

**THE SEMI-WEEKLY TELEGRAPH.**  
An eight-page paper and is published every Wednesday and Saturday at 11.00 a year, in advance, by the Telegraph Publishing Company, of St. John, a company incorporated by act of the legislature of New Brunswick.

**ADVERTISING RATES.**  
Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per inch.  
Advertisements of Wants, For Sale, etc., 50 cts. for insertion of six lines or less.

**NOTICE OF BIRTHS, MARRIAGES AND DEATHS.**  
50 cts. for each insertion.

**IMPORTANT NOTICE.**  
Owing to the considerable number of complaints as to the miscarriage of letters, we have to request our subscribers and agents when sending money for the Telegraph to do so by post office order or registered letter, in which case the remittance will be at our risk.

**FACTS FOR SUBSCRIBERS.**  
Without exception, names of new subscribers will be entered until the money is received.

**RULES FOR CORRESPONDENCE.**  
Be brief.  
Write plainly and take special pains with names.

**THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.**

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

**Semi-Weekly Telegraph**  
ST. JOHN, N. B., JUNE 15, 1901

**FUNNY, BUT UNFAIR.**  
Very few of the Conservative dailies have been able to resist the temptation to treat in a facetious way the accounts in connection with the building of the Yukon telegraph line. They have figured out the tons of onions, the carloads of canned goods, the tins of marmalade and bags of sugar in entertaining fashion, with all the equipment which went with a small army of working people compelled to spend many months in a barren land. These things can be made to appear very amusing when mingled with prejudice, and told in such a way as to convey the impression that Mr. Tarte's men—and the fraying in of Mr. Tarte's name and the trailer is a very important part of the tale—were on a picnic rather than engaged in a difficult and arduous public task.

But public judgment is not likely to be seriously impressed by such highly colored criticism. It is one thing to say there were two tons of onions used, and quite another to show that there was a single onion too many. The truth might be that there was an actual shortage of onions, having regard to the number of men required to be fed. We have no special information on this fragment topic and do not care to guess. What we do know, however, is that even these hostile critics have been compelled to admit that the telegraph line was well and expeditiously built, and despite all their hilarious discussion of the bill of fare not one of them has ventured to say that it cost a dollar more than was necessary. That is the one fact in which the public will be concerned. If the men who did this work so well at such reasonable cost were treated to nutritious and tasty food, we think the organizers of the expedition ought to be commended therefor. Surely it ought not to be necessary to starve men in the government service in order to avoid the sarcasm of Conservative journals.

**A POLICY FOUND.**  
Some of the Ontario organs of the Conservative party are taking a good deal about "Mr. Borden's policy," and it was with some interest that we searched to find what particular proposition the leader of the opposition had put forward which could be dignified by that name. It was certainly not to be found in his speeches that is in a form to be recognized. As announced by the Mail and Empire, however, which is the accredited organ of the party, the opposition policy "is opposed to the building of wharves or landings on every lake to appease local disaffection or win constituencies." That is said to be Mr. Borden's policy.

We can very easily believe that it might be a popular thing in strictly inland districts to oppose the building of wharves at all; but one would hardly expect such

a determination to find many supporters in the maritime provinces. It might suit Mr. Borden to rail against wharf building while up in Ontario; but he would scarcely have the temerity to talk that way down here by the sea. In London, Ontario, he condemned the expenditure on wharves and had some pretty hard things to say about the Intercolonial. Why did he wade into the government for spending money on the canal? Was it because the canal is located in Ontario?

We are not aware, however, that an issue has arisen between parties on the subject of building wharves. Both sides are agreed that it is part of the duty of government to provide some wharf accommodation at ports, and while the Conservatives were voting money for this purpose

it was never so much as hinted by the journals of that party that the object was "to appease local disaffection or win constituencies." It is only when the ungodly Grits are carrying out the same policy that the idea of corruption is suggested. Then the iniquity of the thing becomes apparent.

Mr. Borden ought to propound a policy which would fit all sections of the country, rather than one which appeals to purely sectional prejudices. This is a purely large country, and many interests have to be considered. The present government does not believe in building wharves on every lake, much less in doing so to promote the good of the Liberal party; but it believes in making fair provision for navigation and the betterment of the channels of commerce. In the administration of this policy the ministers exercise their best judgment, honestly and fairly; but they do not look for the approval of their opponents in so doing. It would seem to be a sheer waste of time to look in the speeches of Conservative members, or in the journals of that party, for anything commendatory of the government; and yet under the simple law of chances it is surely improbable that everything done by the authorities at Ottawa is wrong.

