

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B. MAY 15, 1901.

THE SEMI-WEEKLY TELEGRAPH.
An eight-page paper and is published every Wednesday and Saturday at \$1.00 a year, 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 inch.
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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.

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The following Agents are authorized to canvass and collect for the Semi-Weekly Telegraph, viz.:

Wm. Somerville.

W. A. Ferris.

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Semi-Weekly Telegraph

ST. JOHN, N. B. MAY 15, 1901.

COMING ELECTIONS.

The Conservative organs are busy predicting disaster and defeat for the Ross administration in the Ontario elections.

The old cry of "Mowat must go," has been replaced, since last November, with those of "remember Ross" and "now for Ontario." The race cry, which was employed to good advantage during the dominion campaign, the Tories hope to again utilize in their attack upon the Ross administration.

While Mr. Borden, leader of the opposition, is requesting his followers to abandon the race and religious cry, his organs are openly using it at every available moment. The Toronto Mail and Empire, Hamilton Spectator, Brockville Times and a number of others never permit a day to pass without making reference to the cry.

The Tory organs and the leaders in Ontario are very hopeful that it will prove a powerful factor in the local elections of the province.

Many persons are of the opinion that Mr. Borden is not sincere in his speeches on the matter, but in this they may be mistaken. Of course these people have some ground for their suspicions as several of Mr. Borden's Nova Scotia organs are very busy in fanning the flames of race and religious prejudices.

We hardly believe that the race cry will be very effective in Ontario in the next provincial elections. The Tories have played for high stakes before and lost. We have only to turn back to the campaign of 1883 when the dominion government, led by Sir John A. Macdonald, turned all its artillery upon the Mowat administration and made a desperate effort to defeat the little premier.

The boundary award, between Ontario and Manitoba, had not been ratified and Sir John held out the bait that the defeat of Mowat and the accession to power of a Conservative government in harmony with the powers at Ottawa would mean a happy and satisfactory solution of this vexed question. In addition to this the dominion government utilized a very large campaign fund which it had collected, several circulars were sent out of a well-known nature, which were only to be distributed among Protestants, and a general campaign of vilification and slander was employed. Notwithstanding all these efforts on the part of the Tories, Mowat was returned to power with a good working majority. The whole hope of the Tories of Ontario lies on two weak reeds: The result of the November elections and the race cry. In the dominion elections prior to the Ontario elections of 1883 the Tories carried Ontario by 55 Conservatives to 39 Liberals, and yet in the provincial elections Mowat carried the day. We hardly believe that the race cry will operate against Ross as it did against the Laurier administration. It is probable that before

an election there will be a redistribution and new Ontario will receive one or possible two members more.

The Tory hope of success in Ontario, is as likely to be fulfilled as the "prophecies" and "logical deductions" of Sir Charles Tupper in 1896 and 1900.

PRINCE EDWARD ISLAND CLAIM.

The discussion which took place in parliament on Wednesday last will serve to clear away any misapprehension which may have existed as to the nature and merits of the claim of Prince Edward Island, and for the extinction of which the dominion will hereafter pay that province a subsidy of \$30,000 per annum. The debate was not free from the rancour and unfairness which have come to be characteristic of all criticism by the opposition; but it brought out clearly the facts, and that is always a useful thing in connection with public questions.

When Prince Edward Island entered confederation in 1873 it was upon certain definite undertakings on the part of the federal authorities. One of these was as follows:

"The dominion government shall assume and defray all the charges for the following services, namely: Efficient steam service for the conveyance of mails and passengers between the island and the mainland of the dominion summer and winter, thence placing the island in continuous communication with the Intercolonial Railway, and railway system of the dominion."

It was upon the failure by the dominion to keep this bargain that the claim in question was based, and an examination of the facts leaves no doubt as to the completeness of the failure.

The Albert was the first boat placed in the ferry service, and for the first three years, that is between 1873 and 1876, she seldom crossed at all during the winter season. She was wholly unfit for the purpose, but she did very little better. During the ten years following there were gaps of months at a time when she did not leave her dock. In 1877 there was no ferry service at all between the 21st January and 25th March, and during 1878 the interruptions were frequent and of long duration. The boat was not suited in any way for the work, and was practically useless as a winter ferry.

