

**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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Owing to the considerable number of complaints as to the miscarriage 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.

In remitting by checks or post office orders our patrons will please make them payable 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.

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Be brief.  
Write plainly and take special pains with names.

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**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.

Subscribers are asked to pay their subscriptions to the agents when they call.

**Semi-Weekly Telegraph**  
ST. JOHN, N. B. MAY 4, 1901.

**A TACTICAL BLUNDER.**

It has transpired that much dissatisfaction exists among the more level headed members of the Conservative party in Ontario over the latest blunder of their parliamentary leaders at Ottawa. There has been a great deal of floundering about on the part of the opposition since the session began, a manifest unsteadiness and lack of a clear line of action; but nothing has occurred indicating with such striking force the absence of tact as the fierce attack which was directed a week ago against the government on the subject of the steel rails contract.

From a party standpoint it was unquestionably the gravest mistake which the new leaders have made.

Let it be kept clearly in mind that there was nothing wrong with the transaction on a crookedness nor unavoidable cost. It was a sound, defensible and businesslike affair. The most that could possibly be said in the way of criticism was that the price to be paid for the rails ordered for the current year will probably be higher, at the time of delivery, than when the contract was made; but that is a risk inseparable from the buying of steel products of all kinds. The fluctuations of the market cannot be foreseen. Rails must be ordered many months ahead, and the probability of a decline in price is just as great as that of a rise.

What the government had in mind was the establishment of a great steel industry in Ontario. Without the encouragement from the government, as stated in the interview of Mr. Clergue, the undertaking would have fallen to the ground. As the result, however, of a clear and satisfactory bargain with the department of railways, the enterprise has been commenced, and will be turning out rails in the course of a few months. It would have been perfectly natural to expect the Tories in parliament to say: "Well done; you have done just what we have always said is essential for the industrial development of Canada, and we unhesitatingly approve of your action." That would have been the consistent and proper course to take.

But the opposition, blindly following their instincts of hostility to the government, condemned the arrangement. They declared it never should have been made, and in saying this they have displayed a want of tactical judgment that is simply pitiable. It is not surprising that the people of Ontario, who realize the immense future advantage in Mr. Clergue's courageous enterprise at Saint Ste Marie, are up in arms against the Conservative leaders at Ottawa. Nor is it to be wondered at that delegations have been arriving at the capital for the purpose of having this error rectified. It is too late, however, to do that.

The Conservative party will have to

make the best of what their leaders have done. The latter have committed themselves to an attitude of hostility to a most promising and commendable measure of practical politics, and they cannot recede. If they could have been shown that there was anything wrong with the bargain, either in a political or commercial sense, they might have some defence to offer for their action; but the contract will bear the severest analysis. It stands as a triumph of good judgment, and as having accomplished at one stroke more than the national policy achieved during its entire life time.

**MR. HAZEN DREAMS.**  
Mr. J. Douglas Hazen, M. P. P., was recently in Montreal, and while in that city favored the Montreal Gazette with an interview.

The leader of the local opposition said that, owing to the tremendous expenditure of money, which was supplied by the Hon. Mr. Blair, he had but four followers after the ballots were counted; yet since then Carleton had been re-elected, etc.

He further announced that, if it had not been for the hoolie fund of the government, he would have been in power, instead of Premier Tweedie, as the country is at his back. Mr. Hazen must not be taken seriously, as the interview was evidently prepared for foreign consumption. There was, however, much that Mr. Hazen neglected to tell the newspaper man.

It is quite true that a little over a year ago, Mr. J. K. Flemming, M. P. P., carried Carleton, but everyone is familiar with the chief canvass which was employed to influence the electorate on that occasion. There have, however, been vacancies since that time, and if a year ago the tide of public opinion was setting towards Mr. Hazen and his policy, and the government was losing ground, as Mr. Hazen contends in his interview, one would naturally have expected that the opposition leader would have put up candidates in all these constituencies and particularly in Carleton county, where he had won a seat the previous year. Since the by-election of 1900, in Carleton county, the following constituencies have been open and elections held in them: Kings, Queens, Albert, Kent, Westmorland, York and Carleton, and, with the exception of Queens and Albert, where both the opposition candidates were badly beaten, Mr. Hazen had not the courage to put candidates in the field in opposition to the government nominees.

Why did Mr. Hazen neglect to inform the Gazette of these facts? Mr. Hazen has his greatest courage when farthest away from the enemy. Proceeding, Mr. Hazen sees nothing but disaster for the Tweedie administration. In the interview, he is reported as saying the following:

"Last session, the leader says, was a disastrous one for the Tweedie government, and he believes that a change will be decreed by the people at the next general election. He declares, in fact, that there is a strong undercurrent of opposition and distrust in the legislature, and that this feeling is, no doubt, much more pronounced in the constituencies."

