

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JUNE 3, 1903.

JUNE 3, 1903.

Clothing for Men, Youths and Boys.

After all OAK HALL is the one great clothing store of St. John. Hundreds of men regard this as Clothing Headquarters—as the thoroughly dependable, all-the-year-round store, where they always pay out their money on this condition: They get it back if the purchase is not entirely satisfactory. We protect you thus—and protect ourselves by selling only dependable garments. We know what we're selling—we know it's right.

Men's Clothing.

Let's us look at the case fairly. You are a normally shaped man. Suppose you wrote for a suit—You'd only need to give a few measurements; let's know whether you are very young or middle-aged, that we might know how your inches were built up—and the suit we'd send you would fit as well as the tailor's suit at first trying-on. Better, in all probability. Now if you come for the clothes it's better still, for we can do such altering as the tailor would have to do. In short, we can give you really tailored clothes ready-made. For the convenience of you who can't come, we have prepared a Sample Book containing sample of Popular Fabrics for the season, and will gladly mail it along with instructions for taking measurements at your request.

GREATER OAK HALL, KING STREET, COR. GERMAIN, ST. JOHN. SCOVIL BROS. & CO.

MR. CHAMBERLAIN'S INCREASED STATURE.

The summary of Hon. Mr. Chamberlain's latest and boldest speech, called to The Telegraph yesterday, contained announcements which will command instant and close attention in Canada and the world over. As for the effect in Great Britain later despatches show that it has been tremendous. The Secretary of State for the Colonies appears to have overruled the reasons which were advanced as showing why the Balfour government would not or should not go to the country at this time. The issue, it would seem, obscuring all others, would be that raised by Mr. Chamberlain, the outcome of which it is vain at this time to attempt to estimate so far-reaching and revolutionary may it prove. After Mr. Chamberlain's Birmingham speech, and while all England was ringing with it, the London Daily Telegraph, on May 20, published a thoughtful analysis of the proposed policy leading off with these figures, in which there is much food for thought—

THE UNIONIZING OF LABOR.

The Globe on Saturday suggests that the site for the dry dock to be constructed by the Imperial Dry Dock Company might be changed from Carleton Mill Pond to Carleton Bay or Partridge Island. This is another way of suggesting that the dry dock scheme should be indefinitely shelved. The site of the dry dock was fixed by agreement with the City of St. John on February 19th 1900, and confirmed by resolution of the Common Council on February 22nd, 1902, after a committee of the council had visited a number of American docks. The dock company had chosen this site after inspection by such prominent engineers as Mr. Kinnipie the British expert, Mr. John Kennedy the engineer of the Montreal Harbor Commission and Mr. Louis Coste, the Dominion Government engineer. All united in advocating the Mill Pond site, and the company has almost completed its plans for a dock on that location.

NOTE AND COMMENT.

We may look for more newspaper firing between Berlin and London. Montreal is likely to get over Sunday without another strike. Labor has been ill-advised there. Moncton feels about as big as Toronto since the Grand Trunk Pacific made that announcement. All eyes are upon Mr. Chamberlain and he is likely to occupy the centre of the stage for more than a day. The Sun in its extremity might telephone Geo. E. Foster to champion St. John's cause as a winter port.

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O. J. MILLIGAN, Manager.

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Semi-Weekly Telegraph

ST. JOHN, N. B., JUNE 3, 1903.

THE INTERCOLONIAL.

The I. C. R. has been a favorite target for Tory marksmen, but the speech of the Minister of Railways is calculated to make the enemy more cautious in their attacks hereafter. Not a Conservative tried conclusions with the Minister on his own ground who was not worsted in the encounter.

More than that the Minister's masterly presentation of facts and figures regarding the government road, the confidence he displayed and the evidence in justification of that confidence which he placed before the House, not only caused his address to take high rank but placed the Intercolonial before the country in a new light. It was a convincing marshalling of facts, a telling analysis and comparison of railroad conditions, and it is at once immensely pleasing to friends of the administration and certain to keep political opponents thinking for a long time to come.

