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**Semi-Weekly Telegraph**  
ST. JOHN, N. B., OCTOBER 25, 1905

**A REMEDY?**  
Hon. Mr. Emmerson's announcement, at Toronto, that he has found a remedy for the Intercolonial deficit, and will take Parliament into his confidence early in the session, will please his friends in that it does not convince his opponents. Generally speaking the announcement will arouse curiosity as to the method he proposes to employ to stop the present leaks, and as to the extent of the increase in rates which is foreshadowed in his remarks.

Former ministers have said that they could produce surpluses by raising the rates, and that, indeed, would appear to be a simple expedient if not a wholly satisfactory one. If the public knew what proportion of the deficit to assign to "leakage," it could allow something for the exceptional snowfall of last winter, and thus calculate, roughly, the sum to be raised, in an ordinary year, by increasing the freight charges. But to figure is but to measure the difficulty to be met. Given a government road, built under the circumstances and for the purposes associated with the I. C. R., and remembering how long the people of these Maritime Provinces particularly, have been accustomed to enjoy government rates, it is reasonable to suppose that a considerable increase will not be attended by a corresponding amount of dissatisfaction. The people have been, to some extent, spoiled by their relations with the Intercolonial as a political railroad under both Liberals and Conservatives. It is useless to tell them that they pay the expenses, and that higher rates really mean nothing to them financially. They will reply that the deficit falls upon the entire population, while the freight charges affect the Maritime Provinces more than they do most other sections of the Dominion.

**ROUGH ON THE ARMY**  
In its efforts to arouse the public to the necessity for strengthening and reforming the British army, the London Daily Telegraph makes use of some remarkable language in describing Tommy Atkins, Jan. 1905, which would be esteemed unjust and sensational if it appeared in a Radical journal or in a Colonial newspaper. For example: "Sir Frederick Maurice has boldly gone to the very source of what is ailing with the regular army of Great Britain, which he says that it is, in the main, recruited from what can only be called the dregs of the labor market. Its status may have slightly improved of late years, and there is, of course, a large percentage of respectable and self-respecting men in the ranks. But the glaring fact remains that the army is 'dressed by the skilled artisan, who regards it not as an honorable profession, but as a refuge for the wretched. And thus we are confronted by the extraordinary and dangerous paradox that we entrust the defence of the Empire to which we express such devotion, to an army which depends for its personnel upon the lowest classes of the population. Our army is in no sense a national army. If then we are to avoid disaster, and to avoid the corruption, by which disaster would surely be followed, unless we were content to sink to the obscurity of a third-rate power, we must have a new model. It is no good tinkering with the pay of the soldier in the hope of attracting better recruits. All present increases of pay might as well have been thrown into the sea. They have added millions to the estimates, but they have not given us what we want—an army. We must, indeed, begin at the beginning, and, by carefully providing for and securing the future careers of those who have passed through the army, draw into it an untiring supply of the best material."

This is somewhat lurid, but the London Daily Telegraph put it forward soberly, in bringing to an end a remarkable correspondence of three weeks duration, from all sorts of men in and out of the army, which correspondence was intended at once to stir and educate the public and the authorities. The Telegraph reminds its readers that the excuse of ignorance is no longer available, for, "The most trusted and veteran soldier of these islands, Lord Roberts, has warned us that the

British army is no better fitted to undertake a serious war today than it was six years ago, when South Africa revealed its weakness as a light military shortcoming. Since then we have had the infinitely greater Russo-Japanese war to drive home the unpalatable, but insistent, truth that, in order to win success in modern war, nothing but the best is good enough, and that decisive victories are only to be achieved by years of scientific training beforehand, and by overwhelming numbers, constantly and promptly renewed to repair the wastage of battle and disease."

