

THE SEMI-WEEKLY TELEGRAPH.
This eight-page paper is published every Wednesday and Saturday at 11.00 a.m. 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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Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per line.
Advertisements of Wares, For Sale, etc., 50 cents for each insertion of six lines or less.
Notices of Births, Marriages and Deaths 15 cents for each insertion.

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

In remitting by checks or post office orders our patrons will please make them payable to the Telegraph Publishing Company.
All letters for the business office of this paper should be addressed to the Telegraph Publishing Company, St. John; and all correspondence for the editorial department should be sent to the Editor of the Telegraph, St. John.

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Be brief.
Write plainly and take special pains with names.
Write on one side of your paper only.
Attach your name and address to your communication as an evidence of good faith.
Write nothing for which you are not prepared to be held personally responsible.

THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES.

AUTHORIZED AGENTS.

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

Subscribers are asked to pay their subscriptions to the agents when they call.

Semi-Weekly Telegraph

ST. JOHN, N. B., FEBRUARY 16, 1901.

NEW BRUNSWICK LUMBER.

The lumber business last year reached proportions which have been seldom equalled in the history of New Brunswick. The shipments of deals, boards and scantlings, etc., from this province to the ports of Great Britain and other trans-Atlantic ports, reached the grand total of 480,000,000 feet, which, according to the Canada Lumberman, is within 5,000,000 feet of the largest export on record in the year 1897. Of this enormous volume the chief exports were to Great Britain; France and Spain, taking about 9,000,000 feet each, Australia 6,000,000 feet and Italy a little over 1,000,000. Spruce deals, which in 1890 sold at \$10 per thousand, were readily sold at \$11, but the margin of profit was probably no larger, owing to the increased cost of production and higher ocean freights.

The shipments to the American ports, which were very large in the early part of the year, decreased very much in the fall, with the result that the port of St. John showed a decline in the value of the year's trade amounting to \$347,048.50. Chapboards were a drug upon the market and the average selling price of cedar shingles was from twenty-five to sixty cents lower than in 1890.

Taking the St. John exports of lumber we find that the trade in New Brunswick lumber exported from St. John, increased from \$338,892.34 in 1890 to \$442,791.07 in 1900, and the entire decrease in the shipments of American lumber brought down the River St. John, the shipment of which decreased from \$938,182.42 to \$305,213.10. The slump in the American market for lumber shipped from New Brunswick accounts for the fact of the American owned mills at the mouth of the River St. John closing down early in the fall instead of running through the winter as they did last year.

Mr. Malcolm Mackay, of this city, is by far the largest shipper of New Brunswick lumber, in fact he is one of the very largest shippers of deals, if not the largest in the world. Mr. Mackay shipped last year from the port of St. John no less than 138,223,343 feet and his total shipments from maritime province ports must have amounted to 200,000,000 feet or more. These figures will show at a glance the enormous importance of the lumber trade to the city of St. John and the province of New Brunswick. In fact at the present time the depression of this particular branch of trade is of necessity equivalent to the depression of trade generally in the province of New Brunswick. The outlook for the year, which has just opened in the opinion of lumber shippers, is not as bright as might be desired, but we trust that there will be a steady up of the demand and that the present year may be marked by almost as great a demand for New Brunswick lumber to Great Britain as was our experience in 1900.

COAL PRODUCTS.

In yesterday's issue we published an interesting paper read by Mr. E. T. P. Sheven before the Natural History Society on "The Distillation of Coal." The contribution was inspired from two

sources—the proposed development of the New Brunswick coal fields and the market which is available in the Dominion for certain of the by-products of the destructive distillation of coal. Mr. Sheven's paper would probably have been enhanced in value had he given the figures of the percentage of coke and volatile matter in the Newcastle, N. B., coal, but possibly he was not aware of their existence. Writing from recollection the percentage of coke, with about four per cent. ash, in the N. B. coal exceeded fifty per cent. Mr. Sheven does not touch on the ammoniacal water, merely passing it over as his paper is more directed to other products. We may say that the Dominion Iron and Steel Company at Sydney is utilizing its ammonia water obtained from the coking ovens, and first converting it into sulphate of ammonia and then into the various other ammonia products which are marketable. The conversion of the ammonia water into sulphate is a matter of great importance, as this substance is one of the chief sources of nitrogen for the preparation of artificial fertilizers. In the past nearly all the by-products of the coking industry in Canada have been permitted to run to waste, but we hope the example of the Sydney concern will be followed by others.