It was not until 1888 that an honest attempt was made by the dominion to keep the solemn engagement which had been entered into with the province of Prince Edward Island, and it was for the failure to do so between 1873 and 1888 that the island asked compensation. No one can doubt that the absence of proper ferry service was a serious hindrance to the commerce of the island, particularly when regard is had to the results which have been achieved since the Stanley was put on in 1888. The matter was of such moment to the business interests of the province that it was frequently brought up in parliament, and at one time an appeal for redress was made to the imperial authorities.

The loss to the province of Prince Edward Island was variously estimated at from \$1,000,000 to \$3,000,000. The subsidy now agreed upon in full requirement of the claim is based upon a three per cent. allowance per annum on the smaller amount. No exception was taken in parliament to this payment on its merits, but the opposition took advantage of the occasion to put forward a great deal of untrue talk about favors to the maritime provinces to the neglect of the upper provinces. We have referred to this before, and it will not be necessary to allude to it at length now. Every patriotic citizen must, however, deplore the spirit which could inspire such criticism. It is as uncalculated for as it is dangerous.

CANADA'S POSITION.

The Conservative opposition at Ottawa is evidently unable to understand that the people of Canada are far better satisfied with the Liberal administration of public affairs in the past five years, than they were with the conduct of previous Conservative governments. When the Conservative party was defeated by the popular vote in June, 1896, Sir Charles Tupper and his colleagues were simply dumfounded over the amazing upwardness of the Canadian people, and wept over the popular folly of entrusting the reins of power to men who had not the genius for government. The genius for government, it will be remembered, was a requisite controlled by the Conservative leader for the time being, and anyone who doubted that it was a monopoly only possible for a Conservative to possess was branded as a dangerous citizen and a disloyal subject.

Many good people therefore waited in dread of the disruption of the Canadian confederacy which must of necessity follow the rejection of the inspired rulers and the entrusting of power to untutored men. As month after month went by and policies were reversed or modified, not only without disaster to the national fabric, but even with a marked increase in business prosperity, the wonder deepened. The months have grown into years, and despite the fact that in all this time there has been no vesting of that monopoly of genius for government in the new hands, the country's prosperity has increased in a manner never known before.

There has been no satisfactory reason given by the Conservative leaders for this wonderful administration of public affairs by men whom they have themselves pronounced as incompetents. It may just be that there is no monopoly in Canada of the genius for government, or if that wonderful thing exists it is possibly that in

the volcanic eruption which in 1896 sent seven Conservative ministers into the upper air for a fortnight before they returned to earth and office, the magic wand was transferred to the Liberal ranks. One thing is certain. The people of Canada have enjoyed five years of good times. The development of our national trade has passed the most expectant anti-dejection prophesies, and with the increase of commercial prosperity there has been going on a consolidation of national aspirations. Canada began the period a colony doubtful of her own powers and ignorant of her national resources. Five years have changed her status materially, both in the opinion of Canadians and of the world at large. Canada is today a nation that must be reckoned with in the future outlook of the world's advancement.

BRANCH RAILWAYS.

The accident on the Elgin and Havelock railway is but another demonstration of the fact that the roadbeds of some of our branch lines are a menace to public life.

During the past few years, we have had a number of deplorable accidents which were almost all due to the unsafe condition of bridges. These recurring incidents have apparently had little effect upon the railway managements, as, in many instances, except a renewal of the bridge which has occasioned the accident, very little has been done to render the dangerous portions of the roadbed safer at equally hazardous points. It is almost universally urged, by the general management of these branch lines, that the revenue derived from the traffic is not sufficient for the thorough maintenance of the railway.

Under these circumstances we believe it would not only be in the interest of public safety and utility, but also in the interest of the I. C. R., if the government were to purchase these branch railways and unite them into the government railway system, under its general management. They could then be operated more cheaply, better, and with greater satisfaction to the travelling public.

If this were not done, then there should be a rigid government inspection of these lines in the interests of public safety.

Whether this would have the desired effect would depend entirely upon the official whose duty it would be to make the necessary inspection.

It is almost imperative that something must be done to reassure the travelling public regarding the safety of many of these branch lines, and the sooner the better for all concerned.

STEAMER WILL BE ALL RIGHT

Pilot's Disregard of Instructions Put He Ground—The Aggie at Father Point.

