

POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N.B., FEBRUARY 9, 1901

St. John, N. B., February 9, 1901.

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 Etoff 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 blueish 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 so 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 Worsted Trousers, 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.

KING AND QUEEN.

Their Majesties Arrive in London.

London, Feb. 7.—King Edward, Queen Alexandra and other members of the royal family arrived in London at 4 o'clock this afternoon. They drove in four open carriages over the same route as the Emperor and Empress of Germany traversed Tuesday. In their majesties' carriage was the Princess Victoria and Prince Edward of York. The King was in civilian clothes and the ladies of the party were closely veiled. Little Edward was in a sailor's uniform and barbed. An escort of horse guards preceded the royal carriages, the progress of which was marked by considerable cheering from the spectators.

London, Feb. 7.—Doubt as to the nature of the coronation to be observed at the opening of parliament, February 14, has been set at rest by an official announcement that King Edward will open his first parliament with a full state ceremonial. The ancient state coach, which has not been used since the Prince Consort's death, will be employed. The president of 1886, the last occasion on which Queen Victoria opened parliament in person, will be followed. The entrance will be through the great gates under the Victoria Tower, the sovereign and his suite passing thence to the robing room.

It has a black marble staircase, which for years has been encoiled in wood. Thence they will go through the gallery and chamber into the House of Lords. It is understood that Sir Arthur Biggs, who was private secretary to Queen Victoria, will be appointed private secretary to the Duke of Cornwall and York.

The early publication of a life of Queen Victoria by the Marquis of Lorne is announced this morning.

The order of dress for the perceresses has been drawn up, indicating that Queen Alexandra will accompany the King. The perceresses are ordered to wear black, court costumes, with no trains, long dresses, black feathers on the head and veils. No ornaments are permitted.

The King will wear his full robes, perhaps without the crown.

All the peers will be in court dress and robes and all the state officials will be present as at a drawing room, except that they will wear their robes.

The King will occupy the throne and the great officers of state will be grouped around him.

London, Feb. 7.—Upwards of 3,000 guests, worth \$300,000, were sent to Windsor for the Queen's funeral.

Provincial Appointments.

Arthur Wilfred Coombs has been appointed a vendor of liquor under the Canada Temperance Act, for the parish of St. Mary's, York county.

Queens—John W. Dickie to be registrar of probates in room of Jotham P. Bulsey, resigned.

Charlotte—Thomas Byrne, M. D., to be a coroner.

AN INSURANCE CASE.

Suit by Company Against Widow and Aged Priest.

Toronto, Feb. 6.—(Special)—Justice Street, in the civil assize court today, gave judgment in a suit brought by the North American Life Insurance Company against Barbara Cromar, widow of the late Alexander Cromar, and Rev. Father Geo. Brophy, priest, of Thurlow, Hastings county, to recover possession of the insurance policy for \$6,000 upon Cromar's life, in order to cancel it. The ground taken is that the policy is a "wagering or gambling policy," declaring the policy illegal on that ground.

Some years ago, Cromar, who was an insurance agent in Toronto, induced Father Brophy to insure his (Cromar's) life in a number of companies, which had branches in this city, to the extent of \$82,000. Father Brophy taking out annuity policies in companies, the annual income of which would just pay the premiums on the agents' life and the commission on which, of course, was to go to Cromar.

Cromar was a young man, while the priest was 80 years old, so that the chances appeared to be all in the former's favor. Cromar died a few months ago, however. All the companies interested paid over the amount of the policies except the North American Life and Royal Victoria Company. The total received by Father Brophy being something over \$70,000.

Baptist Foreign Missions.

The Baptist Foreign Mission board met yesterday afternoon at 3 o'clock in their rooms, No. 83 Germain street, with the president, Mr. E. M. Sippirel, in the chair. Rev. Mr. Camp, of Sussex, chairman of the home mission board, was present and took part in the deliberation of questions that arose during the afternoon.

The 26th century fund was discussed by the board at some length, in conjunction with Rev. Mr. Camp, and in the interests of the home and foreign Baptist missions.

Several very interesting letters were read by the secretary, Rev. Dr. Manning, from different missionaries in foreign lands, and one told of their annual meeting held last November at Bibbipatan, Madras presidency, India.

The vacancy in the board caused by the resignation of Rev. M. C. Higgins, Curleton, was filled by Rev. Alex. White, Mann street Baptist church, who appeared at the meeting for the first time.