**THE DAYTON STRIKE.**  
Amid the recent wars and rumors of wars in the world of labor and capital, one case stands out more prominently than perhaps any other, not so much on account of the great number of employees affected, but because of the peculiarly friendly relations hitherto existing between employers and employed and of the advanced conditions existing in the particular concern. We refer to the strike of the employees of the National Cash Register Company at Dayton, Ohio.

The strike of this concern has been regarded as equal to any in the world in the matter of proper accommodation and sanitary regulations for its employees, attention to their comfort and in the various provisions for the welfare and contentment of the huge family of workmen who have enjoyed privileges not common to factory employees. Every year there has been some improvement made by this concern in the direction of increased conveniences to its workmen, and the N. C. R. Co. has figured in innumerable newspaper and magazine articles both in the new world and old, as perhaps the most perfect type of what a factory and its environments should be. Elevators were put in the buildings for the employees, a free library and a recreation hall built, prizes given every six months for useful ideas in connection with the business, more prizes given for the neatest and best kept gardens of employees, a splendid dining room installed with free tea and coffee for the employees in which was furnished to them a dinner at the minimum cost of one cent per day. To this were added rest rooms and a travelling library each day delivered to the employees any magazine or book they might care to read during the dinner hour. Fifty thousand dollars a year was spent in maintaining these conveniences which the company charged to "advance work."

What seemed most hopeful about all this improvement in factory conditions was the fact that the company did not pose as philanthropists, but maintained that such improved methods were in themselves profitable. The president, who was one of the heaviest stockholders, maintained that whereas they spent \$30,000 in "advance work," the result showed a profit of double that amount, which he claimed could be directly traced to the better work of employees in a pleasant and congenial factory and home environment. This business basis for the improvements seemed to make a happy precedent for the encouragement of other manufacturers to adopt the same ideas. It could therefore be readily imagined that this happy family of employees were well contented with their conditions and strikes or labor troubles would seem to be for other and less favored communities.

Mr. H. M. Whitney denies that he has selected Sydney as the shipbuilding site. He further states that there is no truth in the report that he will build fast steamers for the service between Sydney and Southampton.

The trackmen's strike on the Maine Central Railroad would seem likely to lead to similar labor troubles on connecting roads. In so important a public highway as a railroad such troubles should be peacefully adjusted and sooner or later legislation will make arbitration compulsory in such cases.

A number of Tory journals are busy quoting the Winnipeg Tribune as a Liberal organ. Mr. Richardson, M. P., the editor, is not recognized as a member of the Liberal party, and was in reality the Conservative candidate in Légar, in opposition to the Liberal nominee. Premier Roblin (Conservative) claims that the Conservatives elected him.

of the improved conditions prevailing at the National Cash Register works to create that mutual respect and friendly interest in the needs of employer and employed which would make such a thing as a strike impossible to occur. The strike at Dayton will undo to a large extent the educational work of which such a pleasing example of improved factory conditions has been capable. Other manufacturers will rather shrink from the extra expenditure of money, of brains and of executive ability necessary to install and conduct a model factory such as that at Dayton, if the relations between labor and capital are to be in no way improved by the exertion.

**THE SOUTH SHORE ROUTE.**  
The Telegraph on more than one occasion has pointed out the necessity of proper steamship connection between St. John and the various ports on the south shore of Nova Scotia. The ill-fated steamer Monticello was engaged in this service at the time of her loss near Yarmouth. Since the Monticello was wrecked, the Dominion Atlantic Railway Company has been running a steamer between Yarmouth and Halifax, touching at Shelburne, Liverpool and Lunenburg, which serves the Halifax jobbing houses, and has enabled them to capture to a large extent the trade formerly enjoyed by the merchants of St. John. Jobbing houses find it impossible to sell goods on the south shore of Nova Scotia when shipment has to be made via the steamer to Digby, rail to Yarmouth and transshipment to steamer there to destination. This will not surprise anyone, for not only would the item of increased freight be a barrier sufficient to prevent, but the expense and breakage caused by the two transshipments from boat to rail at Digby and from rail to boat at Yarmouth makes the cost prohibitory.