The indictment is not only extensive but rather convincing. There is a sense of disappointment when the Daily Telegraph's remedy is scanned. If conditions are, as it says, well nigh hopeless, the following seems far from the desperate remedy demanded by a desperate case: "The flat has only to go forth that future vacancies in the government departments shall be filled from the ranks of ex-soldiers, that ex-soldiers shall have preference for the constabulary, that great corporations, such as railway and tramway companies, which are granted parliamentary privileges, shall reserve a certain liberal percentage of vacancies for ex-soldiers, and most of the difficulties of the director of recruiting would at once vanish. The absolute fairness of such a proposal is disputed by no one. It only needs a patriotic understanding between the two political parties, and the change could be produced at once. Our present system simply manufactures unskilled laborers, just as the militia system manufactures the casual and odd-job man. If the Empire is to be defended by a freely-enlisted army, the service must be made an honorable one. The privileges, and not the penalties, of the ex-soldier must be made obvious to every man who thinks of taking the King's shilling."

The Daily Telegraph has revived Mr. Kipling's complaint: "For it's Tommy this, an' Tommy that, an' 'Tommy wait outside,' when 'The trooper's on the tide."

That a great change is needed is generally admitted. But even the somewhat startling assertions of Lord Roberts seem to leave the British public apathetic. Little has been done, and there is little hope that much more will be. And the London Daily Telegraph's latest proposal will scarcely set the Thames on fire.

**THE RIGHTS OF THE INSURED**  
The outcry of insurance men and insurance interests to the effect that the New York disclosures have injured legitimate enterprises is justified, to some extent at least. It is inevitable that even some conservative companies should experience a temporary check to business because of the amazing indictment of the methods of a few companies resulting from the present investigation. The Toronto News, in commenting upon the figures of the Dominion Insurance Company, says they show "that the total annual premium income of twenty-one Canadian life insurance companies is \$15,640,000, and that of this sum \$5,018,757 each year goes to meet general expenses. In other words thirty-three per cent. of the premium income is expended in getting new business and handling the companies' investments. The English companies employ only 15 per cent. of their revenue in extending their field. The generous commissions allowed to agents may largely account for the high cost of conducting the business in Canada, but in any event recent revelations across the line are likely to lead to the adoption of more economical life insurance methods—both there and in Canada."

The News deems it necessary to add: "Meantime let us repeat that nothing has come out in connection with the United States insurance scandals to throw the slightest doubt on the continued soundness of any insurance company. Policyholders would, we believe, be ill-advised in throwing up their policies. The present agitation means that they should get their insurance more cheaply than they do now."

Policyholders whose circumstances permit them to hold on, certainly would be mad if they abandoned their policies now. The rights of the insured are paramount. Hours, or years, or temporary depression in the insurance business, are of little importance compared with the interests of the host whose money and whose future, or the future of whose families, is at stake.

Instead of throwing up their policies, it is safe to say, the insured, constituting a vast army, will make their influence felt very plainly throughout the world of insurance and of politics. They will insist upon a square deal, "mutual," and not "mutual" in the sense of the "mutual" methods of the richest fiduciary institutions have been shown to be rotten, and they will see to it that publicity and honest supervision do their part in preventing waste and stealing hereafter. They will scan the insurance figures carefully, and they will not accept protest returns which they know to be unfairly small.

Insurance is not, ought not to be, on the defensive. The attack is not upon the principle of insurance, but upon the unjust stewards who have forgotten that the insured are their masters and have the right to demand service that is both competent and honest.

**MR. ROOSEVELT'S ESCAPE**  
How foolish a figure Mr. Roosevelt would have cut had he swung the "big stick" in Venezuela some months ago, and he threatened to do so, only now become plain. Castro, when he defied Washington and invited the United States to "come on," had, as the saying goes, something up his sleeve. Mr. Roosevelt found it out, and declined to be led further into error. General Francis V. Greene, who was president of the National Asphalt Company, in whose behalf the United States was going to punish Venezuela, has admitted under oath that his company contributed \$100,000 to the cause of Gen. Matos at the time that gentleman was trying to make himself dictator in Castro's

place. That is to say, while Mr. Roosevelt was demanding that Castro restore the Hermudez concession to the National Company, and thus reverse arbitrarily the decrees of the Venezuelan courts, he was demanding that Castro take the extraordinary step in the interests of the company that had financed a revolution which he put down with some difficulty.

