POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., AUGUST 11, 1900.

traffic of Ontario and Manitoba and the orthwestern States. With con n Toronto and the Georgian Bay, the Intercolonial would prove an effective

of railway rates generally. It

AUTHORIZED AGENTS.

The following Agents are authorzed to canvass and collect for the mi-Weekly Telegraph, viz.: T. W. Rainsford. Allison Wishart. W. A. Ferris.

Wm. Somerville. MR. T. W. RAINSFORD, Travng Agent for the Daily and

dertake to control the volume of taxa As a result of this

'Men and Brothers: Much innocc y been shed since the No. 10 has frequently by was merely a pledge to take a plebiscit et now suffer on the question. Other resolutions have ners and friends also been twisted and given a strained

the fell in this capitalistic war? The time meaning. come to take vengeance. Al-Looking again at these pledges, been decided by the governcandid man say that the present govern present all the of our beloved and dearly bought Tupper, with characteristic holdne atherland to the enemy. (Refers clared the other day that he had cha who have fought in this Satani for the last eight months, lose courfall on our knees before strange where there ters to ask mercy where there is ercy? Shame and dishonor to us is all the innocent at least know that Wilfrid had "laid his finger Remember Jameson es, Belt, Chamberlain. No, Burghdid not. h we are a free and opprebody knows or harm. States: that there has e, to retire from the mines and ministration: that there has ngs of trade, in order to able econ nt accidents. It is hereby guaran ed to women and children that no harm penditure; that the provincial franchise But they must, has been adopted; that the

> and that a ple fairly taken on the question of It must be asource of great

A word more in relation to these pledge views of Mr. John Charlton, Sir Richard Cartwright, Mr. Mulock, Mr. Mills and ing. Kock was quietly arloubt honestly entertained by the gentle

lenged Sir Wilfrid Laurier to "lav his party that had been kept." and that Sir made to obtain reciprocity with the United

views. The party did not declare that the annual expenditure should be cut down by so many millions, even under the

circumstances which then prevailed, but

the Onitario papers, and, strange to say,

even the Conservative newspapers do not

ms ridiculous that we 1.200 miles westward om the seaboard and suddenly cut i traffic. The extension to Mo real was not so much called for as on to Toronto and Collingwood At Collingwood the Intercolon Railway, which will be completed in rom Port Arthur to the the Canadian Northern Railway is to I with the Canadian Pacific Railway righ into the heart of Manitoba. The threa the Canadian Pacific Railway to go ating factor in the railway ide on doing the government sh nial. The government rai ernment should give Mr. Shaughnessy derstand that it is fully prepared offset any move he may make."

THE PARTY OF PURITY

While Tory 1 involved the Canadian Pacific Railway, along with fil nillion acres of land and thirty milli dollars in cash, by Sir John A. Macdonald to Sir Hugh Allan, in return for the of \$360,000 given by Sir Hugh to Sir Joh Sir John A. Macdonald actually defende warty had Do had been paid into the club for party pu

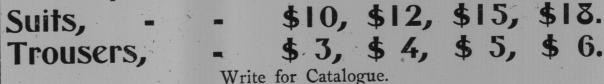
read Sir John A.'s fame telegram, or Sir George E. Cartier's cele brated despatch to Sir Hugh Allan, so rds. that we reproduce them both below

St. John, N. B., August 11, 1900. CLOTHING BUYING.

The most inexcusable extravagance that any man can indulge in is the purchase of uncertain or poorly made clothing. No matter what the price---no matter what the representations made, either in the adver tising or orally, do not allow yourself to be hoodwinked into buying clothing that you know nothing about.

Why should you? Why take chances when you have a stock of "Fit-Reform" clothing to choose from such as we carry. "Fit-Reform" clothing is made right, it has a reputation behind it and is guaranteed by the makers. It is a clothing which is recognized everywhere in the trade and out of it, as being of the most stylish cut and fabric, the most skilful tailoring and the most satisfactory make up of any line of men and youths' clothing that has ever been placed on the market.

