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SUN PRINTING COMPANY.

ALFRED MARKHAM, Manager.

NOTICE.

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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., APRIL 11, 1906.

VESUVIUS.

The present activity of Mount Vesuvius coincides ominously with the phenomena which preceded and accompanied the two great and calamitous eruptions of the volcano which history records. Only twice before have such terrific eruptions of fire and lava and red-hot ashes and such terrifying earthquakes been experienced in this region, and each time the disaster was accompanied by awful loss of human life. The only difference between the circumstances being described by press despatches today and those accompanying the beginning of the great eruptions of the first and seventh centuries is that these came after long quiescence while this tremendous outburst follows a period of comparative activity extending over many years.

From the dawn of history to the beginning of the Christian era Vesuvius gave no hint of its deadly possibilities. Settlers by thousands dwelt on its fertile flanks and cities and villages grew in its shade without a suspicion of any volcanic danger. But about the year 63 A. D. a succession of earthquakes spread alarm through the country, continuing with more or less frequency and severity for sixteen years, when, one August day in 79, occurred the great explosion which overwhelmed Pompeii, Herculaneum and Stabiae and the surrounding country, with inestimable destruction of life and property. Then, satiated, the volcano slept again for nearly fifteen hundred years. In 1631, after six months of gradually increasing earthquakes, Vesuvius burst out in another devastating paroxysm, hurling floods of fire and lava and boiling mud for many miles, laying waste great stretches of country and killing eighteen thousand people.

Since this great convulsion the volcano has never been wholly quiet. At frequent intervals it has given terrifying evidence of its ability, especially in 1776, 1779, 1794 and 1822, but never to such an extent as today. However, it is improbable that this eruption will prove as violent as on the two historic occasions when the mountain cleared itself of the stored wrath and force of centuries. The smaller explosions must have prevented the accumulation of any such store of destruction as was then let loose. Even if this disturbance should excel in violence all others, modern methods of conveyance and of spreading information ensure against any such loss of life. Already one town has been destroyed, yet the cables mention no fatalities, and from other towns in danger special trains are hurrying the people away.

The people of St. John are above the average in general enlightenment. Also they are energetic, progressive and fairly independent as to party politics. But it is a remarkable, an altogether inconsistent fact that in a civic election, even where issues of considerable importance are involved, the vote is more affected by religious prejudice—totally irrelevant as it is—than by any other influence.

The action of the Canadian government toward raising the standard of admission for immigrants, excluding the morally as well as the physically and financially unfit, is wise, if somewhat belated. This country needs population, but it has no need to import criminals and vagrants. We can breed them here quite fast enough.

BLACK AND WHITE IN AFRICA.

This uprising in Natal may be to outsiders nothing more than a temporary and easily quelled rebellion among an insignificant portion of the native population, but to the white residents of that country it is a red spark in a great black powder magazine over which their homes are built, a spark to be stamped out instantly and heavily.

There are in Natal less than 25,000 whites, while the native number about 875,000—over ten to one. On the western border lies Basutoland, where there are 350,000 natives, and where the white population are few and scattered. If the black aboriginals realized their strength, if they could be united in a general revolt, the result would be wholesale massacre.

No wonder the Natal government represents any imperial interference with its action for the suppression of the existing rebellion. It is on the ground, is in possession of the facts, and faces whatever danger there is. Certainly it should be permitted to protect itself in its own way.

The conclusion of the Winnipeg street railway strike is a justification for clerical interference in mundane affairs and a victory for the open shop.

ANNIVERSARY OF J. N. HARVEY'S BUSINESS

Three Stores in One, and a Very Large Trade Mark the Progress of Only a Few Years.

"It is no trouble to be fitted, getting the very best style, material and workmanship," said J. N. Harvey to a Semi-Weekly Sun representative yesterday. "We have a competent staff of tailors on the premises and can ensure a perfect fit and what is more give it."

Mr. Harvey started in business in the Opera House block five years ago in a store that was small compared to his present premises. His business has steadily grown, and each year has seen many improvements and many new faces among his customers, all of which Mr. Harvey thoroughly appreciates.

Mr. Harvey now occupies what was formerly three stores, two were remodelled and made one while a large, bright and airy passageway the rear connects with the other. Both stores are splendidly lighted and have excellent entrances.

