Fred L. Barrett did the honors for the groom. The many presents received by the bride show the popularity of the young couple. Mr. and Mrs. Barrett will reside at 75 Somerset street, North End. Bad Roads in St. John County. St. Martins, N. B., Feb. 9.—Cold weather and heavy storms continue. The roads are badly distressed, and in many places badly broken up. In several places between St. Martins and Loch Lomond the roads have been in bad condition for some time. In some cases the mail drivers are supposed to keep the roads broke for the public, instead of the public attending to that work for the purpose of giving the mail carrier a chance. To Foster Trade With Jamaica. Liverpool people have often asked why the United States of America should purchase so much fruit from Jamaica, and Canada comparatively so little. The visit to Jamaica of the Hon. G. A. Duff Miller, agent-general for New Brunswick, is the view of fostering business between the island and Canada. A Jamaican "man" given in the Mercury yesterday shows the conduct to trade between the West Indies and the whole of North America and Great Britain—Liverpool Mercury, Jan. 26. There are a number of letters at the office for Box 815. They will be destroyed if not called for within a few days.

THE BAIRD COMPANY'S WINE OF TAR, HONEY AND WILD CHERRY.

A Lonic to the Throat. Tonic for the Vocal Chords. The Baird Co. Ltd., Gentlemen, your WINE OF TAR, HONEY AND WILD CHERRY gives excellent satisfaction, and we can highly recommend it to everybody for coughs and colds. W. E. THOMSON, Rotherham, N. B.

ST. JOHN MARKETS.

The local markets still continue fresh as the result of hostilities in the far east. Yesterday's corn advanced from \$2.46 and \$2.50 per barrel to \$2.50 and \$2.55. Gold dust to \$4.25. In the provision line, American clear and mess pork advanced from \$10.00 to \$10.25, and the latter to \$10.50 and \$10.75.

FORMER NEW-BRUNSWICKER WATCHING FOR GERMAN MURDERER AT SAND-POINT.

Immigration Office's Get Information That Suspected Man May Land There Soon.

The contents of a letter from southern Germany, which became known to the immigration authorities at Sand-Point, result in the capture of a couple of murderers, and break up a secret society, the most ambitious of which are the Germans, whose chief ambition appears to be to steal and kill. A couple of days ago the letter was received at the immigration building for a German who is expected to arrive here probably on the next steamer from Liverpool. The address is being kept quiet by the officials for the present, as they believe the man who acknowledges the name may be taken care of on his arrival at Sand-Point. The letter is dated from a town in southern Germany, and one of the strings of words about it is: "What first drew attention to the contents is an envelope containing a postal and dagger on the back of the envelope. This is thought to be the private mark of some secret society. The contents of the letter show that the man has had a quarrel with the man who is soon to arrive in St. John. The writer wishes to make friends again, and says it would not be well to let the man see any of the crime committed, as they were equaly guilty, and the writer claims that he was made to commit the crime by the man to whom he writes. He says that the man who has been put out of the way, and is now in jail. It will undoubtedly be a great surprise for the man to be coordinated with the man who is in the jail. A copy of the document and the names have been sent to the chief of police in St. John. The letter came from, and a receipt has been made for information as to the result.

SPRUCE DISAPPEARING.

Pulp Famine in Six Years Predicted—Some Figures.

The following comment on the outlook for spruce in the New England States is taken from the current number of Bradstreet's— "The most important of all the important factors in the spruce industry is its disappearing the fastest, due partly to its being the most universally used of all the timber which makes its rapid depletion more alarming, and partly to the disastrous forest fires. The total cut of spruce last year was 1,200,000,000 feet, of which 80,000,000 went into pulp and the balance to the saw. The International Paper Company alone uses 300,000,000 feet of spruce each year for pulp. The spruce industry is a general average of between 40 per cent and 50 per cent since 1900. From the total cut of spruce last year a revenue of \$38,000,000 was derived, or an amount equal to \$14 for every person in the New England States. It is estimated that about 40,000,000,000 feet of spruce is standing in the northern forests, and about 1,000,000,000 feet are cut yearly. It is only a question of fifty years when spruce will be completely exterminated, unless new trees are planted.

THE TO CONGRATULATE CELEBRATION.

To the Editor of the Telegraph: Sir,—The following circular of invitation has been sent, in accordance with the terms of the resolution passed at a recent meeting of the committee, to the officers of all organizations in this city. It being greatly desired by the committee that all organizations should be represented, the committee would ask you to kindly insert a copy of the circular in the columns of your valued journal. In case that any organization, from any cause, should not have received their invitation, it is to be hoped that they will accept this notice, and be represented at the meeting on Thursday evening. Yours truly, D. R. JACK, Hon. Secy. to Com. Champlain-DeMonte—1604-1904.

ONE BELL BUOY WAS SUNK—LOST ONE SIGHTED AGAIN—SCHOONER NEWS.

W. E. Skillen, who came from St. Martins Thursday in the tug Lord Kitchener, says that the can buoy on Quaco reef is in position. It had simply been sunk by the ice. The Quaco reef bell buoy was carried off by the ice on Sunday night, and was sighted Thursday three miles west of Rogers Head. The Lord Kitchener will go today and replace it in position. Mr. Skillen says there was never in his memory so much ice along the shores of the bay, and he expects to see a great deal more of it in March. The Lord Kitchener brought down the schooner R. Carson, My Agnes, Abana and Harry Morris, laden with deals. The Harry Morris lost part of her deckload of Birch Point Thursday night. The large generator recently installed by the Street Railway Company has been successfully tested. Preparations are pushed ahead as rapidly as possible to get the other in place. The bank clearings here for week ended Thursday were \$312,514, corresponding week 1903, \$331,000.