The Minister of Railways approached his subject as one who knew it to the last detail and who was ready to expose mercilessly the fallacious criticisms which have been put forward.

The people's road will show a surplus of \$125,000. If the rates now so low in comparison with those ruling on the C. P. R. and Grand Trunk—were raised to the corporation level, a level which enriches private individuals at the people's expense, the surplus gained through economy and business-like control could be increased to more than \$2,000,000. But, says the Minister, the rates will not be raised. It is in the public interest to keep them as they are.

The Intercolonial is intended to serve the public and its affairs are administered to that end. But whereas in Conservative hands millions were spent upon it without return, it has now become a railroad instead of a political machine, and a national asset which the country will look upon with increasing pride year by year.

The immense increase in the efficiency of the I. C. R. under Liberal control has given this country new ideas regarding government owned railroads, a fact seen in the rapidly increasing sentiment regarding the extension of the road westward and the favorable comment elicited by the suggestion that the government build to the wheatfields from Quebec and make the line a common highway.

Yet perhaps very few people in Canada have fully realized the extraordinary increase in the business of the I. C. R., or appreciated the extent of the change in its standing among the railways of the country. Its earnings for the fiscal year ending June 30, 1902, were \$300,000 greater than for the year previous and the earnings per mile increased from \$3,782 in 1901 to \$4,213 in 1902, or \$573 per mile; and there were 1,314 miles in operation. The increase in passenger rates in 1902 over 1901 was \$164,000, and in freight receipts \$323,000.

Comparing the figures of 1902 with those of 1896, it is seen that the freight receipts doubled and the passenger earnings almost doubled. The mileage in operation in 1902 was greater by fifteen per cent than in 1896. Allowing for this difference the passenger earnings of 1902 were \$633,822 greater than in 1896 and the freight receipts \$1,587,370 more than in 1896.

In 1901-02 the working expenses were \$457,563 and the net earnings were \$416,822. Allowing for the difference in mileage, the working expenses in 1896 were \$3,464,751. In 1902 the amount spent, out of earnings, on improvements was \$2,000,000, or half a million more than in the former year.

In considering the statement that the surplus at the end of June 30 next will be \$125,000 several matters should be kept in mind. The government might have had a surplus of \$825,000 if half a million dollars had not been spent on improvements that year. This expenditure, of course, has placed the I. C. R. in a position to greatly increase its earnings and enlarge its usefulness. The increase in the wage of employees since 1896 represents \$340,000. Incidentally, if the Conservatives had followed the present pace in improving the road their deficit in 1896 would have been half a million greater than it was; but half a million more or less in the palmy days of Conservative deficits would have attracted no attention. The country ex-

pected such things of the party which rode Canada for eighteen years like a nightmare.

The Conservatives, too, paid wages much lower than now obtain and their rolling stock was wretched. They saved at the wrong end, but what they saved in these ways was but a trifle in comparison with the millions which they "expended" somewhat mysteriously for "railroad purposes."

In wages, to be exact, the government paid out \$1,075,000 more last year than was paid on the road in 1896.

The Minister of Railways talked very plainly about political influence in the operations of the Intercolonial. He was not mealy-mouthed about it, but he showed that politics is no longer permitted to interfere with the efficiency of the system or prevent the reward of merit and the promotion of able men of any class. Hon. Mr. Blair swept away many fallacies regarding the government management of railways as compared with private ownership, citing Europe, Australia and even Asia and Africa as affording examples of the successful operation of government roads.

Political pressure is as great elsewhere as in Canada, but it does not necessarily spell inefficiency anywhere and it has been demonstrated that here at least it does not.

"But why does not the I. C. R. pay like the other roads?" shout the critics. The Minister answered that to make it pay largely would be easy enough. Raise the rates say fifty per cent, leaving them still lower than those of the C. P. R., and the total earnings of the I. C. R. would be \$7,020,000, and it would have a surplus of \$2,045,000.

The Intercolonial of today is indeed a railroad of which the country may well be proud; and it has been but little more than six years under Liberal control.