We are not in a position to say what the Nova Scotia company does with its tar, but would imagine in view of fact that there is a good market for all the products that these will be utilised to the best advantage. Mr. Sheven's suggestion regarding treatment of the N. B. coal is a good one, and should have the attention of those interested.

ENGLISH AND CANADIAN PUBLIC LIFE.

The tone of public life in Great Britain is very high, and is jealously guarded by party leaders. To protect the independence and dignity of parliament a large support was a session or two since given to the proposal that a member of the government should not be a director of a company. The sensitiveness of public men to criticism was illustrated by the declarations of a number of ministers that they had resigned from all boards of directors in order that there could not be imputed to them any conflict of duty between their private and public interests. Lord Rosebery at a recent sitting of the House of Lords drew attention to the danger to the political life of the country arising from the circumstance that one of the under secretaries of state was a member of the Stock Exchange. He said: "What is it that we are most proud of? It is not the things in which we are equalled by other nations—integrity, valor and ability—but that in which we have boasted by long tradition we are superior to other countries. It is the unassailable purity of our public men. There must be no possibility that, at a time when the enemies of the government urge that the war has been undertaken in the interest of capitalists that there should be any opportunity for those slanderers to point to rest on any foundation, however slight, and to say, 'what can you expect from a government which is connected in every way with companies or firms on the Stock Exchange?' The report of his speech shows that his words were sympathetically received as correctly interpreting the feelings of the house.

It is recognized that the standards of political conduct among Canadian public men have very noticeably increased in the past few years. A correspondent of the Manchester Guardian, recently in Canada, contributed a letter to his paper reviewing political conditions here, and he gave it as his opinion that the administration at Ottawa was comparable in point of moral uprightness with the country at home. It is all important that our parliamentary institutions shall be free from any suspicion of wrongdoing or of improper motive if the electorate is to be patriotic and vigilant in the discharge of its duties.

A DELAYED WALL.

Our morning contemporary is greatly disturbed over the fact that a great deal of Canada's export and import trade is done through the American ports. It would have its readers believe that the Liberal government were responsible for the Portland doing the business which should go to the Canadian ports. Who is really responsible? The Conservative party was in power from 1878 until 1896 and during that time the government did everything in its power both directly and indirectly to build up the American ports. Did we hear at any time during that period those terrible wails of anguish which are now ascending from the Tory press that Canada's trade is done through American ports? Not only did we hear nothing of it, but if we except the building of an elevator and the deep water terminal at Halifax from which practically no winter export trade was done, no attempt was made by the Tory government to encourage trade through Canadian ports by assistance in the construction of shipping facilities at any of them.

Everyone is familiar with the many pre-election expeditions to the West End of this city to find a site for a government elevator which never materialized through its efforts. The Tory government permitted the city to build the elevator. Our citizens are also conversant with the privileged generosity of the Conservative government in the matter of the Carleton Branch railway. This was an opportunity offered the Tory government of the day to show its sympathy with a Canadian port and St. John's interests. Did the government of Hon. George E. Foster permit the branch railway to the city? No, the city paid for the railway and presented it to the C. P. R. Another valu-

able example of the mock enthusiasm of the Tory interest in St. John's export trade was the building of the Reed's Point extension. The government built the track but the city had to pay all land and property damages. The record of the Tory party during its eighteen years of administration was to build up Portland and other American ports at the expense of Canada.

Let our Conservative friends contrast the action of their various administrations with the four years' endeavors of Hon. A. G. Blair in forwarding the interests of Canadian ports. The whole of the I. C. R. improvements and shipping facilities in this city have been made at government expense, and the city has never been asked to pay for one foot of land. Our Conservative friends have no record to look back upon in the development of our Canadian ports except one of neglect and indifference.

A SENSIBLE POLICY.