Cardinal, Ont., May 13.—(Special).—The ocean-bound steamer Northwestern is still aground near here, but it is expected she will be got off in a day or two and undamaged. The accident occurred through the pilot's disregard of instructions to take the inside channel in order to get past a dredge anchored in the centre channel and attempt to cross in front of the dredge to get on the inside. The current caught the vessel and swept her against the dredge and then drove her into shallow water and stranded her. The ship was expected to be released in day or two.

Ottawa, May 13.—(Special).—The department of railways and canals was advised tonight that the Northwestern, a Chicago vessel run into a dredge in the St. Lawrence river at Sparren Point between Cardinal and Iroquois and is grounded there. This is the vessel which is drawing 13 1/2 feet of water and on which there is a government engineer to see that the channel is of sufficient depth to permit vessels that draught passing through. The engineer blames the pilot for running too fast and going outside the proper channel.

Father Point, May 13.—(Special).—S. S. Aggie still remains in the same position and is not straining. The Lord Stanley is expected to be alongside of her with a wrecking plant about midnight if the weather be fine.

DISPUTE LEADS TO MURDER.

John Boush Shot Arthur Schwitz—A Hundred Men Seek the Murderer.

New York, May 13.—John Boush today shot and instantly killed Arthur Schwitz at Roslyn, L. I., and a hundred men are searching for Boush. Schwitz was employed as a teamster about the Mackay estate while Boush lived close by. When Schwitz returned from this evening he turned his horse through a gate. It strayed on to land occupied by Boush, he came out and remonstrated. Schwitz led the horse away after telling Boush he should keep his fences repaired.

This seemed to anger Boush for he returned to his house, secured a shot gun and followed Schwitz down the road, emptied both barrels into him and he dropped dead on the spot. The shooting was seen by several persons who were stopped from immediate pursuit by threats from Boush to kill them. He escaped into the woods.

THE ASTHMATIC'S AGONY.

Wetful nights, suffocating sensations, difficult breathing. Who can describe it? This disease, partly nervous, partly congestive, partly the result of microbe irritation, is no longer treated by nauseous stomach-debilitating drugs, but by Catarrhoxone, that destroys the nervous irritability that renders breathing so difficult. The medication is carried by the air you breathe to the very seat of the disease, and removes at once the cause. The great discovery is known as Catarrhoxone. Its influence upon Asthma is simply marvellous. Catarrhoxone prevents as well as cures, and is the only remedy guaranteed to cure. Your money back if it fails. Two sizes at all dealers, 25c and \$1.00.

Report of Cuban Commission Does Not Go So Far as to Recommend It, Though.

The Empress of Japan is noted for her skill as an equestrienne. She is also devoted to calisthenics and, although over 50 years of age, spends an hour each day in the gymnasium.

PROMINENT PEOPLE.

Monsignor Palewski, apostolic delegate to India, is mentioned as the next papal delegate to the United States or Canada.

Miss Charlotte Crabtree ("Lotta"), the famous actress, is visiting the scenes of her early life and first stage triumphs in California.

The Car debiles publicity as much as the Kaiser courts it. He usually insists that no stenographer shall be permitted within hearing of his voice when he speaks on any public occasion.

George Cadbury, the English chocolate manufacturer, has given to the city of Birmingham some 400 acres of land, worth \$800,000. The gift was made for the purpose of affording sites for workingmen's homes.

Yang Yu, the Chinese minister to Russia, has been resident of the Russian court for the last two or three years. Previously he was accredited to the governments at Washington, Lima and Madrid. He has written well on foreign affairs.

The King of Denmark, who reached his 82nd year on April 8, has a great deal on the affection of the British nation, inasmuch as he is the father of Queen Alexandra. He is, with a single exception, the oldest monarch in the world.

Miss Florence Ayling, step-daughter of the Right Hon. John Morley, M. P., a few days ago made her bows of social homage as a Sister of Charity, under the name of Sister Mary Agatha, at the convent of Our Lady of Charity, High Park, Drumcondra, Dublin. Archbishop Walsh presided at the ceremony and accepted the vows.

Dr. Ellicott, of Gloucester, has no longer the distinction of being the only orthodox Anglican British bishop. Dr. Richard Lewis, of Landaff, has just reached the age of 80, and when Dr. Temple, archbishop of Canterbury, celebrates his next birthday anniversary—November 30, this year—there will be three prelates who have seen their 80th year.