As to stock Mr. Harvey carries about everything a man wants but boots and a wife, and he and his staff are so obliging that it is quite within reason that they would at least give good advice as to procuring either. In the clothing department Mr. Harvey has added a cabinet of his own design, extending more than thirty feet along one wall for the convenient and attractive display of ready-to-wear goods. It is an improvement upon the glass front cabinets. In this department Mr. Harvey displays a special line of ready-to-wear clothing, made by wholesale tailors who, he claims, have no superior in Canada. Suits are shown finished except as to length, and are fitted by his own tailor; or a suit will be made to order at the same price. Men of all sizes can therefore get suited at ready-to-wear prices for made-to-order clothing.

In the gent's furnishing department has been placed a large glass hat case, and hats are shown there from English, American and Canadian makers in the newest styles. A specialty is the 42 hat, both in soft and hard makes.

LATE SHIP NEWS.

Domestic Ports.
HALIFAX, NS. April 9—Ard, str. Caribbee, from West Indies via St. John, NB; schs John M. Plummer, from Portland, Me; Hugh John from New York via St. John, NB.
April 10—Sd, str. Seneca, McKinnon, for St. John via ports; Virginian, Vipond, for Liverpool; Lonsburg, McPhail, for St. John, NB.

British Ports.
SUEZ, Egypt. April 9—Ard, str. Imogen, from Calcutta for Boston and New York.
ELYTH, April 7—Sd, str. Vladimir, Retz, for St. John, NB.
SHIELDS, April 7—Sd, str. Kildona, for Portland.
SEVILLE, April 4—Sd, str. Castellan, from Bristol.
GLASGOW, April 9—Ard, str. Balacia, from St. John, NB, and Halifax via Liverpool.
LIZARD, April 9—Passed, str. Georgian, from Boston for London.

Foreign Ports.
NEW YORK, April 9—Cld, steam tug Powerful, for Hantsport, NS.
SAUNDERSTOWN, RI, April 9—Sd, str. Rews, from St. John for New Haven.

BOSTON, April 9—Ard, str. Sachem, from Liverpool; San Jose, from Port Limon, Costa Rica.
Cld, str. Sylvestra, for Liverpool; Idaho, for Hull, Eng, via New York; Myrtle, for Longburg, CB.
Sd, str. Cynthia, for Newport News and Gulfport, Miss.
CHATHAM, Mass, April 9—Increasing southeast winds, threatening rain at sunset.
SALER, Mass, April 9—Ard, schs Nellie Eaton, from New York for Stockton Springs, Me; Hastings, from Boston for Boothbay, Me, R. Carson, from St. Martins, NB, for Salem for orders.

Returned, schs Freddie Eaton, General Scott, Eagle, and Jennie C.
NEW LONDON, Conn, April 9—Ard, schs Phoenix, from St. John, NB, for New York; str. Croix, from South America for Bar Harbor, Me; Brigadier, from New York for St. John, NB.
CALAIS, Me, April 9—Ard, tug Springfield, from Parnesboro, NS, towing barges Nos 2 and 5.

LAVA FLOODS OVERHELM TOWN; OTHERS IN DANGER. Torrents of Liquid Fire From Vesuvius Flood Country.

2,000 Acres of Cultivated Land Ruined—Earthquakes Add Horror—Inhabitants by Thousands Are Fleeing—Panic-Stricken—New Craters Are Opening.

NAPLES, April 7.—Mount Vesuvius is a colossal crater and the town of Boscatreca on its southern declivity has been transformed into a great ruin. Torrents of liquid fire, resembling in the distance serpents with glittering yellow and black scales, coursing in all directions, amid rumblings, detonations and earth tremblings, while a pall of sulphurous smoke that hovers over all makes breathing difficult.

The streams of lava are resistless. They snap like pipe stems the trunks of chestnut trees hundreds of years old and blight with their torrid breath the blooms on the peach trees before the village which has been reached by the molten streams do not spare the homes of the peasants, and when these have been raised they dash into the wells, as though seeking to slake their thirst.

Everywhere in the vicinity of the volcano pitiful scenes are witnessed—women tearing their hair in their grief and old men crying aloud at the loss of their beloved homesteads, while in the distance in the 2,000 feet of the sapphire-colored Mediterranean, the violet mountains of the Sorrento peninsula and the top of the Cape in the distance are visible. Artillery cars have been sent to the assistance of the peasants, and the Duke of Aosta, Cardinal Joseph Prisco and all the authorities, despite the rain, today went to the scene of the disaster, threatened in order to succor or comfort the people. Previously Cardinal Prisco ordered special prayers to be said for those in danger. Bosco Reale, the village which is most in danger of destruction, is the home of most of the cardinal's relatives.