At the time the building of the great Canadian trans-continental line was under discussion in parliament, the late Alexander Mackenzie advocated the building of the road as a government enterprise since it must be public monies that would be spent in its construction. That suggestion was disregarded, and this valuable public asset passed to a private corporation. A step has, however, been made in the right direction by the extension of the I. C. R. to Montreal, and while this policy was bitterly opposed by the Conservatives, it is now generally admitted to have been a wise movement, as the people's railway has been placed in a position to tap the trade of the Canadian commercial metropolis. Since then many of the leading Conservatives of Ontario have endorsed the policy of the extension of the government railway, and today advocate its continuance to the great lakes. This latter idea was outlined by the Minister of Railways in his speeches in St. John prior to the general election. Such a movement will check forever any possibility of American railway magnates monopolizing the constantly increasing transportation of Canadian products to the eastern seaboard.

UP TO ITS OLD TRICKS.

It has been a favorite trick with our morning contemporary when it wished to mislead the public without laying itself liable to correction for its false statements to publish an article with headlines which were thoroughly misleading. It is up to its old tricks again. In yesterday's issue its Ottawa despatches contained the following headlines:
Grand Trunk and I. C. R. Trying to Kill Montreal, Halifax and St. John and Build Up American Ports.

There is not a word in their Ottawa despatches bearing out such a maliciously false statement. The only paragraph published under these headlines which bore any reference to the subject was as follows:
Sir Wilfrid Laurier endeavored to put Mr. McLean off by questions of order, but despite this action, Clarke Wallace and John Charlton insisted that attention should be given to the question of the Grand Trunk and C. P. R. building up American ports at the expense of Canada. Mr. Laurier said that he was sympathetic with St. John and Halifax, and he thought the time had arrived to put the brakes on.

The Sun either did not dare to publish the proper headlines or so substituted the I. C. R. for the C. P. R., or else it is so used to this form of misrepresentation that it cares nothing for the regard of its readers, who must surely have recoiled at this open insult to their intelligence.

THE PAST AND PRESENT.

The action of the Conservatives in the house and through their press to pose to us as the friends of the Canadian ports appears almost as a deathbed repentance. Had the previous Conservative administration shown some zealous interest in the water trade of Canada it is quite possible that much of these crocodile tears of today would be unnecessary. The people of Canada are too familiar with the fact that the Tory government for years subsidized the mail steamers running between this country and Great Britain and permitted these vessels to make Portland their principal port of call. The Conservative administration did not endeavor to divert this business. They permitted the Allan and Dominion line steamers year after year to go to Portland although they were being paid a large sum of money from the Canadian government. Every year they continued to go to Portland was only that much more assistance in building up that city's facilities, so that today it is in a good position to compete, owing to its perfect equipment, with our Canadian ports. Again we were reminded the other day that Sir Charles Tupper and the Tory party had a fast line scheme. Did the agreement in regard to this scheme compel the steamers which it was proposed to subsidize to do business only at Canadian ports. Not at all. The steamers had to call at one Canadian port and deliver mails and then could proceed where they saw fit, with the Allan's, meant Portland. When this was pointed out to the Tory leaders, did they change it? The public too well remember the answer which the people of Canada received from Sir Charles Tupper and Hon. George E. Foster when they were asked to compel the steamers in their contract to call only at Canadian ports. And yet in the face of these repeated rebuffs and bad faith on the part of the Tory administrations we are now being treated to a copious flow of tears and wailing in anguish at the possible loss of trade by the Canadian ports. Had the Tories when they were

in power shown some interest in the development of our export trade and compelled all subsidized steamers to call only at Canadian ports, probably much of the trouble which they now see would never have occurred. On them the burden of the present condition of affairs must rest.
The present administration has done much in the past four years to remedy the damage to the country caused by their predecessors' years of indifference to the best interests of Canada. There is one more step which they might take to help the import and export trade through our own ports and that is to confine the benefit of the 33 1/3 per cent. preference on British imports to goods coming into Canada through Canadian ports. Some difficulty may be experienced in the introduction of such a policy from the opposition raised by such centres as Toronto whose merchants have been accustomed to use the nearest American port of entry, New York, as their importing port. But the interests of the country and particularly of these maritime provinces demand some such radical cure for the present trouble.

NOTES AND COMMENTS.

Mrs. Nation has evidently buried the hatchet.

The snow blockade on the railways is not yet over.

Providence is certainly taking care of the senate.

The law makers are busy at Ottawa, Toronto, Quebec and Halifax.

