

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, APRIL 10, 1907

**THE SEMI-WEEKLY TELEGRAPH**  
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**Semi-Weekly Telegraph**

ST. JOHN, N. B., APRIL 10, 1907

**SIR WILFRID'S ASSURANCES**

"I want to see St. John go ahead," said Sir Wilfrid Laurier Friday in discussing the matter of preparing this harbor for the great winter traffic to be handled here. There will be a general feeling of satisfaction over the Premier's assurances. He says the cabinet has authorized Hon. Mr. Fisher to secure another dredge for St. John, and that the required appropriation to meet the cost of dredging here has been agreed to. Mayor Sears, some weeks ago, furnished the Department of Public Works with a list of the dredges which he knew to be available at that time, and it is probable that at least one of them is still in the market. Unless there is unexpected delay it would now appear that the work will go forward within a reasonable period.

A statement of conditions here, indicating the serious loss of business which would follow any failure to complete the dredging on time, has been sent to the acting minister and he is believed to be willing and anxious to put the matter through as soon as it can be arranged. There has been some talk about having the Beaver set to work upon the new contract, but any such course is improbable. The opinion of those who have the matter in hand is that another dredge, wholly under the direction of engineers of the department, is the one thing most needed now. It is not necessary to complicate by altering this plan in any particular to meet the wishes of individuals.

It must be clear to those interested that the days which are now passing are of the utmost importance. St. John's harbor plans have suffered again and again from delay in beginning work which has been planned. Speed now is better than a whole lot of explanation next fall when the steamers will begin to come.

**MR. HAZEN'S ANGUISH**

Mr. J. D. Hazen distinguished himself anew Friday by the use of somewhat incoherent language in discussing a bill for printing the Judicature Act, which work was done, and well done, by The Telegraph Publishing Company. Mr. Hazen is finishing a most unfortunate session, and some excuse may be found for his rather foolish outbreak. The opposition for some weeks past has been making a pitifully weak showing at Fredericton, and its failure to do better must be attributed largely to the singular lack of resource and the conspicuous scantiness of political driving force which have marked the gentleman from Sunbury.

Day after day the generalship on the government side has been reduced to the tactics of political helplessness and bankruptcy. There have been, as a result of this, both restlessness and discontent in the small opposition following, and Mr. Hazen, who knows this, and who knows the country recognizes it, is disposed to be depressed and petulant. To a man sunk in the gloom attending a hopeless political outlook, for which he has himself chiefly to blame, the payment of a fair price for excellent work done in the leading job office in these provinces may seem a monstrous thing, provided the journal which did the printing has at times been somewhat critical of his political walk. So, apparently, the case stands with Mr. Hazen.

The bill in question was fully explained in committee, and it should have occasioned none of the absurd talk which the opposition leader and one or two of his disgruntled followers indulged in. Mr. Hazen knows, and the country knows, that his anguish over this bill of The Telegraph's would have been much less poignant had this journal been blind to the follies and futilities of his leadership. And let that suffice.

**TO GIVE THE I. C. R. A CHANCE**

The proposal to extend the Intercolonial to Georgian Bay is being revived by several publicists, and it seems bound to attract increasing attention. The Toronto Star asks why the government road should not take advantage of the same policy which is being pursued at the suggestion of the astute managers of the C. P. R. and the Grand Trunk. The Star explains that by building a line from Victoria Harbor to Peterboro the C. P. R. will increase its facilities for transporting the grain of the West. The C. P. R., when thus extended, will correspond with the Canada Atlantic section of the Grand Trunk. The railway men have come to the conclusion that the best summer route for grain is one that will utilize the lakes so far as there is deep water, and then take the shortest route by rail from Georgian Bay to Quebec.

"The city of Quebec," says the Star, looks forward to a period of rapid growth and prosperity through this development, and the northern lake ports enjoy advantages similar to those of Buffalo, the growth of which was largely due to its position at the end of deep water. As the

Grand Trunk and C. P. R. are now about to avail themselves of the obvious advantages of this route, why not the Intercolonial? An extension from Montreal to Georgian Bay would give the national railway a share in the immense and growing business of carrying the Western wheat crop and afford the best means of getting rid of the deficit.

