

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MAY 4, 1901.

THE SEMI-WEEKLY TELEGRAPH.
An eight-page paper, 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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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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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.

AUTHORIZED AGENTS.

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.

THEY CANNOT BE SATISFIED.

Two more days of debate upon the steel rails contract has served to clear the atmosphere somewhat. It is now apparent that the opposition members have no good ground of objection to the transaction, which probably accounts in a measure for the violence of their talk. They say it was a bad and corrupt bargain; but it does not follow that there was anything wrong with it simply because they say so. In accordance with their conception of the functions of an opposition they would denounce the arrangement even though it had been made by the Apostle Paul. They denounce everything which the government does.

The charge of corruption rests upon the fact that the final order in council was passed within a month of the elections. This may be satisfactory proof to those who want to take a hostile view, and who are striving to make capital out of the fact of the order being passed so late, but it is scarcely the kind of proof which would appeal to a judicial mind. If it could be shown that during the Conservative regime all business was suspended as an election device, so as to avoid the very suspicion of corrupt influence, such a fact might be seriously regarded, but everyone knows that this was not the practice. Upwards of 200 orders in council were passed by the late government after their defeat, and for weeks prior to June, 1896, the government set daily, letting contracts, making appointments and ordering large payments with their accustomed promptness.

The date of the order in council is not, however, of much relevancy. The records show that the bargain was arranged in June last; that it was approved by council in August, and was reduced to writing in September. It could not very well have been made earlier. Mr. Clague was not in a position to approach the government before June, inasmuch as his undertaking was only then assuming definite shape. The proximity of the elections had nothing to do with his plans, and it was only a coincidence that the final ratification of the purchase took place in October. Such a circumstance does not touch the merits of the case at all.

It is further charged, as though it were necessarily a suspicious thing, that Mr. Clague was able to take this order in council and use it to his advantage with financiers. We sincerely hope he was able to do this. In what respect would such an arrangement differ from the agreements made by the late government from time to time for the establishment of, say, the fast Atlantic steamship service? Mr. Clague was undertaking to set up a great industry, an industry for the production of an article of which the government was one of the largest consumers in Canada. Capital was essential. What could be more proper and defensible than that the gov-

ernment should strengthen its hands by specifically engaging to buy from him at a fair price? No patriotic citizen would see anything wrong in such a course.

If the government set out to do nothing which did not please the opposition it might as well retire from business. Tories in parliament, backed up by their press, habitually refer to every bargain into which the government enters as a "deal," but such criticism is only acceptable to prejudiced minds. It proves nothing. It rather tends to show the fimsiness of the opposition case. That Conservatives find fault, and use intemperate language, does not make any transaction by the government any the less commendable. The opposition would impute a bad motive no matter how pure and proper the arrangement might be. It would be impossible to satisfy them, much less to win their approval.

PRACTICAL POLITICS.

It has been said by many Conservative members in parliament that the steel rails contract entered into by the government with Mr. Clague was presumably corrupt because it was made during a falling market. Mr. Blair completely disposed of that assertion the other day by quotations from English and American trade journals. But assuming that the market did show a declining tendency, the case, as viewed from the government standpoint, does not suffer on that account. The price agreed upon at the time was the prevailing price, both in England and the United States. That much is beyond question. The object of the government, however, was not so much to get the rails at the lowest figure they could be had for delivery in 1901, as to give Mr. Clague a helping hand in establishing a great and promising industry.

The policy of retarding the Intercolonial with 50-pound rails had been decided upon long before. In fact, 15,000 tons had been purchased, and at that very time the work of re-laying was well under way. Unless Mr. Clague could be assured that he would be allowed to supply the remainder his negotiations for the setting up of an immense steel plant would fall to the ground. Capital could not, under other circumstances, be had. In order, therefore, to ensure the establishment of these great works in Canada it was of the first importance that he should be able to approach capitalists with a clear and definite agreement on the part of the government in hand. Happily, for the welfare of the country, the government did not hesitate.

An order-in-council was passed authorizing the minister of railways to purchase 25,000 tons at the current market price, and to buy 25,000 tons per annum for the succeeding five years at the prevailing price each season in the open English market.