Never a better time to judge of this than now. We have received our full line of these goods for Fall and have placed them in the wardrobes for your inspection.



REFORM

CLOTHING

leekly Telegraph is now in Unar otte County. Subscribers are asked to pay their subscription to him en he calls.

Semi-Weekly Telegraph ST. JOHN. N. B., AUGUST 11, 1900. THE JOHANNESBURG MINES.

A good deal was heard while the Britsh were advancing upon Johannesburg of the determination of the Transvaal authorities to destroy the Johannesburg methods, and those who have displayed mines so that the victors would gain the instincts of barbarians. thing by the capture of the golden city. It was proposed to blow the mines up by dynamite, but few people in this part of the world believed that such an intention could be seriously ententained by civilized men. The wanton destruction of so much valuable property belonging to men of have set up for the Liberal party, or they is nationabities who had been in- refer to some statement which an individuluced to go to the Transvaal and invest al Liberal has made. If Liberals were in their money, would have stamped the the position of Conservatives these con-Boers as altogether outside the pale of tentions would not be without force; for tion and alienated from them the the Conservatives have not in many years sympathies of the whole world. Yet it held a dominion convention at which the as said that this design was seriously principles and undertakings of the party tained and was only prevented by have been formulated. Happily the Libthe prompt action of a few persons in au- erals did hold such a convention at Otthority in the Transvaal who saw the tawa in 1893, and whenever the question equences of such a foolish act. The of Liberal pledges arises the record of details of the affair are given in the that convention can be appealed to. When Johannesburg correspondence of Albert G. Robinson, the special correspondent of the New York Evening Post, whose pro-Boer anticles have been referred to before in these columns. Mr. Robinson, being a pro-Boer, will not be suspected trade of showing any lack of consideration for the Boers who proposed to blow up the Johannesburg mines, and therefore his statements, so far as they reflect upon their conduct may be implicitedly accepted. It seems that a considerable proportion of the officials of the Transvaal were in favor of blowing up the mines, and that the principal opponent of this step was the public prosecutor, F. E. T. Krause, who was supported by General Louis Botha and General Lucas Meyer, and the senior proprietor of the Standard and Diggers' News, Mr. Mendelsohn. So far had the plot advanced that drilling had been done in various mines and dynainite placed for the purpose of blowing them up. The scheme was supported by the Pretoria Volksstem, a subsidised gov- takings by views of their own; but no ernment newspaper, which was known to one could fairly argue that the party be officially inspired, and articles in favor should be held accountable for such qualof this plan were published in it which ifications. The pledges of the party as were supposed to have come from either such are of record and it would be highly Reitz, the state secretary, or from Smuts, improper on the part of any one to either the state's attorney. About the same take from or add to those pledges. semi-official was sent to a certain body party in full, the candid and fair-minded time a communication semi-private and in the Transvaal army virtually authorizing it to proceed with the destruction of the mines. This came to the knowledge of Dr. Krause, who communicated with Gen. Botha, who sent him instructions to place guards upon the mines to preent their destruction, and holding him responsible for their safety. The mine police were strengthened and prepared for action. On May 28 the English army moved on Johannerburg and on that night a meeting was held in the reading will be conceded is always a relative thing, room of the Grand National Hotel. It was a gathening of extremists headed by thing is true in relation to resolution No. Judge Kock, of the Transvaal supreme 1. That resolution has reference to the

leader was all right. They obeycd the command and hurried away "the strictest economy." - Liberals can to the point that was said to be in danconscientiously defend those words, beger. Kock was esconted under police cause they know that while the nominal guard to the fort and from thence sent expenditure has increased by a couple of to Pretoria. Thus the plot to blow up the mines was frustrated, but there is of the people, but has had reference no doubt that they were in great danger wholly to the Yukon and the Intercoloand would have been destroyed but for nial, from both of which sources a sur-

the energetic action of Gen. Botha and plus is annually obtained. Dr. Krause. These things ought to be mbered in their favor when the pro-THE INTERCOLONIAL AND C. P. R. per time comes to make a distinction be tween the men who have conducted war The differences which have arisen with in the Transvaal according to civilized eference to freight arrangements between he Intercolonial and the Canadian Pacific Railway are attracting the attention of

