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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 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, in any complications by altering this plan in any particular to meet the wishes of individuals.

MR. HAZEN'S ANGUISH

Mr. J. D. Hazen distinguished himself anew Friday by the use of somewhat intemperate 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 has marked the gentleman from Sunbury.

Day after day the generalship on the government side has reduced the opposition 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.

TO GIVE THE I. C. R. A CHANCE

The proposal to extend the Intercolonial to Georgian Bay is being reviewed 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 chest 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's influence and the election. Mr. 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 had 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

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, unsuspected 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.

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 seen 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 pay high 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.) For a little bread and a little meat, For two poor soles for his weary feet, For a tattered coat and a bed of straw, And a pair of shoes or a blow if he lag— For the right to live as a worm may live— He gives up all that a child may give.

Wedded Bliss in Spring

Now soon the single man may stand Aloof, with merry smile, As with a shabby stick in hand, He'll marry the girl of his choice. He'll fill the garden air with dust, And strain his weary neck to see, For married men in springtime must Pursue the beaten track.

BUFFALO BILL STILL IN THE SADDLE

(A contribution.) Having read about Bill—about Buffalo Bill, What you wrote about him and his "saw-bee" spill From the deck of his horse, And your public remorse (Which I'm glad to relate is happily nil) Bring me your latest news, You're quite in the dark: Bill's loyal to equines—he's on horseback still.

WANDERING MINSTRELS

Oh! wandering minstrels of our woods, Though city sounds may drown your sing— For ever in my heart I hear— (The Blues) "Annie Laurie, dear! And one is at my front door ringing!" Oh! robin, singing 'midst the snows— (When days dark and woods are dreary, Eye yet the first pale snowdrop show—) "That man and I will come to blows, "Or 'Bluebell!' I'm so sick and weary!"

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 Douvle, of Ottawa; Sir Frederick Borden, minister of militia; Lady Borden, Miss Borden, and Mrs. Clifford Stiton, 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 say 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 of the works which you are contemplating for the harbor this year and for which you have taken an appropriation. I'm glad to be 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 his 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. "If an certain his excellency will feel Ottawa is terribly dull without the presence of those who are so near and dear to

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."

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.

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 speckled Sussex fowl, two big hounds, four ducks and 100 pigs. Twenty of the pigs are Berkshire 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.

THE OLDEST AND BEST  
**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 to 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.