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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, AUGUST 5, 1903.

August 5, 1903

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Semi-Weekly Telegraph
ST. JOHN, N. B., AUGUST 5, 1903.

THE GRAND TRUNK PACIFIC.
The agreement between the government and the Grand Trunk Railway for the construction of the new transcontinental line, as outlined by the Premier, is practically the same as given to parliament by the Hon. A. O. Blair in explanation of his reasons for resigning from the cabinet. What modifications have been arranged are certainly to the country's advantage, and are apparently concessions forced from the Grand Trunk by the hostility to the proposals displayed by so important a section of the public press representing both shades of political opinion. One of these modifications, that in regard to the using of the Chipman branch and I. C. R. to St. John, is important to St. John as indicative that the rights of this port as the nearest winter port are not being ignored by the government.

The faults of the Grand Trunk Pacific proposals are not faults of detail in the planning out of a great transcontinental railway. The faults are fundamental to any scheme for private ownership. The government has, no doubt, made the best terms possible with the Grand Trunk. In our judgment the basis of the scheme should have been a proposal for national ownership and operation of the railway to be constructed by public money. We do not go so far as to say that all railways should be owned by the state, but we do say that it is in the public interest that one of the transcontinental lines should be owned and operated by the nation. In no way can the rights of the people be so effectively safeguarded.

In general we believe that the transportation of Canadian products through Canadian territory and through Canadian ports can be more readily solved by the extension of the people's railway from Montreal to Port Huron than by any number of transcontinental railway lines, for the natural route for western products for many years to come, must be via the Great Lakes. We appreciate that this is a large question upon which men will differ, but the lesson of the combination of great railroad interests in the United States is that the solution of the problem cannot be safely left to private railway corporations.

We have already expressed the opinion that the western section of the Grand Trunk Pacific from Quebec to Montreal is a superiority which has its excuse in the sectional demands of certain members of parliament. It means the destruction of the Intercolonial Railway without any sufficient recompense to the people. The saving in distance will, in our opinion, be not more than one hundred miles, and there can be no justification for the saving of so slight a distance at the expense of a road already built. The I. C. R. is, on the whole, a railroad of easy gradients. The proposed line passing, as it will, through the highlands of the centre of the Province, must be a road of gradients sufficiently heavy to eliminate any saving in distance so far as the cost of haulage is concerned. Then why build another road from Quebec to Montreal when the I. C. R. can certainly handle the western traffic of the new transcontinental road for the first ten years at least of its operation?

It is not easy to express these views against the pronounced opinion of our great leader, for The Telegraph believes that, in general, party councils should be settled in the party councils. But this is too important a question for St. John, for New Brunswick, for Canada, as a nation, to permit us to show our fealty to the Liberal party in silence against what we frankly state to be, in our judgment, a national rather than a political blunder. We believe the bill will carry in both Parliament and Senate. We believe just as firmly that time will show that the majority has erred in its method of settling Canada's great transportation problem.

THE EMPLOYER AND THE EMPLOYED.
Any employer which may arise between the employer and the employed, must in the last instance be settled according to the law. Whoever violates the law in the course of such a quarrel, be he employer or employed, must equally offend the law and must court punishment. The punishment prescribed applies equally to all who offend.

The union men, who are wise will always

dodge the statute, for it means what it says. Just now, for instance, the Universal Peace Union of Philadelphia issues a leaflet setting forth certain cardinal principles. It says, for example:—
To obtain a solution of pending difficulties, afford a relief from present distresses and secure justice to all, the following principles are essential to success:—

1. The employer should have right of selecting, without dictation, the person he employs.

2. The person seeking employment should have the right of seeking that employment wherever he believes his services will be best appreciated and remunerated.

3. The right to organize for beneficial purposes belongs to all alike, and whether employer or employee belongs to any organization should be no obstacle to forming a labor contract.

4. Persons not members of any organization should have the right to seek employment and continue employed without molestation or interference by those connected with an organization.

5. Labor contracts, whether made for a week, a month or a longer period, should be considered binding by employers and employees, to be amended, cancelled or renewed only with the consent of each contracting party.

6. Employers should not be required to abide by regulations or laws of organizations, in the construction of which they have no voice.

7. Due notice of any change in the work of time affecting prices of labor, and cessation of, or discharge from employment, should be given by the employer to the employee.

8. Due notice of leaving employment should be given to the employer by the employee.

9. Violence of any kind on the part of capital or labor is never conducive to the best interests of either.

10. Misunderstandings, not otherwise adjustable, should be submitted to a tribunal of arbitration, and each contract should contain a clause providing therefor.

