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PORTLAND'S CLAIMS. The assertion made in Portland (Me.), and echoed by the newspapers of that ambitious city, that the real winter terminus of the Grand Trunk Pacific will be there is somewhat premature.

Yet the course of Mr. Hays, in avoiding a definite statement concerning the winter outlet for freight, has aroused some uneasiness in the Maritime Provinces and an unreasonable confidence in Portland. In Halifax the Chronicle quotes leading business men as saying that, unless there is an exact and binding stipulation that no freight carried by any portion of the new line, shall go to American ports, Portland surely will be built up at the expense not only of Halifax and St. John but of Montreal as well.

And in Portland the Advertiser settles the question in this surprising manner:—Portland to be the terminus of Great Trans-continental Line—Portland people will be gratified to learn that it is practically settled that this city is to be the great terminus of the new Grand Trunk Pacific line across the continent. St. John and Montreal are in a great stew about it, and the Grand Trunk people are doing the best they can to retain the good-will of their Canadian constituents and at the same time carry out their ideas without any special change. Such is the programme, as admitted by all those in the best position to know.

Today an Advertiser reporter had an interview with a prominent Grand Trunk official, who stipulated that his name should not be used for obvious reasons, as it might get him into trouble with his superior officers. This gentleman freed his mind something like this:—

"All this talk about Montreal and St. John being able to handle the Grand Trunk terminal business all the year round is reasonable. St. John has not the harbor facilities to do it, and the expenditure of \$5,000,000 would not make that harbor equal to Portland's. Montreal is nothing but a summer port anyway. Portland has no need to worry for the Grand Trunk people are going to stay where they can get adequate accommodations.

"Just notice that Free (Charles Rivers Wilson and Gen. Man. Hays, in their replies to the queries of the legislators in Montreal (Ottawa) did not for a moment admit that they had any intention of leaving Portland. Sir Charles put it point blank when he said that the port of Montreal had proven inadequate to handle the business and Mr. Hays did the square thing when he said that the Grand Trunk had not expended all the money at Portland but that the people of Montreal had provided the most of it.

"The fact is that Portland is really going to be the great terminus of the new trans-continental railway line that will equal in importance any in the world. Portland has the natural facilities to do the business and St. John has not. St. John may get a small share of the traffic but, mark me, Portland is destined to be the place where the great bulk of the business will be transacted."

If there really is any "prominent Grand Trunk official" who has used the language quoted his superiors cannot begin to make trouble for him too soon. The Advertiser builds altogether too greatly upon its anonymous interview, even if it be genuine, which a careful perusal makes doubtful. It reckons without the Dominion government, and it forgets that even the discussion concerning the granting of a charter is yet in an early stage.

The Advertiser moreover permits its anonymous informant to attribute to Sir Charles Rivers-Wilson and Mr. Hays statements which they did not make. A fuller report of the proceedings before the railway committee than was printed here says Mr. Hays intimated that the Grand Trunk might assist in providing facilities at Canadian ports as it had done in Portland. To quote:—

Mr. Fowler wanted to know who has provided the facilities at Portland. Mr. Hays said that the facilities had been provided by the credit of the Grand Trunk and the assistance of Portland. Mr. Fowler said he thought it hardly fair that the railway should have equipped an American port and Mr. Hays said that the only limit to the Canadian ports were the facilities provided by them. He (Mr. Fowler) wanted to know why St. John had been ignored in favor of Portland. Mr. Hays said as a concession he would say something he had not intended to. The Grand Trunk was not indifferent to that port (St. John); they had intentions. This could not now be explained in detail. He intimated that the Grand Trunk was willing to do in Canada what it had done in Maine. It was negotiating for an inde-

pendent route to the seaboard in the Maritime Provinces. They had an arrangement with the Intercolonial for exchange of freight. The time of the construction of the entire system proposed would depend on the ability to get labor and material. He would place the minimum at one and the maximum at five years.

Further consideration of the matter should convince the Portland people that they are counting their chickens somewhat early.