**ROOSEVELT AT BAY**

What one writer has described as Mr. Roosevelt's "disconcerting readiness to come out on the steps of the White House in his shirt sleeves to call men liars" does not suffice to stifle aggressive criticism of his pre-election activities as revealed by the Harriman letter and the President's reply thereto. Mr. Roosevelt has done much preaching in his public speeches and messages. It has been good preaching, powerfully portraying the virtues of old fashioned honesty and cleanliness in public and private life, and forcefully indicating the crying need for these virtues at the present time in the United States. It is not strange that the activities of the President along the line of "practical politics" should now be seized upon by his critics and held up as betraying his somewhat signal failure to practice what he has been preaching. The New York Sun indulges in a somewhat trenchant indictment by contrast. It recites the high ideals proclaimed by Mr. Roosevelt, and then insists that he has virtually admitted all that Harriman has said concerning him.

"Upon the Harriman correspondence there can be no argument," says the Sun, "since the recital of Mr. Harriman is confirmed by the admissions of Mr. Roosevelt, and upon the darkest episodes in the shocking story the two are in perfect accord. The President did invite the powerful railroad chieftain to the White House in 1904, and the immediate consequence of that visit was the raising of \$200,000 by Mr. Harriman, himself contributing \$50,000. 'Now, my dear sir, you and I are practical men,' wrote the President to Mr. Harriman on Oct. 14, 1904. The nature of the transaction in which these two practical men were engaged in the White House conference 'about Oct. 20,' is now made plain. Practical men know what they want. Mr. Roosevelt was 'frying the fat' out of Mr. Harriman, precisely as Senator Plumb advised that the campaign chief of a former year be replenished by 'frying the fat' out of the beneficiaries of the Republican tariff. Mr. Roosevelt got what he wanted, Harriman's money. Harriman did not get what he wanted. He got instead such blows and mishandling, such menaces of prosecution, and suffered so grievously through the administration's furious assaults upon the railroad corporations. It was a cold-blooded transaction altogether. Mr. Harriman has not to our knowledge set up any maximum of conduct that ring false when tested by these disclosures. But what becomes of Mr. Roosevelt's million professions of high virtue?"

Mr. Roosevelt now takes the position that there is a "rich men's conspiracy" to defeat the policies to which he is committed and to prevent the nomination of a Republican presidential candidate who would be prepared to carry on those policies. Mr. Roosevelt's intention is to have himself regarded as the popular champion opposed by the money power. Notwithstanding his connection with the campaign of 1904 there is no doubt that he has a tremendous personal following and that his political strength is the greatest force in American public life today. If there is a combination of the "interests" to beat him and his policies it will not easily triumph. And the fight should be worth watching.

**DR. DRUMMOND**

It seems only yesterday that Dr. W. H. Drummond was in St. John, delighting a big audience by reading and reciting his verses. Now his death is announced. For some days past friends all over the continent, who had read that he had been stricken down at Cobalt, had been awaiting news from his bedside, hoping that the first disquieting reports would give place to better tidings. But it was written otherwise. The keen and sympathetic interpreter of the habitant will write no more.

Canada will miss a valued note. The pathos, the humor, the tragedy of French-Canadian life, the deep currents of existence and the lighter aspects of it—he caught them all and gave them a characteristic voice. It was good to read what he wrote, but better to hear him recite it, bringing out new meanings, unexpected graces, a nearer approach to tears or to laughter. There were thousands who heard with good will the news, announced not long ago, that the Drummond mine at Cobalt was going to make the author and his brother rich men. But Dr. Drummond is dead at fifty-three, just as his ship was coming in. In St. John, as in most Canadian and many United States cities, he had many friends who will regret his going. He has left them much material which will long prove pleasing and instructive.

**SALARIES**

If the Ontario newspapers of both sides of politics are right there is general approval of Premier Whitney's decision to increase the salaries of cabinet ministers. Hereafter the Premier will receive \$8,000 and each of the subordinate ministers \$6,000. Adding to these amounts the seasonal indemnity, each minister will receive \$7,000 and the leader of the government \$10,000 annually. The leader of the opposition agrees that the increased salaries are necessary and in the public interest, but he declines to consider a salary for himself, disapproving of the Dominion government's action in giving Mr. Borden a salary, and of Mr. Borden's course in accepting it.

