

THE SEMI-WEEKLY TELEGRAPH.
An eight-page paper, published every Wednesday and Saturday at \$1.00 a year, in advance, by the Telegraph Publishing Company, of St. John, a company incorporated by act of the Legislature of New Brunswick.

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THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

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

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Semi-Weekly Telegraph

ST. JOHN, N. B., FEBRUARY 20, 1901.

THE POINT OF VIEW.

As the old saying goes, it all depends upon whose ox is being gored. When a party takes opposition to its members and the press who voice its policy look upon partisanship on the part of the government as an iniquitous exhibition of tyranny. They forget the old point of view from which this now iniquitous tyranny was then regarded as exemplifying the loyalty of the party to its workers for past party services. To particularize, any person with a sense of humor must have been impressed during the past four years with the intense longing exhibited by the Conservative party for a non-partisan administration of the public services. Such a person would, thanks to his sense of humor, have his amazement tempered by good natured mirth, at the anxiety now manifested to have the I. C. R. removed from the place of party politics. Even Sir Charles Tupper's thunders of denunciation on account of I. C. R. dismissals real or fancied would rouse the hilarious part of one's nature, as he remembered the past.

We are and have been in favor of freedom of conscience and regard a public employee as much entitled to the liberty of the franchise as any other elector. And no one can honestly say that this important reform in Canada which allows the free exercise of the franchise to civil servants has ever received anything but support from the Liberal party. It was and ever has been a principle of Liberalism, and the party, both from 1874 to 1878 and from 1896 to the present, has held true to its belief in this vital principle. In fact the party leaders have been tolerant of treachery on the part of civil servants, and it was better so, for it has established on a firm foundation the liberty of the public employee to vote as he pleased so long as he does not become a politician, rather than a public servant.

But it was not over this with the Conservative party, nor if we can judge from the past would our opponents be so generous in their dealing with civil servants when they come to power again. The remembrance of the clean sweep which they made of Liberal appointees in 1878 would be revived by a repetition of the good old Conservative doctrine, "to the victors belong the spoils." Even ten years after the first lust for office had been satisfied by the wholesale dismissal of Liberal officials, there was still a clamor for the remnant. On February 23rd, 1887, just after the general elections in which Joseph Wood, Esq., now a member of the senate, had defeated Mr. H. R. Emmerson in the county of Westmorland, the Moncton Times contained the following enumeration of the Conservative doctrine:

"During the past month, while the campaign was in progress, several railway employees, mostly mechanics in the I. C. R. shops, have been attending Grit meetings, and it is known that they supported the defeated Grit candidate. The policy of the great Liberal-Conservative party is to be loyal to its friends and party workers, and in view of this fact, there is only one course open for the local committee on patronage to pursue, and that is to recommend to Mr. Wood the dismissal of

all traitorous I. C. R. employees. Let their places be filled by local Conservative electors."

GOVERNMENT OWNERSHIP.

The public opinion in Canada seems to be drifting back in favor of the government ownership of railways, telegraphs and other public easements. In the earlier days this principle was quite popular in this country, but the experience in connection with the Intercolonial Railway and other public works was for many years so disheartening as to educate the people into the idea that no public work could be conducted either economically or efficiently under government control. In this matter, therefore, public opinion has been swinging like a pendulum from extreme to the other, each being a fallacious conclusion. Government ownership as such is not necessarily fatal to sound economical and progressive management of public works. Neither is it the panacea for all our national ills as some would have us believe.

The difficulty in the way of the successful conduct of a state owned railway or telegraph system at present is that, except under the strongest guidance, politics and political considerations are apt to exercise a paramount influence. For example, if there have been clever railway men developed on the I. C. R. in the past it has been largely the result of chance, for up to very recently no one ever heard of a man who had made a good record on some other railway being brought to the government road. It is no disparagement of the cleverest of the I. C. R. heads of departments to say that the recent introduction of men like E. G. Russell and E. Tiffin is a business move in the right direction. A government control to be successful requires the very best men in charge to make it so, for it is handicapped by questions of equity which find no place in the management of a private and competing corporation. For example on a private road the freights from St. John to Sussex would be probably higher than those from St. John to Moncton, although the distance is twice as great between the latter points as it is between St. John and Sussex. Why? Because there is water competition between this city and Moncton which is not present in the former case. Yet it is not an equitable principle to carry freight twice as far in one case for the same or a lesser price as is charged for the half distance in the other.