THE GRAND TRUNK PACIFIC. There is a strong and growing opinion at Ottawa that the Grand Trunk Pacific should be an all-Canadian line in fact as well as in theory; that all export freight from the country it will traverse should be handled at Canadian ports, winter and summer. Our Ottawa advisers are that Maritime Province members will take strong ground on this matter when the bill comes before the railway committee again on Wednesday.

The extent of the Grand Trunk's interests at Portland naturally create uneasiness, and there can be no doubt that any evidence of intention to handle at the Maine port business, growing out of the new line would cause great hostility to the project, especially in those provinces. As yet the feeling at Ottawa is that the language used by Mr. Hays on this point was not sufficiently definite, and no doubt when the discussion is continued, a more binding declaration will be sought.

The Telegraph's Ottawa correspondent, whose analysis of the situation appears on another page, says the Maritime Provinces are not alone in their feeling that every point of Canadian freight should be carried to a Canadian port, and that Quebec members are joining hands with representatives from this section with the idea of securing a satisfactory understanding on this point. While it is in a measure true, as Mr. Hays says, that the Western people may not care where their freight is carried, so long as it is moved rapidly, there is nevertheless a growing sentiment, west and east, in favor of all-Canadian enterprises and the building of railroads with a view to the development of this country alone. The tendency of the hour—a most healthful one—is toward increasing our commercial independence. Thus, aside from the very strong claims of the Maritime Provinces in the matter, there are strong reasons why Portland should be divorced absolutely from any new trans-continental line. Some members of parliament are now advocating the extension of the I. C. R. to a point north of Winnipeg. They say that by so doing and by giving other roads running powers over it, all our Western traffic would be sure to reach Canadian seaports.

The resolutions adopted last night by the New Brunswick Legislature provide members from these provinces with ammunition for use when the railway committee sits again next week. These resolutions go straight to the important point—the fact that in the Grand Trunk Pacific's application for a charter, Quebec is mentioned as the Eastern terminus in summer, but the winter terminus is not fixed. The importance of an all-Canadian route is emphasized, and the Federal administration is asked to have inserted in the charter the specific agreement that the winter port of the road shall be in the Maritime Provinces.

All efforts to settle the strike at Montreal have failed and unless an unexpected change in the situation occurs a long and bitter struggle must follow. The end of that struggle it is idle to predict, but that it will result in great and lamentable injury to the strikers, the shippers, the port of Montreal and all Canada is sure. Already the injury done is great.

The strikers rejected the proposals of Sir William Mallock, practically because the strikers will not consent to discharge the non-union men now at work. The Montreal Gazette attacks the meap and says:—

In Montreal with its great forwarding interests to be handed over to the control of a labor oligarchy?

The Gazette, which apparently speaks for the shippers, has this to say of the position maintained by the strikers:—

"They are not fighting for a living wage; they are not fighting for better conditions of employment; they are not fighting for the right to organize. All they demand in these respects has been granted them. The longshoremen have been promised the wages they asked, they have been granted the conditions of employment they sought; the officers of their union have been in consultation with the employers. They are holding up the business of, and threatening the prosperity of the port of Montreal for one purpose, and one purpose only—that it may be granted unto the irresponsible union to say who shall and who shall not labor on the wharves of Montreal. Labor is to be no longer free. It is to be the slave of the union. No man shall work whom it says shall not work. If he is granted permission to work he may only do so under the conditions laid down by the union. His own convenience and that of his employer must give way to the dictates of the union. If the man offends his right to labor will be wiped out; if the employer offends his right to employ men, may be denied. Between man and employer there is to be but one judge—the union, and its right eye is to be that scourge of modern labor—the walking delegate."

We cannot believe that intelligent organized labor in Canada holds these views and will attempt to enforce them. There are questions, evidently, which

must be settled now for all time. Among them are:— Shall a Canadian, union or non-union, be free to sell his labor to whom he pleases and to work without interference. Shall an employer of labor be free to pay wages to union men or non-union men, as he pleases?

They are questions which must be settled before long and they should be settled right. They cannot be dodged with safety.