WATCHING FOR GERMAN MURDERER AT SAND-POINT.

Immigration Office's Get Information That Suspected Man May Land There Soon.

The contents of a letter from southern Germany, which became known to the immigration authorities at Sand-Point, result in the capture of a couple of murderers, and break up a secret society, the most ambitious of which are the Germans, whose chief ambition appears to be to steal and kill. A couple of days ago the letter was received at the immigration building for a German who is expected to arrive here probably on the next steamer from Liverpool. The address is being kept quiet by the officials for the present, as they believe the man who acknowledges the name may be taken care of on his arrival at Sand-Point. The letter is dated from a town in southern Germany, and one of the strings of words about it is: "What first drew attention to the contents is an envelope containing a postal and dagger on the back of the envelope. This is thought to be the private mark of some secret society. The contents of the letter show that the man has had a quarrel with the man who is soon to arrive in St. John. The writer wishes to make friends again, and says it would not be well to let the man see any of the crime committed, as they were equaly guilty, and the writer claims that he was made to commit the crime by the man to whom he writes. He says that the man who has been put out of the way, and is now in jail. It will undoubtedly be a great surprise for the man to be coordinated with the man who is in the jail. A copy of the document and the names have been sent to the chief of police in St. John. The letter came from, and a receipt has been made for information as to the result.

SENATOR DOMVILLE CABLES GOOD LUCK TO THE JAPANESE.

Sends Message to the Emperor at Tokio and Receives a Reply.

Senator Domville's compliments to the Emperor of Japan and good wishes to the forces in their struggle with the Government to prevent the Japanese from this city. The message, which is long as that being sent by "Good Luck," but that's what it means. The Senator's letter came to the Japanese Embassy in the Japanese nation which had had sympathizers in far away Canada. The reply was in these terms: Senator Domville, St. John, New Brunswick. Tokio, Feb. 9.—Telegram was received with much satisfaction by Emperor. MINISTER IMPERIAL HOTEL.

WAR ON THE DOGFISH.

St. John Company to Build Factory for Reduction of These Pests Into Fertilizer, Etc.

If the paragraph quoted below from the Engineering News is correct, a practical step is to be taken to exterminate the dogfish, that terrible pest of the Bay of Fundy fishermen, and indeed of all the fishermen along the coast of the provinces and Maine. In Maine an agitation was started last year with a view to persuading the Federal Government to offer a bounty for fish caught, and there has also been some such talk among provincial fishermen. It has also been suggested that the dogfish might be utilized as a food fish, or as a bait resort, to produce fertilizer. It is on the last suggestion the News from the Engineering News bears directly. It says:— "The United States Drying Engineering Company, 65-70 Beaver street, New York, has closed a contract with the Provincial Chemical Fertilizer Company, of St. John (N. B.), for the installation of a complete plant for the reduction of fish to tons of dogfish and fish oil per day. The plant is located in the Bay of Fundy on an island near Digby lower wharf. Construction to be commenced March 1.

MATTERS IN THE BAY.

One Bell Buoy Was Sunk—Lost One Sighted Again—Schooner News. W. E. Skillen, who came from St. Martins Thursday in the tug Lord Kitchener, says that the can buoy on Quaco reef is in position. It had simply been sunk by the ice. The Quaco reef bell buoy was carried off by the ice on Sunday night, and was sighted Thursday three miles west of Rogers Head. The Lord Kitchener will go today and replace it in position. Mr. Skillen says there was never in his memory so much ice along the shores of the bay, and he expects to see a great deal more of it in March. The Lord Kitchener brought down the schooner R. Carson, My Agnes, Abana and Harry Morris, laden with deals. The Harry Morris lost part of her deckload of Birch Point Thursday night. The large generator recently installed by the Street Railway Company has been successfully tested. Preparations are pushed ahead as rapidly as possible to get the other in place. The bank clearings here for week ended Thursday were \$312,514, corresponding week 1903, \$331,000.

CASTORIA For Infants and Children.

The Kid You Have Always Bought. Signature of J. C. Watson.

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, FEBRUARY 13, 1924.

WANTED.

Between Russia and Japan

Agents and we will have ready at the possible moment...

SMAN WANTED-To handle our sea specialties during fall and winter part time...

AIT AGENTS-Before making arrangements for 1924 write us...

ANTED at once for general household work in kitchen and dining room...

ED-A girl for general household work from the country preferred...

ED-A second class teacher, either for Gloucester District No. 11...

ED AT ONCE-Good reliable girl housework in small family...

ED-Reliable man for month and use; \$2.00 per day to reliable man...

WANTED throughout Canada and the States. Salary of \$100.00 weekly...

ar Wood wanted. I TO COMMUNICATE with any person...

FOR SALE. FOR SALE-Good farm in Penobscot...

LE-Billard parlors, with other in connection offering chance...

bs Best Granulated Sugar for \$1.00. of 54c Chewing tobacco for 35c.

of 40c Tea for 29c. AT 2 BARKERS, LIMITED.

100 Princess Street. ARE THE GRADUATES OF Frederickton Business College.

trained than those of most secondary schools. business college men, the principal office experience before going business college work.

W. J. OSBORNE, Frederickton, N. B.

MARRIAGES. BERT-YOUNG-At the residence of...

DEATHS. SPON-Suddenly, in this city, on the...

IN-Weston, on the 10th inst. Beate, H. B. Gay and sister of John Alex...

INON-In this city, on February 10, late illness, Thomas W. Robinson...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

IBEL-At Fairville, January 10, J. Campbell, aged thirty-five years...

SHIP NEWS.

PORT OF ST. JOHN.