If government ownership could be robbed of its political character, at least so far as the choice of the heads of the various departments are concerned, it is a great move in the right direction, and makes possible the success of state owned railways, telegraph lines or any other public works. As we have pointed out, very much has certainly been accomplished in this direction, for whatever fault can be found by hostile critics with the management of the government system of railways and canals, at least it will be admitted that the men chosen in the past few years to fill the important positions have not been picked for political considerations, but for their real or supposed proficiency in the particular branch of work to which they were assigned. Much chinking was indulged in by the political opponents of the present Minister of Railways because of the failure of Mr. Harris to adapt himself to the local conditions of the Intercolonial Railway, but these people failed to see that the appointment of Mr. Harris was a big step in the right direction, namely in the attempt to run the government road as a business concern, and to have it managed by men who knew the business of railroading, rather than to follow the precedents of the past by the appointment to office of useful party hacks. The Minister of Railways acted as the head of any private corporation would have done, and when he found his appointee was not the expected success he removed him and appointed some one else. The people are watching closely the business experiment on the I. C. R. for the success of its operation will still further incline the public mind to the lesser evil of state owned public works of general utility to the country.

BRITAIN IN EGYPT.

A year ago the world was startled by the announcement that the British authorities in Egypt intended to construct an irrigation work which would dwarf into insignificance anything of the kind ever before attempted. It implied nothing less than the construction of an enormous dam of solid masonry across the river Nile at Assuan, and the creation of a huge reservoir for the storage of the surplus water during the flood periods to be used later on for irrigation purposes in the dry months. Many were the comments, and not a few regarded the story as a newspaper fable and this latter idea was borne out by the subsequent silence on the subject. It is Britain's way to work in silence.

Sir John Aird now telegraphs the first information as to the progress of the work to reach the public. The last channel of the Nile has been successfully closed by the great dam, and one can now walk across the various channels of the river

which at Assuan is about a mile broad. The dam is 6,000 feet long, built of Ashlar granite, and is broad enough at the top for a carriage road. Its cost in round figures is \$10,000,000. The effect of the dam is to create a lake 144 miles long, and one billion tons of water will thus be stored up for fructifying the agricultural lands of Lower Egypt. The sluices are capable of carrying through 800,000 tons of water a minute. The level of the river will be raised about 66 feet. The work includes the construction of a canal with numerous locks for the passage of the Nile steamers and market boats.

The government engineer estimates that this greatest piece of modern engineering will add 600,000 acres to the arable land of Egypt, and that an area of 5,000,000 acres more of land now under fair cultivation will be transformed into farm land of the very first quality. In addition, certain other districts which are now in danger of floods and droughts at the different seasons of the year will be relieved from these risks. The average increase of value to the land is estimated at \$30 an acre.

Two great credits cannot be given for such reclaiming of waste land, and the addition to such a considerable degree of the productiveness of Egypt. It is a complete answer to the crying foreign critics who have been so bitter in their judgment in regard to the British occupation of the land of the Pharaohs. This latest piece of British engineering skill is only another illustration of the old truth that when the empire occupies new lands its coming is a blessing to the people. No more striking comparison could be made between the beneficence of British civilization as compared with the cruelty and selfishness of barbaric grandeur than is seen in this new Assuan dam as compared with such wonderful engineering works as the pyramids of an old time greatness. The dam is a work of reclamation, which in the years to come will save thousands of lives from actual starvation, and bring comfort and plenty to the thirty farmers on the hundreds of miles along the lower stretches of the Nile. The pyramids, in their way a work of equal engineering skill, were and are of no earthly use to anyone, yet thousands of lives were sacrificed in their construction for the selfish aggrandizement of a Pharaoh now forgotten.

The constructive work of British genius along the various lines of industry has fully justified Britain's occupation of Egypt, and none can realize that so completely as the people who are now and will be for all time benefited by these evidences of British civilizing effort.

POLITICAL HYPOCRISY.

The Moncton Times has been very much exercised of late over the dismissal of employees from the I. C. R. shops at Moncton. Our esteemed contemporary rises to a high state of political indignation at what it deems to be dismissals for political cause. But the Times of today has had a change of heart. There was a time when that journal of the freeds rejoiced in the extermination of its political enemies and was thoroughly convinced that no Liberal had a right to place in the public service. He might be a valuable man to the I. C. R. but if he were a Grit that settled the question, he must resign or go. If we mistake not the Times was in 1887 the organ of the Liberal-Conservative party then in power, and during the election campaign in February of that year, the Times warned the railway employees of the I. C. R. of the wrath to come if they should persist in being other than Tory in their political views. Here is a sample of the warning:

"The railway employees who are just now attending Grit convocations and Grit political meetings, may rest assured that just as soon as the elections are over they will be asked to resign their resignations or be served with a notice of dismissal from the service. Since the employees in the I. C. R. shops here have made themselves particularly offensive to the Conservative party, and the friends of Mr. Wood (the Conservative candidate then running) will demand that they be dismissed forthwith. The Times has on several occasions given its views on this subject. We believe that railway employees who will persist in opposing the government should not be retained in the public service any longer than it would take to get men to fill their places who would be in perfect sympathy with the great Liberal-Conservative party which has done so much for the working men of Canada."