HON. DAVID MILLS. News of the extremely sudden death of Hon. David Mills, of the Supreme Court of Canada, which reaches us early this morning, will be a shock to the entire country. Sitting with his family, our despatches say, the great man was seized with a fatal illness and died before medical aid could be summoned. In this particular the sudden demise of the eminent jurist and statesman recalls that of the late Senator Gillmor. The loss sustained by Canada is a too early repetition of that suffered through the death of Sir Oliver Mowat.

In another column will be found a more extended reference to the career of Hon. Mr. Mills. Seventy-two years old, he had enjoyed some of the most eminent positions in the gift of his country and he filled them all with noticeable distinction. As a constitutional lawyer he was in the first rank here, and his eminence was recognized in the Old Country, where he was regarded as one of the ablest jurists of the Empire. Editor, author, Member of Parliament, Minister of the Interior, Minister of Justice, Senator and Justice of the Supreme Court, he honored each office and high office in which he labored, and he will be remembered as one of Canada's greatest sons.

THE SESSION. On another page this morning appears a list of the bills passed by the Local Legislature during the session concluded on Saturday. Because of the length of the proceedings and the occasional necessity for condensation it is sometimes difficult for the newspaper reader to form a definite idea of the work accomplished in the House. Of 233 bills introduced 122 were passed. Last year the House passed 103 out of 123.

The last session was remarkable because of the number of measures relating to the development of New Brunswick's resources. Companies of large capital, preparing to undertake most important enterprises, came forward in unusual numbers. In the list of bills introduced there is evidence of the wish of Premier Tweedie's statement, in his budget speech, that the province is awakening and that its future is most promising.

The government displayed a progressive spirit throughout—a spirit combated as usual by the opposition, of whose leader the Solicitor-General said apply that he had proposed nearly every progressive measure proposed. In the House the Hazen men recited some of their campaign slanders, but they finally realized the folly of it and when Mr. Morrison was brought to book they cried quarter. The country never regarded the present opposition very seriously.

After the session just finished the elections who have watched the course of the Hazen men at all closely, will be less impressed with them than ever. Some politicians are big enough to serve with distinction even when leading a corporal's guard. Mr. Hazen is of smaller calibre.

AGAIN PROFESSOR GARNER. Hire a hall in Boston and some of the curious people of that city will come and listen—enough of them to pay the rent, at least—provided the speaker has a fair introduction or his discourse can be any stretch of the imagination come under the heading of Culture. The capital letter is used advisedly. Professor Garner, who is no longer new, has just been telling a Boston audience about his future plans to invade Africa again and bring back "some chimpanzees that will be able to talk to some extent."

When Garner, some years ago, announced that he had returned from Africa and had converted in their own language with many large monkeys, he made considerable money by lecturing and writing. Then a London publication announced that he had not been in the Dark Continent at the time specified, but was enjoying civilization in Europe. The London editor said the monkey language was the lightest kind of moonshine. Garner was deeply grieved but he made ineffective denial and went on with his work. That he still can get his money in Boston by this method is surprising. His story is very old and woefully thin.

TO AVOID A BAD PRECEDENT. It is not surprising that the bill to amend the Married Women's Property Act has excited considerable opposition. The object for which this bill was introduced may be unobjectionable in itself, but to pass the measure would be to open the door for private legislation in the future. It would create an unwholesome precedent. The principle is unsound.

While it may be argued that good would be accomplished by the proposed act and that it would simply correct an injustice following the act of 1893, it is just clear that, taking the most favorable view of the proposed measure, the end to be served is not weighty enough to warrant the legislative in establishing the principle which

would be laid down should the bill become a law. The legislation is irregular, in a sense, and it would be better to let it drop. The bill is of a class which would tend to produce uneasiness, and which would suggest that the existing laws might be circumvented in a fashion foreign to British principles.

MR. CARNEGIE'S NONSENSE. Cabled extracts from an interview with Mr. Andrew Carnegie in the Ironmonger's Journal, of London, quote him as saying Canada has no future except as a part of the United States; her steel industries are a fiasco; colonial empire is but a politician's catch word; Canada standing alone never can become a great industrial nation; and more of the same sort, all so execrable that it is an indictment of ignorance of the conditions of which he presumes to speak.