Arrived. Tuesday, Feb. 9. Sir Tritonia, Silt, Glasgow, Schofield & Co.

Wednesday, Feb. 10. Coastwise-Schrs Augusta Brestin, 31, Sovell, Lepraux; barge No. 7, 55, Wadsworth...

Thursday, Feb. 11. Star Laurentian, 233, Stewart, Liverpool via Halifax, Wm Thomson & Co. general.

Friday, Feb. 12. Star St. Croix, Thompson, Boston via Maine ports, W G Lee.

Canadian Ports. Halifax, Feb 9-Ard, str Laurentian, Liverpool, and aid for St John; Manchester, Manxester.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

Portland, Feb 9-Ard, str Fremont, Portland for London.

Quebec, Feb 9-Ard, str Salscia, St John and Halifax; str Salscia, New York.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

London, Feb 9-Ard, str Loyalist, St John and Halifax.

ARE RESPONSIBLE FOR FATAL WRECK.

Trainmen Caused C. P. R. Disaster, In Which 14 Lives Were Lost.

HEAD ON COLLISION.

Conductor Says He and Engineer Forgot Their Despatchers' Orders and Then He Breaks Down--Nine Passengers and Five Trainmen Were Killed.

Amnport, Ont., Feb. 9-(Special)-The east and west bound "Soo" trains on the C. P. R. came into collision at Sand Point, near here, early this morning. Fourteen were killed and about thirty injured.

Dead Trainmen. Engineer Jackson, 279 Concession street. Express Messenger Robertson. News Agent Wm. McMillen. Express Messenger Thompson. Fireman Dubois. Baggageman Otto.

Passengers Killed. William Pouliot, Whitney. James Higgins, 21 Queen street, Ottawa. J. Carrier, Ottawa.

Delphis Seguin, 184 Brewery street, Hull. James Chalm, 95 Wall street, Hull. Lebrun, Gaspé (Quebec). Two bodies not identified, on one of which was found the address of Eva Richer, Hull.

Injured. Engineer Dudley. Fireman Clark. Mail Clerk Beach. Mail Clerk Mack. Harvey Brossard, St. Casimir (Que.), leg broken and badly shaken up. Peter Robinson, Gaspé, ankle crushed. Ovide Brossard, St. Casimir, badly crushed. W. Pouliot, St. Francois Xavier (Que.), leg broken.

W. McCall, Ottawa, skull fractured; recovery doubtful. J. J. Higgins, Cantley (Que.), badly shaken. R. Seguin, Hull, hand and foot crushed. Edward Gaspé, bad scalp wound. Peter Robinson, Gaspé, Pointe, neck broken. W. R. O'Connell, chest crushed. Peter Trotter, Hull, leg crushed. Alphonse Desjardis, feet frozen by exposure.

Etienne Cardinal, Ottawa, leg broken. Antoine Gendron, St. Regis, rib broken. This list, which is as accurate as can be obtained at present, shows fourteen deaths--five train hands and eight passengers.

There are seventeen patients in St. Luke's Hospital. One was taken to the hospital, and another, who was slightly injured went to their homes on the arrival of the train late this afternoon.

A special train is expected to bring the dead into the city some time during the night.

The two Soo trains, one going east, one west, ran into each other. The cause was Engineer Dudley, on the west train, running past Sand Point, where he was timed to cross the east-bound passenger train.

Engineer and Conductor Disobeyed Orders. Conductor J. N. Nidd, of the west-bound train, No. 7, said: "This is what we call a wreck. The wreck took place. I did not forget our orders, but the train slipped off Sand Point without my knowing it. My orders were in my pocket. We got our orders at Ottawa, which we left at 2.56 a. m."

He Mr. Nidd produced a pink sheet, commenting: "This is what we call a wreck. It reads: 'Train No. 7 and Engine No. 336 will meet train No. 8 and Engine No. 337 at Sand Point.'"

As I stated, we slipped by Sand Point at 1.53 a. m., about one and a half miles past Sand Point we crashed into No. 8. Our train was made up of an engine and bag train was mail car and two second class cars, one first class car and a sleeper. The head conductor on No. 7 was telegraphed as to what the greatest loss of life took place. "I did not forget my orders," repeated Mr. Nidd, "but that does not excuse me, it was my own fault."

He reduced the watch found on Fireman Dubois. It had stopped at 4.33 a. m., the instant of the collision. Conductor Nidd said that the train was running about thirty miles an hour at the time of the collision.

Engineer John Dudley, No. 7, who was aided by Conductor Nidd to have forgotten his orders, was asked by the Journal for a statement. Mr. Dudley said: "I have nothing to say." He was painfully injured about the head, which was covered with blood, and his left arm was broken. He was the picture of dejection, and sympathetic railway men were unable to comfort him, despite their best efforts. Mail Clerk Beach was five hours in the wreck before being extricated.

Boatmen Fighting Sleep Slu-ks. Newport, R. I., Feb. 10-The Boston sailing ship Starbuck, sixty tons, sank off the coast of Rhode Island today, the crew escaping in their dory. The Starbuck had been impounded in the harbor of Newport, N. H., and was being towed to the wharf when she was struck by a tug.

She-"I suppose you don't believe me when I say I am only thirty-five." "Nonsense! Of course I take your word. But you would not like me to disbelieve the Bible, would you?" "She-"Why, of course not." "He-"That's just it. Your mother's Bible makes you thirty-nine."

ONE SALOON FOR EVERY 54 CITIZENS.

That is the Way St. Louis Liquor Sellers Are Preparing for the Fair.

Total 300 More Than in 1923--All the Saloon Keepers Expect to Do a Great Business as the Result of the Thousands of Visitors.