We commend to the Times a careful perusal of its own files, which will lead it to the conclusion that if dismissals have been recently made for political cause that the powers that be must have taken to heart its editorial teaching of the long ago.

NOTES AND COMMENTS.

The New Brunswick House of Assembly meets on the 28th inst.

Chief Whip Taylor is happy. The auditor-general's report is in his hands.

Mrs. Carrie Nation evidently has not buried the hatchet yet.

The town of Sackville has been seized with an ambition to get incorporated.

The county rejoices in the promise of short sessionary speeches at Ottawa.

A tin can trust is the latest consolidation. It ought to be a tight combination.

The ladies of Europe will please take notice that Oom Paul Kruger wants no more bouquets.

Time and trains wait for no man, but most men have to wait a long time for trains just now.

The Conservative party has not been

wholly freed from the "degenerates." Chief Whip Taylor is still left.

Russia was not long in retaliating against Uncle Sam for his treatment of Slav's beet sugar.

If Hon. Wm. Mulock nationalizes the telegraphs of Canada it will be a step in the right direction.

Rev. C. McKinnon, of Halifax, finds the bars of that city do a roaring trade after hours.

Mr. Moxham entertains the opinion that Sydney will rival Pittsburg. We hope that his opinion will be sustained.

Warden McGoldrick will rank as an authority on tuberculosis when he returns from the conference at Ottawa.

The Yankees are agitated about arsenic in glucose. If the glucose does not find its way into the molasses Canadians will not worry.

R. L. Borden will deserve the thanks of a united Canada, if he prevents Sir Herbert Tupper from inflicting any more nine hour speeches on a suffering public.

Mr. J. D. Hazen, the modern Moses of the local opposition, is evidently not destined to enter the promised land. He can, however, discern it a long way off.

Mr. W. F. McLean, the little M. P. who represents the Toronto World, is bound to keep himself before the public. As a newspaper man he recognizes the value of advertising.

"How long, O Lord, how long," exclaims Oom Paul Kruger to his friend and confidant, W. T. Stead, formerly of the Pall Mall Gazette. W. T. might try his powers with his old chum the Tsar.

The C. P. R. is marshalling all its forces for the railway war. Its press and hirelings are shouting loud and long of the possibility of Hill's combination owning Canada. How long has the C. P. R. dominated the west?

Hon. George E. Foster's name has been mentioned in connection with vacancy in North Bruce. His friends advise him that it is a close constituency, and the Scotch would be too much for him.

The action of a New York audience in hissing the name of the late Queen Victoria is one of the regrettable events in contravention of a world wide respect for a splendid career.

The new traffic manager of the I. C. R. evidently means business. His idea of a fast freight leaving Montreal for maritime provinces every day at midnight to be run through on schedule time will be a winner.

Sir W. Van Horne says that Premier Roblin's deal in connection with the railways of Manitoba means the bankruptcy of that province. Had the C. P. R. got the railway it would have meant prosperity to the railways.

Mr. Bergeron, ex-M. P. for Beauharnois, wrote to the committee on debates that he was missing his copy of the Hansard and could not do without it. This reminds one of Pears' "aid." "He won't be happy till he gets it."

Major McBride is satisfied that if he had been in command of the Boer forces there would have been no doubt of the result. We are inclined to agree with the gallant major. There would not even be guerilla warfare now in South Africa.

The Telegraph suggests that the scope of the soldiers' memorial be extended to include all the New Brunswick heroes who died at the post of duty in South Africa. The people outside of St. John would, no doubt, be glad to contribute freely for the erection of such a monument.

W. F. McLean, M. P. of the Toronto World, true to his newspaper instincts, is looking to extend of circulation, and refuses to make his railway speech in parliament unless there is a good sized audience. He must be intending to talk to the galleries rather than to the speaker.

The Tories at Ottawa were divided on the wisdom of a short debate on the speech from the throne. The wise heads thought a quick termination of the debate would leave the government without any business. But they were disappointed as the Hon. W. S. Fielding moved that the next day the estimates be taken into consideration.