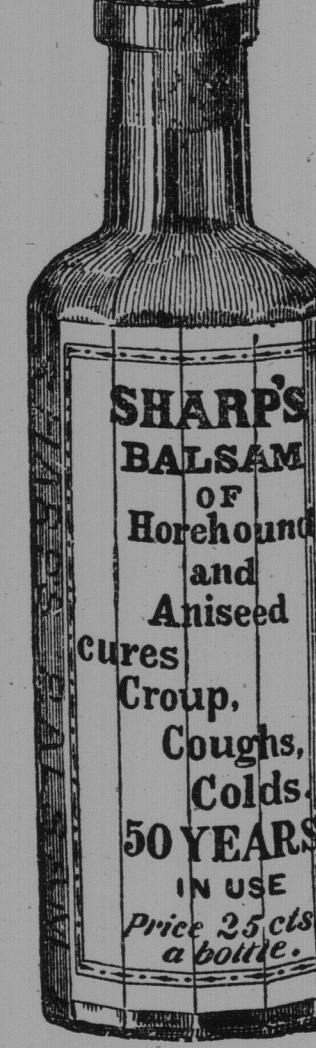
At 5 o'clock adjournment was made, with the understanding that the board meet next month on a date to be later decided upon, when two sessions, one in the forenoon and afternoon will be held.

Star had a picture on Saturday of the Queen's coffin being drawn by horses. As a matter of fact, at the last minute the horses were taken out and sailors were substituted. No matter. Ladies and gentlemen, our next picture will be of Queen Wilhelmina getting the first class salute from her husband, especially photographed for the Star through the royal keyhole of the royal door—Montreal Herald.

A Blizzard.

Belfast, Me., Feb. 6.—The city and country roads are badly drifted with snow as a result of the recent storm, there being a fall of about 18 inches of snow, accompanied by a high wind. Trains and boats are delayed and no stages have reached here since Monday except the one from Searsport, which managed to get through the drifts this morning but was unable to return. Business is at a standstill resulting from the blizzard.

Chatham, Mass., Feb. 6.—The northwest blizzard continues here tonight, the wind registering a velocity of about 30 miles an hour. There are indications that the gale will moderate before morning. The mercury is falling rapidly, the thermometer showing 15 above at 9 o'clock. It will be one of the worst nights of the season for the sailors along the Cape Cod shore.



To Change Name of Russian Dragons.

St. Petersburg, Feb. 6.—An imperial ukase has been issued changing the title of "The Prince of Wales' Dragons" to that of "His Majesty, King Edward the Seventh's Kieff Dragons."

THE SEMI-WEEKLY TELEGRAPH is an eight-page paper and is published every Wednesday and Saturday at \$1.50 a year, in advance, by the Telegraph Publishing Company, of St. John, a company incorporated by act of the legislature of New Brunswick.

ADVERTISING RATES. Ordinary commercial advertisements taking the run of the paper: Each insertion \$1.00 per inch. Advertisements of Wines, For Sale, etc., 50 cents for each insertion of six lines at least.

NOTICES OF Births, Marriages and Deaths 10 cents for each insertion.

IMPORTANT NOTICE. Owing to the considerable number of complaints as to the misarrangement of letters alleged 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.

It is further requested that our subscribers will please make their payments 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.

FACTS FOR SUBSCRIBERS. Without exception, names of no new subscribers will be entered until the money is received. Subscribers will be required to pay for papers sent them, whether they take them from the office or not, until all arrears are paid. There is no legal discounting of a newspaper subscription until all that is owed for it is paid.

It is a well settled principle of law that a man must pay for what he has. Hence, who ever takes a paper from the post office, whether directed to him or somebody else, must pay for it.

RULES FOR CORRESPONDENTS. Be brief. Write plainly and take special pains with names. 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 9, 1901.

OUR EXPORT TRADE.

The publication of the comparative figures of the winter export trade from this port for the expired portion of the present season, and a similar period of last year, discloses the fact that there has been a decline in the shipments so far as we have gone this season. This fact has caused a somewhat gruesome jubilation on the part of those who prefer party to country, and who see in this temporary decline of St. John's importance as an export port, a striking realization of the Fœtarian prophecies. Some extreme partisans have even brought themselves evidently to regard it as a just rebuke for the timidity of the people of St. John in rejecting the ex-minister of finance. If the facts and figures of the export shipments bore out this ghastly lack of civic patriotism, we might have permitted the matter to pass without comment. Unfortunately for those who are happy at the seemingly discouraging statement of export business, but fortunately for the future prosperity of St. John, there is no less reason to be properly drawn from these facts and figures.

Examining the statement more carefully, it will be noticed that there has been but a slight falling off in the grain export and as the sum total of the L. C. R. contribution does not yet amount to quite 200,000 bushels, this is a most encouraging fact, as being practically a comparison of C. P. R. grain export for the two years. It will be remembered the statement was openly made prior to November 7, and was supported by gentlemen of civic repute, who professed to have had it direct from the lips of the C. P. R. president, that not a bushel of grain would be shipped from this port until St. John and the Dominion government yielded to the improper demands of that corporation. Even in cattle, sheep and horses the decrease has been small. But it is in the package freight, such as meats, cheese, butter, lard, and apples that the decline is chiefly noticeable. And why?