Castro knew what part the asphalt company had played. He suppressed Matos with commendable promptness; then he turned and rendered the American corporation and generally disreputable Castro, he does not lack shrewdness. He replied to the Americans in their own words of a previous occasion: "There is nothing to arbitrate." He would fight sooner than admit that he had not the right to move against any agencies that had inspired and financed a revolution. He knew how such a quarrel would appear in the eyes of the world. He was confident that Mr. Roosevelt could not afford to hold up the "big stick" when, as one observer said, it would be seen to be dripping with asphalt.

Something stayed Mr. Roosevelt's hand. The world wondered at the change of attitude in the face of apparently increased provocation from Castro. General Greene's testimony explains the matter. Mr. Roosevelt was very near to leaping before he looked.

**SIR WILFRID'S DENIAL**  
It was scarcely necessary to deny the Toronto story that Sir Wilfrid Laurier was about to retire, and that Mr. Fielding would become prime minister within a few weeks. There could be no ground for any such report unless the premier's health were known to be forcing him out of public life at the height of his career. It is fortunate, as even Mr. Fielding's following would readily admit, that there is no present indication of any such illness as would compel the premier to quit the stage. Like other and earlier reports of the same tenor, this one about Sir Wilfrid Laurier's leaving-taking was a case of the wish inspiring the thought. That the premier will lead his party in yet another general election unless some unforeseen impairment to his health arises in the meantime, is certain enough.

In the meanwhile, if the Liberals have some perplexities, the opposition is neither wholly happy nor hopeful. Mr. Maclean of the Toronto World is proclaiming a new party and a new doctrine—his way of saying that he is the required Moses and public ownership the requisite issue. Mr. Maclean came within an ace of avoiding the tactical mistake made by Mr. Borden in participating in the salary increase. Could the Toronto editor have stood out on that question, clearly and promptly, and gained a following who recognized the political value of such a movement, his position today would be one of some strength. But the advantage passed. Mr. Borden threw it away entirely, and such a weapon will not be likely to come twice within his reach. Mr. Maclean is right when he says the country needs less partisanship and more statesmanship, but there is no faith that he will effect much improvement in this direction.

It cannot be said that the last troublesome session did either party much good. The next one promises less controversy and more important public business. The transportation question and the tariff, the first particularly, should bring developments of general interest and importance. The need for measures to develop all Canadian lines of transportation is clearer than ever. It is quite probable that the legislation of the coming session will have much to do with shaping the future of the country. Sir Wilfrid Laurier stands pledged to do all in his power to develop the handling of Canadian products by Canadian agencies. It may be found that the Transportation Commission will make somewhat radical recommendations in this direction.

**A BRITISH "MISSION"**  
London journals supply further details of the terrible suffering and perils encountered by the Seistan Mission, under Col. MacMahon, sent to delimit the Perso-Afghan boundary, some brief account of which has already appeared in The Telegraph. After reading the fearfully hazardous work of two and a half years, a report of the expedition ends with these words: "The award of the mission consists, with one or two slight exceptions, the existing boundary line." These exceptions are not thought to be of any importance, and the result, contrasted with the length and nature of the service, seems ridiculous. But perhaps the real purpose of the mission has not been stated. The examination of 200 miles of frontier "occupied 1,500 men for two and a half years at a cost of the lives of fifty members of the mission, of whom eight died from heat and thirst, four from drowning, three from being frozen to death, one from hydrophobia, and thirty-four from various forms of disease, largely resulting from the hardships experienced. Of the camels, 4,000 succumbed (forty-eight from hydrophobia), and 120 of the horses also died."