St. Louis, Mo., Feb. 8-(Special)-It is estimated by the Excise Commissioner that there will be three hundred more saloons in St. Louis this year than there were in 1923. The increase, it is said, will be due largely to the World's Fair, during which the saloon keepers expect to reap a harvest.

The number of licenses for saloons in St. Louis is 2,437 more by 120 than were given out in the six months between January and July of last year. Estimating the population of St. Louis at seven hundred thousand, this means that there will be one saloon for every 54 more than in 1923.

The majority of licenses issued in St. Louis are for saloons, beginning with January 3 of each year. The tax for a saloon license is \$300. Of this amount, \$100,000 will go to the city and \$100,000 to the State.

When the local option law of Missouri does not apply to St. Louis, the application of the statute in the city is really a question of the majority of the taxpayers of the city who favor a saloon or square may solve for themselves.

Should the Excise Commissioner refuse to grant a license after a majority of the taxpayers have signed a petition asking for one they can, by a two-thirds vote, compel the Commissioner to do so.

Under the law, only a person over twenty years of age and of good moral character is entitled to a saloon license. There is no law, however, prohibiting a saloon within a certain distance of a school or church. The Excise Commissioner exercises the right, however, to use his discretion in the matter, and may refuse such license unless compelled to grant it by a majority of the voters.

For some reason the saloon business was not so profitable in St. Louis last year as it was in 1922. Most of the saloons in the city are owned or controlled by the large saloon keepers who complain that a large recovery of the city is needed.

The saloon business in St. Louis is almost entirely in the hands of the Germans and the Italians. Of the 2,430 saloons in the city only about 300 are owned by others than the two nationalities.

In the last year several Greeks have engaged in the business. Out of the 2,430 saloons, it is said the Germans own more than two thousand. The brewer pays the saloon keeper's license or rent and takes in return rebates on the beer sold.

This rebate amounts to about \$2 on every barrel of thirty-one gallons disposed of.

COMPULSORY VACCINATION AT ST. STEPHEN.

Board of Health to Make House Visitation to Enforce Rule--No More Cases of Smallpox at Cais.

St. Stephen, N. B., Feb. 9-(Special)-The house in Calais where smallpox exists is being visited by the board of health.

Notice has been posted requiring every body to be vaccinated who has been in the house in the last four years past, and on Monday morning a house to house inspection will be made to see that this requirement has been complied with.

TALK ABOUT COLD WEATHER.

A Belleisle Creek Thermometer Said It Was 52 Below Zero One Day Lately--Other News.

Belleisle Creek, N. B., Feb. 9-Sunday, the 14th inst., is the day fixed for the dedication of the new Methodist church.

The Rev. Mr. Fulton, of Hampton, and the Rev. Mr. Kirby, of Fairville, will be on hand with the pastor for the three services. The friends are making provision to entertain all who may come. So with the weather and good roads a good day is assured.

G. S. Moore, of Sussex, is in town today on business. He is about to take a trip to Virginia in the interests of the Rubber Plantation Company.

Wills H. Long, who almost lost his eye in the woods a few weeks ago, is round again and can see about as well as ever. The weather has been extremely cold for the past six weeks, and the roads are blocked in many places and the mercury has fallen as low as 52 below in some localities.

Parson Grayes-"Ah, Mr. Frutter, I think I saw you at church on Sunday. May I ask, how did you like my discourse?" "Frutter-"Guess I didn't hear that part of your sermon. You see I left immediately after you had announced the text. I felt sure, don't you know, you couldn't improve upon that."

OBITUARY.

Mrs. Robert Malcolm. Woodstock, N. B., Feb. 9-(Special)-Mrs. Johanna Malcolm, relict of Robert Malcolm, of Grand Falls, died this morning at her home. Her daughter, Mrs. James Brown, Woodstock, in the 79th year of her age. She leaves three sons--Robert and William, of Grand Falls, and John P., of Woodstock (Maine), and two daughters--Mrs. Michael Harley, of Grand Falls, and Mrs. James Brown, Woodstock. The body will be taken to Grand Falls tomorrow for interment.

Amasa Dixon. Sackville, N. B., Feb. 9-Amasa Dixon, one of the leading citizens of Sackville, and a member of the board of aldermen, died last night at a brief illness. Mrs. Dixon came from Amherst to Sackville almost thirty years ago and established a drug store, which he has successfully operated since. He was a widower and four children, a girl and three boys. Mrs. Dixon was a daughter of the late Edward Bowes, founder, and for many years editor of the Sackville Borderer.

Mrs. Mary A. McCullum. At Clones, Pictou County, on Monday, February 8, Mrs. Mary A. McCullum, wife of James McCullum, died. She had reached the ripe age of 82 years and is survived by four sons and four daughters. Mrs. McCullum enjoyed the respect of all who knew her and the family have the sympathy of the entire community in their bereavement.

John Masson. James Masson, of Fairville, has received word of the death of his brother, John, of Brooklyn. He was a native of Morristown, N. J., and had been in Sackville for about twenty years, during part of which he was a member of the saddlery and harness firm of Masson & Robb. He was married to Mrs. Mary A. McCullum, and they had two sons, one in New York and one in the British consular office in Boston.

Nehemiah Currie. Frederickton, Feb. 9-Nehemiah Currie, Macanac, died very suddenly at his home at that place this morning. The deceased was about 77 years of age, of good health and shortly afterwards was prostrated with an attack of heart disease and expired. He was 87 years of age and leaves a widow and several sons and daughters.

Mrs. John L. Keirstead. Bristol, N. B., Feb. 8-Mrs. John L. Keirstead, died at her home, Knowlesville, Carleton county, yesterday after a brief illness. She was about 85 years of age, and leaves a husband and family. She was a daughter of Noble Branscombe, of Knowlesville.