This was really a master stroke in the line of practical politics. The national policy, during the entire Conservative regime, had not induced the setting up of a single industry in Canada, so large and so important as that which this contract has enabled Mr. Clague to establish at Sault Ste Marie. Even if the Conservative contention be well founded, the extra cost of the rails, say \$120,000 at the outside, would be a mere pittance to pay for such a splendid result. And one might properly expect the defenders of protection to hold up both hands in approval of an arrangement so thoroughly in harmony with the policy which, no longer ago than the early part of the present session, they asked parliament to declare was essential to the industrial prosperity of the dominion. But, on the contrary, they condemn it. Surely inconsistency could not be carried to a greater extreme, nor could men get farther away from life-long principles.

We apprehend the great body of thinking Canadians, who are not deeply concerned as to whether the dominion party at Ottawa is called Liberal or Conservative, but are profoundly interested in the enlargement of the industrial life of the dominion, will be disposed to measure this matter on its merits. They will see that it was a good thing for the government to encourage the up-building of great manufacturing works in Canada, even though it involves the risk of paying a few dollars more per ton for rails during one season. With the intensions as to how far Mr. Clague may have helped the Liberal cause during the election campaign they will not be apt to bother their heads. It would not be either surprising or improper if Mr. Clague should have been anxious to see the triumph of a government which had shown itself so wide awake to the best interests of the country.

A BAD BUSINESS.

Among the deplorable results of the Conservative downfall is a growing tendency among the journals of the party to stir up provincial jealousy, and to set one province against another. This is particularly noticeable in the course pursued by the chief organ of the Tory party, the Toronto Mail and Empire. We had occasion a short time ago to allude to the intemperate manner in which the New Brunswick award was dealt with and to the unwarranted assertion that Ontario paid the bill. It was assumed at the time that this unwarrantable and violent criticism was prompted by the smart of defeat; but that excuse is no longer available. In the calmer atmosphere which now prevails, the Mail and Empire returns to the subject in a spirit that is as acrimonious as it is indefensible.

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THE NEW SEA ALARM

Tests of the Submarine Signalling System.

The assertion is made that it has been clearly demonstrated that signalling can be done about water for a distance of ten miles. Plans are now being made to put the system into practical operation. The Canadian government has taken interest in the system, due to Henry M. Whitney, who is president of the company controlling the invention and who is also president of the Dominion Coal Company. Signalling bells have been placed in Boston harbor. Tests have been made there almost daily for the benefit of the persons interested in the invention.

Mr. Mount, the British Consul at Boston, early notified his government about the invention. Captain Lewis Bayley, R. N., British Naval attaché, was directed to investigate it. The Canadian government also sent Lieut. Col. J. W. P. Alderson, chief engineer of the department of marine and fisheries, to witness a test of the invention.

The score Sea Bell, on which was the operating apparatus, a few days ago was anchored off Winthrop Head. A large bell was lowered twenty feet into the water through a well in the bottom of the score. The first test was made at a distance of one quarter of a mile. The bell was operated from the deck of the Sea Bell by an electrical machine, which controlled the tongue of the bell.

The receiver, with its twelve "ears," was dropped overboard from a vessel to a depth of about twelve feet. The company then went to the pilot house, and by means of telephone receivers, one placed to each ear, a strong sound as of a bell, somewhat muffled, but still with a good metallic ring, was heard with distinctness.

When all had been satisfied that the bell could be heard the vessel started to a point about three miles distant. With the exception that it lost a trifle of the metallic ring the sound was heard even more distinctly than when the vessel was a quarter of a mile away.

At four miles the sound came more rapidly and with the same vigor as in the previous tests. Those operating the bell had adopted another method of communication, the ringing being in strokes of two. Eight nautical miles out, or ten statute miles, the receiver was again lowered and the sound heard resembled a short, sharp rap.

It was more like striking with one's knuckles upon wood than the muffled sound of a bell, but this, at the distance, was considered a highly successful test. Conditions were not of the best from a mechanical standpoint, due to exhaustion of the battery.

It was explained that the difference in tone of the greatest distance was due to the fact that the fundamental tone of the bell became an overtone. A tenor bell, which, it is believed, will come within little difficulty exists in being cast in Troy.

The test of the day was a demonstration that vessels equipped with receivers in a harbor guarded with bells have nothing to fear in the thickest of weather or the densest of the fog.

Professor Eliza Gray, who died several months ago, and Arthur J. Munby, in building the system. The company which controls the invention is now preparing to guard Boston Harbor with their invention. It is their purpose to set out two bells, one off Nahant and the other off Minot's Ledge.

They will be about eleven miles apart, and in practical service from buoys held in position by the bells will be connected with the shore by a short cable from a power house. When they are in operation they will ring simultaneously.