The rules of both Persia and Afghanistan consented to the survey. In addition to frontier matters Col. MacMahon was to investigate the "resources and conditions of the country." His conclusion must have been that the Seistan district is unfit for human habitation—no very valuable or novel discovery. The country has nearly as many jackals as flies. Last winter these jackals went mad, and bit

such men and animals as they could find. They bit many wolves, and one of these attacked the camp during a March night. A blizzard was raging, and the velocity of the wind was 120 miles an hour. Seventy-eight camels were bitten on this occasion, and most of them died. A little later a pack of wolves, mad with hydrophobia, and "rushed" after hard fighting, and were repulsed after hard fighting. A surveyor and eight followers ventured out upon a desert where there was no water. All were overcome by the intense heat. One alone escaped. He took with him the map which the surveyor had drawn, winding it about his body. He was found, senseless, in a pool of water by a wandering Afghan. Later the bodies of his companions were discovered, mummified. The mission "suffered greatly from the terrible winds of Seistan, especially while under canvas. The wind, known as the '120 days' wind,' because it blows almost unceasingly for four months, will never be forgotten. During the summer this wind attains a velocity of anything up to 70 miles an hour, and it is impossible to venture out except perhaps for an hour in the evening, when it slightly moderates. The air is full of dust and salt, and is extremely painful. In the winter terrible blizzards with intense cold are the common experience. The last visitation of this sort was on March 29 of this year, when the temperature dropped to four above zero, and the wind registered 120 miles. In that storm 600 camels were killed, but their corpses disappeared in an incredibly short time, as the Seistanis, who are always anxious to get flesh, rushed in and speedily demolished them."

It is to be noted that no information justifying a change in the present frontier was secured. No one supported the country work investigating for commercial interests. Yet this was an expedition of some kind and one that heated at no risk. The facts suggest that the British were really carrying out a series of explorations for military purposes, and that their military engineers now have some valuable information concerning a troublesome region in which there may be fighting some day. Otherwise this long tarrying at a heavy sacrifice in a land so utterly forbidding is not easily understood.

**THE TORONTO GLOBE AND MR. EMMERSON**  
Hon. Mr. Emmerson's statement that the problem of making the Intercolonial pay "is absolutely a question of rates, inasmuch as by those you can regulate your earnings," is sharply challenged by the Toronto Globe. The Globe shows little confidence in the proposals the minister is to make to his colleagues in regard to the people's road when Parliament meets. It admits that he will do good service "if he succeeds in raising the freight rates on the Intercolonial to the level of the commercial roads without injustice to the public and without injury to the earnings of the road," but it adds that "if either the minister or the government is led to suppose that 'it is absolutely a question of rates' there will be certain disposition ahead. Regulating the 'earnings' by raising the rates will not save the situation. The rates will, to a degree, be regulated by the competition of the cheaper water transportation. To disregard that competition would be folly. The schedules can be increased, but not to the point of turning a two-million annual deficit into a surplus."

The solution of the Intercolonial problem, the Globe insists, must deal with the "expenses" as well as with the "earnings." Mr. Emmerson, the chief Liberal newspaper, deems it necessary to say, has not properly stated the difficulties with which he must deal. It reminds him that "notwithstanding all that has been said, the impression is firmly fixed that there is extravagant overmaning on the road and in the shops, and that, because of the lack of proper organization and effective discipline, the return in work is utterly inadequate to the charge for wages. It is alleged by well-informed friends of the Intercolonial and of the government that the dominant idea in the management is not business, but politics."

Prospectively the Globe becomes more specific in its allegations: "Men are employed who are not needed and who are not competent. The permanent staff is very large, and in addition there is a very large number on the 'temporary list' who are a permanent charge. There is no discipline, because the men over their positions not to their own ability or fidelity as workmen, but to their 'pull' with some local politician or patronage. That, at all events, is the condition of things, and so is indecent. Let one compare the busy appearance of the Intercolonial with the show of the Intercolonial. Let one compare the 'bustle for business' of the Intercolonial with the 'bustle for politics' of the Intercolonial. The difference, unmistakable and significant, is due to organization and discipline. That, at all events, is the deliberate conviction of men who have studied the problem intelligently, sympathetically, at close range, and under both Conservative and Liberal administration."

