

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 10, 1903.

THE SEMI-WEEKLY TELEGRAPH.

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Semi-Weekly Telegraph ST. JOHN, N. B., OCTOBER 10, 1903.

THE SENATE'S POSITION.

It is expected that serious discussion of the railway bill by the Senate will be begun today. It may be well then to rehearse some of the reasons which led a powerful member of the cabinet to resign rather than go on record as endorsing a railway policy which appeared to him as utterly unfortunate and wholly unjustifiable.

The Senators who vote for a bill which there can be no doubt that a majority of the people of this country regard as unwise, can do so only by stifling the doubts and convictions which immediately arose when Hon. Mr. Blair made his speech in the House.

The bill, as a designated member of the cabinet, who is his business to state, comes before the Senate as a party measure.

It is not the duty of exercising independent opinion as to the wisdom of the bargain in its relation to the future of this country?

Because it is a party bill, is the Senate therefore excused in passing it and thus saying that the interests of the people must be regarded as secondary to the temporary interests of the party which has taken it into consideration?

There can be no doubt that Hon. Mr. Blair, when he made the remarks here quoted, and put forward the objections which he advanced, was speaking in the name of the people.

So long as they are unopposed—as they are today—the practical effect of the bill which the cabinet members have introduced, is to add to the unpopularity of the Government.

Does the Senate believe that there should be a new trans-continental railroad?

Does the Senate believe that such a railroad, being paid for by the people, should run from coast to coast on Canadian rails and carrying Canadian freight to Canadian ports?

Does the Senate understand that, in the agreement made between the Grand Trunk Pacific and the Government, traffic of any nature may be diverted to Portland?

Does the Senate know that a mere promise stands between Portland and St. John or Halifax as a shipping port in winter?

This appeal as to the interests of the nation must not be considered as of mere technicalities. It is the Government's railway scheme the promise is made that there will be the shortest all-rail line for Western traffic to the Atlantic Canadian seaboard during the winter months.

The traffic of the West under the agreement made with the Grand Trunk Pacific, will be routed absolutely according to the desire of the agents of that corporation.

The Hon. Mr. Blair has said, so plainly as a public man can say, that in the matter of routing traffic, there is but one controlling authority. He has told the people of Canada that, even if a firm agreement is entered into with regard to the practical ignoring of Portland, so long as the Grand Trunk has its millions invested in terminals there, the freight from the wheat fields of Canada will surely be routed to Portland and not to St. John.

The ex-Minister of Railways did not put this opinion forward without question. He referred to his own experience when he was attempting to secure for the I. C. R. a certain amount of traffic from the West.

He learned then that agents were sent into the West by the great corporation desiring the freight, and that, while the shipper ordinarily had control of the route to the sea, it was the agent at last who said how and exactly the corn should get to the seaboard and have shipment to Europe.

There could be but one line constructed whereby all Canadian freight would surely be carried through Canadian channels. That line would be a government line running to Parry Sound.

Given such a line there would no longer be any question about the diversion of Canadian freight to Canadian ports.

There is another matter which demands the attention of the Senate while this

matter is under consideration. It is this: If it be true that the Intercolonial can carry all traffic from the West for many years to come without even being doubled, why should it be deemed necessary to construct another line through New Brunswick?

Suppose, for the purposes of argument, another line through New Brunswick should be necessary, the testimony of engineers and practical railway men is all in one direction. They say that a better route through New Brunswick is not obtainable, or that if such a route is practicable it would be much better to build down the St. John Valley and thereby serve the settlements which would be absolutely ignored should the route follow the line which is now proposed by the Government.

The Senate can have no excuse for saying that the country shall pay for the road to be built from Quebec eastward. He approved the territory which it is proposed to traverse, and so his testimony should be regarded as of weight when this matter is in the balance.

Positive and negative testimony all tends to the same conclusion, which is that Hon. Mr. Blair was right when he said the country would demand much more information regarding the whole scheme before it could properly give its assent to any such immense expenditure as is involved in the adoption of the Government's policy.

AN INDEPENDENT OPINION. Mr. J. S. Willison, who is recognized widely as the biographer of Sir Wilfrid Laurier, and who is now the editor of the Toronto News, has discussed the railway question from time to time, and so far as he could, conscientiously, has inclined toward the party in whose direct interest he labored so long and with such distinction.

