

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SEPTEMBER 22, 1900.

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#### Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 22, 1900.

#### WESTMORLAND.

Mr. Henry Powell seems to be getting weary at the prospect of being opposed by the Hon. Henry R. Emmerson in the county of Westmorland. We are not surprised at this considering the fact that Mr. Powell only won the election in 1896 by the narrowest of margins, although at that time a Tory government was in power exercising all its influence to secure the election of Mr. Powell. The transactions of that period connected with the distribution of shingles and other similar election devices have not been forgotten by the electors of Canada, who know that the late government was ready to resort to any device for the purpose of carrying the election. Yet after exhausting every effort they were only able to elect Mr. Powell by a majority of 21 votes. How much this election cost the Tory party will probably never be known, but the sum was a large one. Since then Mr. Powell, in his zeal for his party, has put himself in the position of opposing the extension of the Intercolonial Railway to Montreal, although this extension is calculated to greatly increase the value of that great railway and to largely augment the population of Montreal, which is its centre and headquarters, and consequently to bring prosperity to the county of Westmorland, which depends on the railway and to some extent upon Montreal for its present excellent position among the counties of New Brunswick. We have never heard anywhere of a more ridiculous crusade than that which Mr. Powell waged against the purchase of the Drummond County railway, being instigated thereto by his friend, Mr. Haggart, who has always been an objector to the utilization of the ports of the maritime provinces for the export of Canadian goods, and who therefore takes no interest whatever in the improvement of the interior. The people of Westmorland generally will know how to deal with a man of Mr. Powell's narrow views when it comes to depositing their votes. They will recognize that under Mr. Blair's management the Intercolonial has been made into a paying concern, and improved to such an enormous extent that it is hardly the same road that it was when he took hold of it. These improvements in the equipment and business of the Intercolonial will continue while the Liberals remain in power and Mr. Blair remains minister of railways, but under a Tory regime matters will speedily revert to their old condition and the Intercolonial Railway be come, as it was before, noted for its defects.

No man in Westmorland county who is not swayed by party prejudice would for a moment think of comparing Mr. Henry Powell with the Hon. Mr. Henry R. Emmerson. We do not know whether it is the intention of Mr. Emmerson to contest the county of Westmorland or not, but if he should do so, he ought to defeat Mr. Powell hands down. Mr. Emmerson is a statesman of broad views who has already made his influence felt as premier of New Brunswick, and as the holder of a most important department in the government prior to his premiership. Mr. Emmerson has been extremely desirous to advance the interests of this province in every way, and he is a loyal son of the county of Westmorland, where he has resided during practically the whole of his active life. He has identified himself with its interests and has labored to promote its prosperity. If he should become a candidate it will be as a supporter of the present government and of the Hon. Mr. Blair, who has done so much to increase the importance of the Intercolonial Railway and to make it a factor of the business of Canada. Such men as Mr. Emmerson are needed in the House of Commons and we trust that the rumor which credits him with an intention to run for the county of Westmorland may prove to be correct.

#### A WAIL OF DESPAIR.

The leading article which appeared in the Sun of Tuesday on the acts of the present government since they came into power is a sort of despairing wail and contains nothing whatever to indicate that the Tories have the slightest hope of being successful in the coming election contest. It is not easy to understand why any newspaper should say after they repeat stories which have been long ago exploded and complain of the government for not accomplishing results over which

they had no control. "As easy as lying" is an old proverb which seems to be accepted by the Conservative press, but we think that to resort to these tactics is not likely to strengthen the Conservative party. No doubt the Sun feels the extreme difficulty of its position. It has got to advocate the cause of a man who has never done anything for the province of New Brunswick or for the city of St. John and who has only been concerned in finding offices for his own relations. For instance, the Sun, to carry out its programme of supporting Mr. Foster finds it necessary to attack Mr. Blair's expenditure for the purpose of giving terminal facilities to the Intercolonial in this city. It says that it "is not difficult to expend millions of dollars on a railway terminus, anyone can do that who has the money." We respectfully submit that this is foolish talk, because everyone knows that the expenditure of a million dollars on a railway terminus is something which is not very easily accomplished, even where the government has the money. There are a good many people in Canada and a good many cities in Canada, and each city has its own claims and its own men to support them. Therefore when the Sun speaks of Mr. Blair's achievements in obtaining terminal facilities for the Intercolonial Railway here by the building of a magnificent elevator and splendid wharves, as an easy matter, it simply misstates the truth. However, it is part of its policy to minimize the achievements of Mr. Blair and the only way to do this is to misrepresent them. It is easy to say, however, that the improvements which have been made in St. John by the present government are very distasteful to the Sun, and if by any chance the Conservatives should get into power in Canada there would be an end to all hope for this city. We would be relegated to the position which we occupied when Mr. Foster was the minister for New Brunswick, and we would be treated with insult if we ventured to ask the government to do anything for us.