The News says that the Ontario minis-

ters will now be independent, and intimates that public opinion will operate to keep them free from "entangling alliances" with interests desiring legislation of one sort or another. The increases, it thinks, "should have been made long ago. It has been nothing short of a scandal that the provincial ministers should have subsisted so long on beggarly salaries and that the first minister of the province should have received remuneration hardly higher than is paid to the manager of a small business concern. Ministers under such circumstances are forced to busy themselves with speculative enterprises, to look for directorships in financial and commercial companies and generally to form alliances which compromise their independence while the pressure of their public duties disables them from giving effective service in the companies to which they lend their names. Mr. Whitney has courageously determined to end this unsatisfactory condition of affairs and the measure has received from Mr. Graham the liberal and common-sense support which might have been expected. We have no doubt that the proposal will be heartily endorsed by the Assembly and will excite little if any hostile criticism throughout the province. It remains to be asked that henceforth ministers should devote themselves exclusively to public business and refrain from doubtful alliances with financial and commercial concerns which never can be wholly independent of the action of the government and the Legislature."

**NOTE AND COMMENT**

In the House on Saturday Premier Pugsley introduced a bill to provide for the purchase of 50,000 acres of land from the New Brunswick Railway Co., at seventy-five cents an acre. The lands are in the northern part of the province. It is proposed to sell 100-acre tracts to bona fide settlers at the cost price with the expense of survey added. The government is going to be ready to invite and accommodate settlers from the Old Country who want homes of their own and who are ready to work. To English and Scottish small farmers who have been accustomed to small farm rentals, with no prospect of ultimate possession of the land they till, these 100-acre lots should prove attractive.

**The Child Slave**

(S. E. Kiser, in Chicago Record-Herald.)  
I.  
For a little bread and a little meat,  
For two poor souls for his weary feet,  
For a tattered coat and a pair of shoes,  
For a roof over his head and a bowl of soup—  
For the right to live as a worm may live—  
He gives up all that a child may give.

II.  
Bere he tastes the joy to which youth is heir,  
His brow is seamed by the marks of care,  
Before he has learned that he has the right  
To set his goal on the fairest height.  
He is denied the joy of love and zeal  
And bound for life to the racking wheel.

III.  
Our God, we say, is a God of love,  
And we preach of glories that are above,  
But never, whatever Death has in store,  
Before he has learned that he has the right  
To set his goal on the fairest height.  
He is denied the joy of love and zeal  
And bound for life to the racking wheel.

IV.  
He never may know that the world is fair,  
He never may struggle alone despair;  
He is denied the chance to live and act,  
And with limbs that he and with eyes that  
He is denied the joy of winning his own.

V.  
For a little meat and a little bread  
And a little rest when the day is dead—  
For the right to live as a worm may live—  
He gives up all that a child may give,  
And we speak with pride of the grace we claim  
And with love we mention the dear Christ's name.

**Wedded Bliss in Spring**

Now soon the single man may stand  
Aloof, with merry smile,  
As with a shyness in his hand,  
The married man, the while,  
Beats carpets hung upon the line,  
And beats them with a will.  
Of wedded bliss that seems so fine,  
In the spring he tells his bill.

At early morn and twilight's close  
The married man must go  
Where bloomed the poppy and the rose,  
And with swinging bow,  
He'll fill the garden air with dust,  
And strain his weary bow,  
For married men in springtime must  
Pursue the beaten track.

And though his hands are blistered sore,  
And though his arms are lame;  
The rug that hides the parlor floor,  
He still must beat the same.  
And though his eyes are filled with dust,  
His moustache is a pain,  
The married man in springtime must  
Beat on with might and main.

And so the single man may stand  
Aloof, with merry smile,  
For everywhere throughout the land  
All married men, the while,  
Are beating carpets hung and dry  
(Such tasks the single miss)  
With every blow they seem to say,  
"Who named it wedded bliss?"

**BUFFALO BILL STILL IN THE SADDLE**  
(A contribution.)  
Having read about Bill—about Buffalo Bill,  
What you wrote about him and his "bute-  
bee!" spill  
From the deck of his horse,  
And your public remorse  
(Which I'm glad to relate is happily nil)  
I arise to remark:  
You're quite in the dark;  
Bill's loyal to equine life on horseback  
Still.

The truth of the "doings" in Denver that day,  
No matter what hundreds of others may say,  
I'm here to relate,  
Only facts will I state,  
A photographer out there with Bill got gay,  
Put him in a machine  
(Say, wasn't he mean?)  
And pictured him thus ere he could get away.

Imagine, if possible, how Bill must feel  
To read the rest of that photograph deal!  
Will Bill swear a "bunk!"  
For a thing with a "bunk?"  
Just take it from me, 'tis true, this is real:  
Mr. Buffalo Bill  
Go back on a horse for an automobile.  
Walter K. Hill.

