

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 15, 1903.

THE SEMI-WEEKLY TELEGRAPH.

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Semi-Weekly Telegraph

ST. JOHN, N. B., AUGUST 15, 1903.

HON. MR. BLAIR ON THE RAILWAY QUESTION.

When Hon. Mr. Blair finished last evening what was perhaps the greatest address he ever delivered, there was not a single portion of the government's Grand Trunk Pacific proposal which had not been so damaged as to be in grievous need of repairs.

He condemned as monstrosities the idea of a grand trans-continental road to be used as a common railroad highway, and showed how impracticable such a plan was. To have placed a commission in charge of the vital section of the road, a body with no interest in other lines, would have made the highway plan practicable.

What should have been done was to ask Parliament for an appropriation to explore the whole country in question, give the results to Parliament and the people, secure leave to build as far west as was necessary and extend westward from time to time as soon as the state of the country demanded it.

Mr. Blair was not only on his own ground but he had in mind the threatened destruction of the I. C. R. which he has so successfully developed. He destroyed at once the claim that the road to Moncton will be a great deal shorter than the I. C. R. by referring to ten surveys made by Sir Sanford Fleming for the government before the I. C. R. was built.

As for the need for a new line from

ocean to begin Mr. Blair spoke of the haste with which this project had taken form under Grand Trunk inspiration and pointed out that while many other important bills went over from one session to another, Parliament was asked to finally ratify this plan of which no one had heard six months ago and concerning which information on many vital details was absolutely lacking.

For a railroad scheme of this nature, Mr. Blair insisted, there had been no demand from any province in the Dominion. But had the government sought to devise a plan for the benefit of the whole country, and without considering any eager railway corporation, quite another scheme would have been devised. He explained that it had been his wish to extend the I. C. R. to Georgian Bay by acquiring the Canadian Northern, a plan involving a continuation of government ownership.

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Here the country's interests were bound to be sacrificed, yet the road should be built for the people. Operation under a commission would have given the people the benefits which otherwise they will pay for but will not enjoy.

When he reached the Lewis-Moncton section, Mr. Blair was not only on his own ground but he had in mind the threatened destruction of the I. C. R. which he has so successfully developed. He destroyed at once the claim that the road to Moncton will be a great deal shorter than the I. C. R. by referring to ten surveys made by Sir Sanford Fleming for the government before the I. C. R. was built.

Mr. Blair took the very fair ground that our national existence will be in no way endangered if we wait at least long enough to find out what we are doing. He demanded, and gave the country ample time to discuss every phase of the question and decide whether it is wise to undertake so vast a plan principally for the benefit of the promoters.

As for the need for a new line from

THE EASTERN SECTION.

No one knows today that the proposed railroad from Lewis to Moncton will ever be built. No one knows that the route proposed is practicable in the ordinary sense. But it is known that the road can only be built at vast expense, and that if built it will answer no good purpose which is not answered by the I. C. R.

The Intercolonial, for instance, could handle four times its present traffic. Mr. Blair, in his speech on Tuesday, made a telling reference to the well known result of a virtual test between the I. C. R. and the C. P. R. when the cattle embargo was in force last winter.

In an attempt to defend the new Lewis-Moncton road some pretence is made that it will be valuable for colonization purposes, but that is not seriously put forward, because the route proposed makes it absolutely useless for that end—the route avoids the settled land and that capable of settlement for the avowed purpose of saving distance, something which there is no hope that it will do.

While, admittedly, the I. C. R. could handle all the through traffic, it is proposed to spend millions to build a line which will take the through traffic away from the existing government road and destroy it, at immense expense, for reasons which no business man and no railroad man can understand—indeed for no reason at all.

It is Mr. Blair's conviction that the proposed eastern section will never be built by the route laid down by Sir Wilfrid Laurier. As the more thickly settled districts are along the Gulf of St. Lawrence and along the St. John Valley, the new road would not serve the population needs it most and that of winter business. A survey quoted by the Premier purports to show that by the new route the distance from Montreal to Halifax would be 750 miles. By the I. C. R. it is 836. At most then the saving, even on paper, would be small.