While he was editor of the Globe, the chief organ of the party in Canada, it is certain that Mr. Willison felt it wise to hold free his judgment in any matter affecting the people at large. It is known, to put it plainly, that Mr. Willison's newspaper is intended now to do for Toronto what the New York Evening Post did for New York when Mr. E. L. Godkin was its director. It was said of Mr. Godkin that of all the New York editors he alone was the man who controlled his pen with perfect impartiality in regard to British affairs. We, in Canada, know none too much of Godkin, but we know this, that he wrote in big letters for popular expression in respect to any measure which was to affect the whole people.

Let us now look at Willison's idea of the road to be built. He stands committed in general to the government proposal as to a line westward, but he fails, and for reason, when he encounters the ill-advised line through this province. Says the independent News of this proposal as to railway construction:

"The Moncton extension is unquestionably the weakest portion of the scheme, and the defence of it was cloudy and vague. Nor was the attack as cogent as it might have been. The unfortunate rivalry between St. John and Halifax, which has been such a hindrance in our politics, has given a strong air of insincerity to the whole discussion. The truth seems to be that if a good line could be got through the mountains from the St. Lawrence Valley to that of the St. John, an attempt to run a satisfactory line diagonally across the province will fail. The proposed extension could be defended more successfully were it frankly to make St. John its objective."

Read over that objection of the News alone and it could be seen how reasonable is the appeal to the Senate to take this matter into their own hands and decide upon it in consonance with the only reasonable judgment which seems possible, and which is what the voting portion of the country regards as wise.

How completely is Mr. Willison's conclusion borne out by the speech of the ex-Minister of Railways? The Hon. Mr. Blair dismissed the Winnipeg-Moncton section as absolutely inexcusable from the standpoint of either railway engineers or men looking to the promotion of colonization.

There is no problem in this matter, so far as New Brunswick is concerned. New Brunswick would be best content with the road which Hon. A. G. Blair proposed the government should give it, and that is a road down the St. John valley. Certainly it is a road down and reasonable objection to the scheme which is on the cards.

AN OLD FRIEND. A wise person named Frank B. Tracy came at length in the North American Review for October that the annexation sentiment surely will carry this Dominion into the warm and inviting bosom of the United States. Mr. Tracy's article will create some wonder in this country, if indeed it is read here, and the wonder will be very widespread and natural. The question raised will be: "Is there any man still able to sell to the American

imagines an article even suggesting the possibility of annexation?"

At the moment, the Eastern States of the Republic are agitating for reciprocity. They are met by the most reasonable answer that, whereas some twenty ago we were inclined to put a price upon it, what we sought in one direction we have found a substitute for in another direction, and what we were willing to pay for in the years gone by we are now in a position to ask a price for.

The New England and Western States have awakened too late to the value of our markets. They have permitted an opportunity to slide away from them. They will pay the price of this negligence by making good terms with us hereafter.

The facts are clear. Canada, of imperial temper, is inclined to make a bargain with the Mother Country, if such a bargain be proffered. But Canada has obtained for herself such a position in the world's commercial markets as permits her to get a price upon her bargain. "A bargain for a bargain," said a statesman of our not so long ago. "A bargain for a bargain" is a good doctrine for this colony because it now has so important a standing both as a buying and a selling customer. Today Canada is prepared to make with any country, outside the Empire, only a merchant's bargain, and it feels confident that a fair trade will be forthcoming since, in marketing, it has the whip hand.

A WISER MAN THAN BARR. The government has already seen the result of permitting a private individual to change himself with wholesale colonizing in the West. The Barr experience was a most unfortunate one for Canada and, no doubt hereafter a repetition of such experiments will be guarded against.

Because the Rev. G. E. Lloyd, who is well known and greatly respected here, proved an excellent executive officer and a man of practical common sense generally, and because government agents stepped in to prevent his conclusion due to Mr. Barr's inefficiency from becoming worse, the colony about which so much has been written is now likely to prove a success.

A contemporary, recording the progress recently made toward a satisfactory termination of the Saskatchewan difficulty, and speaking of Rev. Mr. Lloyd's plans for the future, says:—

"The Rev. G. E. Lloyd has become leader of the Britannia Colony, vice Barr. He has recently been in Ottawa laying out a campaign for 1904. A second party is coming out next May, and he has arranged that homesteads are to be held in town lots have been located, a Mounted Police post probably will be stationed there, and it is understood that the railway will be built through the new town, and will make a division point. Municipal and other organization will be started as soon. There are now over 200 homesteads actually occupied, and over 1,000 souls are in a district forty miles from East to West and thirty-five miles from North to South."

The complaints made because of Mr. Barr's management will be forgotten if the colonists winter completely and have fair prospects after they have been a year in the country, but it is clear that in future persons who desire to receive a premium for each new settler brought out, and who attempt to sell goods to immigrants at extremely high prices, will be firmly discouraged by the government.