W. E. Leonard. W. G. Lee, of the Eastern S. S. Company, received a despatch yesterday from Boston bearing the news that W. E. Leonard, the veteran steward of the line, had passed away. Mr. Leonard had been ill for several months. He was fifty-eight years old, and leaves a wife, but no family. All who traveled by the Eastern S. S. line, and especially in the Carleton, will remember Mr. Leonard. He was noted for his kindness and strict attendance to the wants of travelers. No man in connection with the Eastern S. S. line, and none more thought of. His long service of thirty-five years showed that he knew his business and gave satisfaction. The flags on the steamer St. Croix, of the line, at the time buildings were flying at half-mast yesterday out of respect to his memory.

Mrs. W. Robinson. Thomas W. Robinson died yesterday morning at his home, 57 St. John street. Mr. Robinson was born in this city on January 12, 1843, and had just passed 61 years of age. He was a son of the late James S. Robinson, and a great-grandson of Patrick Robinson, who came to America with the British army to fight at the time of the American revolutionary war, and settled here in 1783, and later moved to Queen's county, James S. Robinson, father of the deceased, was a prominent merchant, engaged extensively in shipping and in the West India business. Thomas W. Robinson was associated as a partner with his father and after his death engaged in the warehouse business. Mr. Robinson in 1866 married Miss Sarah J. Estey, of this city, and ten children were born, of whom three survive--Gilbert M., of this city, and two daughters, Robert S. Robinson, of this city, and James L. Robinson, of Boston, are brothers of the deceased, and Miss Mary E. Robinson is a sister. Mr. Robinson was for years the lessee of the York Point weighing scale. His business acquaintances were numerous and all friends will regret his death.

Mrs. Brock Morehouse. Kiburn, Victoria county, Feb. 8-The body of Mrs. Brock Morehouse, who died Jan. 22, at Belleisle (Colo.), of typhoid fever, arrived here Saturday, accompanied by her husband, three children, and Mr. and Mrs. D. W. Morehouse.

Mrs. Morehouse was the daughter of William Paul, of Manic, she had a general, happy disposition, and made many friends wherever she went, who regret her early death. The funeral service was held Monday at 11 a. m., in the Methodist church, conducted by Rev. G. Pringle, Presbyterian clergyman, of Kincardine. The body was interred in the burying ground at Kiburn.

Mrs. Benjamin Bishop provided at the organ. The following hymns were rendered by a quartet: The City of Gold, The City Beyond, Meet Me There.

It was one of the largest funerals that was ever seen at Kiburn. The bereaved family and relatives have the sympathy of the community at large. B. K. Morehouse and D. W. Morehouse are natives of this place, but now reside in Lovellville (Colo.), where they are employed as conductors on the Denver & Rio Grande railway. They will remain a few weeks to visit relatives and friends before returning to their home in the west.-Om.

Samuel Bell. Samuel Bell, a former merchant and agent of Barnesville, Kings county, died Wednesday at the residence of his son, W. H. Bell, Paddock street. He was aged eighty-five years. He leaves three sons and two daughters. The sons are William G., of Montreal; Dr. Samuel Bell, of Detroit (Mich.), and W. H. Bell, of this city. Mrs. Gilbert Fowler, of Hampton, and Mrs. ...



The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Ayer and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children--Experience against Experiment.

What is CASTORIA? Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It cures Colic, Wind Colic, Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea--The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the signature of Dr. J. C. Ayer. The Kind You Have Always Bought In Use For Over 30 Years. THE CENTAUR COMPANY, 27 NASSAU STREET, NEW YORK CITY.

fresh met. Mr. Roosevelt rode away in the bizzard. "And some of these old, salt-pork advocates are stating now," as reported to have been the president's comment as he concluded his anecdote--Sat. Evening Post.

"Beats All Creation." It is claimed that the richest radium-bearing earth in the world has been found about 100 miles north of Austin (Tex.). It may be so, and it may not. The trouble with Texas is that if they found even a small grain of radium down there they would send the world the word that they had found solid monuments of it. They would send out this report before even digging a spadeful of ground. This is characteristic of the people all over the United States. From some direction there comes nearly every day word about something they have got that "beats all creation." But most of these marvelous finds and wonderful inventions are never again heard of. The radium-bearing earth found in Texas may be the richest in the world, but unless it is confirmed by actual production nobody will believe it. It is instructive to consider how much more attention would be paid to such a report if it came from Estabrook instead of from the land of wild rumors and extravagant brag--Toronto Star.

Mrs. John Simpson. Bristol, N. B., Feb. 10-Mrs. Jane Simpson, widow of the late John Simpson, of Glasgow, died at the home of her son, William Simpson, Bristol, on Monday night after a brief illness at the advanced age of 83 years.

The deceased was born near Norton, Kings county, and was a daughter of the late Duncan McDiarmid. She married John Simpson, of Sussex, and after living a while at Upham they removed to Carleton county in 1861 and were among the very first settlers of Glassville, which at that time was almost an unbroken wilderness, there being only three other families settled in that vicinity. Other settlers soon came and Mrs. Simpson lived in Glassville for the remainder of her life. She was a devoted and consistent member of the church and was highly esteemed. Both he and Mrs. Simpson were always interested in every good cause and were behind the influence of strong Christian character. Besides one son, the deceased leaves one brother, William McDiarmid, Titusville, and one sister, Mrs. Charles Robertson, Hampton, Kings county.

The services were held on Wednesday morning from the residence of her son. The services were read by Rev. L. A. Lockhart. The body was then conveyed to Glassville, where services were held in the church and at the grave by Rev. J. K. Bearst, pastor of the Presbyterian church, of which deceased had been for many years an honored and consistent member. The interment took place in the Presbyterian cemetery at Glassville.