WHAT WILL THE PEOPLE SAY TO IT?

The cable brings the news that the first effect of Mr. Chamberlain's declaration for an all-empire preference and the turmoil in Britain following that declaration, is that Germany will think twice about replying to the Canadian tariff. A week ago Berlin was asserting that Canada's case would be attended to by Germany, and sharply; but now the wind sits in another quarter. The Cologne Gazette in an apparently inspired editorial says Germany will wait a bit. It thinks no good purpose would be served by attempting reprisals now while the economic battle is on in England and action by Germany might afford aid to those who are in favor of placing obstacles in the way of foreign trade with the object of helping the colonies.

Germany, the Gazette says, will "patiently await developments." "Patience" is scarcely the word, perhaps, but Germany will not move until it is seen how the preference battle goes.

Now that it is known in a general way what Mr. Chamberlain will do, and that the accepted policy of the Balfour administration, there is world-wide speculation as to how the British public will look at the question, and whether a long and fiercely active campaign of education will result in carrying the country for the Chamberlain policy.

The New York Evening Post, which is anti-protectionist, thinks Mr. Chamberlain will increase in stature and that Mr. Balfour will lose prestige as the Secretary grows, but it does not believe the country will accept the Secretary's doctrine. The Post complains that Mr. Chamberlain, has no definite plan and does not propose to announce any until he sees whether the country endorses his general scheme.

And:

This only increases the confusion of the political situation. Here is a strong Conservative government already in power, but its Chancellor of the Exchequer is repudiating the one tax—that on grain—which may be called protective, and which furnishes a basis for preferential trade with the colonies. Where is the sense of that if you are presently going to ask the country to authorize a whole series of such taxes?

The financial and fiscal bearings of Mr. Chamberlain's grandiose but vague scheme will be much discussed. We can only allude to them now. In general, the argument against them is, first, that they are inconsistent with each other. He proposes, seemingly, to protect English manufacturers, yet would do it by making their cost of production higher by means of taxes on raw materials and on food.

In the second place, statistics show that England's stake in the trade with foreign nations is about three times what it is in colonial trade. In 1902 she imported from foreign countries goods to the value of \$2,103,000,000; from the colonies, only \$300,000,000; the exports were, respectively, \$870,000,000 and \$345,000,000. What shall it profit England to increase her colonial trade if she hazards the other?

Mr. Chamberlain is a very adroit man and a most skillful politician; but we do not believe that he can persuade hard-headed Englishmen to embark on these uncharted seas. They will listen to him, they will admire his restless energy and his fertile resource, but they will be apt to say, in the end, "Let us stick to our well-tried policy of free markets."

That, of course, is not conclusive. How much can he increase her colonial trade, and how far will she hazard the other? The Post leans to the opinion, already expressed by many, that Mr. Chamberlain will wreck the government, and to no purpose. It is a busy time for political prophesies, naturally enough, but a year might see such a growth of preference sentiment in Great Britain as would leave the prophets confounded. The Canadian trade, the trade with the Colonies generally, will be vastly more important a few years hence. When Canada could supply all Britain's wheat and a great proportion of her other food the increased price of food in the Old Country would no longer be the menace it appears at first.

Nor do we know that other nations might not soon find the growing loss of

the British market so serious that they would make concessions. "Go slow," says Sir Gilbert Parker in answering questions sent to him by the Montreal Star. "What the future may bring forth one does not venture to prophesy." At length, he thinks, there will come a tariff policy, though natural growth and circumstance, which will meet not only the interests of Canada and the United Kingdom, but of the whole Empire. General Laurier is cautious also. While he says there is a strong party in England desirous of closer fiscal relations with the Colonies, he intimates that the Chamberlain idea is likely to be kept in check by those who insist that his plan is more creditable to his heart than to his head—that Britain cannot afford to sacrifice the larger trade for the smaller. But Mr. Chamberlain looks ahead and says: "Now or never. Keep the growing trade of the colonies, which means the integrity of the Empire, or lose it, and what it means, for good."