#### THE DRUMMOND COUNTY RAILWAY

The Sackville Post has not usually been regarded as a comic paper, but certainly the following extract from one of its editorials would seem to indicate that it is rapidly becoming a publication of that kind:

"Blair has saddled this country with a debt of \$7,000,000 spent in utterly useless and unjustifiable schemes, and solely for the purpose of giving his ally Greenshields, a gigantic corruption fund. Blair astounded the House of Commons by proposing to purchase the Drummond County railway—a ramshackle, tumble-down, tank-haul road that has been hawked about for sale at \$400,000 and could find no purchaser and yet Blair came before the House with a proposition to buy that road and give over \$2,000,000 for it."

As the entire increase of the public debt of Canada during the four years that the Liberals have been in power amounts only to \$7,000,000 against 17,000,000 increase by the late government during the last four years that they were in power, the Sackville Post must be of the opinion that the whole capital expenditure of Canada has been due to Mr. Blair. But as a matter of fact, while the public debt has been increased by only \$7,000,000, the capital expenditure on necessary public works was upwards of \$20,000,000. We presume that even the Post would hardly say that the enlargement of the Canadian canal which was a part of the policy of the late government, was a wholly unjustifiable scheme, or that it was for the purpose of giving Mr. Greenshields "a gigantic corruption fund." The fact is that the Post acts as if its readers were destitute of common sense, and very unable to read any other paper than the one published in Sackville. The Drummond railway was "an old ramshackle, tumble-down, tank-haul road" when Mr. Blair bought it, and Mr. Blair did not propose to pay \$2,000,000 for it. The Drummond railway is a new road completed up to the standard of the Intercolonial railway, and not inferior to any part of that splendid inter-provincial highway. Mr. Blair's proposal was to pay \$600,000 a year for this road for a term of ninety-nine years, the alternative proposal is to pay \$1,000,000 for it. We are of the opinion that the first arrangement was quite as good as the second, although the Conservatives pretended to think that it was not. We think that most men would prefer to pay \$64 a year for ninety-nine years for a house which they were buying than to give \$1000 for it outright, and that is just the same kind of a bargain that the government proposed to make with reference to the Drummond County railway.

No Canadian government has ever made as good a bargain for the purchase of any railway as that which was made by Mr. Blair for the Drummond County road. When we compare it with the bargains made by Conservative governments, the contrast between Mr. Blair's administration and that of his predecessors is very marked. The cost of the Drummond County railway complete and in perfect order, equal to any portion of the Intercolonial, was just \$120,000 a mile. The average cost of the Intercolonial has been about \$400,000 a mile. In 1879 Sir Charles Tupper purchased the old Grand Trunk branch from River du Loup to Levis, paying for it \$120,000 a mile, but he simply got for this a road-bed without rails and practically without ties. It cost more than \$200,000 to make it fit for use and even then it was far inferior to the Drummond County railway. In more recent years the Conservatives built the Cape Breton extension at a cost of \$33,000 a mile, the Oxford branch at \$40,000 a mile and they built the St. Charles branch for \$123,000 a mile. After reading such figures as the above will anyone pretend to say that