The St. John Board of Trade took up the matter some two months or more ago and endeavored to arrange either with the Dominion Atlantic or Yarmouth Steamship Company for a suitable service. The D. A. R. insisted upon a subsidy of \$30,000 for a service of 46 trips a year from St. John to Halifax via Yarmouth and the south shore ports. The Yarmouth S. S. Co. declined the service altogether. When the parliamentary estimates came down the government brought in an item of \$7,000 for a service of 32 trips on this route which was passed, and the amount named allotted for the service for the present year. The D. A. R. refuses to accept this amount for the amended service, and since their absorption of the Yarmouth S. S. Co. are not inclined to worry over a better service between St. John and the south shore ports. This company no doubt feels that it is bound to receive a better profit out of whatever trade can live between St. John and the district in question under the present arrangement as it receives a commission of three per cent on the freight between this city and ports like Liverpool on all goods shipped. The people of the south shore are anxious to do business with St. John if it can be done satisfactorily as in the past. The D. A. R. would no doubt under different conditions be willing to accept the subsidy of \$7,000 for 32 trips between St. John and Yarmouth for as they are already running a steamer from Yarmouth to Halifax that is virtually what it means to them.

In view of the unwillingness manifested by the D. A. R. to provide the service it would seem necessary for the merchants of St. John to make some united effort to solve the difficulty. There is a strong feeling among some of the concerns interested that the proper solution of the trouble is the subsidizing of sufficient money to place a boat on the route. Such a course would save to St. John a very valuable trade which otherwise is bound to pass to other hands. Negotiations to this end are, we understand, in progress, and while it seems a pity that the D. A. R. should wait for this competition before furnishing a proper service, the interests involved are too large to be imperilled by a delay which may be fatal to the trade which our merchants have with commendable enterprise already established with the thriving towns on the southern coast of Nova Scotia.

**NOTES AND COMMENTS.**  
Hon. A. S. Hardy, ex-premier of Ontario, died yesterday in Toronto.

Italy is reported as being very angry at the Austrian propaganda in Albania. The cloud blackens over the Balkans.

In view of the indifference of the D. A. R. on the south shore steamer service, the merchants of this city who are interested in that trade, should form a company and take up the service themselves.

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**METHODIST DISTRICT.**  
Ministerial Session Tuesday--Wednesday the Annual Meeting.

The ministerial session of the St. John district of the Methodist church was held yesterday morning and afternoon, Rev. George Steel presiding. Those present were Revs. Richard W. Weddall, John Read, Thos. J. Deinstadt, Wm. B. Tennant, Geo. Steel, Wm. Penna, John A. Clark, George A. Sellar, Robert Wilson, Job Shenton, A. Lucas, Chas. W. Hamilton, Robt. W. J. Clements, Wilson W. Lodge, James A. Drake, Edwin Evans, Wm. R. Pepper, Leonard K. McDonald, John B. Gough, Henry Penna, John J. Pinkerton, Levi J. Leard, Jabez M. Rice, Edward C. Ammon and Dr. G. Palmer. Wm. Tweedie and H. J. Clark were excused on account of sickness.

The questions were answered by each one in reference to character and all passed.

It was resolved to send a letter to Rev. Wm. Tweedie, of Hampton, and congratulate him on his having attained the 50th year of his ministry.

Jabez M. Rice, J. J. Pinkerton, Harry H. Maher, Wm. R. Pepper and Edward C. Ammon were passed as probationers. The following were recommended to be continued as supernumeraries: J. A. Clark, and Wm. Tweedie, Woodie, Edward Evans and James A. Duke.

The district meeting concurred in the Rev. W. Tennant's statement with the explanation as made that in another year he would seek a transfer to another conference or at that time retire if health does not permit him to take work, and he was granted a year's leave of absence.

The district meeting also recommended Rev. A. Lucas to have another year's leave of absence.

Profraternities Pepper and Pinkerton were examined upon doctrine and discipline of the church by Rev. Dr. Evans and passed.

After miscellaneous business the district meeting adjourned.

The annual district meeting will be held this morning at 10 o'clock in the Methodist street church at 9 o'clock, to be attended by ministers and lay delegates.

**DIPHTHERIA IN KINGS COUNTY.**  
Cases at Sussex and Norton--I. C. R. Officer Collins on a Theft Case.

Sussex, June 11--The diphtheria patients in Sussex are getting better, the disease being confined to two cases. It is reported that there are over a dozen cases of diphtheria at Norton. The infection in that district is supposed to have arisen from a sick child in that village with a travelling medicine company. Dr. Wetmore, of Hampton, chairman of the board of health, visited Norton yesterday.

Police Officer Collins, of the I. C. R. St. John, was in Sussex this morning investigating the alleged theft of cream from the farmers' cans while they were waiting shipment at the station here.

The Bank of Nova Scotia, after boring 671 feet, cleared May 26th for Gloucester, Scotland, Captain Larsen; barque Capella, loaded by Richards, cleared June 5th for Plymouth, England, Captain Johnansen; barque Nymeth, loaded by Richards, cleared June 7th for Grandmoulin, Doak, Scotland, Captain Hansen; barque Poms Aelle, loaded by Shives, cleared June 8th for Douglas, Isle of Man, Capt. J. G. Barberie is in town having the estate of the late George Moffat closed in the probate court.