LIBERAL PLEDGES.

on the line towards Elandsfontein, some

miles to the east, while he assured them

all agree with the St. John Sun in condemning the government for seeking to When opponents of the government rotect the traffic of the Intercolonial. speak of Liberal pledges they generally The Toronto World is quite as good a mean the pledges which they themselves Conservative paper as the Sun; its editor a Conservative member of parliament, vet it docs not agree with the Sun in criticising the government. On the contrary it sustains the position of the government in an article which we quote. Says the World: "If the Laurier government is really as solicitous of the public welfare as The Globe would have us believe, it now has an opportunity to demonstrate the fact in a practical way. After all the trouble and expense we have gone to in making St. John the winter port of the Dominion, the Canadian Pacific Railway turns round and therefore the sidetree it is in formation this is done the pledges of the Liberal party will be found to have been ten in

number, as follows: 1. The reduction of the tariff, involving ower taxation.

2. Enlarged markets and reciprocity in

3: Purity of administration. 4. Economy in relation to the public expenditure. 5. Responsible government and the independence of parliament. 6. Public lands for the settler and not

the speculator. 7. The adoption for dominion purpose

of the provincial franchise. '8. The abolition of the gerrymander and the preservation of county boundaries. 9. The reform of the senate.

10. A plebiscite on the question of prohibition.

These were the pledges of the Liberal party and the only pledges. It may be that individual members of the party have from time to time qualified these under a free agent and indepen

On reading the pledges of the Liberal critic will be struck at the very outset by the liberty which opponents of the governments have taken with the text of the resolutions adopted by the Ottawa convention. For example, pledge No. 4 has been persistently interpreted to mean that the Liberals thereby undertook to reduce the annual expenditure. No such meaning is warranted by the resolution itself. It simply stipulates for "the strictest economy in the administration of the govern-

Montreal, 30th July, 1872. Dear Sir Hugh: The friends of the government will expect to be assisted by funds in the pend ing elections, and any amount that you

millions it has not added to the burdens and your company shall advance for that purpose shall be recouped to you. A mensorandum of immediate requirements is below. Yours very truly.

(Sgd.) GEO. E. CARTIER. Sir Hugh Allan.

Now Wanted. Sir John Macdonald...... \$25,000 15,000 Hon. Mr. Langevit 20,000 Sir G. E. C.. Sir John A. (add'l) 10.000

Hon. Mr. Langevin, (add'l.).... 10,000 Sir G. E. C. (add'l.)..... 30,000 Immediate. Private. Toronto, August 26, 1872.

I must have another ten thousand. Will be the last time of calling; do not fail me; answer today. JOHN A. MACDONALD. Sir Hugh Allan.

BRITISH ARMY REORGANIZATION.

When the present war is over there seems to be no, doubt that there will be an attempt made to reorganize the British army system. That system was never

constituted on any scientific basis, and although it has been greatly improved in recent years, owing to the action of successive Liberal governments in England. it is still far from perfect and very far from giving the best results possible for the expenditure. The first great evil of the British army system as at present administered, is the lack of military spirit