One government organ charges the Globe with attacking I. C. R. employees. In a sense it does; but the political system is the real object of attack. The Globe expresses the fear that Mr. Emmerson will propose a sort of tinkering reform, and this, it declares, will do no good: "This is not a party question. It need not be made a party question. Both parties have tried to solve it along the same lines and have failed. It is time, high time, a new and reasonable line were tried. Stopping a little leakage here, touching up freight rates there, cutting off a few items of petty expenditure and charging the remainder to a very large surplus carried in the pockets of the people of Canada," will not do. The problem is far bigger, it goes far deeper, than such treatment suggests."

What is needed, as the Globe sees it, is an experienced and capable railroad manager who shall have full authority to run the road "in the interests of the whole people." The Globe suggests a railroad commissioner, to be appointed by Parlia-

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**At \$10.00**—Dark Grey Mixed Tweed Overcoats, with Black Stripes, made Single Breasted with Velvet Collar and Belt on Back; Medium Mixed Grey Overcoat, with Black Stripes, made in three styles—Single Breasted, 48 inches long, Full Box Back, Velvet Collar; Single Breasted, 50 inches long, Full Back, with Strap, Velvet Collar; Double Breasted, 50 inches long, Vent in Centre of Back, Self Collar.

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much must be done before he goes off. This custom, in my opinion, is detrimental to the public health and should be stopped. It seems to me that every editor should call the attention of his readers, especially of the travelling public, to this peril. Every doctor should speak out and let the public know their danger. A public sentiment should be aroused which will bring the matter to an end."

A much-wanted witness is Thomas D. Jordan, ex-treasurer of the Equitable. He went away on Sept. 4, and his son says he does not even know whether his father is alive or dead. Nor does he know what his father knows about a certain \$885,000 loan of which the insurance investigators are eager to know more. Mr. Jordan's prolonged absence is distressing.

"Probably the only judge in Canada who is also a newspaper editor is to be found in Woodstock (N. B.), where Mr. Charles Appleby, who conducts the Dispatch, has been appointed to the position of judge of probate," says the Fredericton Herald. The Herald notes that Mr. Appleby is a lawyer as well as an editor, and believes he will be a very busy man hereafter. Mr. Appleby has a great many friends who will hope he will not prove a martyr to his many duties.

Public Thanksgiving in Russia marked the end of the war. What conditions would have resulted had Russia beaten Japan on land and sea as Japan beat Russia!

The American youth who ran off with \$100,000 belonging to an express company, and who was captured yesterday, together with most of his booty, was not a success as a thief. There are easier ways to get rich. He could not have read the insurance testimony.

Mr. Roosevelt is preaching in the South a series of sermons on the duties of citizenship. But what the country wants to know is whether the president will hunt down the rich and influential grafters with the same vigor he recently displayed in hunting bears in Colorado.

To those who have regarded the Pullman porter merely as a nuisance, a new viewpoint will be suggested by Dr. Angus Macdonald's letter to a Nova Scotia newspaper. He says in part: "To one who is at all sensitive, it is very unpleasant to sit in an atmosphere loaded with microbes cast off from the clothing of the passengers. This dust is the fruitful cause of many diseases; especially of germ diseases. It would not be so bad if this dusting only occurred as we were coming to the end of the route, but as it is now, it is a continual annoyance, as passengers leave at every station and

**NOTE AND COMMENT**  
Through the kindness of D. R. Jack The Telegraph is enabled to print in advance the stirring verses of Mr. Charles Campbell, on Nelson, which are to appear in the forth coming number of Acadiaensis.

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**CATHOLIC CHURCH AT GRAND ANSE BURNED**

Bathurst Station, Oct. 23—About 10.30 o'clock last night the Catholic church at Grand Anse was discovered to be on fire. At the time most of the people had retired and before assistance could be got the fire had spread to the presbytery and barns, completely destroying them. Nothing was saved from the church and very little from the house, and only the horses from the barn. The cause of the fire is unknown. Loss, \$17,000, small insurance. The body of an unknown man was washed ashore at Grand Anse this morning.