The people of the country are not fond of curious engineering feats which are not dictated by business principles. It has been said that Moncton wants the new road. Perhaps, not knowing what the result will be, Moncton does want it, yet be sure that the idea did not originate in Moncton, and unless there were greater reasons behind the plan than Moncton could advance, the government would never have embraced it.

Deprived of its through traffic by the Lewis-Moncton section of the G. T. Pacific, what hope would there be for the Intercolonial? And if the government forces through the scheme before the house, what likelihood is there of the extension of the I. C. R. to Georgian Bay? And does the Globe believe that the I. C. R. or the country, for that matter, will profit by the building of a duplicate road at a cost of \$15,000,000 which will be no shorter than the Intercolonial and which must be fed by traffic which the Intercolonial should handle?

As for the need for a new line from

quarter so influential that wisdom gave way before it. For, when the Moncton route was first mentioned, in the Railway Committee, Hon. Mr. Blair at once proposed against it and offered an easy and wise solution of the problem—that of reaching St. John and Halifax with the winter export freight. He said that whatever traffic was brought by the Grand Trunk Pacific to Quebec could be turned over there to the I. C. R., and on that occasion asked Mr. Hays if a satisfactory arrangement between the two lines could not be made.

But it appears that the Grand Trunk promoters, having inspired certain members of the government with a mania for immediate and extensive railroad construction, were willing to accept the Lewis-Moncton line because it could not materially lessen the mighty gift they were to receive from the government through the remainder of the bargain.

Impreciable, and worse than unnecessary since it will cost millions in itself and destroy the I. C. R., in which \$70,000,000 has been invested, the Lewis-Moncton proposal is offered to the people by a government which cannot explain it and cannot successfully defend it, but which speaks of it loosely as a necessary part of the "grand trans-continental, all-Canadian line" for no section of which there is adequate excuse under the present agreement.

A SAMPLE CRITICISM. The Toronto Globe expresses some dissatisfaction over Hon. Mr. Blair's railway speech and complains that it was marked by too great bitterness and personal pique. The Globe's criticism is the only one which would have crossed his mind.

Parliament should not be asked to vote in the dark on this matter. The government may have little enough respect for its own following in both houses; but it should have too much political prudence to put them in the ridiculous position of voting for an outlay not named and for a railway not mapped out.

BE YOUR OWN DOCTOR. And instead of sending for a physician so often just to get the bottle of the old family standard, why not get a grip on your stomach and administer a few drops of NERVINE to the children every day in a cup of milk or a little in the water.

A PECULIAR AFFAIR. But a few days ago, when the editor of the Sun was in a nominating mood, he selected the editor of the Globe as the next minister of railways. It was thoughtfully done and no one who read could fight off the conviction that the single-hearted and kindly purpose of the Sun man was to confer a portfolio upon the Senator.

As for the need for a new line from

was at once duly thankful and glad. So far so good. But yesterday the Sun editor unmasked. It appears he was not in earnest when he nominated the Senator, but was merely addressing him in honored words while he stealthily approached him on his blind side near enough to hit him, all unexpecting, with the editorial club. A greater editorial atrocity has not challenged comment of late than this same treachery of the "journal of the home and the fireside" in deliberately seeking to assassinate its own nominee.

A GREAT WAR GAME. Comparing the British naval manoeuvres now under way in the Eastern Atlantic with those just finished by the American fleet off the coast of Maine, the New York Herald finds the British "war game" much more extensive and interesting. The Herald pays this tribute to the tremendous power of Britain's fleet:

These British manoeuvres loom large. In addition to the major operations, two forces of destroyers and torpedo boats, sixty-one of the first and the best of the latter, together with nineteen other seagoing auxiliaries, are engaged in manoeuvres which are more than 200 ships at sea. Among them are forty gunboats, mainly of the first class, and nearly fifty cruisers. This array has, it must be remembered, maintained on her various stations.