The board of underwriters is in a difficult position, standing as they do between the irate citizens and the disgraced fire insurance companies. Whether their suggestions are wise or not, it should not be forgotten that the underwriters are honestly trying to adjust the conditions so as to make them satisfactory to all parties.

It is amusing to notice the mark of interrogation attitude which the Conservative press exhibits in regard to the new railway deal made by Premier Roblin of Manitoba, with the Great Northern Railway. They are equally fearful of adverse criticism the only Conservative action in Canada, by condemning the deal and of arousing the wrath of the C. P. R. should they commend it.

The opening scenes of the Austrian parliament would indicate that the body politic of that unhappy country is likely to be torn asunder with the strife of the various nationalities for supremacy. The Czech, Hungarian and German elements seem unable to merge their nationalities, nor can they even agree what language should be used in parliament. The result was riot and disorder, resulting in the adjournment of the house.

Men's Trousers.

You don't need a plumb-line to discover that the trousers you got with your suit some months ago are a little out of kelter. The trousers always go first. And so we sell enormous quantities of separate Trousers. February is a great month for trousers business.

At \$1.25—An All-Wool Canadian Tweed, light and dark greys and browns in stripes. Strong and serviceable.

At \$1.50—A heavy All-Wool Canadian Tweed in fine patterns; also, a line of Tied Trousers. These make exceptionally fine working pants, and an extra value for the price asked.

At \$1.75—All-Wool Grey and Brown Homespun in stripes of various widths. They are durable and would be cheap at twice the money.

At \$2.00—All-Wool Tweeds in browns and greys, with a smooth finish, and can be worn for business or dress-up occasions; also, a line of finest quality of Etoff, and a line of extra heavy Homespun hard twill with a smooth finish.

At \$2.25—A nice neat Stripe in browns and bluish grey—a good business trouser.

At \$2.50—Fine All-Wool Canadian Tweed in neat stripes and patterns, an extra large assortment.

At \$3.00—An English Hairline of good quality in fine stripes. You have paid \$5.00 for trousers not as good.

At \$3.50—Another line of Trousers of English Hairline Cloth of exceptional value. Extra heavy weight for winter wear.

At \$4.00—At this price we can give you a fine Striped Waxed Trouser, and a very fine all-wool Tweed. These you will find really first class value. A large assortment.

GREATER OAK HALL, SCOVIL BROS. & CO., St. John, N. B.

King Street, Corner Germain.

UNITED STATES CONGRESS.

Day Wasted in the House—Senate Opposition Will Not Permit Vote on Shipping Bill.

Washington, Feb. 15—Under the leadership of Mr. Cannon, chairman of the appropriations committee, a long filibuster consumed the time of the house today. Mr. Cannon desired the house to proceed with the sundry civil appropriation bill, but was caught napping by the Democrats, who desired to devote the day to the consideration of private claims. It was the last day under the rules which could be devoted to claims at this congress and notices had been sent out yesterday, asking the Democrats to be in their seats today. As a result, Mr. Cannon was outwitted, but he kept up the fight all day, forcing roll calls for three hours and later filibustering in committee of the whole and winding up by making the point of no quorum against two small bills favorably acted upon in committee. The net result was that the whole day was wasted.

The opposition to the shipping bill in the senate will not permit a vote to be taken on the measure, but the Democrats made clear during the closing hour of today's session. For several days it has been evident that it would be difficult to gain unanimous consent to take a vote upon the measure, but not until late today was the frank assertion made that a vote could not be had. At the conclusion of several hours' consideration of the bill Mr. Teller, of Colorado, in an impassioned speech declared that he would not consent to any agreement to vote.

The statement by the Colorado senator elicited a sharp response from Mr. Aldrich, of Rhode Island, and drew the fire of Mr. Chandler, of New Hampshire, who asserted that the position of the opposition was preposterous.

Mr. Hanna, of Ohio, replied to Mr. Teller in a forceful speech, in the course of which he became impassioned in his denunciation of the methods employed by the opposition to defeat the measure.

Earlier in the day the agricultural bill was passed after being under discussion for nearly four days.

In the senate a bill was passed appropriating \$20,000 for the purchase of a replica of the bronze equestrian statue of General George Washington by Daniel Chester French and Edward C. Potter, to be erected in Washington.

Bentley's Liniment cures pain.

In the future there are to be no women nannies public in Arkansas.

To cure headache in ten minutes use Kuntorf Headache Powders—10 cents.

The Suez canal cost \$800,000 a mile, the North Sea canal \$725,000.

Chatham's well known Barber, T. N. Murphy, writes June 22, 1900. "I can cheerfully recommend Bentley's Liniment, which I find is better than any other."