Surely there is no one in the community so blinded by party prejudice as to forget the conditions under which the trade of the present winter was inaugurated. Up to the 8th day of November it was impossible for a shipper to make a contract for shipments through St. John via the C. P. R., and the numerous steamship lines that form a subsidiary portion of the service. The Elder-Dumpler line, the Furness line, the Head line, the Donaldson line, were unable to close binding contracts for export shipments from St. John to the various ports of Great Britain, because of the uncertainty existing as to whether the C. P. R. was in earnest in its suggested withdrawal from St. John, or whether the veiled threats of that corporation were simply a part of the election game. The steamship people no doubt had a shrewd suspicion, which coincided with the belief of our citizens, that there was no serious intention in the suggested abandonment of St. John as the winter port, but shrewd suspicions do not justify the entering into binding contracts which would prove disastrous in case the threats should perchance be carried into execution. The result was a very great deal of the most valuable

trade—the package freight—has been lost to St. John by the uncertainty which existed up to election day. For the shippers could not be expected to refrain from entering into contracts with other transportation lines simply because an anti-election squabble was in operation, especially when they might readily believe from the campaign statements of the Conservative press and the uncertain remarks of the railway magnates, that Liberal success meant the abandonment of St. John. And package freight is easily diverted as all transportation companies are eager for that business. Liberalism triumphed in St. John or rather the striking independence of our citizens refused to accept dictation. The winter trade has not been lost to this port, and in the very figures which are supposed to testify the correctness of Conservative prophecies is to be found their most striking condemnation. There will be no such uncertainty another year and the entrance of a new factor into the business in the shape of the L. C. R. must in coming seasons mean a considerable increase in the volume of our export trade.

THE PARLIAMENTARY OUTLOOK.

In Thursday's issue The Telegraph published a synopsis of the speech from the throne which was delivered yesterday by the Governor General, setting out the work which is outlined for consideration during the first session of the ninth parliament of Canada. The opening allusion to the national benevolent movement is such as will touch a responsive chord in the breast of every Canadian, for whatever may be the political divisions among our people, there is but one common sentiment of patriotic sorrow for the loss which Canada in common with the rest of the empire has sustained by the taking off of that noble life so well spent in the advancement of the nation's best interests. Nowhere has the marks of respect been more pronounced or expressed more suitably than in the greatest of the colonial nations which form the circle of the Greater Britain. The references to the noble conduct of Canada's citizen soldiers in that baptism of blood in South Africa will also meet the popular approbation, for the people of our country are rightfully proud of their heroes. Nothing has done so much to strengthen the bonds of that new imperialism as the action of Britain's sons across the seas in the time of the empire's trial. The wedding of the scattered Australian colonies into one united confederacy has been hastened by the events in South Africa, and no one can doubt the added strength that a united Australia brings to the empire. The subjects of greatest controversial importance suggested in the speech are the laying of the Pacific cable on the agreement arrived at between the motherland, Canada and Australasia, and the improvement of the St. Lawrence ship channel. And yet there would seem to be but little room for a difference of opinion as to the advisability of these public works whatever differences may arise concerning the details in regard to them.

Canada has already by the confederation of the provinces, the building of the C. P. R. and the national canal system done much towards strengthening and consolidating the imperial interests. But one more step is needed both from a commercial and a national standpoint. Cable connection between Canada and Australia will mean the bringing closer of Britain with the newest imperial nation under the Southern Cross, and the advancing of the commercial interests of all the parties to the agreement for their construction.

In regard to the much needed work on the St. Lawrence River there is a widespread opinion in the country that the importance of maintaining in proper condition the navigation of Canada's greatest waterway from the ocean to her commercial centre. Every year is making the navigation of the St. Lawrence more difficult, for each year finds vessels of greater draught demanding admittance to the Canada's entrepot. Under the present conditions there would almost appear to be a limit to the dredging capabilities of that portion of the St. Lawrence River between Port Neuf and Montreal. This limitation is caused by two difficulties, namely the presence of the Dechenbault Rapids and the keeping open the passage through Lake St. Peter and the upper reaches of the river. The latter difficulty results from the filling in of the channel due to the peculiar nature of the river. An immense amount of dredging and blasting would appear necessary to effect anything like permanent results, but the importance of the trade which would be benefited would seem to justify a large expenditure wisely made.