11. Pending the adjustment or arbitration of difficulties, employers and employees should continue their relations as before, and any settlement, not otherwise agreed upon, should date from the beginning of the difficulty.

It is an interesting platform. In the main it means that you shall demand no privilege which you are not willing to concede. No local labor man, we take it, will be prepared to demand more than is conceded by the Universal Peace Union.

A NEW DEPARTURE.
The Toronto Star wired us yesterday as follows:—
"Can we have two hundred words your opinion on Laurier's railway policy?"
Here is the reply:—
"The Telegraph believes that Canada is losing a great opportunity for a national transcontinental line which would protect both west and east from transportation monopolies or trusts. If the country could afford to build a line from Montreal to Winnipeg and then to the Grand Trunk it can afford to extend and operate the property. We believe the Liberal party under Sir Wilfrid Laurier has solved many national questions in the public interest and is deserving of popular approval for its splendid administration of public affairs, and hoped that the same breadth of view would obtain in the settlement of the transportation problem."

"We cannot see how the arrangement can be regarded as other than a gift of the railway to the Grand Trunk, and while the government seems to have exacted certain concessions in return, our experience, in the east, of concessions wrested from railway corporations is that they are never carried out in good faith."

"The building of the new line from Quebec to Montreal may not parallel the Intercolonial Railway, but it undoubtedly imperils the national road. In fact, if the Grand Trunk is given running rights over the I. C. R. from Montreal to Halifax and Sydney, heavy deficits must be the rule on the I. C. R."

The Toronto Star is to be commended for its journalistic enterprise in gathering the editorial opinions of the Canadian press on so important a question. It is a new departure which The Telegraph was happy to assist by its prompt response.

A CHARGE, AND A COMPARISON.
Canada today is the dumping ground for the refuse of every country in the world. And the time will come, though it may not appear imminent now, when the social problems of life will press as heavily on us as they are doing today on the people in European and continental countries, and when it will tax the energy, ingenuity, intelligence, political astuteness and statesmanship of our people to provide some protection against the dangerous elements we are importing in such large numbers.—Mr. Sproule, of East Grey.

If Canada were drawing 800,000 people, mainly from Southern Italy and Sicily, each year, as the United States is doing, this gentleman's words in the recent debate might have some useful meaning. From three comparatively useless countries, in the last year, the United States drew three-quarters of its population from:—Italy, Austria-Hungary, Russian Poland.

Had the member for East Grey been talking about the influx into the United States there would have been at least some justification for his words, since of almost one million new residents received more than two-thirds came from territory which all immigration officials have no hesitation in settling down as undesirable. It is undesirable because it puts forth people who are either of criminal tendency, or seemingly incapable of appreciating the meaning of the citizenship they are eager to embrace, or are so ignorant and race-bound, so hopelessly the peasant of the land they have left, that they cannot rise to the new citizenship they would adopt, but rather would herd together in some squalid quarter of its cities and perpetuate there the ignorance, dirt and super-

stition of the home they left, when they thought they were seeking better things. No wonder the member for East Grey objected to these conditions. The wonder is that he dared compare the immigrants who come to this country with those who go to the Republic over the line. Where more than two-thirds of their immigrants are—this year, for instance—necessarily classed as undesirable, more than two-thirds of ours are of the clean, thrifty race, accustomed to law and order, ready to work and eager to understand and embrace the splendid institutions of the country which they came to adopt.

That a man, even in the madness of partisan eloquence, can describe the Canada of today as "the dumping ground for the refuse of every country of the world" is beyond comprehension, since, if he is at all aware of the immigration problem as it exists today, he must know that Canada of all countries is getting the cream of immigration, the strong man who go to till the great new land and obey the law, the producers, the men of the harvest, in place of the city-bugging and unclean colony-forming folk who are swarming into New York and Boston and Chicago.

But, perhaps, the gentleman does not wish to admit the truth. Always there is a class given to that blindness on occasion. If he had but restricted his advice somewhat and had merely urged that Canada in the years to come, when, obviously her increase in immigration must be vast, exercise care that she receive none but the fit, his jeremiad would not have been entirely without purpose.

Thus far, however, the press campaign Canada has adopted and the class of settlers received give no excuse for any such outcry as that to which reference has been made.

SUICIDE IS NOT SETTLEMENT.
They are considering a peculiar case just now in Montreal. Alfred Fournier, the defaulting cashier of the Beaudet's Court there, is credited with having killed himself in order that \$7,000 insurance on his life might be available for the payment of the shortage in his accounts. This, at least, was the explanation he made in a letter which he wrote before he killed himself.

