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Semi-Weekly Telegraph

ST. JOHN, N. B., JANUARY 20, 1906

NATIONAL PORTS

Good news for St. John, welcome though not unexpected, is contained in the summary of the Transportation Commission's report sent by The Telegraph's Ottawa correspondent. The relation of transportation to this country's development is of the utmost importance, and now a progressive national transportation policy would seem to be assured if the government shall be guided, as one may assume it will be, by the recommendations just submitted to Hon. Mr. Hyman.

Of St. John's position in this matter strong representations may be made with justice. In interviews with St. John business men in regard to the Transportation Commission's report, which appear on another page, the suggestion is made that St. John, Halifax, Montreal and Quebec might well receive attention first when the government shall undertake the work of equipment. It is intimated in our Ottawa despatches that the Commission has given the government a rather large order, and that some of its proposals must wait because of the great expenditure which the scheme as a whole would involve.

This statement is now happily refuted by the government's decision. It constituted the greatest possible injury which the Globe could inflict upon the port under the circumstances. It was wholly inexcusable. It was seized upon and exaggerated all over Canada, and it proclaimed, upon the authority of a New Brunswick Senator, that the Allans were justified in branding this harbor as dangerous to large steamships, and would be justified in withdrawing their turbine vessels on that account. St. John knows well enough the nature of the "public service" Mr. Allan was doing on that occasion. It knows to what extent the Globe was acting as a public benefactor in supporting and amplifying the Allan slander. Such "public services" are very quickly and accurately estimated by a public which knows the Allans and the Globe, and which has learned from experience with both to fear the Greeks bearing gifts.

The Globe now says, without particular relevancy, "The vapors of men who know nothing about the matter are not answers to hard-headed business men who know just how many feet in the mud this or that vessel was on a particular day." If this language shows one thing more than another it is that age does not necessarily imply wisdom. What vessel is meant? And how far was any Allan ship in the mud on any day? Do the hard-headed business men of St. John support Senator Ellis' newspaper in its scurrilous and amplification of the Allan slander? Or do they remember and make allowance for the source of its utterances? Certainly they remember that the same candid friend of the port was wont to say, in the early days of harbor development here, that those who sought to develop a winter steamship traffic were struggling against geography and against nature, and that Portland was the natural winter port of this country. Time after time, year after year, this spirit has been displayed by the present ally of the Allans. It has been excused by some and tolerated by many, but The Telegraph at least has never mistaken it for evidence of wisdom, patriotism, or good citizenship.

Now that the attempt of the Allans to withdraw their ships for the improper reasons given has been defeated, it certainly is in the public interest that all of the berths should be carefully examined, and, if necessary, that they should be dredged. In a harbor of this kind frequent tests of the berths are no doubt necessary, since sediment is continually settling and being shifted by tides and currents. To say now, that all the berths should be placed and kept, in first class condition is but to say that city officials should attend to their duties throughout the year with care and intelligence.

BRITAIN AND GERMANY

While the preliminary fencing goes on at Algiers more or less interesting utterances come from the capitals most interested—Berlin, Paris, London. The British and German, having exchanged some rather intemperate newspaper broadsides, are now giving ear to more peaceful language from the press and public men. But nothing serves to conceal the fact that it did no more work in supporting the Allan slander than the other newspapers did in saying the ferry boat was going "straggling against nature and against geography" in trying the overland route. The Globe is not likely to repeat the bad mistake it made in assisting the Allans to injure the port. Even the Globe learns.

NOTE AND COMMENT

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Mr. Chamberlain at Derby:—I ask your attention with all the more concern because the great question upon which I have come to speak to you ought not to be a party question. It is a national question. (Cheers.) When I say this I mean that I appeal to you as much as my political opponents as I did to my friends. (A Voice: "Rot!") That is not very polite, is it? I appealed to my opponents not to make a political question, inasmuch as it concerned the welfare of every man, woman and child in the kingdom. The experiment, says a London journal, had been tried of admitting the presence of a certain number of political opponents, and very soon after the proceedings had opened it became clear that a number of radicals at the back of the room intended to offer a persistent opposition to the speaker. Again and again was Mr. Chamberlain interrupted by shouting and boisterous indignified protest and scolding rebuffs were blown in his face. "I cannot hope," he exclaimed at one point, "that my voice should overcome that of many hundreds at the bottom of the room." At length, after speaking just under an hour, the right honorable gentleman was forced to bring his address to an abrupt close. "A disgrace to Derby" was one of the mildest comments which fell from the lips of subsequent speakers.