Rev. Father Raymond Cegrain. Quebec, Feb. 11-Rev. Father Raymond Cegrain, a distinguished writer, and well known author of many valuable literary and historical works, died last night, aged 73 years.

Ronald Gillis. Sydney, N. S. Feb. 11-Ronald Gillis, a resident of Grand Mir, dropped dead yesterday morning while eating his breakfast. He was 62 years of age and always enjoyed the best of health.

Statesmanship and Pork. In consulting a certain list of action upon an important affair of state, President Roosevelt was recently met with the protest from a statesman that for twenty-five years he had been opposed to the project.

Appropos of the statesman's attitude the president, later, so the report goes, told the following story-- "One day, during the fine winter of his life on the western plains, he was saddling his horse preparatory to riding through a snow storm to a town six miles distant, when a calaveras neighbor appeared at the front door.

"Not again! ridin' in this yer weather?" "Yes, I like to get out in a storm. It's like a tonic, and, besides, I need some 'fresh meat,'" was the reply. "Hain't you no salt pork laid up?" "Yes, but I don't care for that as a steady diet, and, further, it soot, I fear, very readily digested."

"Now, there's where you're mistaken," began the plainerman. "Mr. Roosevelt looked squarely at his critic. The man's cheeks were like yellow wax, and his eyes were like saucers. He was in that badgering region, was like putty. Maintenance and hopeless despondency were written all over the poor fellow.

"Look at me," he continued, "been on this p'n's seventeen years and never a day in all that time when I haven't set down to iron one to three meals of good old salt pork. You don't catch the good old salt pork in no snow storm for fresh meat. If salt pork wasn't digested, as you say, wouldn't it be showed on me long ago? You bet, it would."

Laughingly, in search of health and

INTERCOLONIAL RAILWAY

On and after SUNDAY, Oct. 11, 1923, trains will run daily (SUNDAY excepted), as follows:

TRAINS LEAVE ST. JOHN. No. 6-Mixed for Moncton, 6.30. No. 3-Express for Halifax, the Sydney and Miramichi, 7.00. No. 4-Mixed for Point du Chene, 7.15. No. 2-Express for Point du Chene, 7.30. No. 8-Express for Sussex, 7.45. No. 1-Express for Quebec and Montreal, 8.00. No. 10-Express for Quebec and Sydney, 8.15.

TRAINS ARRIVE AT ST

MCKEOWN AND DANIEL MEET ON THE HUSTINGS; SOME LIVELY BYE-PLAY.

Interest in the Nomination Proceedings Tuesday Taken by Large Number of Electors—Both Candidates Spoke at Length, and Each Had Opportunity for Reply—The Audience Takes a Hand at Times.

There were some lively passages in the proceedings on the hustings here Tuesday, but on the whole the afternoon passed well. The speech making was in the court house and the space outside the railing and the seats inside were all occupied. Close interest was exhibited in the speeches of Hon. H. A. McKeown and Doctor Daniel, and their supporters appeared to be fairly well divided in numbers.

At 12 o'clock Sheriff Ritchie opened his court and read the writ ordering the election on Feb. 16. Doctor Daniel accompanied by J. D. Hazen, M. P. P., Col. Armstrong and other friends, entered the court house a few minutes after 12, and Beverly R. Armstrong filed Doctor Daniel's nomination.

The nomination papers of Hon. H. A. McKeown were put in a little later by Dr. Allen O. Exley, K. C. About 12:40 Mr. McKeown himself entered the court house and remained only a few minutes. Before 1 o'clock all had departed, excepting the sheriff, an arrangement having been made that speaking would not commence until 2:30 o'clock.

The signers of Hon. H. A. McKeown's official nomination were: Joseph Allison, James Flood, Beverly R. Macaulay, Charles E. Brien, J. Edmund Scott, J. O'Byrne, George Nixon, Alfred O. Shimmer, Frank E. Holman, John M. Robertson, James Holly, Isaac H. Northrup, Heddy Hilliard, Daniel J. Purdy, Henry Fisher, John H. Thomson, Geo. R. Craigie, John P. Mackenzie, John Keefe, Edward Laumann, William E. Troon, John M. Driscoll, Hugh McKeown, John L. Carleton, Alexander McMillan, Henry Campbell, Thomas A. Beckles, Henry Gallagher, George A. Horton, Jas. Penney, Dr. J. W. Fleming.

The signers of the official nomination of Dr. J. W. Daniel were: William H. Thorne, John R. Armstrong, Alfred A. Stockton, Robert Maxwell, John E. Wilson, C. Barton Lockhart, Dr. Murray MacLennan, Dr. J. P. McEwen, Henry A. Smith, Alexander W. Macrae, W. Frank Hainaway, Daniel McKeown, Brian B. White, David MacLean, Miss Aitken, John Killen, Geo. Reynolds, Dr. John Gibbist, C. Fisher, Dr. W. Bayard, J. Douglas Hazen, W. Shivers Hazen, Alfred A. Stockton, William Shaw, William Stewart, William Lewis, J. P. McEwen, Dr. Murray MacLennan, Robert B. Emerson, Thomas H. McKeown, J. deWolfe Spear, Douglas MacArthur, Dr. Murray MacLennan, Thomas Bell, Thomas H. McKeown, Charles P. Brown, John H. Thomson, James Christie, Dr. J. P. Inchee, Thos. H. Sommerville, Dr. W. Bayard.

HON. MR. MCKEOWN Presents Government's Case in G. T. P. Matter—Interruptions Cause a Bit of Lively Play, and Meeting Grows Warm.