#### THE BRITISH ELECTIONS.

The election of a new House of Commons for the United Kingdom is to take place during the present autumn, and an announcement to that effect has already appeared in these columns. The last general election took place in 1895, so that the present House of Commons has lasted for five years, which is about as long as a House of Commons is supposed to retain its usefulness. At the last general elections the Liberals were badly defeated, the party being then as it is now in a somewhat disorganized condition. What the prospects of the Liberal party at the coming elections may be we do not pretend to say, because many circumstances may combine to affect the contest. The Liberal party consists of several groups of individuals who are not all united on a common policy, although they are united in opposition to the present government. There is always in the Liberal party an advance guard of members who hold opinions much more radical than those of the majority of the party, and therefore there is usually not that harmony within the Liberal party that exists to such an extent among the Tories who are united for the purpose of resisting all change. Still the Liberal party has been, and is, able to do good work even when it is in opposition. It has not been able itself to pass all the measures that it desired, but it has forced the Conservatives to pass them and that practically amounts to the same thing. When Liberalism first began to work for the improvement of the constitution, the people of the United Kingdom were practically without representation in the House of Commons. Now the franchise has been placed on such a footing that practically every man has a vote and therefore nothing remains to be done in that direction. The work of the Liberal party, so far as the improvement of the constitution goes, has been accomplished. No doubt the leading issue in the coming contest at the polls will be the war in South Africa. While there were a good many members of the Liberal party who were in favor of this war, there were others who were opposed to it, because they thought it unnecessary. What the British people may think of it remains to be seen. Certainly its cost has been great, both in blood and treasure, and however necessary it may have been the great loss of life involved in it, and the bereavement of so many families will naturally have its effect on the contest. The general opinion seems to be that the present government will be sustained and we are not prepared to dispute this view.

#### THEY MUST BE AGAINST ST. JOHN.

The St. John Conservatives have not yet selected their candidate for the House of Commons, and very probably they will have some difficulty in finding men willing to sacrifice themselves on the altar of party. The candidates who are to be the standard bearers of the Tory party in the St. John constituencies, whoever they may be, will have to be men of a peculiar kind. It will be necessary for them to endorse the Conservative programme, which is one of hostility to St. John, and they will have to swallow all the statements of Mr. Haggart, who objects to the carrying of grain over the Intercolonial railway to this port, and who has been engaged in abusing Mr. Blair for building a wharf and elevator here in connection with the Intercolonial railway. The St. John candidates will have to tell the people that they prefer a government which made Portland the terminus of the rail steamships to a government that has made St. John the terminus of those vessels, and has given our city so large a trade in winter. They will have to tell the people that they prefer a government that did nothing for St. John to one which has made this city the chief winter port of Canada and which has displayed the greatest interest in its welfare. Can such men be found even in the Conservative party? If they can it would be interesting to learn their names and to examine their records. The people of St. John, whether Liberal or Conservative, are noted for their love for this city and their regard for its interests, and they are desirous to make it populous and prosperous. To find men who are willing to advocate a policy the very reverse of this would therefore seem not to be easy, unless among persons who have been so overcome with partisanship as to forget that they are inhabitants of this city, and who take no interest in its welfare.

#### NOT ALWAYS AN ADMIRER OF TUPPER.

A good many people are wondering why Mr. S. D. Scott, editor of the Sun, did not discover the great merits of Sir Charles Tupper as the leader of the Conservative party in 1891, when Sir John A. Macdonald passed away. At that time Mr. S. D. Scott gave no sign whatever of his desire that Sir Charles Tupper should lead the Conservative party, although from the fact that Mr. S. D. Scott is a Cumberland county man, it might have been supposed that he would have some neighborly feeling towards the Cumberland baronet. But Mr. Scott was then quite insensible to the merits of Sir Charles Tupper. In fact he distinctly threw cold water on those suggestions that were made in favor of Sir Charles Tupper in other newspapers and heartily applauded the elevation of Mr. Abbott to the position of leader. When Mr. Abbott retired Sir John Thompson immediately became the favorite of Mr. Scott, and Sir Charles Tupper's merits were not recognized in the slightest degree. Any one reading the Sun at that time would have thought that Sir Charles Tupper was merely a back number, an old man whose usefulness had departed, as to the merits of Sir Charles Tupper, and no suggestion was made in the Sun that he should be brought out and placed at the head of the Conservative party. On the contrary the Sun heartily applauded the choice of Sir Mackenzie Bowell to the leadership, and to read its editorials at that time it might have been supposed that the Conservative party had at last obtained an ideal chief who was able to fill the shoes of the old chieftain, Sir John A. Macdonald. It was not until the famous conspiracy against Sir Mackenzie Bowell, that was hatched by Mr. George K. Foster, had reached its culmination that Mr. Scott was able to see any merit in Sir Charles Tupper as a leader.