and threatens to sidetrack it in favor of a port in the United States. The posi-tion we have to face is this: Of the two railways which control the traffic of the among the officers. It is not considered Dominion, one has already selected Port-land, in the State of Maine, as the port good form for an officer of the army to wear his uniform when he is not on duty. and, in the State of Mane, as the bord from which its traffic is shipped to Europe during winter, while the other threatens to abandon St. John in favor of Boston as its winter port. A question He goes about in civilian dress and bestowes more attention on social functions than he does on his military duties. This annual outlay by \$4,009,000, while others for the government to consider and for the people of Canada to consider is whether or not the country is powerless to pre soldier, and that it is his business to vent this diversion of Canadian traffic to lead and command men in the best postry is practically at the mercy of the Canadian Pacific Railway in its threat to make Boston its winter headquarters We are told that we will have a to the total state of called the "classes" as distinguished from are told that we will have to trust to the future to bring us relief. When new ap-plications are made for charters and sub-persons, or persons who wish to assocides it may be possible, says the Globe, ate with the titled classes. The result of to make amends for unfortunate blunders that have been made in the Maritime Proarmy cannot live on his pay, his expenses rinces. We take issue with The Globe. is not necessary to wait till we see being much larger than his income. This hat the future may develop. We have is particularly the case with the cavalry an immediate and effective remedy at our regiments, but it prevails more or les among all the infantry regiments and alisposal. If the Laurier government were so in the artillery. This, of course, preinfluences it would meet this threat of the Canadian Pacific Railway with the cludes poor men from aspiring to be ofcontempt it deserves. The government can hit the Canadian Pacific Railway a their talents may be it always places those arder blow than the Canadian Pacific Rat officers who rise from the ranks in a way can deal to the government. Let-government proceed to make the Georgian Bay the western terminal of the Intercolonial Railway and the Canadian Pacific tempt. A few non-commissioned officer-Railway will abandon in double quick time its proposal to go to Boston. The year, and when a commission is granted of the Intercolonial to Montreal has added a small sum is given to purchase an out-Liberal papers tell us that the extension of the Intercolonial to Montreal has added greatly to the prosperity of the road. It may be so. But if the extension to Montreal has been profitable it is quite certain that the further extension to the Georgian Bay would be the making of the railway. The Intercolonial railway is a small sum is given to purchase an out-fit, but these officers never have the same standing as officers who have entered the army in the usual course, and they are looked down upon by their companions in army. So much is this the series that there railway. The Intercolonial railway is arms. So much is this the case that there virtually an inter-seaport railway. It have been many instances in which non connects the seaports of Montreal, Que-bec, Halifax, St. John and Sydney. Millbec, Halifax, St. John and Sydney. Mill-ions have been spent in building the 1,200 miles connecting these terminals. Where the Intercolonial is weak is its want of

"Fit-Reform" Wardrobe, SCOVIL BROS. & Proprietors and Sole St. John Controllers.

ST. JOHN, N. B.

\$ 3, \$ 4, \$ 5, \$ 6.

King Street, Corner Germain.

WHAT IS ECONOMY?

come an officer, without being the object this view of the case, and would not think | surplus. Public judgment would not have of contempt and ridicule by other offic rs. it amiss to repeat in some measure what supported such a course The boast of Napoleon that every Fiench soldier had a marshal's baton in his knapregard; but we prefer for the present to omy. Has anyone observed a single line sack ought to be made true of give the exceedingly appropriate remarks in a Conservative paper, or heard a single member that army would have a class of officers of the finance minister on this very point word uttered by a responsible member far superior to what it has at present. a few days ago. Mr. Fielding said:

tain the honor of the British flag, but little was extravagance because they did more millions, about broken promises, and they are not, and cannot be, the best, not have the money to pay. They spent so on; but these objections have never selection that the country can afford, be. We have creat much but method but metho cause they are recruited from a limited class, and many a boy who is considered nd we have had a reduced rate of taxatoo stupid for any other business is put into the army as a last resort, it being site. considered that, dull as he is, he is good we have paid the bills, and we have had a enough to be "food for powder." handsome balance from year to year on the right side of the ledger. I was in the

western part of Ontario some months ago with the right honorable, the prime minister, attending a series of meetings, and One hears it said every day that the I was much struck by a motto which Liberals came into power on the distinct