The civic elections are to be held on the third Tuesday in April.

Just watch how the Tories play into the hands of the C. P. R. this session.

The government will bring in legislation regarding the establishment of a Canadian mint this session.

The members of the city council are now opening their eyes to the result of their unbusinesslike transactions.

Miss Maud Gonne denies she blew up the Welland Canal gates. She is evidently not the only dynamiter in the bunch.

New York is nearly as bad as Halifax. Steamers are stuck in the ice in New York harbor and drifting about in a helpless manner.

The inventive saloon keeper who had the cage full of live rats ready for Mrs. Nation's visit was a student of human nature all right. Especially of the female kind.

Mr. George E. Foster arrived in Ottawa just in time to congratulate the newly chosen leader of the Conservative party. George Eulas must have lost that rabbit's foot that brought him luck for so many years.

The Hamilton Spectator objects to Mr. R. L. Borden being compared to Gladstone. The Spec. need not be so careful of Gladstone's feelings. The only comparison we can notice between them, however, is that they are both politically dead.

Mr. Brander Matthews has headed a revolt against grammatical rules. And there is certainly a good deal of sense in his idea that rule of thumb grammar doesn't make correct or lucid English or vice versa.

Mr. Canon, M. P. for Charlotte, is evidently worrying about the loaves and fishes of his county patronage and desires to know who the census officers for Charlotte are to be. He reminds us of the Emperor of China, in the fact that he has all the honor without any of the power.

Subscriptions for the monument fund to be used in the erection of a suitable memorial to St. John's heroes who died in South Africa should be sent to His Worship Mayor Daniel. We trust our readers will join heartily in the movement. He gives twice who gives quickly.

The Tory Ontario members are greatly worried about Canadian business going through American ports. From 1878 until 1896 it never cost them a thought that they subsidized steamers to run to Portland and refused the maritime provinces any consideration.

There has been no time wasted so far in the present session of parliament. The address was put through without an unnecessary speech and the estimates are before the house. It looks as though the Canadian people knew their business when they left the wily critics of the opposition at home.

The Tory members of parliament apparently do not think much of Sir Charles Tupper's policy of the building the C. P. R. by a company. They are now demanding that the country should own the railways. The late Alexander Mackenzie wanted the C. P. R. a government road and now the Tories endorse his opinion.

The Telegraph gladly joins in the suggestion of raising a public monument to the St. John heroes who died at the port of duty in South Africa. It is a duty our people owe not only to the heroic dead, but to themselves and their children to see that some lasting testimonial bespeak their respect for the brave boys who went at duty's call to death in a foreign land.

Oppositions are hard things to please. If the government are slow in bringing down their estimates their members are denounced as selfishly negligent of the country's best interests. If the government is prompt and has the estimates ready at the opening of parliament, then its members are denounced for trickery in springing a surprise.

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 \$2.25—A nice neat Stripe in browns and blueish grey—a good business trouser.
- At \$1.50—A heavy All-Wool Canadian Tweed in fine patterns; also, a line of Etoff Trousers. These make exceptionally fine working parts, and an extra value for the price asked.
- At \$2.50—Fine All-Wool Canadian Tweed in neat stripes and patterns, an extra large assortment.
- At \$3.00—An English Haidline of good quality in fine stripes. You have paid \$5.00 for trousers not so good.
- At \$3.50—Another line of Trousers of English Haidline Cloth of exceptional value. Extra heavy weight for winter wear.
- At \$4.00—At this price we can give you a fine Striped Worsted 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.,

King Street, }
Corner Germain. }
St. John, N. B.

THROUGH A HARD TIME.

Passengers of the Steamer Enna Arrive in St. John.

Among the passengers on the steamer Prince Rupert yesterday afternoon were Mr. P. J. Noonan, merchant of Chatham, N. B., and Ensign Andrews, of the Salvation Army. These gentlemen were two of the three passengers who arrived at Yarmouth Sunday on the overdue West Indies liner Enna. Mr. Noonan describes the voyage from Bermuda as a terrible one, long to be remembered. Gale after gale was encountered and the heavy seas tossed the steamer about like a cork and frequently broke over her. It was when the hatches and skylights were broken in by the seas that the ship's carpenter was so seriously injured. He was endeavoring to get a tarpaulin over a hatch when a heavy sea broke over the ship and he was dashed against one of the iron stanchions and rendered unconscious.