Since 1815 the Rothschild family has raised for Great Britain alone more than \$1,000,000,000; for Austria, \$250,000,000; for Prussia, \$200,000,000; for France, \$400,000,000; for Italy, \$300,000,000; for Russia, \$125,000,000; for Brazil, \$70,000,000. In 1895 it took \$15,000,000 of the Federal loan of the United States through the Belmont-Morgan syndicate.

The German Emperor has a fad for collecting boots and shoes of famous people, and in the Marble Palace at Potsdam he has 2,000 pairs. Among them are slippers reputed to have been worn by Mohammed, the boots of Wallenstein, Gustavus Adolphus, Peter the Great, and Napoleon Bonaparte, as well as specimens of the footgear worn by Frederick the Great and others of his ancestors.

The artist of the British royal family is undoubtedly Princess Louise (Duchess of Argyll), whose statue the Queen was unveiled shortly before the Queen's death. Londoners may see another example of the duchess' skill in Kensington Gardens, for, under the shadow of what the Queen called her "dear old home," is a marble presentation of Victoria the well-beloved, as she looked at the time of her accession. The princess was 53 years old on March 18.

Lieut. Colonel Charles Vere Ferrers Townshend, who has been appointed to special duties at the Infantry School at Sandhurst, is a Royal Fusilier of 20 years' service. He was at Abu Klea and El Gubat; with Kitchener in Dongola, and at Khartoum. But what is likely to keep his memory green is the circumstance that he was in command at Chitral from March 3 to April 18, 1895. He got his C. B. for this, and was later promoted to the rank of lieutenant-colonel.

President Loubet is one of the best-governed rulers in Europe. A flying brigade of police agents, in civilian costume, has been created to follow the president by step, wherever he goes. When M. Loubet is about to start from the Elysee the prefecture of police is apprised by telephone of the place to which he is going, as well as of the route he is to take. Before he has crossed the gate of the palace a carriage is already in the street, with orders to follow the president's conveyance, and not to lose sight of this manoeuvre is repeated several times daily.

Major General Smith-Dorrien, who is to be promoted to the important post of adjutant general to the forces in India, is now in South Africa, but is on the point of leaving for England. Entering the service in 1870, he was first sent to active service in the Zulu war of 1879. Since that time he has taken part in the Egyptian war of 1882, the Sudan campaign of 1895 (winning the distinguished service order), the operations on the northwest frontier of India in 1897-8 (earning there the brevet of lieutenant-colonel), and with the Nile expedition of 1898 (winning at Khartoum the brevet of colonel).

The Time to Stop.

John Jiggs was a man of speculative mind, but he didn't know when to stop. He hulled and he heaved and he often "went it blind."

And he gobbled in the money till his trousers were lined.

And he always took a flyer when a good thing he could find—

But he didn't know when to stop.

John Jiggs made money like an over-crowded mint.

But he didn't know when to stop.

His dreams and his thoughts had a strong financial tint.

And he flung many millions on the market.

And his friends often worried—but he wouldn't take a hint—

For he didn't know when to stop.

John Jiggs played the plunger in a certain crazy stock.

For he didn't know when to stop.

Next day it began to go down like a rock; it went to the bottom and removed that by the shock.

John Jiggs sits and mopes, while his garments are in a hock—

But he found out the time to stop.

—Baltimore American.

Spring Clothing.

Men's Spring Suits and Overcoats are having their inning. Business 'way ahead for same time a year ago. We hope to break the record each day throughout the season. Our clothing is enough better than all other clothing at corresponding prices to give absolute faith with that hope.

Reliable quality, correct style, perfect fit. Finer assortment than ever before. Handsomer fabrics than ever before shown in ready-made.

Men's and Young Men's Spring Suits, \$5 to \$18.

Spring Overcoats.

You can't get along without one; and a shabby spring coat on a mild day is much more conspicuous than a shabby coat on a cold day. The moot question is, with most men, "Where can I buy a good-looking, good-fitting, good-quality Spring Overcoat at a reasonable price?" and we answer, at **OAK HALL.**

Prices from \$7 to \$18.
All the popular shades; all the correct lengths.