Meantime, while Britain prepares for the battle for or against the preference, it will be interesting to watch certain Canadian elements—the manufacturers for instance. It is already suggested that Mr. Chamberlain may ask that Canada receive, duty free, British hardware, woolens, cottons and other products in exchange for a British preference on our grain, meat and dairy products. If, says Mr. Balfour, the objection of the colonies to abandoning protection, and the objection of the British working classes to a food tax, cannot be over come, the preference plan collapses.

"SUPPOSING A CASE."

The solid progress of the Intercolonial under Liberal management and the abundant proof that whereas, in Conservative days it was the shame and despair of the country, it is now a cause of increasing pride, are displeasing to the Sun newspaper. This is so because the Sun recognizes the effect which the improved and now admirable condition of the government road is bound to have upon the public. The Conservative journal, scenting further political discomfiture for its party in the success of the Intercolonial, rehearses the old, old story that the figures are garbled, the surplus "bogus," and the Minister of Railways a deceiver. Not having established these charges even to his own satisfaction in one article yesterday, the Sun editor wrote a second, in which the following occurs:—

The other day Mr. Barker, one of the members for Hamilton, made the charge that the engines and cars which parliament had voted money to buy for the Intercolonial railway, were sequestered all over the continent in the service of other railways. Mr. Blair's statement supports this criticism and declaration.

Of course the statement of the Minister of Railways does nothing of the sort. Mr. Barker's "charge" that the I. C. R. rolling stock was "sequestered" over the continent" was utterly ridiculous, as the Sun knows, and so attempt was made to uphold it. When the Sun deliberately asserts that Mr. Blair, in saying that the net rental from Intercolonial equipment is a source of revenue, "supports" the Barker criticism, it proves how far the Tory newspaper is willing to go in its frantic but futile attempt to lessen the effect of Hon. Mr. Blair's telling speech in the House.

And, "It has been stated to the Sun" that other railways prefer the I. C. R. rolling stock because "they find that they can use a freight car for the whole of its effective life without paying the purchase price, say nothing of interest." It is not at all probable that anyone made any such foolish statement to the Sun or that the Sun, having knowledge of any such condition, would be content with putting forward the "statement" as factually as it does. What is "stated" to the St. John Sun about the Intercolonial will scarcely come fairly under the head of reliable information.

And the editor of the Sun "supposes a case" and having thus established purely imaginary premises, proceeds to argue gravely from them, for the seeming purpose of establishing that the Minister of Railways is powerful because of the patronage he controls. The Sun editor may fancy such logic as he essays is convincing to the people who read what he writes, but, if so, he pays scant compliment to their intelligence.

In two words, by all that the I. C. R. was under Tory control and all that it is now, the Tories are tried and condemned. The Sun editor is inclined to squirm somewhat is not strange.

THE TRANSPORTATION PROBLEM.

Canada is at last entering upon a national policy in regard to the great transportation question. Hitherto, while the public treasure has been freely spent on the railway and canal systems of the Dominion, no regard has been paid to any comprehensive plan of nationalizing the transportation facilities so that each link in the chain, which must carry the food products of our western plains to the teeming millions of the mother land should have its relative place and do its appointed part in solving the great problem of national transportation. Canals were built at enormous expense, but the necessary link between the national canals and the nation's railway was forgotten, and the result was that both were failures so far as making parts of a great plan for providing facilities for national transportation. The C. P. R. was built at equally great expense and not only turned over as a gift to private speculators, but a bonus of millions of acres of the finest lands in the west given to enrich these promoters.

Such have been the mistakes of the past. The C. P. R. should belong to the people

who paid for its construction, namely the people of Canada, and should today form, with the canals and the I. C. R., a great national system of transportation. Today Canada is facing another such opportunity to develop its northwest by a national railway, the guiding principle of whose management should be an efficient service at cost, rather than the making of dividends for stockholders regardless of the needs of the country or the quality of the service. Today, while the people of Canada are wrangling over the Atlantic terminus of the Grand Trunk Pacific, their eyes are being blinded to the fact that what is needed between Quebec and the wheat fields of the west is a national railway, providing a cheap and efficient outlet for the grain of the fertile prairies, and opening up for development the riches of the New Ontario. The nation's gold must construct the road in any case. Let the nation own the road which has been constructed by it.