This is quite interesting to the people of the province. At the close of the session, one strong opposition journal announced that not only had Premier Tweedie led the house with great tact, but had also made many friends, and intimated that he was stronger politically than when the session opened. The whole tenor of the interview is on similar lines. Mr. Hazen has evidently been strongly infected with current prevailing malady of the Tory press and politicians—a vivid imagination. It would almost appear as if Mr. Hazen had been supplied with a copy of Sir Charles Tupper's dream-book, which contains the necessary recipes for "political prophecies" and "logical deductions."

**FICTITIOUS VALUES.**  
The last few days have shown an abnormal rise in stocks of all descriptions, and investors from all over the continent have been falling over one another, metaphorically, in their insane desire to participate in the stock boom. Some American railway stocks, which a few years ago, were listed at five or six cents, are today quoted at seventy-five or eighty cents, and even higher. The increase in values is no doubt due to many causes, such as change of management in the road, its absorption by some larger system controlled by such wizards of finance as Mr. Gould, the Vanderbilts, or J. P. Morgan, but in the main the rise in stock valuations has been caused by an increased public confidence, due to greater and more general commercial prosperity. The great western country has passed through three or four years of unusually good times, which has redeemed its producers from the toils of the eastern money lenders and money has become a drug on the market. The bulls of the stock world are having their innings, and they are making the most of them in very surety. Stocks which cannot possibly pay the increased dividends necessary to maintain the increased values, must sooner or later return to normal prices, and unless all signs fail it will be sooner than later.

What the result of the bursting of the stock bubbles will be on the general prosperity of both the American and Canadian people is the serious question which will be decided probably before the snow falls, and may be solved within the next two months in a very unsatisfactory manner. Panics are very unsatisfactory, but commercial panics are the inevitable crop

of speculations based on fictitious values. The moment commercial sanity returns to the investing public, and its individuals awakened from the brain fever into a consciousness of business truths older than the stock markets themselves, there must be a serious reaction. The fool will laugh in his folly at a timely word of caution, forgetting that the outsider sees most of the game. That "A nod is as good as a wink to a blind horse," is an old proverb and one which will serve the wise man in the present instance, if it cools his blood until the speculative mood be over.

**THE VALUE OF HUMAN LIFE.**  
The daily despatches of murders and suicides which formerly were of but passing concern, coming from distant points, have within the last few weeks been of greater local interest, involving people in our own provinces, sometimes, unfortunately, in our own locality. To the thoughtful man there must have come home the question whether these daily happenings betoken a change in men's ideals, and whether in the rush and whirl of twentieth century existence we are reverting to the ideas of an earlier civilization, when life was held to be worth no more than its experience in the passing hour night warrant. To the Greek the hemlock cup was the end of the true philosophy, who having drained the bowl of life to the dregs, resented the bitterness and the disappointments of hopes deferred and ambitions unattained. To him the grave presented a rest from the worries of the present without the hopes or the terrors of the greater day beyond. To the Roman, also, in his vaunted civilization of force, the man, weary of the struggle or worn out in the fight, laid by his armor, and passed into eternity with the sound of music in his ears to comfort him for the blackness and the night of the unknown, into whose depths he, with a stoical philosophy, resigned himself, rather than further bear the present ills.

But to the Christian, with nineteen centuries of gospel truth behind, pointing him to a truer philosophy than that of Greek or Roman, the price of human life is more than the experience of the passing hour, for upon the use or misuse of the day he has depends his experience in the future over which a gracious father has in charity thrown a veil. The philosophy of the present is or should be something nobler than the pleasant dream of the epicurean or the stern and forbidding torture of the stoic. It should contain the reality of veneration for the temple of the soul, which urges us to keep perfect the body and forbids its desecration either by sin or violence.

The value of human life today can only be measured by the reality of its belief in the duty which the present has for the maintenance of the high ideals laid down so many years ago by the boy-Jesus and by the awful price paid on Calvary by a living Christ.

**NOTES AND COMMENTS.**  
Professor Loeffler and Dr. Uhlenruth, of Greiswald, Germany, are reported to have discovered a serum which will cause immunity in cattle against infection from foot and mouth diseases. Loeffler has been engaged investigating this disease for nearly four years.