He had been "induced" to undertake a little stock gambling. A false friend "induced" him to take some of the money entrusted to him as a court official, perceiving him that his winnings in the stock market would enable him to repay the "temporary loan," which loan was, of course, embezzlement pure and simple. The stock market transactions did not turn out as expected—When do they?

Fournier, finding himself facing exposure and disgrace, threw himself into the St. Lawrence, and this rendered his life insurance policy of \$7,000 payable to his heirs.

In other words, the man professed to take his own life in order that he might come in some respects the felony of which he had been guilty. His course was in no sense defensible. He simply must be regarded as a weak man who made a bad case worse. Clearly no man has a right to abscond anew—to kill himself—under these circumstances. He adds to the original wrong by shirking all responsibilities and leaving his natural heirs to compromise as best they can.

Moreover he sets a wretched example which may influence other weak men in similar circumstances, and who may be all too ready to regard Fournier as a hero who paid all debts by killing himself, whereas he paid none and merely sought to pose as a hero driven to the wall by circumstances. The fact is that he drove himself to the wall and then failed to face the music as a stronger man would have done. Such men have no good claim to pose as martyrs. Suicide is confession always. It never can be settlement.

NOT A SECTIONAL QUESTION.
The Telegraph has on different occasions pointed out distinctly what its views were with regard to the best route to be followed in building a line from Quebec to Maritime Province ports on the Atlantic seaboard. Now that the debate is on over the Grand Trunk Pacific proposals it would perhaps be well to re-state our position, especially with regard to the part of the scheme which affects New Brunswick and the eastern terminus of the line.

If a new line is to be built from Quebec it seems to us that the proper route is that through the Temiscouata valley and the St. John valley to St. John. This would mean little or no new railway construction as the present Temiscouata route, or what is known as the Northern division of the C. P. R., the distance by three two lines from Quebec to St. John would be 425 miles, and on the whole with very much better grades than can be had by any central route.

The effort to make Halifax the nearest exporting port for western produce is impossible of accomplishment. St. John's geographical position will inevitably give it preference if any sane system of railway construction is adopted; for a new line through the centre of the Province will not bring Halifax any nearer to Quebec than the I. C. R. brings it. We mean by this that while it may be possible by the building a line through the centre of the Province to bring Halifax fifty or sixty miles nearer to Quebec, that no greater saving than that could be accomplished, and that the heavy gradients consequent upon a railway running over the watershed of the Province will, so far as the cost of haulage and freight is concerned, make the slight saving in distance of absolutely no account.

We are satisfied that a survey will prove that the only desirable route to St. John

would be by the Temiscouata Railway and the C. P. R. from Fredericton, and that the present I. C. R. route is as good as any that could be obtained between Quebec and Montreal when the question of gradients is considered.

Mr. Blair's contention all along has been that if the government is determined to build to Montreal they ought certainly to make the St. John connection by the shortest possible branch from the main line; in other words, that under the present scheme of construction through the centre of the Province to Chipman and Montreal, it is only equitable that it should contain a proposal for a branch from Chipman to St. John, thus leaving the main line with two prongs, one to Montreal and the other to St. John, either of which might become the main line as the Company might later decide.

The report of Sir Wilfrid Laurier's speech seemed to indicate the Government's adoption of this latter view, but the copy of the bill does not seem to contain any such provision. When this claim was made by Mr. Blair and denied by the Government it was quite evident that the real view of the Grand Trunk Proposal was not to reach the nearest port of the Atlantic seaboard, and no New Brunswick, whatever his political views, will deny that Mr. Blair has acted properly, as the Minister in charge of New Brunswick's interests, in refusing to allow the advantage to Halifax which the Government was not willing to accord to St. John.

From the moment that it became apparent that it was the intention to neutralize the geographical advantages of St. John in favor of Halifax there was only one course for the Hon. Mr. Blair, and that was to resign from the Cabinet.

We have abstained from discussing this feature of the Grand Trunk Pacific scheme in the hope that it would be modified before being brought down to Parliament. New Brunswick's interests were sacrificed by the building of the I. C. R. round the North Shore instead of through the natural route of the St. John River and Temiscouata valleys. It was a fatal mistake to repeat this blunder by the building of the proposed road from Quebec to Montreal.