The largest bottle in the lot is Bentley's Liniment, 25c. size.

WIRELESS TELEGRAPHY.

Anglo-American Company Manager Does Not Fear Competition.

London, Feb. 14—The managing director of the Anglo-American Telegraph Company does not believe that wireless telegraphy will ever supersede the wire telegraphs or beat the latter in respect to speed, efficiency, secrecy or economy.

Interviewed by the St. James Gazette, this official said: "Expenditure is the first drawback in the Marconi method. Owing to the earth's conductivity, boat receiving stations will have to be kept up, while the cost of telegraphing by wire is infinitesimal."

"As to speed, the wires are going with 33 words a minute each way in America. Efficiency is insured by Wheatstone's instrument, which is absolutely correct, no recent improvements having ousted it."

"It makes secrecy certain, for we can tell the moment the wires are tapped, while the wireless system is open, and can be interfered with by any apparatus on the route of the message."

RUSSIAN BARRIER.

Re-arrangement of the Afghan Frontier by India's Viceroy.

Calcutta, Feb. 14—Lord Kurzon, of Kedleston, viceroy of India, has made a new arrangement of the Afghan frontier. He was taken away from the province of the Punjab the division of Peshawar and the district of Kohat, Bannu and Dera Ismail Khan, and formed them and the tribal country beyond their limits, along with the Sufi, Chitral, Khyber and Kurram valleys and North and South Waziristan, into a new frontier province, presided over by an agent of the governor general. The new "scientific" province, which may be supposed to act as a barrier to Russian aggression, is thus brought under direct rule and observation of the government of India.

The Westmorland Road.

To the Editor of The Telegraph: Sir,—In The Telegraph of January 23, 1901, under the heading "Good Roads," among other remarks you say: "Last year and the year before some good work was done on the Westmorland road, but that was by the city authorities and only extended to the city limits."

The work done by the city only extended to the city limits, but the work on the Westmorland road extends to the hill crest of the road to Silver Falls and was begun at the time of the St. John exhibition of 1899, when the provincial government's stone crusher was taken from the exhibition grounds and put to work crushing stone for the road referred to. Work was continued part of the season of 1900 and reflects credit on the provincial board of works, the county members and all who were connected with its building. Trusting you will make the correction, I remain,

Yours truly,

TRAYELLER.

RUSSIAN STUDENTS ARRESTED.

Government Likely to Condemn More to Military Service.

St. Petersburg, Feb. 14—The government is enforcing drastic measures against a continuation of the student troubles. Eighteen students of the St. Petersburg University were summoned Sunday to a police station, and were there arrested and immediately tried, summarily by a court under the presidency of Curator Somin, of the St. Petersburg educational district. They will probably receive the martyr's crown in the form of military service.

Seven other students were summoned before the political police and were warned that they would be arrested if they again approached the university buildings. Kieff University is practically idle, and almost unattended. Of the students condemned to military service 183 have departed for various cantonments, the farthest being Trans-Caucasia. There is similar fermentation in all the higher institutions.

THE CLERGYMAN SHOOTING CASE.

Prisoner's Counsel Demanding Report as to Rev. Mr. Keller's Condition.

New York, Feb. 17.—Marshall Van Winkle, counsel for Thomas G. Barker, who shot the Rev. John Keller in Arlington, said today that he was informed that the physicians attending the Rev. Keller had assured the patient's friends that he was out of danger. Mr. Van Winkle said he could prove that his assurance had been given last Thursday. If the physicians do not make an early report to the court on Mr. Keller's condition, Mr. Van Winkle will ask the court to send the county physician to see Mr. Keller and report on his condition in the court so that Mr. Barker may be admitted to bail when the clergyman is reasonably sure of recovery.

A vision test was made on Rev. John Keller this afternoon and it shows the minister is not entirely blind. He can distinguish between light and darkness and also tells what objects are when held close to the eye. The tests were not severe. The doctors feared to strain the weakened eye and did not resort to any distance test.

The right eye of the patient is destroyed. The sight of the left eye has been most seriously impaired. The physical condition of the injured man remains satisfactory and the doctors are greatly pleased at the steady improvement.

Rheumatism in all its forms is promptly and permanently cured by Hood's Sarsaparilla, which neutralizes acidity of the blood.

It is said an oyster is not fit to eat till four years old.

"Balm of Hurt Wounds" no Shakespeare terms sleep, but irritated breathing tubes prevent sleep through desire to cough. Balm of Hurt Wounds, as balm, and the balm for wounded lungs is Adams' Botanic Cough Balm. 25c. all Druggists.