Cardinal Prisco distributed necessities of life to the peasants and even went so far as to give away the rings worn on his fingers. Respectively he exclaimed to the frightened peasants: "Pray, my children; you may be sure God will not desert you."

Considerable apprehension is felt because of the earthquake shocks which are growing stronger and are felt even at Castellamare, 15 miles southeast of this city. Each shock is accompanied by a rumbling and a shaking of the ground.

Ottaviano, at the northeast foot of the mountain, is threatened by a stream of lava and the people are beginning to leave the town. The population of Torre Annunziata, 2 miles to the south, have requested that night trains be run to the town. This request has been granted and trains are now ready to proceed there in case of need.

The service on Easter Sunday will be the last in the present building. The store and warehouse on Church street owned and occupied by J. M. Laroche is to be removed to Electric street, and the site, which is an excellent one, will be soon filled by up-to-date buildings.

The co-operative store is to be removed from the corner of Church and Electric streets to the corner of Church and Chandler streets will be used.

Barry D. Bent, who has been so seriously ill with blood poisoning, is slowly improving.

Miss Gertrude Hillcoat is dangerously ill.

Miss Brender Main has left for Fall River to visit her aunt, Mrs. Phillips.

Dr. Courtney Bliss is at home from his trip to Ottawa.

The little son of David Ross of the Amherst News, is somewhat improved.

The Methodist congregation have purchased a lot of land on the corner of Church and Chandler streets for the purpose of erecting a new church.

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restaurant of the Funicular railroad, too has been obliterated.
Prisoners in jails on the mountain-side went mad with terror and mutilated and were only partially quieted by being brought here. But their fears have been communicated to the prisoners here who may rebel at any moment. The situation is critical.
Breathing is momentarily becoming more difficult because of the poisonous fumes and smoke, while the hot ashes which are still falling tend to make life a burden.
Contrary to expectations, the sea has not yet shown signs of being affected by the phenomenon, but fears are entertained that tidal waves may yet come and many craft have put to sea. Visitors to Naples are avoiding the hotels on the sea front, and the people living there are beginning to leave for higher altitudes.
Though there is much misery up to the present time, there have been no fatalities except at Portici, where an old woman died, supposedly from fright.

POPE PIUS DISTRESSED.
ROME, April 8.—Pope Pius is greatly distressed by the calamity wrought by the eruption of Mount Vesuvius. In talking to his secretary today he said: "These are moments when my imprisonment is irksome."

His holiness personally will not be able to go to the scene, but he has sent a letter to Cardinal Prisco, archbishop of Naples, expressing his grief for the sufferers by the disaster and instructing him to distribute relief among the church will be commenced on the twelfth of the apostolic benediction to the faithful.

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P. E. I. LEGISLATURE

Important Measures Have Been Before the House

Insurance Bill Created Much Discussion—Modelled After N.B. Act

—Oyster Fisheries Bill.

(Special to the Sun.)

CHARLOTTETOWN, P. E. I., April 8.—The provincial legislature is now in full swing. All the public reports have been submitted and a number of important measures have been before the house. One which has created much discussion in the house and in the press has been the Insurance bill, which is modelled after the New Brunswick act.

The measure applies to every contract of insurance now in force or hereafter effected, and to contracts relating to life insurance issued by the fraternal or benevolent societies. One of the subjects of this bill is that which provides that a contract of insurance may be surrendered or assigned (1) when the policy is for the benefit of the children only, and when such children are of the full age of twenty-one and agree to the assignment; (2) where the policy is for the benefit of both wife and children, and the surviving children are of the full age of twenty-one, if the insured and his then wife and all such surviving children agree to assign.

This clause was strongly opposed in the press by Judge Hodgson of the supreme court and master of the rolls in chancery, who declared that a wife should not be allowed to surrender or assign the policy that has been made in her secure. The necessity for provincial legislation insurance is generally admitted, for without this the policies are subject to the interpretation of the Ontario statutes. The bill received careful scrutiny in committee, and it is believed that it will be a decided improvement on the old Ontario law and an additional safeguard to the thousands of policy-holders in the province.

