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THEIR TROUBLES BEGIN

A London cable is doubtless correct in predicting a loss of prestige for the new British government in the affair of the 'trades dispute bill.' It appears to be a bill that pleases nobody, and that the government should leave the question to the decision of the house rather than press it as a government measure is regarded as an evidence of weakness. The bill is an offering to the Labor Party, but because it does not go far enough they will have none of it.

This bill is an outcome of the Taff Vale decision in the English courts, which held that the funds of trades unions were liable for the illegal acts of individual members of a union.

The Taff Vale case, says an exchange, arose from the great strike in the coal mining district in Wales in 1900. At that time the Amalgamated Society of Railway Servants was on strike against the Taff Vale Railway Company. The company contended that the society had indulged in malicious molestation and intimidation and other unlawful acts, and had thus inflicted injury upon it. For these the railway asked damages. The suit was bitterly contested by the society, backed by the trades unions. It was fought through the different courts, and the decision was finally made by the King's Bench division of the High Court of Justice in 1902. It held that the Amalgamated Society was responsible for the acts or the acts of its agents, and was liable to be mulcted in damages for actual injury done. On Feb. 23, 1903, in accordance with an arrangement made between the two parties to the suit, the court awarded the Taff Vale Railway Company \$116,000 damages against the Amalgamated Society.

In framing the bill which has just been introduced in the Commons, there was considerable difference of opinion among the ministers, some of whom were rather dubious about making large concessions to labor. As a result there is a bill which appears to have no friends at all. The following is a report of the speech of Attorney-General Walsby in introducing the measure:

"In explaining the features of the measure he said that the recent court decisions had seriously curtailed the usefulness of trades unions. Their undoubted rights of peaceful persuasion had been cut down to the point of extinction, and funds contributed to provide against sickness and lack of employment had been held liable to meet claims based on the reputations of unauthorized officials. The present bill provides that no act of a trades union shall be held to be unlawful if such act is lawful when committed by an individual; sets forth in express terms the right of peaceful picketing, which the attorney-general said, was a essential part of the right to strike; and defines the law of agency as applied to trades unions, making it impossible to chain redress from union funds for any act unless it is clear that the act was authorized by the governing body of the union. In regard to the demands for the complete immunity of trades unions' funds from attack the attorney-general declared that he did not think it right to create a special privilege for the proletariat. If the bill did not fulfil the expectations of the trades unions the government at least had done its best to solve the thorny problem."

The Labor members demand complete immunity for union funds, and unless this is incorporated in the bill they present one of their own, and feel the house if the bill passed the Commons, it is believed the House of Lords would cut out the clause granting immunity. The troubles of the new government have begun.

THE COAL STRIKE

It appears to be settled that the coal strike will be only partial in the bituminous coal regions, and therefore the effect upon general trade and industry will not be as serious as if all the miners in that region were called out. A complete cessation of bituminous coal mining for only a few weeks would paralyze the business of a great part of the country. It is this fact that has caused public interest upon the negotiations with regard to these mines, for there is so much anthracite coal above ground that a strike of the hard coal miners would be less serious in its results in three months than one of the soft coal miners in three weeks.

But the miners have agreed to go to work in those bituminous coal mines where the operators are willing to return to the 1903 wage scale, and this somewhat relieves the situation. Nevertheless there is great anxiety, and President Roosevelt is giving the dispute the most serious consideration. He has received from those operators in Illinois, Indiana, Ohio and western Pennsylvania who are opposed to any increase in wages a resolution declar-

ing that they represent 80 per cent of the tonnage in the territory involved, and asking that he appoint a commission to investigate all matters involved. He has also received from John Mitchell, president of the United Mine Workers, and Francis L. Robbins, an operator who is willing to pay the higher scale of wages, a telegram that at least half the tonnage involved is willing to do the same. These conflicting statements a Washington dispatch says:

"It is believed here that in view of the situation, the president will feel it best to have a commission investigate. The President is not worrying over the anthracite situation. He is fearful of the business and industrial effects of a soft coal strike, which it is realized fully would paralyze things in the north. Even a month's strike would bring business to a standstill. In the anthracite field where there is much coal stored, a strike could last much longer without grave results."