We sell you better Clothing for the money you want to spend, or charge you less for the kind of Clothes you want, than any other store in Saint John.

Shall we send you our Spring Book?

GREATER OAK HALL,

King Street, Corner German.

SCOVIL BROS. & CO.,

St. John, N. B.

THE DEATH OF FAMOUS DR. TANNER.

Pen Portrait of the Parliamentary Fighting Man and Dandy, and Incidents of His Life and Work.

It is just 16 years ago since I saw Charlie Tanner for the first time. The occasion was historic; for it was the first meeting of the large new Irish party of 85 members, which Ireland had placed at the disposal of Mr. Parnell. I had often heard of Dr. Tanner's name, for it had figured largely in some of the wildest, most tumultuous scenes of Irish life, but I had never seen him. To moment I entered the room I was struck by the appearance of the man, who—though I did not yet know who he was—came up of himself and spoke to me, using some very generous words, as was his habit in the past. He was a tall, thin, muscular man, with a long, straight nose, and a pair of eyes which seemed to stand out on his great arms; and a strength of constitution that was too well proved by the long resistance it made to the advance of disease.

Another thing that struck me at the time in this man was the care and ease with which he was dressed. He was almost a dandy. And, indeed, his care of his personal adornment was one of the jokes of the party. When he went down to a contested election in the hottest of times, he used to take a wardrobe of extraordinary voluminousness; I have heard it said that his hats alone numbered something like a dozen. It was characteristic of him that this did not in the least interfere with his frenzied love of a fight. An important part of his get-up on such occasions was a very thick black-tortoise shell coat, for he would certainly have joined in the fight; would have resisted, and possibly would have been killed, for it required but the merest breath to blow out the flickering light of his life. Fortunately, and on the urgent entreaties of his friends, he had gone away to the country. I have rarely seen a sight more ghastly or sorrowful than Tanner as he appeared during these last hours of his political life. The splendid frame had become shrunken; the cheeks were fallen in; the voice had sunk to a hoarse whisper; and death looked out from every line of his face—from that pathetic and haunted look which the advent of the Black Angel always gives to the eyes of

men. And he knew it himself better than anybody, and accepted it with that cool courage and stolid endurance of fate, which underlay all his excitability and follies. "I have come here to die," was one of his phrases; "I am dead already—you have only got to bury me," he would add. "I thought I would like to have a last look at the boys," was another of his sayings. The political passion remained, and the sense of local comradeship and ardent partisanship.

him one night when some Irish member said something which pleased his colleagues and aroused them to a burst of cheers—I never will forget poor Tanner's voice—the curious hoarse whisper which was all he could utter. It was ghastly, and yet it was dying with one's face to the light, which, after all, is an appeal and a redemption.

PAIN-KILLER cures all sorts of cuts, bruises, burns and strains. Taken internally it cures diarrhoea and dysentery. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

Well Qualified.

Wright—Isn't it remarkable how he can change his expression?

Pennan—Yes; perhaps he used to be a proof-reader.—Yonkers Statesman.

That hacking cough is a warning not to be lightly treated. Perry-Balm cures with absolute certainty all recent coughs and colds. Take it in time. Manufactured by the proprietors of Perry Davis' Pain-Killer.

The Only Result.

"He chased the car for two blocks—"

"Did he catch it?"

"No. The conductor gave him an exhibition of rapid transit."—Puck.

From all over Canada come letters telling us of the great benefits derived from the use of The D. & L. Menthol Plasters in cases of neuralgia, rheumatism, lame back, etc. Davis & Lawrence Co., Ltd., manufacturers.

Each in Its Place.

Willie—Pa, is there any difference between a violin and a fiddle?

Pa—Yes, indeed, my son. If you hear it at a concert or opera it's a violin, but when your next door neighbor plays it it's a fiddle.—Catholic Standard and Times.

HORSES AND CATTLE have colic and cramps. Pain-Killer will cure them every time. Half a bottle in hot water repeated a few times. Avoid substitutes, there is but one Pain-Killer, Perry Davis'. 25c. and 50c.

Not All Dramatic.

"They have dramatized quite a number of the novels."

"Yes. It's a pity they don't dramatize some of the plays."—Puck.

The new shipbuilding works of Messrs. Yarrow & Co. at Poplar, on the Thames, England, cover eleven acres, and 1,000 are employed there.