The Tory Press has been condemning the purchase of heavy locomotives in the United States. Hon. Mr. Haggart condemns the purchase of locomotives from the Kingston, Ont., works. Will the Tory party kindly specify the locality where it wishes the government to purchase rolling stock?

The American people are turning their eyes more and more to Canada as they begin to realize that the country of the future is of such important industries as manufactures of steel and iron will come from the northern part of the American continent rather than from the older countries of Europe.

**KENT COUNTY TOWN CHANGES ITS NAME.**  
Kingston Will Now Be Known as Rexton—Was Confusion Because of Other Kingdoms.

Rexton, Kent Co., N. B., April 30.—Today the beautiful village of Kingston ceases to exist. Tomorrow it will be Rexton. The fact that there are so many places of the same name has caused an endless amount of trouble and the change of name is hailed with pleasure.

We have had a few fine springlike days and farmers are beginning their preparations for seeding. The season is fully two weeks in advance of last year.

There has been quite a scarcity of hay in this county and the price has risen from \$14 to \$16. Oats, however, are plentiful at 24 cents per bushel.

Messrs. J. & T. Jardine have their saw mill refitted and about ready to begin operating.

Mr. T. Burras and Mr. K. Lanigan have put extensive repairs on their respective mills and will also begin sawing soon.

**ATTEMPTED SUICIDE IN MAINE HOTEL.**  
Happened Wednesday Night, But Discovery Was Not Made Until Yesterday.

Lewiston, Me., May 4.—E. E. Howland, of Corvino, Maine, attempted suicide by shooting in his room at the Exchange Hotel, Lewiston, Wednesday night. The affair was not discovered until 1:30 p. m. today, at which time Howland was found in an unconscious condition and taken to Central Maine general hospital, where he now lies at the point of death. The hotel was on the firehouse to the left, and in all probability will prove fatal.

Howland is married, his wife residing at East Corvino. No sign whatever can be attributed to the man's rash deed.

**INTERESTING BUDGET OF NEWS FROM TRURO.**

In Business at 10—Plenty of Work for Laboring Men—Record of Saxby Tides Broken.

Truro, N. S., April 29.—Eugene Cummings, son of the late Oliver Cummings, of the wholesale dry goods firm of William Cummings & Sons, a youth of about 18 summers, has spent about a year with the Dominion Iron and Steel Company, Sydney, in electrical work, getting practical experience, and has now entered into partnership with A. W. Cruick, of Moncton, and will establish a house for the supply of all kinds of electrical goods and for installation work. He is a bright lad.

Men engaged in sewerage excavation here this week discovered a well of immense proportions under Inglis, the most important business street of the town. It is supposed to have been dug by Mr. Chas. Barnvest, a brother of Lady Archibald, relict of Sir Adams G. Archibald.

Truro is proud of the success of one of her sons, Dr. D. A. Murray, in being appointed professor in Dalhousie College, in the place of the late Professor MacDonagh. He is but a young man, of some 33 years. Before entering upon his collegiate career, he taught school at Dartmouth for two years. He graduated from Dalhousie in 1884. From 1885-87 he was tutor of mathematics in his alma mater. He then went to Johns Hopkins University and was successively scholar, fellow and Ph.D. in mathematics. From 1890-94 he was as

senior professor of mathematics in the New York University. He next went to Cornell, where he has filled the position of instructor in mathematics. In 1899 he was admitted a fellow of the American Association for the Advancement of Science. He will enter upon his new duties at the opening of the fall term.

In Hants county the tides have been the highest for many years. Dykes have suffered and damage has been done to the telephone lines, the new Midland railway, churches and private houses. On one marsh two immense logs, cast up by the great Saxby tides, were washed away by last week's rushing waters. Near Falmouth, the railway, supposed to have been built clear of any water's reach, was covered four inches.

A new public building is to be erected at once in connection with the railway station here, to serve as a baggage room and express office. It will be 65x30 feet. The town has strong claims for a new station. Truro is the greatest railway centre in the lower provinces, and has probably the poorest station building on the road.

The final survey of a tramway from Upper Brookfield to the L. C. R. has been completed. The distance is about six miles. The Nova Scotia Steel Company are opening up an iron deposit at Upper Brookfield, and if the ore proves as profitable as is expected, the new tram will be put in this summer.

About 200 men are at work on the sewerage system here. A new brick block is being built by J. J. Shook and about a half dozen new private residences are going up, so times are lively here for the laboring man. Many who went to Slieve Donard this summer and this spring are returning disgusted and taking up work here.

Trees are leaving out and soon Truro, with her abundance of majestic maples, will be looking her best.