Vessels coming into the harbor equipped with receivers, it is contended, will hear the sound at least ten miles out from those points. The bells ringing together and heard about ship will indicate a direct course to the mouth of the harbor, even though thick weather be on. Should only one bell be heard the pilot seeks a course until he again hears the sound of the two bells.

On the ringing of either bell he can determine his position by the use of a chart. The bells will be different in tone in order to be recognized.

Other uses of this form of submarine signalling, it is believed, will make it possible for one ship to telegraph to another and thus give, to collisions, and also enable highships to communicate with the shore.

All of the Dominion Coal Company vessels will be equipped with receivers and tests of its practicality will be made. Montreal ship owners have agreed to adapt this service as soon as they can obtain bells and receivers. Deputy Minister of Marine and Fisheries, Mr. Alderson, has declared that the service will be adopted by him as soon as possible.

CALLAHAN "NOT GUILTY."

But Judge Scores the Jury for Their Verdict

Omaha, Neb., April 28.—James Callahan was declared not guilty today of any complicity in the kidnapping of Edward Cudaby, jr.

The judge had evidently been expecting another verdict and was openly disappointed.

"It is impossible for me to understand," he said, "how 12 intelligent men could have agreed upon such a verdict after listening to the testimony." The defendant could not have chosen more wisely if he had been selecting his own representatives and the community could not have made a more unfortunate selection. The jury is discharged without the compliments of the court.

The defendant expressed a desire to thank the jurors in his own behalf. This the court refused to permit.

Quakers at Home.

The beautiful simplicity of the home life of Quakers in America is touched on very sympathetically in the May number of the Delinquent by Walden Fawcett. His article is entitled "Quakers of Today," and deals largely with the younger element of the Quaker body.

One it was a golden fleece and now we are all fleeced for gold.

Grass Plot Worth a Million.

The block of vacant land bounded by 43d and 44th streets, Madison and Vanderbilt avenues, owned by the New York Central Railroad Company, which has been filled with unsightly building material for the last two years, has been converted into an enclosed grass and shrubbery park for the benefit of the surrounding property owners.

The New York Central people value this property at \$1,000,000, but they purpose to keep it open as a breathing spot for the residents of that section of the city.—New York Sun.

The first paper money used in this country was issued by Pennsylvania in 1723. In the early part of that year \$75,000 was issued on the credit of the colony, and a few months later \$150,000 more followed.

Sorrow, like the age of a woman, grows less every time it is told.—Chicago News.

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.

NORTH SYDNEY NEWS.

Some St. John Men Who Have Arrived—Building and Business Matters.

North Sydney, C. B., April 25.—(Correspondence)—Steamers and sailing vessels are daily arriving and everything is now on a move around the wharves. Sydney, which has been practically closed to navigation for about four months, is still isolated, our ferry only being able to reach Whitney pier.

The dominion revenue cutter Constancia arrived today from Quebec.

Building operations are seen and heard on all sides; one church nearing completion, preparations being made for the erection of two others, two banks and about 100 other buildings are included among the probabilities of the summer's work.

Work on the Brodie hotel has been resumed. When completed it will be one of the largest hotels in the province.

The remains of Mr. Wilson Moffat, who was killed in a mining accident in Montana, arrived tonight and will be interred on Sunday.

The Scott act campaign has been opened in earnest and a strong effort will be made to defeat the attempt to repeal the act.

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A MISSING BOY.

John H. Elliott Thinks His Son Was Abducted.

ONCE SENT TO ST. JOHN,

Says the Father, Who Declares Wife

Abducted the Boy and Sent Him

Here--Claims Was Given Custody

of Son By the Courts--Later Was

Divorced from Wife.

The Telegraph has received a request to reproduce the following which appeared in the Boston Globe of Saturday, relative to a missing boy who is probably known in St. John, Mr. J. H. Elliott, referred to, is a druggist at Malden, Mass., and has been in St. John for some time.

He declares that she abducted James about a year ago and sent him to St. John, N. B., her former home. The father sent for him and he returned to his home shortly before Christmas, since when he has been going to school in Malden.

Mr. Elliott says that he was given custody of the boy about four years ago by the court in Taunton, and that about a year later he was divorced from his first wife, the boy's mother, Mary A. Elliott.

He declares that she abducted James about a year ago and sent him to St. John, N. B., her former home. The father sent for him and he returned to his home shortly before Christmas, since when he has been going to school in Malden.

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