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ST. JOHN MARKETS "A. P. H." Pants The Best in the Market. We have received another lot of 50 pairs of these famous ACADIA PRIDE HOMESPUN PANTS. They are made from Pure Wool. No cotton; no shoddy. Are darker green in color; fullness on the inside. Are neat in appearance, and are stronger and will outwear any other pants sold. Samples sent on application. Sold only at this store in St. John. Prices: 32 to 39 \$2.50 40 to 43 2.75 42 to 45 3.00 46 to 48 3.25

J. N. HARVEY, Men's and Boys' Clothing, 199 and 207 Union Street. The Universal Cake Baker. At this season should be very popular in every house. Think of the labor and time it will save during this month. If you haven't seen, look for it. If you haven't bought, buy it. Price \$2.00. Raisin Seeders. The Enterprise, price \$1.00. The X Ray, price 70c. W. H. Thorne & Co., Ltd. Market Square, St. John, N. B.

Read the People's Paper The Daily Telegraph BY MAIL \$3.00 a Year Cash in Advance The Telegraph Pub. Co. St. John, N. B. ORDER TODAY

"ECLIPSE OF THE SUN" Its First Editor Says What He Thinks About the Change.

(Chatham World) The Halifax Herald's St. John correspondent, who is, we believe, a member of the Sun's staff, telegraphed as follows last Wednesday: "To-day B. F. Pearson, of Halifax, purchased the capital stock of the Sun Printing Company, owners of the Sun and Star, morning and evening Conservative papers. Following the transfer of shares a new board of directors was elected and Mr. Pearson was made president. It is said to be the intention of the new organization to conduct the two papers on independent lines. Mr. Pearson has expressed the desire that there should be as few changes as possible in the writing staff. It seems to be well understood and established by the admissions of Hon. Mr. Emerson, that the papers have been bought for the purpose of transferring them into Government organs. Independent lines will not suit the Government. Mr. Pearson is not investing in newspapers as a financier but as a political agent. The Sun has set as a Conservative paper, and while it may pretend for a time to be independent, it is really the Government organ in St. John. The Globe is a Government paper, but hardly a Conservative organ. There is a difference. The sale of the Sun leaves the Conservative papers where they were in 1878, when it was established, leaves them without a newspaper in St. John. In 1878, on the eve of a general election, the only Conservative daily in the province was the Moncton Times, owned at that time by H. T. Stephens and edited by John Law. The St. John Conservative, then in its infancy, having persuaded Lt. Gov. Tilley to resign and run for the city, decided to establish a daily paper for the campaign, and so the Sun was launched with J. L. Stewart as editor. At the close of the victorious campaign, which resulted in the election of Mr. Tilley in St. John and the overthrow of the Mackenzie government, Mr. Livingston organized the Sun Publishing Co., and took over the paper from the campaign committee. And now, after twenty-eight years of political conservatism and unwavering allegiance to Conservative principles, it is bought up with dollars and turned into a Liberal party organ. We refrain from comment. The only fitting language is too strong to be used in this paper. (Frederick Herald). If it is correct that B. F. Pearson, M. P. of Halifax, has purchased a controlling interest in the St. John Sun, there cannot be much doubt that that paper's future political leanings. Mr. Pearson is a sturdy Liberal, and it is not likely he would put his means into a newspaper unless it was intended to extend at least an independent support to his party. Some years ago Mr. Pearson secured a controlling interest in the Halifax Chronicle which had suffered decadence through neglect of its former proprietor. He re-organized the concern, and recently has become sole proprietor of the paper, which is proving a very profitable investment, and is easily one of the leading newspapers of the maritime province. In the Sun, Mr. Pearson has a valuable property—a newspaper well established, and with the energy which Mr. Pearson will be able to put into it, should become a paying property. In the meantime, if, as Mr. McDade, in the New Freeman asserts, the deal has been made between Mr. Thorne and the Liberals as to the latter need for nothing from the proprietorship of Mr. Pearson, who is not the kind of man to throw his good money into a newspaper to advocate Tory doctrine. (Chatham World). The New Freeman informs us that Mr. Pearson of Halifax, owner of the Chronicle of that city, has purchased a controlling interest in the Sun as a "personal business investment," the paper to be, "for the present, at least, independent in politics." This is, probably, only one of the moves in the game of conversion. A change from Conservative to independent, and from independent to Liberal, will not be so insignificant to the moral sense of the community and the patrons of the paper as a lightning change from one party to the other. (Chatham World). Col. Markham's title at the foot of the Sun's business announcement was, the other day, Managing director; now it is manager; and very soon it may be Dominion.

FINED FOR ILLEGAL PARTRIDGE SHIPMENT. Albert Hicks, of Havelock, was on Wednesday fined \$75 and costs at Petford for the illegal shipment of partridges. In December last information was laid against him before Magistrate U. Z. King, of Petford.

Standing Offer. Great always, complete, 50¢ reward, for any lame, splint, founder, distemper, etc. (ensure cure) TUTTLE'S ELIXIR. Great horse remedy in the world. Tuttle's Elixir cures all lameness, splints, founder, distemper, etc. Sent for free 100-page booklet. "Veterinary" The perfect horseman's guide. Every horse owner should have it. Tuttle's Elixir Co., 11 Beverly St., Boston, Mass. Sold by all druggists and by C. H. B. Crosser, South Farnington, N. S., and Geo. W. Martin, 22 Charlotte St., St. John.