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This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph.

ST. JOHN, N. B., JULY 22, 1899.

THE REDISTRIBUTION BILL AND THE SENATE.

The bill which has passed the house of commons for the restoration of municipal boundaries in dominion elections and the redress of the great wrong done to certain Ontario constituencies by the Tory gerrymander of 1882 is now before the senate. It is intimated by the organs of the opposition that this measure of justice is to be thrown out of the so-called upper house with very little discussion. It is by no means unlikely that this statement is true, for it would be quite in keeping with the purblind and foolish policy that has been pursued by the leaders of the Conservative party ever since they were driven from power.

ST. JOHN AND THE GOVERNMENT.

The supplementary estimates which were brought down Tuesday contain a vote of \$114,000 for the Intercolonial elevator here and \$40,000 in addition for accommodation in connection with the government railway. In view of the manner in which Sir Charles Tupper and the other opposition leaders have attacked the minister of railways for his efforts to give this city terminal facilities in connection with the Intercolonial Railway, these appropriations for an elevator and other facilities in this city will be likely to fill the opposition with rage.

received from a Tory government in a thousand years, for it is a notorious fact that during the eighteen years of Conservative rule this city was unable to obtain the slightest measure of justice. Had it not been for this hostile policy the position of St. John would have been far different from what it is today, but under a government which is friendly to this city and port of St. John may well have renewed hopes of a brilliant and prosperous future.

OUR WESTERN VISITORS.

The present year is likely to be a good one for tourist travel, but it has been remarked that a large majority of the summer visitors who come to New Brunswick and Nova Scotia are from the United States, while those from Ontario are comparatively few. This, it appears to us, is a matter which is worthy of serious attention and for which there ought to be some remedy. We all know that a summer tourist who is taking a holiday desires to meet with climatic conditions the very opposite of those which exist in his home.

THE INTERCOLONIAL AND MR. BLAIR.

The passing by the senate of the bill with reference to the purchase of the Drummond County Railway, and the arrangement for running rights over the Grand Trunk and the use of their depot at Montreal places the minister of railways in a position to make the Intercolonial what it ought to have been long ago, a means of placing the products of Canada in the markets of Europe. Everyone who is familiar with the history of the movement which led to the building of the Intercolonial is well aware that the idea which gave that movement strength and consistency was a commercial one.

THE INTERCOLONIAL RAILWAY.

The Intercolonial Railway was built, under the terms of the act of Confederation, but the route selected was not only the most expensive of any that were surveyed, but it was the one least likely to carry out the original design of the railway, the uniting of the inland provinces to the maritime provinces by strong commercial bonds.

animal facilities had been provided there, they had ceased to be used for through freight except to a very limited extent when the present government came into power. As soon as Mr. Blair became minister of railways, he began to look about him for the purpose of seeing how the Intercolonial could be made most useful to the country. He found that road with its terminus on the south side of the St. Lawrence opposite Quebec entirely cut off from any western connection which could bring it through freight except over the Grand Trunk which having its ocean terminus at Portland, Me., was not likely to surrender any of its business to the Intercolonial except on the most onerous terms.

Low rates are not a new thing on the Intercolonial, but low rates that are at the same time paying rates will be something of a novelty and that is what Mr. Blair will be able to give when all his plans for the improvement of that railway are completed. There is no doubt that under his able management the Intercolonial is about to begin a new career of usefulness combined with prosperity. By carrying it to Montreal, Mr. Blair will be able to compete for the carriage of the grain and other freight arriving at that port by water, and not shippers by the St. Lawrence, at the close of the season. He will be able to secure land borne freight for the Intercolonial as well, because he will be able to give freight from the east to the railway that supplies him with freight from the west.

PROHIBITION IN NEW BRUNSWICK.

In discussing the question of prohibition in Canada our temperance friends have not had much to say in regard to that which prohibition received in this province forty-three years ago. Yet in considering the prohibition issue the history of the movement in New Brunswick is well worthy of attention, and for the benefit of our younger readers we propose to tell the story of how prohibition was passed and afterwards repealed in New Brunswick. From 1856 onward there was strong popular feeling in favor of a prohibitory law in the province. In the house of assembly the promoters of restrictive or prohibitive legislation were by Mr. Schouler, one of the members for Sumbury. This gentleman succeeded to some extent and an act was passed in 1852 partially prohibitive which failed to give satisfaction. It was repealed in 1853, and on 27th March, 1855, Hon. S. L. Tilley succeeded in the passage of a complete measure of prohibition. A bill entitled "An act to prevent the importation, manufacture and traffic in intoxicating liquors," was on that day agreed to by the assembly, and sent to the legislative council, on the following division:

Yes—Hon. Mr. Tilley, Fisher, Brown, Wilmore, Matthews, Hildman, Hillman, McLean, McLean, Hayward, Lamb, Connel, English, Gaultier, Rivest, Meland, Ryan, Purdy, Gilbert, Hamilton, speaker, Taylor, absent.