When picked up it was found that he had received a very severe cut over the left eye and the eyelid hung down over the optic. He was carried into the smoking room and the second officer attended the injured man, putting seven stitches in the wound. While he was at work looking after the injured carpenter a heavy sea broke into and flooded the smoking room and saloon, doing considerable damage.

On arrival at Yarmouth a doctor was sent for to attend the injured carpenter and pronounced the surgical work done by the ship's second officer as excellently performed.

Mr. Noonan has been on a business trip to Bermuda and left for his home in Chatham on the Quebec express yesterday afternoon.

GRANITE MANUFACTURERS.

Annual Meeting of New England Association at Boston.

Boston, Feb. 12.—The annual meeting of the Granite Manufacturers' Association of New England was held here today. There was not a large number of members present at today's meeting. The discussions were upon routine business and were not of vital importance to the public in general. Officers for the ensuing year were elected as follows:
President—Wm. H. Mitchell, of Quincy, Mass.
Vice-presidents—W. S. White, of Rockland, Me.; James Mackay, of Barre, Vt.; Wm. Booth, of New London, Conn.; Ola Anderson, of Concord, N. H.; A. T. Farnum, of Providence, R. I.
Treasurer—J. Q. A. Field, of Quincy, Mass.
Executive committee for Maine—A. Cushman, of Auburn, and J. F. Bodwell, of Hallowell.
For Vermont—Seward W. Jones, of Barre; Wm. Alexander, of Barre, and J. W. Goodell, of Burlington.
For Massachusetts—O. W. Norcross, of Worcester; Chas. S. Rogers, of Rockport; Benj. F. McNamee, of Watertown; Henry Murray, of Boston, and John L. Miller, of Quincy.
For Rhode Island—Jas. Gouray, of Westerly.
For Connecticut—Calvin S. Davis, of Naugatuck, and Henry Gardiner, of Milford.

LYNCHING FEARED.

Troops Sent Out to Prevent It.

Birmingham, Ala., Feb. 14.—Col. T. O. Smith, commanding the 3rd regiment Alabama National Guard, received orders to proceed to Guntersville, Ala., with two companies of local troops to prevent the possible lynching of Bura Hall, on trial at that place on the charge of assaulting a ten year old girl who was a pupil in his school. The troops left here on a special train at 4 p. m.

Baron Inverclyde.

London, Feb. 13.—Baron Inverclyde, chairman of the Cunard Steamship Company, Limited, is dead.
(Sir John Burns, J. P., D. L., Baron Inverclyde, was born in Glasgow, Scotland, in 1829 and succeeded his father in 1890. He married Emily, daughter of G. C. Arbutnot, of Mavisbank, near Glasgow, in 1861. Baron Inverclyde was educated at the University of Glasgow and was for a long time leading partner in the firm of G. & J. Burns, of Glasgow. His father, who was created the first baronet, raised the money for Samuel Cunard, of Halifax, and remained a partner in the Cunard line, which was formed at the time. Sir George Burns, the father of Sir John, died in 1890 at the advanced age of 95 years. The second Baron Inverclyde was the author of a number of books. He resided at Wemyss Castle, near Greenock, and was hon. Lieut. R. N. R. His son, George A. Burns, succeeds to the title.)

THE KNIGHT CASE.

Saco, Me., Feb. 13.—All the evidence has been submitted and the rebuttal witnesses have, with a possible exception, been exhausted in the trial of Edwin H. Knight in the supreme court for York county. The case is expected to go to the jury tomorrow as soon as the plea have been completed and Judge Powers delivers his charge.

Today, the eighth of the trial, testimony of the wife and daughter of the defendant bore out the evidence the accused submitted earlier in the week. The time the defendant was last seen at his home was corroborated by several, but again in rebuttal a degree of uncertainty as to the absolute correctness of the time in point may tend to modify the value the evidence otherwise might have had.

The greater part of the day was given to rebuttal witnesses and to showing what the general opinion was of the character of Samuel S. Locke, the man whom the defense maintain committed the crime. The pleas are expected to be lengthy in that the case is a complicated one and the charge to the jury of Judge Powers may be of interest in that it may contain an opinion of the value of a young child's evidence.