Mr. Carnegie does not know the feeling in Canada. If he did and were honest, he never would have used the language attributed to him. His lack of knowledge concerning the spirit animating the people of this country places him in the position of one whose political forecast is the most wretched guess-work, inseparable unless we believe he wished to appear in print as embracing a common American fallacy and clothing it with what authority attaches to his name. The simple fact is that Mr. Carnegie does not know what he is talking about when he mounds our future. That he could use the language quoted without recognizing its impropriety is strange enough to make us wonder if the interview is authentic.

The sentiments are of a piece with those appearing under an Ottawa date, in the New York Commercial Advertiser of May 9 and signed "J. D. Wheelpley," to whom the newspaper refers as its "own correspondent." Wheelpley says Canada recognizes annexation as a possibility, and proceeds to give an entirely false account of political conditions in this country.

Of course Wheelpley "needs the money," but even that feeble excuse cannot be offered for Mr. Carnegie.

PLUCKY OTTAWA. The people of the Capital are in better case after the terrible fire of Sunday than was to be hoped when the first reports came in. The loss will be about \$450,000, and the insurance is said to amount to \$400,000. The people in the district scoured—and the same is probably true of the population generally—had learned a lesson from the previous and greater conflagration and nearly every house carried some insurance.

This in itself puts heart into the sufferers. Ottawa is plucky and will not ask for any assistance from other cities. With commendable promptitude the city government has decided upon the sum of fifty dollars to each family whose fire, which will mean an expenditure of \$10,000 for immediate necessities. Although it may seem somewhat harsh to impose such conditions upon people about to rebuild after such a blow, we may expect that more stringent regulations regarding the class of dwellings erected and the piling of lumber will be enforced.

GOLDWIN SMITH AND MR. WILLISON. Mr. J. S. Willison recently described Goldwin Smith as having minimized his influence by his "perpetual assertion of unpopular opinions and his persistent fidelity to the demoralizing creed of the Manchester economist." In replying Dr. Smith points out that to be merely popular or successful is not everything. Unless unpopular opinions had been persistently asserted, Thor and Woden. "No opinion could be more unpopular than was disbelieved in witchcraft." As to the economic question he says:—

I have always recognized the necessity of adapting a tariff to the circumstances of a nation. I have never objected to retaliation, provided it is likely to be effective, and is not protection in disguise. That in trade between nations the gain of one nation is the loss of the other is an inhuman fallacy, which we were all too dumb to utter in some remote part of the dark ages. It has now risen once more from that grave, and is turning commerce into a savage conflict among nations which will presently lead to actual war.

He warns Mr. Willison, who now "is entering, amidst general expectation and sympathy, upon the path of independent journalism," that the way is not without thorns. That may be true, but the News, young as it is under its new management, has enabled its directing genius to settle a few private scores to his own satisfaction at least, and he may regard that as more than passing importance. Yet it is a privilege easily overrated.

NOTE AND COMMENT. That was a great farewell St. Osborne got. The insurance companies are unusually hard hit by the Ottawa fire. Union and non-union men are working side by side in Montreal now. Mr. Carnegie—if he has been correctly quoted—tells us as if his money had gone to his head. Prisoners from the county jail may be set to work in Rookwood Park soon. This may cure some of the "regular boarders."

The number of wa-clouds detected by foreign correspondents just now is unusual, even for the springtime when we are expecting such things. The Doukhobors stopped marching before the Tory editors used up half their stock of adjectives in talking about Hon. Mr. Sifton. The Montreal strike apparently is over. And that's a good thing for employers and men and the country generally. It is the

Settle the Question

Of your Spring Suit and Overcoat—come here—we'll settle it for you if you have any doubts—our stock is so large and varied that you will have no trouble in being suited. The garments are so perfect in cut you'll have no trouble in being fitted, and the prices are so modest you'll have no trouble in paying.

Suits, - - - \$5.00 to 20.00
Top Coats, - - - 7.00 to 20.00

Men's Rain Coats.