INFORMATION WANTED. The debate on the government's "trunk line" scheme ought not to close until someone has told us authoritatively what it is expected to cost, where—exactly—it is expected to run, how long it is expected it will take to make the surveys, and when it is expected to be ready for use.

San Francisco, Aug. 13.—Never in this city was more interest taken in a pugilistic encounter than in now manifested regarding tomorrow night's contest between James J. Jeffries and James J. Corbett. Betting, however, has been comparatively light at the prevailing odds of two to one in the champion's favor.

THE CHAMPION WAS NEVER IN BETTER CONDITION AND "POMPADOUR" JIM IS IN THE SAME FIX FOR THE CONTEST. San Francisco, Aug. 13.—Never in this city was more interest taken in a pugilistic encounter than in now manifested regarding tomorrow night's contest between James J. Jeffries and James J. Corbett.

NEGRO CHILDREN ARE NEVER GLOSSY BLACK UNTIL THEY ARE SIX YEARS OLD. Negro children are never glossy black until they are six years old.

CANCER. Tumor cure. Dr. J. C. ...

Store Closes at One o'clock Saturday. St. John, N. B., August 15th, 1903.

BIG PRICE CUTTING ON YOUNG MEN'S SUITS.

The great interest taken in Mr. Suits' sale has induced us to supply another list of Bargain Suits, which have driven the knife deeply into the price of all long Pant Suits \$32 to 35.

\$4.50 and \$4.00 Suits Now \$3.50. \$7.50 Suit \$6.75 Suit \$6.00 Suit

Will buy any of the Suits formerly sold for \$8.00 \$8.75 or \$9.50.

Our Men's Suit Sale is Still Booming.

J. N. HARVEY, Men's and Boy's Clothier, 199 and 201 Union Street.

HAYING SEASON Will soon be here and our stock of Waterville Brand Haying Tools is large and complete.

IN SCYTHES WE HAVE "Sibley" Pattern, "York's Special," "Cornwall's Choice," "King's Own."

W. H. THORNE & CO., Ltd. Agents for A. G. Spalding & Bros.' Athletic and Sporting Goods.

ST. JOHN MAN DRANK WOOD ALCOHOL; IS DEAD.

Edward Upton, of Brooks Street, Sailor on Schooner Abbie Keast, Was Temporarily Insane—Tragedy Occurred in Brooklyn.

The family of Edward Upton, Brook street, received a severe shock Thursday, when a telegram was received stating that Mr. Upton had died suddenly on Wednesday night at Brooklyn (N. Y.), where he was one of the crew of the schooner Abbie Keast.

WANT A DOMINION SABBATH LAW. Sir Wilfrid Laurier Promised Lord's Day Alliance Delegation That Something Would Be Done to Remedy Matter.

Ottawa, Aug. 13.—(Special)—The Lord's Day Alliance waited on the premier today and asked for the enactment of a Sabbath observance law that would be applicable to the whole of the dominion.

Fighting in Macedonia. Salonica, Aug. 13.—Insurgent bands frequently visit Kastoria. A big fight is proceeding at Diaval, near Monastir.

Corbett and Jeffries BOTH CONFIDENT. The Champion Was Never in Better Condition and "Pompadour" Jim is in the Same Fix for the Contest.

INTERCOLONIAL RAILWAY. On and after WEDNESDAY, July 1, 1903, trains will run daily (Sunday excepted), as follows:

Table with 2 columns: Train Name and Time. Includes: TRAINS LEAVE ST. JOHN, TRAINS ARRIVE AT ST. JOHN.

No Vacations. Because of cool summers. High position open to Sea Breezes. Perfect Ventilation. Study is just as pleasant now as in winter. Students can enter at any time. Send for catalogue. S. KERR & SON.