Then he suddenly discovered that the party wanted Sir Charles Tupper and no one else, and that Sir Mackenzie Bowell was only a dead weight upon the Conservative party. We mention these circumstances for the purpose of showing that Mr. Scott, although now a most enthusiastic and devoted supporter of Sir Charles Tupper, has not always been so, and we direct the particular attention of Sir Charles Tupper to the fact that he has not always stood so high in Mr. Scott's favor as he does now. In fact it would seem as if Mr. Scott had proved himself to be a good deal of an opportunist, and that he only swallowed Sir Charles Tupper when he was compelled to do so. We have no doubt that when the party decides to get rid of Sir Charles Tupper and take up Mr. Hugh John Macdonald, Mr. Scott will be found lustily hurrahing in the train of the new leader, and declaring that he is the only man worthy to be at the head of the Conservative party in Canada.

#### MR. SHAUGHNESSY'S OFFER.

The reply which we published Thursday from the Hon. Mr. Blair to Mr. Shaughnessy's offer, to hand over freight to the Intercolonial Railway at Jacques Cartier Junction for export, at St. John, ought to be sufficient to convince any reasonable person that Mr. Shaughnessy's proposal could not now be accepted. If it had been made earlier in the season so as to give the minister of railways time to consider it, and to provide for it, something might have been done, but 200,000 tons of additional freight could not be moved over the Intercolonial Railway for a distance of 750 miles without a much larger equipment of locomotives and cars than the Intercolonial Railway now possesses. Indeed at the present time the business of the line has grown so rapidly that it is difficult for Mr. Blair to provide sufficient rolling stock to keep pace with it. The Intercolonial does not stand in the position of a private corporation which can order new rolling stock at any time when an emergency arises. Before anything can be done the authority of parliament has to be obtained, and that authority may not prove sufficiently ample to cover any sudden increase of business. As parliament sat until July Mr. Shaughnessy might have, before it rose, intimated to Mr. Blair his intention to make the present offer, and then it is possible that something might have been done to meet his views. But under existing circumstances it would be perfectly futile for the minister of railways to undertake to deal with so large a traffic, especially at a time when so many other notions of the Intercolonial Railway are clamoring for increased rolling stock. At the last session of parliament the members for Cape Breton and members for other constituencies along the line of the Intercolonial were constantly complaining of the lack of facilities to meet the traffic, and although additional rolling stock has been ordered to meet their views no such quantity has been purchased as would serve the needs of the enormous traffic as that carried from Montreal to St. John last winter by the Canadian Pacific Railway.

The other reasons given by Mr. Blair why the offer of Mr. Shaughnessy cannot be accepted are equally cogent. The wharves approaching completion in connection with the Intercolonial Railway terminus are not sufficient to handle so large a traffic, and the offer of the use of the wharves in Capleton would involve heavy charges for bridge tolls and other expenses, which would make the business unprofitable. If Mr. Shaughnessy has decided to abandon St. John as a port of export, he may be willing to hand over to the government the elevators, wharves and other property owned by the Canadian Pacific Railway Company on the west side, and also the line of railway connecting them with the bridge. Possibly he may even go further and transfer to the government, or to some other power capable of running it, the short line which was subsidized by the government of Canada for the purpose of carrying freight to the ports of the maritime provinces. Certainly the abandonment of St. John as a port of export by the Canadian Pacific Railway Company, would not be calculated to strengthen that company in the good opinion of the people of Canada generally, who are anxious to see the ports of Canada built up rather than Boston, Portland and New York.

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#### THE CHINESE SITUATION.

The Chinese situation seems to be gradually becoming clearer as a result of the logic of events. We no longer hear so much talk about the evacuation of Peking by the powers, and even the government at Washington seems to be doubtful of the motives of Russia in proposing such an important step. How any sane man should be able to agree to such a proposal while the Chinese situation remains unsettled passes all comprehension. If the forces of the powers were withdrawn from Peking, the government of China would set them at defiance, and we would have another long and fruitless negotiation ending in nothing, because the government of China will never consent to pay a dollar in the way of damages for the outrages which have been committed upon foreigners in China under compulsion. There is a lack of information in regard to the person in whom the supreme authority of China is now vested, and that of course stands in the way of negotiations, but it is the safest thing for the powers to hold on to what they have got until they have obtained more tangible proof of the good will of the Chinese government and people.