stretched across the street, in one of the beautiful Ontario towns. That motto was: pladge to reduce the expenditure of the Wise expenditure is true economy.' believe that that is the basis of sou ountry. Some go so far as to say that the pledge involved a reduction of the finance. Economy does not mean pars It does not mean niggardlines It means the meeting of the reasonable allege that the Liberals undertook to get along with \$2,000,000 less than the exdemands of the people by an honest expenditure, designed to comply with all penditure by Conservatives All oppon-That. ents of the government seem agreed, how-Sir, is I believe true economy. A young lady was spoken to by her aunt, who said ever, in the view that there was a definite Mary, it is a very serious thing to get married; and she replied: Yes, aunt, it is, but it is a much more serious thing not to get married. My honorable friend the and maintain a life-boat at that place, if pledge to cut down the appropriations and to retrench. In view of the fact that this matter is certain to come up very frequently in the approaching campaign, we minister of railways came to a large apdesire to present the exact words of the undertaking which the Libera's gave in 1893. The resolution in full was as fol-

"We cannot but view with alarm the much afraid of it, if I should come down large increase of the public debt and of the controllable annual expenditure of that I was not prepared to provide the death of young Lockhart. Long before the controllable annull expendential of the dominion and the consequent undue taxation of the people under the govern-ments that have been continuously in pow-er since 1878, and we demand the stricted but it would be a much more serious the drowning of a man is only the work thing if we had to stand before parliament of a minute or two, whereas to launch a economy in the administration of the government of the country." and the country today in such a position, life-boat and get the men in it takes so

ject ever given by the Liberal party. The to give the people the means which they quire to carry on, and to develop the Bay Shore in consequence of the surf views of individual Liberals, apart from trade of the country. We are not afraid which would make it difficult to launch this, do not count. It will be seen at to meet parliament and to meet the pub-once that there is not a word in this reso-lic with this bill of expenditure."

With this view of the case unprejudiced lution about a reduction of the expenditure, nor of retrenchment. There is simpmen will be disposed to agree. They will to exercise great care and not to attempt ly a demand made for "the strictest econrecognize the fact that after taxation had heen reduced, it was a perfectly proper omy." There is an implied affirmation of the fact that the taxation is "undue," thing for the government to make a of the young to be reckless and this is and it will not be denied by any man who prudent and useful expenditure of the responsible for a great many fatalities, money which came into their hands. We which might otherwise be avoided.

on Jonannagang and on one a meeting was held in the reading of the Grand National Hotel. It gathering of extremists headed by whose father, as well as some of

of parliament taking exception to one "Let us understand what is economy, item of expenditure by the present gov-There officers who now fill up the ranks of the British army or their desire to susmoney to pay it. We have paid every bill, wherein have they been so? What are the and we have shart a reduced rate of taxis tion, as is admitted by gentlemen oppo-site. We have spent these large sums; we have met the demands of the people; some figures in support of it. What increases do the Conservatives say are im proper, or unnecessary? These are surely fair questions, and our friends of the opposition ought to meet them or ceas their complaints. Mr. Fielding was right when he endorsed the motto: "Wise expenditure is true economy."

THE LIFE-BOAT OUESTION

A good deal has been said since the unfortunate drowning of Young Lockhart at the Bay Shore in regard to the necessity of having a life-boat there for the purpose of preventing such accidents in and maintain a life-boat at that place, if a life-boat, even if it had been ready for

That was the so-called pledge in its that these honorable gentlemen opposite entirety, and the only pledge on the sub- could point to us and say: You are afraid could be successfully maintained at the accidents as that referred to is for bathers feats that are beyond their strength There is always a disposition on the part

Hon. Mr. Dobell, of Quebec, is bringing

afraid of this large item; and the minister replied: I am not, but I would be very life-boats, would not have prevented the