A DEADLOCK.

The Montreal Star suggests that a deadlock as to be expected in respect to the railway bill. The Star says in this connection:—

"It is feared that the Government will not be accepted by the Senate, and that the Commons will refuse to concur. This may lead to a deadlock between the two houses, and will probably delay the bill. The Senate amendments have been spoken of as being very useful, and upon many of them it is likely that they will insist. Unless the matter is arranged at an early date, it will mean that the Trans-Continental Railway bill debate in the Senate will be prolonged a considerable time. A Government caucus was held this morning, which has been described as the most utterly unfruitful caucus that was ever held. The question of increased indemnity was not mentioned, and on other matters the members present agreed to differ."

BIG GAME HERE.

Inasmuch as Canada and New Brunswick in particular give to the sportsmen of the world an invitation, and an assurance of keen shooting every year, it is of interest to note how great an amount of money Maine coins out of its game from New Years to New Years.

From season to season this province has become more and more known as a province to which sportsmen might come with almost sure promise that they would see big game fall to their rifles after a brief trip to our woods.

New Brunswick is but now realizing how the position as a game country may be made a source of considerable income. Let us look at Maine's record in this respect:—

The statistics kept by the railroad people in the last nine years of the amount of game they have carried will give some idea of the extent of the sport. The figures of what a single railroad carried are:—

Table with 3 columns: Year, Moose, Deer. 1894: 45, 1,901; 1895: 112, 1,581; 1896: 133, 2,245; 1897: 139, 2,940; 1898: 292, 3,377; 1899: 163, 3,798; 1900: 210, 3,379; 1901: 259, 3,882; 1902: 244, 4,409.

It is thus seen that 1,517 and

26,056 deer were shipped from the region of the Penobscot and Moosehead in these nine years.

Following this estimate, the Boston Globe tells us that from 15,000 to 20,000 deer are now killed in Maine annually, that 10,000 sportmen visit that state yearly and that for every deer they kill these visitors spend \$100. The estimate would be regarded as low in this province, where the necessary expenditure of the successful hunter for big game is recognized as of necessity considerable.

It is estimated that \$1,000,000 is spent in Maine every year through the game found there. New Brunswick's natural position in this respect is so strong that the advisability of advertising it fully is more than over apparent.

Briefly put, here are the Imperial tariff proposals:—

DUTIES. Two shillings a quarter on foreign corn. Corresponding tax on flour. Fivepence on foreign meats and produce, excluding bacon. Preference to colonies of wines and fruits. No tax on maize or on any colonial products.

REMISSIONS.—Take off three-quarters duty on tea. Half duty on sugar, cocoa and coffee. RESULTS. Reduce city artisan's food cost five cents per week. Reduce country laborer's food cost four cents per week.

This is show week in St. John, and the number of visitors in town shows that the country is awake to the fact that our doors are open and the entertainment is worthy of patronage.

AROUND ST. JOSEPH'S UNIVERSITY.

A Full House—College Societies—Late Haymaking—A Splendidly Equipped Opera House.

St. Joseph's, N. B., Oct. 7.—Frank McGuire, of St. John, who arrived yesterday, is the two-hundredth student enrolled on the entrance register of 1903-04. The slight increase in the terms for the current year (81 per month more than heretofore), does not seem to have appreciably affected the attendance.

New students from the United States, Quebec, Nova Scotia, and many parts of our province are of the opinion that the hay-making season in the Memramouc Valley is decidedly later than elsewhere in the same latitude. The farmers are still engaged in making and baling home the course cut and stored several months ago.

If the districts of College Bridge and St. Joseph were incorporated, the sidewalk from the Bridge to St. Thomas' church would probably give occasion to more than one applicant for damages against the municipality. Its condition is deplorable, and presents a veritable menace to limbs if not to lives.

Politicians who persist in crossing the marsh at night will do well to imitate the Kansas Legislature of a few years ago, and pass a law to the effect that any person who crosses the marsh at night will be liable to a fine of \$100.

The various college societies, religious, athletic, dramatic, literary, oratorical, and musical, have all been reorganized, and have entered upon their respective work with energy and enthusiasm. The university band seems to have suffered less than usual, this year, from the non-attendance of its members. Within a week of the opening, it made its appearance in public and acquitted itself as creditably as if practice had been continued throughout July and August. St. Patrick's Literary and Dramatic Society has for Moderator at present, L. Bronghioli, C. S. O., and for president, Ed. Conway, of Hampton, a combination likely to be effective in producing excellent results.