**THE NEWS AT SUSSEX.**  
A Testimonial to the Bank of Nova Scotia—Garfield White III.

Sussex, April 30.—It must be gratifying to Mr. G. S. Moore, manager of the Bank of Nova Scotia, Sussex, to know that his efforts to please the business men and public in general who deal with the institution with which he is connected, is appreciated to such an extent as it is. Yesterday a testimonial was presented Mr. Moore in the shape of a memorial, which set forth the fact that the bank's fair dealing with the public in the past, and pledging support and influence as long as such continued. This was signed by all the merchants and professional men of the town. Manager Moore has worked up a fine business here for the Bank of Nova Scotia, and if the splendid endorsement of the bank's popularity received yesterday from the business men of this place is any criterion, there will be an increase this year over last.

The many friends of Mr. Garfield White, who regard him as a very ill with typhoid fever at Wolfville, N. S., where he was attending the academy. His father, Mr. C. T. White, left to visit him yesterday.

**A FEW FACTS.**  
About the New Catarrh Cure.

The new Catarrh Cure is a new departure in so called catarrh cures because it actually cures, and is not simply a temporary relief. The new Catarrh Cure is a new, potent, powder not liquid, but a pleasant tasting tablet containing the best specifics for catarrh in a concentrated, convenient form.

The old style of catarrh cures and ointments are greasy, dirty and inconvenient in the least. The new preparation being in tablet form is always clean and convenient.

The new Catarrh Cure is superior to Catarrh Powders because it is a notorious fact that many catarrh powders contain cocaine.

The new Catarrh Cure is called Stuart's Catarrh Tablets, a wholesome combination of blood root, beechwood tar, guaiac and other antiseptics, and cured by its action upon the blood and mucous membrane, the only rational treatment for catarrh trouble.

# We are - - Leaders!

Never in all our career, as the Leading Clothiers in the Maritime Provinces, have we shown our right to the leadership we claim as we have this season. Our fabrics, most of which are confined to us, are models of neatness and gentility.

Our styles are perfect and correct, and our prices are such as permit the buyer to save from \$2 to \$5 on each suit or overcoat purchased from our tables.

**Our Spring Book Is Ready.**

Shall we send it to you? Free. Which reminds us of what a Catalogue is for: To give people who live outside of St. John, far and near, the same chance to buy that St. John people have—at least that is what our book is for.

The key to the whole book is: Send back what you don't like and let us send you your money.

Just like our store business you see.

## GREATER OAK HALL,

King Street, Corner Germain.

## SCOVIL BROS. & CO.,

St. John, N. B.

## PARLIAMENT PASSES ITEM FOR \$100,000 EXPENDITURE AT ST. JOHN.

Ottawa, April 30.—In the house today, Col. Prior, on motion to go into supply, made a speech on British Columbia affairs. He complained that the people of British Columbia paid more taxes than those of any of the other provinces.

Hon. Mr. Fielding informed Col. Prior that the government intended going on with the proposition to establish a branch of the royal mint in Canada, and a bill would be down in a few days. As to supply, he would follow.

Sir Wilfrid Laurier, dealing with the question of Chinese immigration, which Col. Prior brought up, said that he could not, for imperial reasons, consent to the including of Japanese with Chinese, no matter what the report of the commission might be.

The premier, speaking for himself, favored aiding a railway from the Pacific coast cities to the Kootenay mining region, and said that, but for the action of the senate, British Columbia would be now enjoying an all-Canadian route to the Yukon.

The house then went into supply, taking up the item of \$100,000 for the Intercolonial. This was for the purpose of strengthening bridges on account of the new heavy locomotives. The item was passed.

An item of \$20,000 for dredging and blasting in Halifax harbor was passed. The minister said that Bessley Bros. got the contract at \$9.75 a yard. They were the lowest tenderers.

On an item of \$100,000 to increase the accommodation at St. John, Mr. Blair said that was for an engine house and shop which would cost \$80,000, and the land, \$20,000. This estimate was prepared by the officers of the department.

Mr. G. W. Ganong said that the land was used for agricultural purposes and this started Hon. Mr. Haggart and Mr. Osler, of Toronto, to oppose the amount for the land.

Mr. Blair said that the land would be expropriated and no more than a fair price would be given for it.

Mr. Haggart then threw out the insinuation that, when the cases were brought up in the Exchequer Court, evidence was not brought forward and cases were allowed to go by default.

Mr. Blair said that this was a most extraordinary statement from a man who at one time occupied a responsible position in the government. If the government did not expropriate in the Exchequer Court then Mr. Haggart complained, and when they did so he also complained.