**WANDERING MINSTRELS**

Oh! wandering minstrels of our woods,  
Though city sounds may drown your singing,  
For ever in my heart I hear—  
(The Billingsgateian band, oh, dear!  
And one is at my front door ringing!)  
Oh! robin, singing 'midst the snows,  
When days dark and woods are dreary,  
Ere yet the first pale snowdrop shows—  
(That man and I will come to blows,  
"Or 'Bluebell!' I'm so sick and weary!")  
Oh! yank in the blue above,  
Whence come the songs ye sing so gaily,  
These perfect melodies—(Ah! dear!  
There's 'Annie Laurie' at the back,  
And from afar I hear 'Bill Bailey!')  
Oh! thrush upon the lilac bough,  
Your note of passion knows no pain,  
With joy ye carol summer in—  
(Oh! blind man with that violin,  
And never trouble me again!)  
Oh! wandering minstrels of our woods,  
You must not think that I am lazy  
Because this poem's incomplete.  
The wandering minstrels of this street  
Would drive a very Shakespeare crazy.  
—Grand Magazine (London.)

# LAURIER WANTS "ST. JOHN TO GO AHEAD"---HARBOR WORK HERE MUST BE RUSHED



SIR WILFRID AND PARTY ON THE EMPRESS

"I want St. John to go ahead," said Sir Wilfrid Laurier, while discussing proposed harbor improvements with Mayor Sears here Friday, and the premier left no doubt as to genuineness of his wish, for he announced that the cabinet had already authorized the purchase of a dredge and that the amount asked for St. John improvements had been agreed to. Before leaving, Sir Wilfrid dispatched a telegram to Hon. Sidney Fisher, requesting him to inform his worship by letter of the works contemplated for the harbor this year, and urging him to put them in motion at once.

Sir Wilfrid, on his way to the colonial conference, arrived at West St. John by special train at 11:40 a. m. Friday. Accompanying the premier were Lady Laurier, Miss McVinn Jones, daughter of Senator Jones, of Toronto; Hon. L. P. Brodeur, minister of marine and fisheries; Madame Brodeur, Miss Blanch Dostre, of Ottawa; Sir Frederick Borden, minister of militia; Lady Borden, Miss Borden, and Mrs. Clifford Sifton, wife of the ex-minister of the interior.

**Major Tells of Important Interview.**

Among the early callers on the premier was his worship the mayor, who remained to luncheon and had a long conference with Sir Wilfrid. When asked last evening as to the purpose of his interview, the mayor made the following statement: "I was quite unprepared for the early arrival of the premier and his party, but as soon as I could arrange office matters I crossed over and paid my respects to Sir Wilfrid and Lady Laurier, and was most

courteously received. Colonel J. J. Tucker was waiting with Mrs. Weldon, and the latter was joined by Lady Laurier, while the colonel and myself were invited to the colonel and myself were invited to the stateroom of the premier. There we spent probably an hour in a chat. "Sir Wilfrid gave me an opportunity to lay before him present conditions as existing with regard to our harbor improvements. I told him I had called to tender my best wishes for the success of his mission and the city's happiest anticipation for all that he might succeed in accomplishing and not to burden him with our troubles at this time. He, however, kindly insisted in knowing what our difficulties were, so I simply told him how seriously we were threatened by inaction on the part of the department at Ottawa. "He was surprised when I told him of what the acting minister of public works had written me. He said it must have been after the dispatch of his letter that the matter had come before the cabinet and that he remembered distinctly the minister had received authority to purchase a dredge, and the amount asked for St. John improvements had also been agreed to.

"I shall write immediately to Mr. Fisher," he added, "to write you particulars. I want St. John to go ahead. Of course," he went on, "I personally do not pretend to follow details of what is passed, but I have always a general idea in mind of what comes before us."

"Sir Wilfrid then dictated the following telegram, telling his secretary to hand me a copy of the same: Hon. S. Fisher, Ottawa.

Have just seen the mayor of St. John. Please inform him at once by letter that the works which you are contemplating for the harbor this year and for which you have taken an appropriation. Put them in motion at once. The thing seems to be important. WILFRID LAURIER.