Now in the east, the people have discovered, from ocular demonstration, that a national railway can be conducted at least as economically and efficiently as the best of the corporation roads, while the latter, charging from 50 per cent. to 100 per cent. greater freight rates, are really paying the dividends at the expense of their patrons. The old hope of political pull has been at least sufficiently eliminated from governmental railroading to make it possible for the I. C. R. to give a service as good as any in Canada, without the extortionate local charges which are so familiar on company roads.

Extend the I. C. R. from Quebec to the wheat fields of Western Canada, allow connection and running rights on equitable terms to any and all railways, nationalize ports of Montreal, Quebec, Halifax and St. John, and let us have realized the dream of our national products carried to the people of the home land over Canadian lines, through Canadian ports, in Canadian or British ships. A British service of British products, controlled by loyal subjects from the planting of the grain to the arrival of the bread upon the British breakfast table. Then will Great Britain be independent of the alien for her food supply, for what we have said of the grain can be made equally applicable to live stock, poultry, ham, bacon, butter, cheese and eggs.

Such a policy of national transportation is worthy of the ambitions of a great people. The people of Canada have mastered problems relatively greater, and if the leaders of the nation, on both sides of politics, will direct the popular mind to the task, there will be no faltering or turning back until success has crowned the effort of solving Canada's transportation problem, along national lines, to the benefit of every portion of the country.

THE UNIONIZING OF LABOR.

To timid minds the world seems out of joint with its fierce conflicts between those natural allies, Labor and Capital. Strikes in New York, Chicago, New Haven, Lowell, Waterville, Montreal and many more centres of industrial life seem to the superficial thinker the outbursts of a madness which must ultimately destroy all settled conditions of business. But the present movement for the unionizing of labor is not so serious as that. It is the growing pains of labor's lusty boyhood developing into maturity, from which the body politic is suffering, and not the age of incipient decay. To use a sporting phrase, labor is feeling its oats, and like a healthy animal is at times inclined to kick over the traces and injure both itself and the object of its labor. But this doesn't mean its usefulness is gone. Not at all. It rather means that it must be guided wisely, and not lashed by displays of ill temper, even when it is unwise in its very display of power.

Conditions are changing in the world of labor. For centuries the laborer was a serf who was to do rather than to think, and the man of power was he who directed the disunited action of unskilled labor. But times have changed. The inventions of the 19th century have made possible a division of labor in all lines of manufacture which calls for expert employees in every direction have developed the intelligence of the workman and made one laborer dependent upon many more, inasmuch as it takes many separate trades in the same employ today to make the finished product. The cheapening of tools and the development of free school systems have made learning general, and today the laborer is often as well schooled as his employer. Jack is as good as his master, and is no longer content to accept blindly that master's views either of a proper wage scale or of any of the other more important conditions which make for the greater comfort or higher standard of living. And education has in itself brought a higher standard of living, for, as we commonly say, a boy is only content to start life where his father left off.

If both capital and labor were intelligent and each had proper respect for and belief in the other's good intentions, strikes, lockouts and the other upheavals which are the present indications of labor's growing pains would disappear. But we must not fall into the error of regarding labor as being alone responsible for these more important conditions which make for the greater comfort or higher standard of living. And education has in itself brought a higher standard of living, for, as we commonly say, a boy is only content to start life where his father left off. If both capital and labor were intelligent and each had proper respect for and belief in the other's good intentions, strikes, lockouts and the other upheavals which are the present indications of labor's growing pains would disappear. But we must not fall into the error of regarding labor as being alone responsible for these more important conditions which make for the greater comfort or higher standard of living. And education has in itself brought a higher standard of living, for, as we commonly say, a boy is only content to start life where his father left off.