There had been several petitions from temperance organizations presented for the passage of law, and some in opposition thereto. The prohibition act received the sanction of the lieutenant governor—Sir H. T. Manners-Sutton—on

April 12, 1855, and on the 27th June following, the lieutenant governor, sent a very lengthy despatch to the secretary of state for the colonies, criticising the action of the legislature, and transmitting at the same time seven petitions praying her majesty to disallow the act. Two of these petitions were from St. John, and one from each of the counties of Charlotte, Northumberland and Gloucester. Other despatches were sent to the home secretary and petitions of similar import from inhabitants of Restigouche, brookers of St. John, C. A. Thompson, of St. Andrews, etc. Her majesty's assent was, however, given. The assembly was prorogued on 1st May, 1856, the Tilley-Fisher ministry after considerable controversy with his excellency about the propriety of the enactment, resigned, and the house was, by the new government, dissolved on the 30th May, with for election returnable 10th July following. On the 17th July the new house met, when 21 petitions from different sections of the province were presented, urging the repeal of the law. There was one petition from a temperance society in Sunday in opposition to repeal.

A bill to repeal the law was, however, passed 25th July, 1856, by the following division:—Yes. Hon. Mr. Speaker, Wilmore, Gray, Allen, McNeill, McNeill, Mr. Harding, Kerr, McPherson, Bead, Lewis, Gilbert, Waters, Tilson, Mitchell, Rutten, Rossford, Rossford, W. E. Taylor, McPherson, Desbriary, Ferris, Lawrence, Goddard, Goddard, Connel, S. Barie, F. Barie, McPherson, P. Barie, O. Parley, Street, Boyd, MacAdam, 33.

Mr. Chas. Simmons not voting.

The law which had come into force 1st January, 1856, remained in operation about seven months. Nine members who had voted for its passage afterwards voted for its repeal. The despatches and other documents sent to colonial secretary, to prevent the assent of her majesty are somewhat interesting and may be found in the Journals of Assembly, 1856, P. 123 to 130, and for the correspondence between his excellency and his council see the Journals of 1856, Short Session, P. 23, 28.

NEWSPAPER MISREPRESENTATION.

It is a characteristic of the Conservative press, as well as of Conservative members of the house, that when they have once stamped any particular transaction as corrupt they never recant. When the purchase of the Drummond County Railway was first mooted the opposition promptly denounced it as a "deal," and in their lexicon it will remain a "deal" for all time—albeit they have not been able to cast even the shadow of a suspicion upon the transaction. Sometimes their scanda is the product of a blunder; but that does not alter the case. They never acknowledge the blunder. Of such a character is the scandal which the Montreal "Star" has developed in relation to the purchase of the Long Wharf property. The correspondent of that paper erroneously reported the minister of railways having said that the price being paid for the property was \$118,000, although the owners had offered it for \$100,000. Mr. Blair promptly alluded to the mistake in the house, and to the obviously unfair criticism indulged in by the editor. The only result thus far has been to call forth still stronger reproaches from the "Star."

In St. John the facts in connection with the Long Wharf purchase are well known. Every one remembers the appointment of a board of competent valuers and the evidence of the witnesses heard by them. Mr. Jones, the manager of the Bank of Montreal, valued the property at \$150,000, while Mr. W. H. Thorne, who will not be suspected of desiring to help the government in the matter, fixed the value at \$120,000. Five witnesses, all being men of judgment and large experience, placed their valuation at \$100,000, while only one witness mentioned \$100,000. The government is actually paying \$100,000, in accordance with the offer primarily made by the owners, so that no room can be found for questioning the transaction. Yet the Montreal "Star" returns to the matter day after day as though a piece of gross wrong-doing had been discovered.

The growing disposition to abuse members of the government is a thing to be deplored. It is a revival of the methods which prevailed in the earlier days of American and Canadian journalism, when misrepresentations and scurrility were the chief weapons of political warfare. It would be a great pity if our newspapers were to return generally to the methods of those degenerate days. It would be a bad thing for the status of the newspapers themselves, and

bad, too, for our public life. It will be conceded that newspapers exercise a very strong, if not a controlling influence in regulating the tone of political discussion in the country. If they persistently allude to political opponents as though they were rascals, incapable of acting with integrity or even decency, it is only natural that their readers should catch something of the same spirit. Controversy on that basis is pernicious and unfortunate. It prevents the exercise of that calm judgment which is our only safeguard, and it introduces a low and ugly feeling into the rivalry of parties—a thing as unnecessary as it is regrettable.