Mon. Mr. McKeown was well received. He said it gave him great satisfaction to have the opportunity of addressing such a large and intelligent audience and briefly to state the case for the government and the reasons for its asking endorsement in this city.

to sit in the committee of defence of the whole empire. First to Move for Empire's Consolidation. And not only within our own country, said the speaker, but outside our country we have a right to lift our heads in pride, and he believed he had a right to refer to the merit there was to the Liberal government in regard to these matters.

Whatever the result of electoral struggles in other parts of the empire, it should be remembered that in our own country, the first step was taken towards consolidation of the empire from a trade standpoint. (Applause.) If the Liberal party had done nothing else to commend itself to the people of future generations, it had caused the establishment of the British preference as the making of the first step on the great and glorious journey towards consolidation of the empire.

Only a short while ago, the Canadian government suggested to South Africa the extension of this preference, and so, bring foreign relations—if that were a proper term—it could be seen that increased status, what higher and broader life there was in the administration of the government. All men who had in their hearts the object and desire of seeing the different parts of the empire welded into one inestimable whole, should remember that the first step towards that consummation had been made by the party now in power.

Foreign conditions, too, had felt the touch of Canadian diplomacy. Germany had been seriously offended when Canada gave a preference to the mother country and thereby then excluded Canada from her industrial preferences and practically told Canada if she gave the mother country a preference, she would have to stand by the industrial worth of the German Empire.

This did not bother the Canadian government and Germany was given to understand that Canada would stand by her mother country in all things. (Applause.) Canada did withdraw and last session Canada hit back and imposed a surtax on German imports and the dispatch of a few days ago showed that Germany has retired from her high position and wants to get back where she was before. (Applause.)

For Labor Interests. The present government, said the speaker, had acted in all these things in a way to meet the aspirations of the people, and the immediate asked endorsement or condemnation of the government it was only right that these things should be dealt upon at some length at least.

per mile or \$41,250,000, making \$51,000,000 for the whole section. The government leases the road to the company and the company pays rental of three per cent on the amount of money it borrows for construction of the road so that they will be given justice—if they don't want the railway, they will not get it. It would be a mistake to force it upon them. (Applause.) This government having inherited the policy of a railway charter through New Brunswick to St. John than any other, his judgment was that St. John would be adverse to the best interests if they say they don't want this carried out.

The Portland Canal. The opposition expressed fear the trade would go to Portland. Mr. McKeown said the Grand Trunk had no connections at Portland and he thought it was a mistake to think that the Grand Trunk would go to Portland. After all, Quebec is only a few miles farther from St. John than it is from Portland—under 70 miles and in fact, the Grand Trunk has the advantage of the port and all the ways of detection if the contract is broken, it looked as if there was more of party upon them than in the future expressed by the opposition.

Dredging St. John. Mr. McKeown spoke of the government dredging at St. John and said the Conservative government never did a spoonful of dredging here. He would think it was the duty of the government to dredge here for works needed in the increased business that was coming. The work was done in 1878, and it was not until the present government and another to contract this bargain with the policies of previous governments.

Some Sharp By-Play. Under the Conservatives the deficiencies were being up like the snow as piling up. Daniel—Where were you then, Harry? Mr. McKeown—Just exactly where I am at the present time. (Applause.) Daniel—Where were you then, Harry? Mr. McKeown—Where were you then, Harry? Daniel—Where were you then, Harry?

Operation of the Road. The government building and owning the road at Winnipeg was the key to the situation. It leaves this portion to the company under contract. If one breaks a contract, all knew, the other party is not bound. (Applause.) Mr. McKeown was saying that the majority of people had read in the newspapers about the contract when it was brought at the time, to have Daniel's speech and this caused opposition laughter and cheers.

Another Bit of Fun. The terms, he said, were as binding on the company as they were on the government to lease the road to the company. If the company was hoodwinking the government in the matter of trade then the government can take the road from the company. (Hear, hear.) Was it not a strong contract when the grounds of breaking it were so few and chances of detection so many. What was there to fear?

As to St. John. Moncton was to be the terminus. It was not a seaport and not only has St. John advantage of 80 miles haul from Moncton as compared with almost twice as long a haul to Halifax, but the railway taps Chatham and in the charter the company takes power to build a line to Norton to connect with the I. C. R. and thence to St. John. If he went to Ottawa he pledged himself to do all possible to mould the opinion of the administration in favor of St. John. (Hear, hear.) This was not the time to throw up the sponge. The speaker said that the G. T. P. be built and that we have the outlet. Dr. Stockton asked if the government was going to St. John. He replied no, but what the people wanted was justice and that will be given justice—if they don't want the railway, they will not get it. It would be a mistake to force it upon them. (Applause.) This government having inherited the policy of a railway charter through New Brunswick to St. John than any other, his judgment was that St. John would be adverse to the best interests if they say they don't want this carried out.

Dr. J. W. DANIEL. The Other Side of the Story—The Transcontinental Railway—Conservative Oppose Line as Now Mapped Out. Dr. J. W. Daniel was received with approval. He said the conditions had been made, and it was practically impossible to know the exact cost of such an undertaking. The government had wanted \$20,000,000 for the Canadian Northern railway for extension purposes, and that that road and the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000.

Mr. McKeown said he was observing, when Dr. Daniel interrupted, that the \$13,000,000 for the railway didn't represent the cost of the section. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000.

Mr. McKeown said he was observing, when Dr. Daniel interrupted, that the \$13,000,000 for the railway didn't represent the cost of the section. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000.

Mr. McKeown said he was observing, when Dr. Daniel interrupted, that the \$13,000,000 for the railway didn't represent the cost of the section. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000.