This time of the year a rain coat is available in dry weather as a top coat—less in the way than a coat that does duty only in stormy weather. An excellent assortment here \$8.00 to \$20.00. All good and reliable, and correct in cut. It isn't style so much that increases prices as quality.

Mackintoshes at Half Prices.

In single and double breasted coats in greys, browns and fawns. Some broken sizes which we will close out at half former prices. Men, you will find plenty of chances to save here in getting a serviceable rain garment. Were \$6.00 to \$15.00. Now \$3.00 to \$7.50.

Boys' Clothing. The kind that carries the Oak Hall endorsement.

There's no merit in buying cheap clothing for boys. If the seams rip, if the buttons come off, if the fabric fails to stand the rough-and-tumble usage a boy invariably gives his clothing—where's the economy. Prudence says, buy only the dependable kinds. Oak Hall clothing stands every test.

Rain Coats, - \$6.00 to \$10.00
Top Coats, - 4.00 to 8.00
Reefers, - 2.50 to 5.00
Sailor Suits, - 7.50 to 12.00

Norfolk Suits, - \$2.75 to \$5.50
Vestee Suits, - 3.00 to 8.00
Double Breasted Suits, 2.50 to 5.00
Russian Suits, - 4.00 to 5.50

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GREATER OAK HALL,

KING STREET, COR. GERMAIN. SCOVIL BROS. & CO.

Bryan sees plotters behind every bush. Of the charge that his candidate was formerly the tool of Wall street and would be again, he says characteristically:—

This is an old story with the Commoner and its editor. The monopoly is never varied. He has the occasional differences in degree, but never in kind. Before the Commoner was established, Bryan spoke as he now writes. He now writes as he formerly spoke. He has the plotters for breakfast, dinner and supper, and when he wraps the drapery of his couch about him he lies down to plutocratic dreams.

Colonel Bryan, who names no Democrat as capable of proving equal to the task of 1904, but who is understood to be promoting his own candidacy in the Commoner while attacking Mr. Cleveland, looks orange and force as a writer and is over-matched in the game he is now playing. The Eagle tells him plainly that it is the memory of Cleveland's attitude on the currency in 1893 which makes Democracy turn to him now as one strong in being notoriously free of the silver tariff. Yet the ghost of silver will require a deal of thumping before convention time.

Perhaps Colonel Bryan is not wholly wrong in what he says of Mr. Cleveland and Wall street. It is certain that while the money centres would make the election of Colonel Bryan impossible, their feeling toward Mr. Cleveland is very different, for he is known to stand for stability and his action in pouring federal troops into Chicago when the police and the state guard failed to uphold the law during the great strike there, made him many friends. What chance he would have against the present veritable incumbent is another matter.

But the farmers do, and that is more important. The report from New York that John D. Rockefeller Jr. lost \$3,500,000 in speculation recently must have been somewhat amazing news for that young gentleman's Sunday school class. Of course it may not be true.

A man thought to be a brother of Colonel Bryan, the assassin of President McKinley, was arrested in California on the day President Roosevelt reached that state. Colonel Roosevelt is not a timid man but the news and the suggestion that is inseparable from it may well have caused a shudder. The man was apprehended by order of the Secret Service bureau at Washington which evidently has been keeping an eye on the Colgate family.

A temporary injunction has been issued by United States District Judge Manger of Omaha restraining the union teamsters of that city from interfering, in any way, with the non-union men now engaged in moving freight. The order names 400 members individually and back of it is all the Federal authority. It goes over the head of the local authorities and if necessary a United States marshal can summon federal troops to enforce it.

In April of last year the emigrants leaving Great Britain for Canada numbered 3,065; last month the number was 9,763; first four months last year, 6,554; first four months of this year, 21,643. Speaking figures, these. And during the last four months more Britishers came to Canada than went to all the other British colonies. The influx of desirable settlers and our gratifying trade figures lend new force to Sir Gilbert Parker's statement that the Canadian Club banquet in London, that Canada is a first class power in its illimitable possibilities.