The hottest debate of the session so far has been on a bill empowering the government to raise \$500,000 on temporary loans, power having previously been given by statute to raise \$175,000, which amount has been more than taken up. The total debt of the province amounts now to \$700,000. Last session a statute was passed empowering the government to raise \$500,000 on debentures, but interest at 3-1/2 per cent. per annum, but owing to the state of the money market these could not be sold except at a big discount, and 4 per cent. was the best rate they could be sold at.

The government finding that a number of persons in the province were willing to lend them considerable sums at 4 per cent. had decided on passing the temporary loan bill, which would allow the government to borrow money from the people at 4 per cent. A considerable saving will be effected. The opposition strongly attacked the bill, claiming that it would virtually mean the opening up of a savings bank, a power which is given, they claim, by the B. N. A. Act to the Dominion government only. They raised a great cry and cry over the danger of having such a large amount of money in the hands of the people, and painted harrowing pictures of the direful scenes that would follow in the event of the financial panic and the conditions which would be met by the province in the event of a general bankruptcy. They disregarded the fact that the whole province was a security for the depositors, that already the government had over \$200,000 in temporary loans, and that in the Dominion Savings Bank there was over a million dollars of the money of the people of Prince Edward Island, who received only a 3 per cent. for it.

Another important measure at present before the house is a bill for the preservation and development of oyster fisheries, which are being gradually depleted through over-fishing and the sifting up of the beds by dredging. The bill is intended to prevent the "spat" from the female oyster adhering. About half the total quantity of oysters caught in Canada comes from Prince Edward Island, where there are almost 16,000 barrels of oysters valued at \$90,000, were taken last year. The bill provides that the government may lease barren bottoms of bays, rivers, harbors and creeks in this province for the purpose of cultivating oysters and other shell fish. Not more than five acres is to be granted to any one person, and no leases will be granted for natural oyster beds or where live oysters, mussel mud beds, or producing quahog beds exist. The survey of the bottoms is to be made by the government engineers, and any farmer may obtain a lease of his own foreshore upon such conditions as the government require. The maximum duration of lease is to be twenty years, but on expiration of this term may be renewed for ten years.

A bill to incorporate the Charlottetown Electric Transit and Power Co., Ltd., is now in the throes of committee. This company is proposed to be organized with a capital of \$50,000, for the purpose of establishing in Charlottetown the street car system of the American Trolley Company.

At the outset it is proposed to run four cars over a five mile route, but if the project promises to be profitable it is possible that the system may be to be extended to the city, including the summer hotels. The bill empowers the company not only to run cars but to sell electricity for motive power for any domestic or commercial purpose. After October 1, 1911, they shall have the right to manufacture electricity for lighting purposes. On that date the contract which the city council has made with the Charlottetown Light and Power Company for lighting the city shall expire. This contract also requires the Light and Power Company to furnish domestic and com-

mercial lighting at a certain rate on pain of forfeiture of the contract, whereas the city will not allow any other company to furnish such light while the contract holds. The bill also gives the Transit Company running powers over the streets of the city and roads of the province with the right to erect poles, etc. The company is to be exempted for five years from taxation and must furnish annually to the city a full statement of its affairs.

Other measures passed at the session are bills for registration of births, deaths and marriages, for the better protection of game, and for the extermination of noxious weeds.

SHIPPING NEWS.
PORT OF ST. JOHN.

Arrived.
April 9—Str. Shenandoah, 2,492, Trinick, from London via St. John, NB, and Halifax; Wm. Thomson and Co. Sch. Roger Drury, 37, Cook, from Boston, N. B. Cld. Sch. Str. Nordboen, 1,547, Sonne, from Halifax, N. B. Cld. Sch. Coastwise—Tug Springfield, 96, Cook, from Yarmouth; sch. Emma J. Story, 40, Gough, from St. Martins, str. Arthur, Ingersoll, from Grand Manan.

Cleared.
April 9—Barge No 5, 443, tons, McCulloch, for Calais, 697 tons coal, Barge No 2, 433 tons, Warnock, for Calais, 676 tons coal, Tug Springfield, 96, Cook, for Calais, Coastwise—Schs. Lala Price, 121, Seely, for Apple River; Stella, Maud, 88, Alexander, for Alma, NB.

Domestic Ports.
HALIFAX, April 8—Ard 7th, str. Shenandoah, from London via St. John, NB; Senlac, from do via ports; Catalone, from Boston; Lonsburg, from Lonsburg; brig. Dawn, from Saint John (captain died on passage). Sd, str. Dahome, for Liverpool via St. John, NB.