As the session proceeds other matters of public importance will no doubt be brought forward for consideration, and there is every appearance of the present session of the house being a busy one even if there is lacking much of the debating talent of the former parliament which has fallen by the way.

The public is justified in its hope that so much waste of time in seven and nine hour speeches for political effect, such as was the experience of the last parliament, will characterize the present house.

FACTS AND FANCIES.

It would have been thought that Sir Charles Tupper in his valetudinary letter to the Conservative party would have adhered rigidly to facts and not permitted his vivid and misrepresentative imagination to indulge in its usual fanciful flights. One passage in that rather re-markable epistle is as follows:

"Where is the Canadian who would willingly see the great work of confederation undone? Yet it was completed by the Liberal-Conservative party against the determined opposition of the Liberal party of Canada."

The impression which he here undoubtedly

ly wishes to convey to the public is that the Liberal party of Canada was opposed to confederation. If this is the intent and it is difficult to understand any other object, then it is a gross misrepresentation of facts.

The confederates of Canada consisted of both parties just as the anti-confederates were Conservative and Liberal alike.

We are not mistaken in saying that the chairman of the committee who brought in a memorandum in 1864 supporting confederation was a Reformer, Hon. George Brown, the man who has been designated by many as the "father of confederation." At the time of the defeat of the Tache (Conservative) administration, George Brown made advances to Macdonald and Galt to overcome the deadlock in the legislature of Canada which resulted in a memorandum of agreement pledging the coalition government which was formed at the time, consisting of such prominent Liberals as Brown, Morait and Macdougall, to the federation of all the provinces of British North America. So much regarding Ontario.

It seems hardly necessary to speak of the position of affairs in this province, because many of our readers have not forgotten the confederation campaigns. In the pre-confederation days men like Tilley, Mitchell, McMillan, McClellan and Fisher were all Liberals. These men were all supporters of confederation, and fought the battles of it. On the other hand, many of the Conservatives of that time and afterwards were the anti-confederates, such as John J. Fraser, A. R. Wetmore, R. D. Wilnot, John C. Allen and others.

As a matter of fact, the anti-confederate cabinet of New Brunswick consisted of five Conservatives and four Liberals.

In the face of these historical facts, of which he cannot be ignorant, we find Sir Charles Tupper in his letter charging the Liberals of Canada with being the opponents of the federation of the provinces of British North America, whereas the opponents of that measure were members of both parties.

Having disposed of this feature of Tupper's letter, we come to an equally untrue statement, viz., that the Liberal party was opposed to the building of the Canadian Pacific Railway. They differed only from the Conservatives in the method of construction, but not the necessity of its construction. Time and time again Macdonald refuted this very Tupperian assertion on the floors of the house, and just as often has Tupper misrepresented his views of the construction of the road. But Sir Charles neglects to say that a large number of his own supporters now hold the view that the building of the C. P. R. by a company was a mistaken policy.

It is simply wonderful what misrepresentation of facts the old gentleman works into his letter and especially that portion where he writes that the Conservative party, though in opposition, maintained the integrity of the British Empire. This is a highly characteristic example of Tupperian egotistical fanaticism. No man has done more to cause feeling among the people of Canada since the rebellion than the people of Canada since the rebellion, than Sir Charles Tupper through his press campaign of placing race against race and creed against creed.

The letter which is highly characteristic of the writer contains nothing new and read between the lines shows clearly that it is the work of a disappointed politician who has become sour at being rejected by the people of Canada.

NOTES AND COMMENTS.

Borden is leader.

Ontario's legislature opened yesterday.

The Tupper letter was only surpassed by Sir Hibbert's Xmas gift.

The united Conservative party had difficulty in uniting on a leader.

The united Conservative party reminds one of the happy family in Central Park.

The chief of police is getting lots of good advice just now.

Sectionalism seems to have nine lives in St. John.

There is nothing new under the Sun or in these days.

George W. Allen, K. C., is the new member for York in the local legislature.

Ontario's surplus of over a million dollars is a good showing for that province.

Sir Hibbert's Xmas letter to his constituents is the supreme principle of Toryism.

A new proposition was to let every member of the Conservative party act as leader for one day.

Col. Sam Hughes better look to his laurels as a letter writer after the Tupperian valdicatory.

Sir Charles Tupper never had any love for the people of New Brunswick and that feeling was reciprocated.

The York election case has not yet received the six months' hiatus. It got a three months' adjournment instead.

The accomplished East Line of Sir Chas. Tupper reminds the public of the famous Lord Revelstoke signed (?) contract.

James K. Pinder, the king of Nackawick, has announced that he is willing to be the opposition sacrifice in York.

Mr. S. B. Appleby is the local government candidate in Curston county. He will probably have a walkover.

We have heard of the Tories using