Mr. Thorold, C. E., of Toronto, is in town consulting with the sewerage committee and goes to Chatham in connection with the proposed water system there.

The boys and girls of the Grammar school enjoyed an outing at Morrissy Rock Saturday last.

Dr. Finlay, a graduate of Laval, has opened an office here, which makes five physicians in town.

Salmon fishermen, both net and fly, are complaining of the scarcity of salmon.

**THE NORTH SHORE.**  
Business is brisk--The Shipping-General News.

Campbellton, June 10--Business is now brisk on the Northern Railway with all mills working full capacity. Owing to the early spring shipping has been earlier than usual.

The following vessels have been cleared from the port: Barque Truist, loaded by Mr. Shives, cleared May 26th for Gloucester, Scotland, Captain Larsen; barque Capella, loaded by Richards, cleared June 5th for Plymouth, England, Captain Johnansen; barque Nymeth, loaded by Richards, cleared June 7th for Grandmoulin, Doak, Scotland, Captain Hansen; barque Poms Aelle, loaded by Shives, cleared June 8th for Douglas, Isle of Man, Capt. J. G. Barberie is in town having the estate of the late George Moffat closed in the probate court.

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**VALUABLE PAINTINGS FOUND.**  
Cheshire Couple Bought for 15 Shillings What Were Worth Hundreds of Dollars.

According to the New York Tribune's London correspondent, three pictures entrusted with grip were recently purchased in a curiosity shop by a thirty husband and wife in Cheshire, England, for fifteen shillings. Each of these, when particularly cleaned for the adornment of their modest dwelling, proved to be by a noted painter. Experts were consulted, and one proved to be the work of an early Italian master; another was a Carot, and a third was painted by an English master. Encouraged by the knowledge that what they had bought for a few shillings was worth \$300, the couple returned to the curiosity shop and bought for \$250 a canvas blackened with age, which was in use for a fire screen. This picture when cleaned disclosed the name "Gi Pompa" and the artist's name, which has been identified as a rare work of an Italian painter. The Cheshire couple are now asking \$25,000 for their treasure, and the shop for which they bought a single \$25 note.

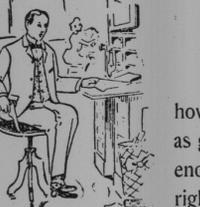
**Transvaal Concessions Commission.**  
London, June 11--A blue book was issued today, containing the report of the Transvaal concessions commission. It is clear, the commission avers, that a state which has annexed another is not legally bound by any contracts made by the state which has ceased to exist and that no court of law has jurisdiction to enforce such contracts, if the annexing state refuses to recognize them. The commission recommends that the government decline to recognize the dynamite and other concessions and adds that it is satisfied Dr. Leyds and others have received from certain directors shares and financial calculations.

Regarding the Netherlands-South African railroad, the report, while admitting that the concession was legally granted, considers it should be terminated. Its extraordinary action in the way produces this possibility of its continuance under British administration.

**Fredericton News.**  
Fredericton, June 12--(Special)--A report received here this evening is that Kibarra's drive is coming along nicely. Some of the logs have already reached Fredericton.

The annual meeting of the New Brunswick Telephone Co. was held last evening. Officers were elected as follows: President, Hon. G. Blair. Vice-president, J. L. Black. General manager, F. P. Thompson. Secretary, W. E. Smith. Directors, C. F. Sise, Chas. Farwell, J. L. Black, Dr. A. A. Stockton, F. P. Thompson, W. T. Whitehead.

**Don't Waste Your Money.**



Begin today--don't waste another cent on clothes. "But how do I know what is best for me?" You don't. You tell us what you like; we tell you how it is going to wear, etc. If it doesn't turn out to be as good as it looks, or disappoints you in any way, be fair enough to come back and give us a chance to make it right.

**Men's Sack Suits**  
Of stylish cut and popular fabrics in tweeds of fancy checks and plaids and blue serge, \$5, \$6, \$7

**Men's Worthy Suits.**  
Newest patterns and effects, in mixed tweeds; also blue serge and black worsteds. The proper cut in coats, splendidly tailored, perfect fitting, thoroughly guaranteed. Such suits as elsewhere would cost you all of \$10 marked here for \$8

**Men's Stylish Spring Suits,**  
4-button sack style and cutaway. Fabrics, linings, fit and finish the equal of anything obtainable elsewhere at \$12. Our price \$10

**Men's Very Swell Spring Suits**  
In the favorite sack styles, and with every touch and turn of custom-made suits. Fancy tweeds, all-wool serges and worsteds. Hundreds to choose from and every size. The price \$12 OTHER PRICES, \$13.50, \$15, \$18, \$20.