The opera house in Lefebvre Hall is being generally admitted to be the handsomest in the maritime provinces. Its appointments have invariably surprised visitors to St. Joseph's since its completion six or seven years ago, but the recent installation of the electric light plant at the university has materially added to the attractiveness of the auditorium, and more especially of the stage and scenery. Those who were present in the opera house, one day last week, when Mr. O'Leary gave an exhibition of the multifarious beautiful effects producible by triple colored border and footlights controlled by interlocking dimmers, are unanimous in declaring that they have never seen so thorough an electrical equipment in a theatre on this side of Montreal or Boston. The harmonious blending of the different shades in a realistic imitation of sunrise.

Harvest Supper at Brown's Flats. Brown's Flats, Oct. 7.—The harvest supper and entertainment at Rockdale Hotel, Brown's Flats, on Tuesday evening, was a great success. The tra was served at 6 p. m. and the tables were prettily decorated and served.

An entertainment of serious and comic songs by A. W. Baird, of St. John, interspersed with gramophone selections and music. A number of people came up from St. John for the evening. The proceeds were in aid of the repair fund of St. James' church. So enthusiastic were those present over the excellence of the performance that it was decided to repeat it on Thursday evening, Oct. 8th, when the supper will be served at 6 p. m. and the entertainment at 8 p. m.

HEAVIER CLOTHING.

A look through our stock of Heavier Clothing will convince every one that there are great advantages in buying Clothing at this store.

A very Large Assortment, Better Style and Fit, Better Wear and by far the Lowest Prices in town, is what we offer.

Men's Overcoats, \$5.00 to \$16.50 Boys' Overcoats, \$3.85 to \$10.00 Men's Suits, 4.00 to 15.00 Boys' Suits, 75c to 7.50

We invite inspection and comparison.

J. N. HARVEY, Clothing & Tailoring, 199 and 201 Union Street.

HAYING SEASON

Will soon be here and our stock of Waterville Brand Haying Tools is large and complete. We have found that the farmers like this brand of tools better than any other on the market. They are all made of the very best materials.

IN SCYTHES WE HAVE "Sibley" Pattern, "York's Special," "Cornwall's Choice," "King's Own."

Send for our new Price List. W. H. THORNE & CO., Ltd. Agents for A. G. Spalding & Bros' Athletic and Sporting Goods.

St. John, N. B., Oct. 10th, 1903.

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MONTEAL WEEKLY HERALD

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REMEMBER THIS FACT—Every subscriber paying the dollar in advance for our paper will receive The Montreal Weekly Herald for one year without extra cost. The expense to us is so great that we can make no deviation from this rule—the money must be paid in advance, and all arrears must be paid.

As a Newspaper. THE MONTEAL WEEKLY HERALD was established in 1858, and is the second oldest Canadian paper. In its old age it has renewed its youth, and stands in the forefront of Canada's great journals. As a newspaper, it is edited with special reference to the needs of the household. In the second place, it is edited with special reference to matters that interest women. "Madge Vernon's" weekly talks with her women readers constitute the most popular department of the paper.

As a Home Paper. THE MONTEAL WEEKLY HERALD is the first place, nothing is permitted to be printed in it that cannot be read in the household. In the second place, it is edited with special reference to matters that interest women. "Madge Vernon's" weekly talks with her women readers constitute the most popular department of the paper.

THIS COMBINATION is a most one. Your home paper gives you in full the local news, the local markets and the local gossip. The Montreal Weekly Herald gives you the general news of the world, reports of the great markets, departments of interest to farmers, and, in particular, features of value and interest in The Home. One paper is the complement of the other. They dovetail into each other, and never overlap.

SUBSCRIPTIONS may begin at any time. The Montreal Weekly Herald is already paid in advance, and you want The Montreal Weekly Herald at once, send in your dollar, and your subscription will be advanced a year. Address all communications to:—

BIG LOVELY DRESSED DOLL FREE

Give us your name and address, and we will send you a big lovely dressed doll free. The doll is a beautiful German doll, with long curly hair, blue eyes, and a beautiful dress. It is a lovely gift for a child, and a beautiful addition to any collection of dolls.

One Half a Tall. For a few hours work after school, in order to introduce the Montreal Weekly Herald to your home, we have decided to give away a big lovely dressed doll free. The doll is a beautiful German doll, with long curly hair, blue eyes, and a beautiful dress. It is a lovely gift for a child, and a beautiful addition to any collection of dolls.

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