The death of the Hon. C. A. Geoffrion, which occurred Tuesday, will be learned with regret wherever he was known. Mr. Geoffrion, although a member of the cabinet of Sir Wilfrid Laurier at the time of his death, and although he had been long looked upon as one of Quebec's most prominent Liberals, was better known as a lawyer than as a politician. At an early age he took a prominent position at the Quebec bar, and was engaged in many of the most important cases before the Montreal courts. Mr. Geoffrion was only in his fifty-sixth year at the time of his sudden death. He had been a member of parliament since 1876 when he was elected to the house of commons for Vercheres to fill the vacancy caused by the death of his brother. At the general election of 1886 he was elected to the house of commons to represent the constituency of Chambly and Vercheres.

The petition or protest of the correspondents of the United States papers at Montreal to General Ota discloses for the first time, what has long been suspected, that the American people have been systematically deceived as to the true condition of affairs at Manila and in the Philippine Islands, and that the seriousness of the contest in which they are engaged has been concealed from them. If this had been done by a despotic government or even by a limited monarchy, what a row the free people of the United States would have raised over it. But being done by a free and free republic. Will they remain silent.

LOCAL NEWS

CONTRACT FOR BOILERS—Mr. James Fleming has been awarded the contract for the boilers for the new Cushing pulp mill.

THE DRY DOCK—Engineer Knipple will sail from Liverpool on the S. S. Portland on August 18, to decide on the site of the dry dock.

RAIL INCREASED—The ball in the forty-ary case has been raised, the bondman being required to stand for \$2,000 each, instead of \$1,000 as at first.

DIED THURSDAY—John C. Fraser, aged 82 years, a native of Chipman, Queens county, died in the provincial lunatic asylum of phthisis. The remains will be buried today at Chipman.

ORGANIZATION MEETING—A meeting of the St. John Iron Works Company Ltd., for organization was held a few days ago at the office of Messrs. Waring, White & Co. Officers of the new company will be elected on Monday, to which day the meeting adjourned.

THROUGH NEW BRUNSWICK—Mr. T. W. Rainsford, canvassing and collecting agent for THE TELEGRAPH, is at present traveling in Madawaska and Victoria counties, N. B. Subscribers are asked to pay their subscription to him when he calls.

THE CENTRAL RAILWAY shareholders at their annual meeting Tuesday at Hampton, re-elected the old board of directors. Some of the leading shareholders, with an engineer, are expected from New Brunswick to attend the annual meeting of the extension to Fredericton.

ORPHANS RECOVER—The children at the Protestant Orphan Asylum have recovered from the measles; there have not been any complications. Thanks are due to Dr. Inches and Dr. McIntosh for services kindly rendered; also to the matron and her assistants for careful nursing.

NEW HOTEL—The new hotel which Lieut. Governor McClellan is having built at Riverside will likely be ready for occupancy within a couple of months. The architect is Mr. W. H. Thorne, of Oak Point, and the idea that it will prove a financial success, but to provide a comfortable home for visitors to Riverside.

AM BROKEN—In jumping off the Boston train some place a little beyond Madam last night, a boy named Charles Evans, belonging to Madam, had his arm broken. Dralmen say that the boys make a practice of boarding and leaving the trains there when at pretty good speed.

A FAREWELL CASE—On Monday Justice Allingham will try a case arising out of the trouble between Messrs. John McMann and F. E. DeMille, who own adjoining properties at Bay Shore. Mr. McMann charges Henry Craft, an employe of Mr. DeMille, with cutting down his line fence.

I. C. R. MAN PROMOTED—Mr. Benbow Hunter, who for some years has been brakeman on the Sussex train, has just been appointed a conductor. He passed his examination at Truro. Mr. Hunter assumed his duties yesterday when he was put in charge of the working train at the I. C. R. improvement work.

TO BE SHOWN AT FAIR—Messrs. Starke Brothers, the King Square marble workers, have just finished an exhibit of New Brunswick marble and stones for the provincial government to send to the Paris Exposition. The specimens were supplied by Dr. L. W. Bailey. The marble was obtained in the woods in the rear of Sacred Heart Convent, off the Sandy Point road. The black granite is from St. George and the grey from Spoon Island. The olive sandstones are from

the Fish quarry, Newcastle, and the Rockport quarry. The brown sandstone is from Reed's quarry, Woodport, Westmorland Co., and the Red from Pickard's quarry, Sackville.

CONTRACT AWARDED—Messrs. Mooney and Drury have received the contract for building the new Cushing pulp mill. Mr. Wm. Mellday has been appointed inspector. The tenders were Mooney and Drury, \$37,000; McArthur, \$41,000, and John Flood, \$44,000. Portions of the foundation are ready for the bricklayers, and the mill will be finished by November 1.