OUR SPRING BOOK CONTAINS SAMPLES. MAILED FREE.

**GREATER OAK HALL**  
King Street, Corner Germain.  
**SCOVIL BROS. & CO.,**  
St. John, N. B.  
Wool taken in Exchange for Goods.

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**MAINE LUMBER TRADE FAIR.**  
Bangor Freight to Boston Again Normal--Shipments from St. John.

Bangor, June 10--Lumber freights to Boston have dropped back to the rate which is likely to continue for the summer, \$1.75 per thousand feet. On the Penobscot there is a fair volume of trade and prices are such as to allow a fair profit on the better qualities of spruce, \$18.50 being paid in New York for 10 and 12-inch round lengths. The first shipment of birch spool bars from Bangor this year will be made this month in the Norwegian steamer Soringa, to the United Kingdom. The first of the Italian shock fleet has arrived here, the barque New York, to load orange boxes for Messina. Six other Italian vessels are now on the passage to Bangor to load similar cargoes. Many American vessels have recently been engaged in carrying lumber from St. John, N. B., to New York and other ports in the United States, and now some of the large schooners of American registry have been chartered to load deals at St. John for the United Kingdom. New Brunswick deals are also going by sailing vessels to more distant points, the Italian ship Caterina Aecum being under charter to load at St. John for Melbourne at 75 cts. 6d. per standard--Boston Transcript.

Vancouver, B. C., June 10--A "passion play" was presented Saturday at Chilliwack by the Indians of British Columbia. The scene was an almost perfect "Calvary" with a round hill in the center, and green common stretching away a mile on either side, with snow covered mountains in the south, and the Canadian coast range to the north. There were about 2,500 Red men present, and as many spectators. The procession, headed by the Indian chiefs, was over a mile in length. Three times the line marched around the spot, where the cross was to be erected. All the time the marchers sang hymns, and the clear voices of the women rang out in the Latin verses learned especially for the occasion. The first scene was "Christ in the Garden of Gethsemane." Trees were quickly carried to the ground, and among these were shown the sleeping disciples and the stone which was rolled away from the tomb. Following this was the betrayal by Judas, and thereafter the various scenes of the passion.

The most impressive scene of all was "Christ bearing the cross." The Saviour's followers, followed by the rabble, came up a steep path to the place of crucifixion. Then the cross was hoisted with a lay figure of Jesus upon it. On either side were the thieves, and one scene was devoted to the words of Christ to them. The interior of the cross contained a mechanism by which the flow of a small reservoir of red fluid in the top was controlled. Then, when the nails were driven into the hands, the blood trickled down to the wood. Then a soldier stepped forward and thrust his spear into the side of the lay figure and a moment later the death scene was enacted. The figure was then removed from the cross, and a few moments later the scenes were concluded. After speeches had been delivered by the Indian chiefs and their followers the meeting dispersed.

**To Choose a New Pastor.**  
White's Cove, Queens county, June 10--The weather of late has been very wet and the grass will be an abundant crop in this place.

Rev. R. Barry Smith, of Port Elgin, occupied the pulpit of the Baptist church at Mill Cove Sunday afternoon.

A business meeting will be held in the Baptist church at the Narrows Tuesday evening for the purpose of engaging a pastor for the McDonald's Corner, Narrows and Mill Cove churches.

Service was held yesterday at St. John's church, Mill Cove, by Rev. Mr. Gillies (Episcopal).

Mrs. C. W. White and Miss Maud Farwent to St. John today by May Queen.

Saccharine tablets find a place on the many tea trays almost as regularly as the cubes of sugar. The taste for their sweetening properties has to be acquired, but once that is established, they are found to be a satisfactory substitute for persons to whom sugar is forbidden.

**ABSOLUTE SECURITY.**  
Genuine  
**Carter's Little Liver Pills.**  
Must Bear Signature of  
*Wm. Carter*  
See Par-Elm's Wrapper Below.  
Very small and as easy to take as sugar.  
**CARTER'S LITTLE LIVER PILLS.**  
FOR HEADACHE, FOR BILIOUSNESS, FOR CONSTIPATION, FOR GRIPING LIVER, FOR COLIC, FOR SICKENESS, FOR SLOW SKIN, FOR THE COMPLEXION.  
CURE SICK HEADACHE.