Mr. Ganong made a libelous attack on Mr. Blair for his lavish expenditures in connection with St. John city, and then wound up by complaining that St. John city was not on the map or time table of the Canada Atlantic Railway. Just what Mr. Blair had to do with this no one could understand.

Mr. Britton pointed out that St. John was both on the map and the time-table of the Canada Atlantic.

Mr. Blair said that the leader of the

opposition, who complained that Mr. Blair was neglecting Halifax, was an answer to the Ganong for his having neglected the interests of St. John. The item was passed.

On an item of \$50,000 for increased facilities along the line, Mr. Osler said that this was for repairing lamps, semaphores and was going to be charged to capital account.

Mr. Blair pointed out that this was a sample of the criticism which was being made by Mr. Osler. The vote was not for work of this kind, but Mr. Osler had an object in placing it in that way on Hansard.

On a vote of \$40,000 for air brakes for freight cars, Mr. Blair, in reply to Mr. Maclean, (East York), said that 450 cars were fitted up last year and in a couple of years more the road would be up to the mark.

In reply to Mr. Borden, Hon. Mr. Blair said that nothing would be gained from any change in landing places in the ferry crossing between Point Tupper and Malgrave. It was about definitely decided not to make any change.

Dr. McLennan (Inverness), referred to Grant's Point as a landing place and did not think it would be desirable to spend much money until the best place was obtained.

Mr. Matheson (Richmond), did not agree with this. Instead of going up the straits for a crossing place it would be better to come down.

On an item of two million dollars for rolling stock, Mr. Blair said that this included a contract for 20 new locomotives at \$10,000 each, or in all, \$200,000. The Kingston Locomotive Works were the contractors.

Mr. Haggart attacked the minister for the minister for the encouragement given to start up the Kingston Locomotive Works.

Mr. Blair reminded Mr. Haggart how he and other Conservatives were attacking the government because they were purchasing locomotives in the United States.

The house reported progress without posing the item regarding selling stock, and adjourned at 12:40.

**The Senate.**  
The senate devoted a great portion of today's sitting in further consideration of the bill for the marking and inspection of packages of fruit for sale.

Ottawa, May 1.—(Special.)—At the opening of the house today, the leader of the opposition asked whether the government would bring down the papers promised some weeks ago, in connection with the claim of Mann & MacKenzie, in regard to the Yukon railway. The premier said that the Mann & MacKenzie papers would be brought down at an early date. All government legislation could be brought down this week or early next week.

The bill to amend the franchise act was put through committee. It am is chiefly

to improve the machinery with respect to the use of provincial voters' lists for Dominion purposes.

**The Rethesley Lists.**  
Mr. Fowler, Kings county, called attention to the case of Rethesley, in his county, in which 400 bogus names had been added to the voters' list after the final revision of the list. The provincial legislature had ordered the making of a new list, but the bogus list was there still in the hands of the federal authorities. He pointed out that the election had been protested, and he asked that the law should be amended so that the new list should not be the one used in the event of a by-election.

The solicitor general said he thought the law as it stands covers the case, and that it was the duty of the customs and excise new lists to forward a copy to the clerk of the crown in chancery. However, he asked Mr. Fowler to consider the question with the leader of the opposition, and promised that, if it appeared the law required amendment in order to remedy grievances complained of, he would be prepared to agree to the necessary amendment.

The house put the bill to amend the Dominion election act through committee.

**The Safety of Ships Bill.**  
The amendments passed by the senate to the safety of ships' bill, were concurred in. They confirm the provisions of the new lists to forward a copy to the clerk of the crown in chancery. However, he asked Mr. Fowler to consider the question with the leader of the opposition, and promised that, if it appeared the law required amendment in order to remedy grievances complained of, he would be prepared to agree to the necessary amendment.

The house went into supply and took up the estimates of the railway department. The item of \$2,000,000 for rolling stock for the Intercolonial, which was under consideration last night, was again discussed. Mr. Blair explained that in addition to \$380,000 for locomotives, there were 1,000 freight cars contracted for. What was required for the locomotives and the freight department brought the amount up to \$1,000,000. The balance of the \$2,000,000 was required for first-class cars, dining cars and sleepers, and a car for the use of the royal party. It was passed.

In reply to Mr. Borden, Hon. Mr. Blair said that an express freight train now runs from Mulberry to Montreal, with connections to Halifax and St. John.

On the P. E. Island estimates, Mr. Blair said that the rails that were used on the Diamond County road would be used for the Island railway.

The house adjourned at 6 o'clock.