Mr. McKeown said he was observing, when Dr. Daniel interrupted, that the \$13,000,000 for the railway didn't represent the cost of the section. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000.

than what I am prepared to bring forward. Returning to the question of the liability which the government assumed, he said the eastern section of the transcontinental railway would cost \$65,000,000. The prairie sections \$75,000,000, and the mountain section \$15,500,000. Here was plainly seen the liabilities assumed by the government, and to consider otherwise was childish. Then there was a large sum in added interest. The total cost could be considered \$121,000,000. Another matter to be considered was the rate of the money which the government might borrow. The government might borrow at three per cent, but there was a probability of it being raised to three and a half per cent. Still, it was maintained by Mr. McKeown that the road's entire cost would be \$13,000,000.

T. C. Olive—"What about the estimation of building through the prairie section. There are 620,000 acres to be opened up, worth \$1 an acre." The speaker could not see any connection between the question and the figures being discussed relative to the construction of the road.

Hon. Mr. Blair. The people were on the eve of a by-election, he continued, and but a short time would elapse before the general election would be called. The present situation was unusual, and the issues at stake were unusual. Here was a constituency which has been represented by a man who was looked upon from all quarters as particularly strong and masterful. A voice—"Did you vote for him, doctor?"

The Hon. A. G. Blair, continued the speaker, was an able statesman. He was not only a strong man but he possessed a confidence in his own ability that rarely if ever reached by any predecessor. The speaker never voted for him, but he was willing to confess that he had admired him for his grasp of public affairs. Though he did not at all times approve of his methods, he had never attempted to belittle him. He went to Ottawa with a majority that certainly did him every credit. His consistency believed that good fortune would at last come his way. It was believed that St. John had a powerful representative. The speaker said that the government would surely fall on Mr. Blair's consistency. The people of St. John would have the best of the coming political favors.

There ultimately commenced intrigue and secret plotting, which resulted in Mr. Blair's resignation. Mr. Blair was not only a strong man but he possessed a confidence in his own ability that rarely if ever reached by any predecessor. The speaker never voted for him, but he was willing to confess that he had admired him for his grasp of public affairs. Though he did not at all times approve of his methods, he had never attempted to belittle him. He went to Ottawa with a majority that certainly did him every credit. His consistency believed that good fortune would at last come his way. It was believed that St. John had a powerful representative. The speaker said that the government would surely fall on Mr. Blair's consistency. The people of St. John would have the best of the coming political favors.

Mr. McKeown said he was observing, when Dr. Daniel interrupted, that the \$13,000,000 for the railway didn't represent the cost of the section. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000. The speaker said that the G. T. P. would be built at a cost of \$50,000,000.

Two Great Papers

Semi-Weekly Telegraph, - \$1
Montreal Weekly Herald, - 1
Both papers for the price of one, - \$2

All Subscribers paying up to date and one full advance will receive these two papers.

All new subscribers who remit \$1.00 for one year's subscription to The Semi-Weekly Telegraph will receive Montreal Herald Free.

Send Today.

for export went through Halifax and St. John. In this connection the speaker would relate a circumstance dealing with the moral power of a railway.

Mr. Blair, when minister of railways, had made arrangements with the Grand Trunk railway whereby there would be an exchange of freight with the I. C. R. In anticipation of increased business an elevator was built in St. John, also deep water berths. By failure of the G. T. road to carry out its end of the agreement, this increase of business did not come. Last winter cattle shipments came over the I. C. R., but it was not due to the G. T. C. R., but because of the American embargo. Mr. Blair was certainly in an excellent position for judging of a railway's bona fides, especially of the Grand Trunk's.

In the transcontinental contract, five years was given to build the western section, and eight years given the government to build the eastern section. Suppose the western section is built first. Three years would elapse before the eastern section is completed. During these three years the traffic of the newly completed western section would find its way to the eastern seaboard by way of Portland, and in the eventuality of the eastern section being built, the wheels of the trains passing to Portland would be so used to the route that they would not leave it?

The Labor Question. Mr. McKeown referred to the great friendliness of the Liberal party for the laborer. The speaker didn't know how much Mr. McKeown based his allegation. During the present campaign two leaders of the labor associations in St. John had been prominent speakers from Conservative platforms. He would not argue out the matter with Mr. McKeown, and that would be his answer to Mr. McKeown's claim.

Mr. McKeown had expatiated on the increase of business in St. John during the last eight years. From his words one would think the stimulus was due to the Liberal party and perhaps Mr. McKeown in particular. The facts were that St. John had reason to be thankful to the G. T. P. People could talk against the corporation, but it was nevertheless mainly responsible for the development of St. John as a winter port. The short time since Mr. A. Macdonald's government, and the first steamer to load from St. John was subsidized by the Liberal-Conservative party. (Applause.)

The Laurier cabinet was not responsible for growth of the winter port whatsoever. Whatever was obtained was the result of effort on the part of St. John people. St. John had paid out of her own pocket money for the development of St. John, which should have come from the Canadian people. The government had spent money in other parts of the dominion. Quebec had been equipped even with a dry dock. If the administration had treated St. John as it had Quebec, George Robertson would be out of a job. The speaker was glad when he heard Mr. McKeown direct his remarks toward the growth of St. John, trade, for there he felt sure that he could not but attribute the development to the Liberal-Conservative party. However, he had not said what was expected. But Mr. McKeown was a lawyer. (Laughter.)

The infant child of Mr. and Mrs. Leary died on Wednesday. Several cases of influenza were reported in the vicinity. The speaker was glad when he heard Mr. McKeown direct his remarks toward the growth of St. John, trade, for there he felt sure that he could not but attribute the development to the Liberal-Conservative party. However, he had not said what was expected. But Mr. McKeown was a lawyer. (Laughter.)