EXPLODED PROPERTY—Mr. A. Kinross's house and Mr. Chas. Ramsay's carpet cleaning establishment, exported by the federal government, were sold at Chubb's corner today by Auctioneer Lockhart. The former was purchased by Mr. Wm. Willis at \$15, and the latter by Mr. John Walsh at \$10. The buildings are to be removed by the bricklayers, and the mill will be finished by November 1.

NEW COMPLAINT—Sanford L. Dakin, Louis Connor, of Beaver Harbor, and John Doyle, of St. George, provincial directors, and Elias W. Cross, E. Milton Eldridge, Louis Holmes, John Paul of Beaver Harbor, Patrick W. Connor of Pictou, and Samuel McKay of Pictou, Scott E. Morrill, St. John, are seeking incorporation as the Pictou and St. George Telephone Co., Ltd.

STREET RAILWAY WORK—A crew of about 20 men are at work taking up the rails and sleepers of the King street east circuit of the street railway. The workmen are now operating on Crown street. Mr. Joe Henderson an old time railway man who laid this section, is in charge of the present work. The returned sleepers and rails will be used on the new Douglas Avenue line. The poles on the King street east section are being removed, along with the other work.

A NEW INDUSTRY bids fair to be soon in operation at Fairville, in the county of St. John in the shape of an iron mine, located on the lands of William McWhinney. Experts who have visited it state that all indications point to a first class quality of iron. A railroad from the mine to Ten Mile Creek could be easily built and operated. Should the mine prove as richly as hoped for, St. John can get a supply of iron for their shipbuilding just outside the mouth of the harbor.

PASTORATE CLOSURE THIS MONTH—There was a large and representative gathering of the members of Main street Baptist church Tuesday night at a business meeting of the church, for there was an important matter to be dealt with—the resignation of their much esteemed pastor, Rev. J. A. Gordon. The meeting expressed great regret at his proposed departure, but accepted the resignation, to take effect July 31st, if he so desires, which it is understood he does. The question of supplying the church is in the hands of the pulpit and supply committee.

THROUGH SLEEPS TO HALIFAX—Up to a recent date passengers leaving St. John on the Intercolonial by the 10.30 p. m. train were obliged to transfer from the sleeping car at Truro. Under the new arrangement, however, the sleeping car attached to this train now runs through to Halifax, a change which the public will appreciate. On the return the car is attached to the Montreal and Quebec express leaving Halifax instead of being taken on at Truro as in the past, thus giving a through journey between Halifax and this city.

BOY DEWED—While out for a sail in yacht with Mr. F. A. Peters, of St. John, at Oak Point Wednesday afternoon, Gordon Flewelling, the eight-year-old son of Mr. Eobson E. Flewelling, of Oak Point, was struck by the main boom and knocked overboard. Mr. Peters tried to reach him, but in vain and the boy sank after a brief struggle. Grasping floats were procured and search for the body is being prosecuted. Mr. and Mrs. Flewelling are overcast with grief and they will receive much sympathy in their bereavement.

THE GRAND MANAN STEAMER—It is now stated by reliable parties that a large sized Canadian steamer will soon be put on the route by the dominion government to carry the mails, also passengers to Grand Manan, N. B., to the neighboring islands, where the mail steamer Fishwing formerly made regular landings. A 250 ton steamer has been talked of and it is perhaps a surprise to learn that there has been considerable opposition among our Canadian neighbors at Grand Manan island about having a steamer on the route. Before the end of the month it is thought satisfactory arrangements will be made when mail and passenger connections can be assured and a steamer run on a regular time table.—Bangor News.

WEDDED WEDNESDAY—A pretty wedding was quietly celebrated at 9 o'clock p. m. Wednesday, at St. Fortland street the residence of Mr. William J. Maxwell, when his daughter, Miss Annie Marie, and Mr. Edward F. Harrington were united in marriage. The ceremony was performed by Rev. George Steel, pastor of Fortland street Methodist church. The bride was attended by her sister, Miss Emma E. Maxwell, and Mr. Albert McArthur was groomsmen. The popularity of the young couple was shown by the very numerous and beautiful wedding gifts they received. They came not only from friends in the city but from places in the United States and even so far as from China. Among the number was the remembrance of the bride's companions in the Gazette composing room staff, which took the shape of a handsome onyx table and banquet lamp.

THE BARONESS BURDET-CLIVE is said to be worth about four millions, and her income is set down as being close upon five hundred pounds a day.

ALL HEADACHES from whatever cause caused in half an hour by HOFFMAN'S HEADACHE POWDERS. 10 cents and 20 cents at all druggists.

Wood's Great Peppermint Cure. The Great English Remedy. Sold in all countries. Only reliable medicine discovered by all druggists in Canada. Only reliable medicine discovered by all druggists in Canada. Only reliable medicine discovered by all druggists in Canada.