The fear which existed in some quarters, and which was due largely to the statements made by Dr. Morrison, the Times correspondent at Peking, that Russia and Germany were in league with respect to their Chinese policy, has been rudely brushed aside by the recent action of Germany in respect to the Chinese question. Germany not only has refused to acquiesce in the proposal of Russia to retire from Peking, but she has declined to enter into negotiations with the Chinese government until the authors and instigators of the massacres in China had been given up. This is a sensible and statesmanlike proposal, because it is a test of the good faith of the government of China with respect to the powers. We are glad to see that this German proposal has been received with favor in Great Britain, and no doubt the British government will fall in with it, not only because of its intrinsic merits as a mode of disposing of the present situation in China but also for the reason that it separates Germany from Russia and sets up a policy distinctly hostile to that of the Czar. The German Emperor has frequently been very erratic in his mode of proceeding, and his dealings with Great Britain have certainly not been distinguished by consistency. There was a time when Germany was thought to be decidedly unfriendly to Great Britain, and even now it cannot be said that German newspapers display any disposition to deal fairly with British questions. But since the beginning of the South African war, the Emperor, himself, has endeavored to atone for his

previous unfriendliness, and any advances which he may now make in the direction of Great Britain should be received favorably and, as far as possible, what is passed should be forgotten. Germany and Great Britain have common interests in China and there is no reason why they should not pursue a common policy.

The United States also has interests in China which are similar to those of Great Britain, that is to say the great republic desires to be able to trade freely with China and to preserve what is called the open door. With Great Britain, the United States and Germany in accord on their Chinese policy it would be impossible for Russia to gain any territorial advantages thereto or to pursue her policy of aggression in Northern China.

The government of the United States is no longer going with Russia in her proposal to withdraw from Peking and permit that country to do what she pleased in Northern China. We suggested that if the Russian proposal was accepted by the powers it would probably result in Russian troops entering Peking by the back door, while the forces of the other allied powers were departing from it by the front door. It has also been accurately stated that Russia has put the indemnity which she intends to demand from China at the enormous sum of \$500,000,000, a sum which of course China could not pay, and which represents not any loss which Russia has suffered, but merely such damages as that nation sees fit to demand by way of punishment for Chinese treachery. We think that in any fairness and equity, China should pay Russia nothing at all, but that Russia should assist China to pay the indemnity demanded by the other powers, for certainly the Russian encroachments in Northern China were the cause of the Boxer uprising and the consequences which have followed it. It is well that Russia has unmasked her real designs so speedily, and that she stands before the

world in so unenviable a light, because in the present case all the great powers are interested and all will feel the consequences of her treachery. The German proposal that the authors of the massacres should first be given up and punished seems to meet with general approval, and will no doubt form a feature of the united policy of the great powers.

#### THE COAL STRIKE.

The intimate relations which exist between various communities on this continent is well illustrated by the result of the strike of the coal miners, which has taken place in the anthracite regions of Pennsylvania, where there are usually about 140,000 persons at work. Of this number a large proportion, some say four-fifths, are now on strike so that the output of coal from that region is curtailed to a corresponding extent. Here our coal dealers have been affected by their inability to fill their orders for cargoes, and this of course equally affects the consumers in this place who have been accustomed to use anthracite coal and who find themselves, on the eve of a long and cold winter, in great doubt as to where they can obtain their supplies of fuel. We do not know anything of the merits of the contest which has arisen between the miners and the owners of the mines, but as a rule people's sympathy is with the workmen. The people know that the men who work in the coal mines of Pennsylvania have to work hard, that their occupation is a dangerous one, and that their wages are not too large. On the other hand they are aware that the owners of the mines, great coal barons as they are called, live in wealth and luxury, and that they meet occasionally to regulate the price of coal, putting it up twenty-five cents a ton whenever it pleases their own sweet wills. It is impossible but that this strike will have a very serious effect on Mr. McKinley's prospects of reelection to the office of president of the United States. The people will, whether rightly or wrongly, see in this strike another illustration of the power of trusts against which war is now being waged by the Democratic party, and which have the tacit if not the active support of the Republicans.

We trust that some way will be found to bring this strike to a speedy close, not only for the sake of the men themselves, but for our own sakes, for we who live in New Brunswick, although at such a great distance from the scene of the contest, would be very much inconvenienced if the strike should continue. There is one lesson which the strike will convey to us and cause us to lay at heart, and that is the folly of depending to so large an extent upon the anthracite mines of Pennsylvania for our fuel. The time was when all our supplies of fuel consisted of wood or of