Not is this a sectional view. The new road is being built under the pretense that some saving in distance can be accomplished over the more circuitous route of the I. C. R. Such a saving of distance can be had by the adoption of the Temiscouata and St. John River route, but by no other line through the Province. We believe that the C. P. R. today would concede that the adoption of the Temiscouata route would give a preferable freight route to the coast line from Montreal, as it would avoid the very heavy gradients to which their line is subjected. The Temiscouata route is all within Canadian territory, and would further develop the very best section of the Province of New Brunswick.

Therefore, whether viewed as a colonization route or as a short line of easy gradients for freight and passenger communication, it is very much preferable to the proposed route from Quebec to Montreal. It has a greater advantage that it consists of railways already built and which could be acquired at very much less cost than a new line through a country of heavy gradients could be constructed.

AN UNHAPPY PROPOSAL.
A proposal is forward to dump a great number of Southern negroes into the Canadian Northwest. To do so would be to make a miserable mistake. The matter has been discussed in Toronto and Ald. Hubbard of that city is quoted as follows by a Toronto newspaper:—

Ald. Hubbard thought the move would be all right for those who came here, "but," he added, "there are so many colored people in the Southern States that the number brought here, which would certainly be small, would not make much change. There are several millions of colored folk down there, you know."

Ald. Hubbard, in discussing the race question, prophesied that in a few years, if the lawlessness was kept up, there would be another civil war in the United States. He said that the colored people would certainly benefit if they came to Canada and took up land, because they would be honored and respected the same as white folk.

Alderman Hubbard thereby made it clear that he knew very little either about the Southern negro or the result of the movement he advised. The Southern negro is useless when removed from the conditions to which he has been accustomed. He has been happiest when "beastly" by the Southern white. He would be doubly useless when thrown on his own resources in a cold country where industry and initiative make the successful settler.

Thrown into the Canadian west the Southern negro would create one of two evils—he would become a troublesome charge upon the whites because he would be incapable or unwilling to sustain himself, or he would form a criminal element against which every man's hand would be raised, and with justice. The Southern negro is better in the South. Certainly the rigorous Northwest is no place for him and the sooner this fact is realized, the better.

A WORD FOR CHAMBERLAIN.
One feature of the strength of Mr. Chamberlain's position is set forth strongly in the London Post, one of his chief organs, which calls attention to a convincing table in which it is shown that since 1883 manufactured exports have only increased from £215,000,000 to £229,000,000 while imports of manufactures have increased from £38,000,000 to £90,000,000, or have nearly doubled. In consequence the percentage of imports paid for by net

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manufactured exports was only thirty per cent, a decrease of thirteen per cent in twenty years. The Post adds:—

Without the power to retaliate, our trade in manufactured goods with competitive markets will continue to sink under free imports in the future as certainly and steadily as it has been sinking under free imports for a generation. Without protection, the race in colonial business will not be permanently sufficient to make good the growing loss in foreign commerce. We have proved by indisputable figures that the continuance of present tendencies under the present system will mean the certain loss of our traditional supremacy as a country manufacturing for export.

Mr. Chamberlain's opponents admit the gravity of the complaint by proposing a London Charterhouse as a remedy. The new German tariff bill, with its increase of the duties upon British textiles and other articles found to be holding too much of the ground in spite of all precautions, must show the antagonists of preference that our increased efficiency will always be neutralized by increased duties. Their educational remedy is therefore no remedy at all. Nothing will ever prevent the increase of tariffs in other markets except the fear of consequences in this market.

Here at least is no expressed fear of retaliation by Germany or the United States. In fact Germany cannot retaliate effectively and the United States would not think of attempting it.

The Sun should settle down to some well-defined railroad policy and then take its anxious Conservative readers into its confidence.

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THE JOYOUS EDITORS.

It must move all other editors to deep sorrow to read that the Eastern Chronicle has proclaimed news of a breach which, apparently, is not to be easily healed. The Chronicle, it would seem, has an unenviable and unenvied position in the market and using it unparagonably. For instance the Chronicle man feels compelled to remark:—

The saintly liberal descendant of Robert Burns' "Holy Willie," who edits the Free Lance, quotes doggerel verses in support of a personal attack on the editor of this paper. The week before, he demanded the

name of our Woodville correspondent. For what purpose? Not that he doubted the truth of what the correspondent wrote, for "Holy Willie" did not question that; but simply that he might make a personal attack on the correspondent. Failed in that and worsted in argument, he resorts to abuse. However, we must take the world as we find it and the crop of Holy Willies and envying "hypocrites" never fails.

This would seem sufficient signal for subject repentance and apology on the part of Holy Willie, yet since it is a stiff-necked generation we can but abide the answer with considerable foreboding.