"The conversation then turned to other matters wherein Colonel Tucker was interested. Accepting a cordial invitation to remain to luncheon, we joined the ladies and partook of the premier's hospitality in one of the coziest corners of the particularly attractive dining room of the steamer Empress. Lady Laurier was feeling very well and glad to have the railroad part of her journey over with. She dislikes traveling in cars very much, especially at this season. She spoke in the highest terms of the Empress and its appointments and looked forward to her visit to England and the south of Europe with pleasant anticipation. On her former visits she had not gone further south than Rome, but would now, she thought, visit Naples and the southern portions of Italy.

**Respects to Countess Grey.**

"Hon. Mr. Brodeur came in as we finished our meal, and invited us to take a trip round the harbor with Mr. Harding in the Cruiser. The premier would not leave the steamer, but Colonel Tucker accepted and went with him.

"After wishing our hosts and his estimable lady bon voyage and a safe return, I sent in my card to Lady Grey, who received me with a charming grace in her cabin, with her sister, Lady Morley.

"The governor-general's wife is a lady who has the gift of placing you at once at your ease, and you realize at once that you are in the presence of one full of warm and active sympathies and of gentle and cultured personality. Lady Morley is certainly a most amiable and fascinating person, and I should judge within her circle would be its brightest and sunniest features. They both looked forward to their visit here next summer with much satisfaction, and were not in the least affected by the disagreeable weather.

"I am certain his excellency will feel Ottawa is terribly dull without the presence of those who are so near and dear to

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him, and of the friends whom he is in the habit of greeting daily and who are leaving Canada on the Empress of Britain. St. John, I am sure, wishes them all a favorable voyage and a happy and interesting visit abroad, and a safe return to their own Canadian homes, and to the hearts here who are following them with abiding interest and affection."

Sir Wilfrid had a number of other callers during the afternoon, including Hon. H. A. McKown, Col. H. H. McLean, R. O'Brien and James Reid, M. P., of Restigouche, Hon. C. H. LaBrosse, Hon. Clifford W. Robinson and A. B. Copp, M. P. P. also waited on the premier as a delegation with the respects of the provincial government.

## NEW EQUIPMENT FOR THE SHORE LINE

Locomotive, Passenger Car and Twenty Freight Cars Added—Col. McLean Speaks of Plans.

The equipment of the New Brunswick Southern railway has been considerably improved and added to recently, both as regards accommodation for passengers and freight. Speaking of the outlook for the summer season, Col. H. H. McLean said yesterday that another engine and passenger car had been purchased and twenty freight cars added to the rolling stock. Besides placing an order for 100,000 sleepers, the company had secured a steam shovel and would put a ballast train on the road to thoroughly renovate the track as soon as the season opened.

In reply to a question whether there was any probability of the line making connections across the St. Croix at St. Stephen, Colonel McLean said authority from parliament to build a bridge had been sought for three times, and on each occasion the people of St. Stephen had been instrumental in blocking the passage of the bill. He said they required the company to build a bridge which was not practicable for want of proper approaches and that the company were desirous of building a bridge with a draw lower down the river, and until opposition to this was overcome there was little probability of the line forming part of a through system between St. John and the States.

**Live Stock Importation.**

The work of unloading the C. P. R. steamer Monfort was started Friday morning. Besides having a large freight the steamer brought out 100 sheep, Hampshire and Shropshire; fifty specked Sussex fowl, two big hounds, four ducks and 100 pigs. Twenty of the best are Bays and the remainder are Yorkshires. Eighteen fine horses also were brought, consigned to T. H. Jenkinson; sixteen are shires and two are hunters. Three of the shires were bought at the king's sale.

# B.B.B. SPRING MEDICINE

ALMOST EVERYBODY FEELS BAD IN THE SPRING

A Good Appetite at this time of the year is an unusual thing, and what little food you do eat is a burden to the stomach and makes you feel tired, worn-out, and totally unfit for work or anything else that requires energy or effort. At this time of the year

# BURDOCK BLOOD BITTERS

adds vigor and strength to the system, cleans out all the pent-up impurities that have accumulated during the winter, purifies and enriches the blood, and lays the foundation for a strong constitution and good health during the hot sultry summer.

Mr. F. H. Leard, Saskatoon, Sask., writes:—  
I have used Burdock Blood Bitters as a blood builder and think it a good medicine, and everyone should take it in the Spring to cure that tired feeling that comes so many at this time of year.

Miss Janie MacDonald, Nashwaak Bridge, N. B., writes:—We have used Burdock Blood Bitters in our family for years as a Spring Medicine and find it cannot be beat. I can recommend it highly, and would advise any person not feeling well or run down to give it a trial.