British Ports.
MANCHESTER, April 8—Sd, str. Manchester Trader, for St. John.
LIVERPOOL, April 8—Ard, str. London City, from Halifax and St. John; Senlac, from St. John and Halifax for Glasgow.

MOSS, April 7—Sd, ship Germania, for Miramichi, NB; bark Heili, for do.
MOVILLE, April 7—Sd, str. Columbian, from Glasgow for New York.
MANCHESTER, April 8—Sd, str. Bostonian, for Boston.
LIVERPOOL, April 8—Sd, str. Cestrian, for Boston.
QUEENSTOWN, April 8—Sd, str. Umbria, from Liverpool for New York.

Foreign Ports.
TONSBERG, April 4—Sd, bark Triflor, for Canada.
COPENHAGEN, April 5—Sd, bark Margaretha, for Canada.
PORTSMOUTH, April 7—Ard, sch. Laura C. Hays, from St. John, NB, and barge Newburg, from do.
SAUNDERSTOWN, RI, April 7—Ard, sch. Rews, from St. John for New Haven.

VINEYARD HAVEN, April 7—Sd, sch. Onward, from St. John for New York; Ida M. Barton, from do for do. Passed, sch. Preference, from St. John for New York.

PORTLAND, Me, April 8—Ard, str. Cervonia, from London.
CITY ISLAND, April 8—Bound south, str. Emily F. Northern, from St. John, NB; Hilda C, from Shelburne, NS; schs G. M. Porter, from Calais, Me; Mollie Rhodes, from Cutler, Me, via New Haven; Calamontank, from Rockport, Me, via Sealack; Oakwode, from Narragansett; tug Powerful, from Hantsport, NS, towing sch. Gypsum Empress, from Walton, NS, and barge Bristol, from Windsor, NS.

CHATHAM, Mass, April 8—Light easterly winds, clear at sunset.
BOSTON, April 7—Ard, schs Sadie Holmes, from Annapolis; Neva, from Bear River.

Cld, sch. Lena Maud, for St. John.
CITY ISLAND, April 8—Bound south, schs Harry, from Bridgewater, NS; Priscilla, from St. John, NB, via Vineyard Haven (in tow of tug Nordboen); Preference, from St. John, NB; Golden Rule, from Yarmouth, NS.

PORTSMOUTH, NH, April 8—Ard, sch. Ella G. Ellis, from Bridgewater, NS, for New York.
VINEYARD HAVEN, Mass, April 9—Ard, sch. Wm. Marshall, from St. John, NB, for City Island.
No vessel sailed.

Shipping Notes.
The first steamer of the spring fleet to load deals at St. John arrived yesterday from Halifax. She is the Swedish steamer Nordboen, and will be loaded by W. M. Mackay.

Bark Charles E. Lefurgey will load lumber at Gulf for Rio Panceao at \$12. Furness line str. Shenandoah, Capt. Trinick, arrived yesterday from London via Halifax with a large general cargo. The Shenandoah has been acquired by the Furness line. She is 2,492 tons and formerly belonged to the Chesapeake and Ohio S. S. Line. She was built in Glasgow in 1883, she returned to Halifax and load for Liverpool via St. John, NB.

The str. Lady Ellen was shifted from Lower Cove slip to Walker's wharf, where she is receiving the finishing touches before she goes on the North Shore route for the summer season. The steamer will take in freight here for North Shore points, and will sail about April 19th.

The South African liner Oriana, from St. John to South Africa, arrived at Lonsburg at 7 a m Sunday for coal, and proceeded.

The str. Neema of the Battle line arrived at Liverpool 9 a m Sunday from Gibraltar.

The str. Vladimir Retz, 1,340, Olsen, sailed from Blyth for St. John Sunday to load deals.

The Battle liner Himeria called on Newport News on Saturday for London.

Capt. Innes arrived yesterday from Philadelphia to relieve Capt. McKinnon of the sch. Leah H. Whitson. Capt. McKinnon goes home to Antigonish for a vacation.

merical lighting at a certain rate on pain of forfeiture of the contract, whereas the city will not allow any other company to furnish such light while the contract holds. The bill also gives the Transit Company running powers over the streets of the city and roads of the province with the right to erect poles, etc. The company is to be exempted for five years from taxation and must furnish annually to the city a full statement of its affairs.

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