The Washington correspondent of the New York Evening Post says that "summing up the opinions of those who have talked with the President in the last ten days on the situation in the anthracite and bituminous fields, one gathers the impression that Mr. Roosevelt is inclined to believe that in their present differences the bituminous miners are in the right, and the operators in the wrong, and that in the anthracite fields the miners are unjust in their demands and the operators have the right on their side." This, it is added, is not his matured opinion, but rather an inference from his conversation. The same correspondent says further:

"President Roosevelt came into office a radical. He has become more radical in his opinions the longer he has stayed in the White House. His recent address to Sam- uel Gompers and the other labor men who called at the White House to present their grievances against Congress afforded the first public intimation of the present state of his mind toward organized labor. As he told these men, he believes in organized labor, but he does not countenance its unreasonable demands. The President puts on a par with the cheap, noisy, disagreeable, and unreasonable labor blatherers certain of the more offensive of the captains of industry. He regards both of them with an impartial malevolence."

"One thing may be put down as assured—Mr. Roosevelt is in no mood to concede the labor demand, and it is confidently anticipated that this will be fully manifested in whatever share he may take in the impending disturbances in the coal fields. The outrages and murders that have been attributed to the Western Federation of Miners in Idaho have worked strongly on the President's mind. He has talked frequently about the bases of Moyer and Haywood, and expressed his determination to do all that lay in his power to see that they were tried for the offenses alleged against them, even to the calling out of troops, if an attempt was made by the labor men to intimidate the courts and the officers of justice. Mr. Roosevelt's mind was full of this case when he had his recent talk at the White House with the labor men."

With regard to what may be termed the more cheerful aspect of the strike, the partial operation of the soft coal mines will prevent an absolute famine, while there is also an enormous quantity of hard coal in store. Then the strike occurs at a time when the household demand for coal is at a minimum. But there will be much agreement with the statement of the New York Globe that the dispute has been characterized by subtleties and folly. The consumer, who has no voice in the matter, will be the chief sufferer.

A UNIVERSAL NEED

The statement was made at a meeting of the new board of Consumptives' Hospital trustees in Boston last week that there were 3,000 chronic cases of consumption in that city.

It is now proposed to have erected in that city a hospital to which only advanced cases shall be admitted. The Trust's report says: "The general sentiment favored a hospital for chronic and incurable cases and also an exchange of patients between such hospital and the sanatorium at Rutland. With this idea in view, an indication of recovery will be transferred to Rutland, and the hopeless cases at Rutland will be ordered to this hospital." The plans of the new board were outlined and approved as follows:

"Sanatoria in some comparatively elevated location in the country, with plenty of room for outdoor life for incipient or moderately advanced cases, with the hope of their ultimate arrest or cure."

"Hospitals for advanced and hopeless cases. These are demanded both from the public health and economic standpoint. These hospitals should be near home, so that patients in their last days can be readily visited by their friends."

"Dispensaries or societies which shall look after those infected patients who are obliged to remain at home, seeing that they and their families get proper hygiene, food and what medical treatment may be necessary."

"Farm colonies, where the apparently cured can be put to work tentatively under medical superintendence."

When the board has been enabled to put these plans in operation, great benefit will result. It is estimated that the death rate from consumption in the United States has decreased twenty per cent, in ten years, as a result of scientific treatment of the diseases, but its ravages are still terrible.

In Ottawa last Wednesday the Canadian Association for the Prevention of Consumption held its annual meeting. Earl Grey was present. Among the reports submitted was one from the affiliated association in Ottawa, which employs a nurse. The report is summarized: "From May, 1903, to February, 1906, Miss Rayside, the nurse of the Association, had sixty-seven cases under her care. Of these twenty-one died, most of them

within a few days of the nurse being called upon to visit them; two had left the city, one considered cured, the other much improved; one is at present at the sanatorium at Gravenhurst, and three are doubtful, three are holding their own, three are hopeful cases, fifteen are much improved, seven are considered cured, and one has just been taken under the care of the nurse. The total cost of the work for the nine months was \$710.34."

The citizens of Hamilton (Ont.), have taken up the subject of dealing with the white plague more heartily than have those of any other Canadian city. We quote:

"A most interesting report was submitted by Mr. J. H. McKeown, of Hamilton, describing as it did the institution in that city of a sanatorium to be operated purely by local subscriptions, the first of its kind in Canada. The citizens rallied around the project, and nobly met the call for subscriptions amounting to \$80,000, with the result that in an incredibly short time the committee found itself with a fund of \$25,000 in cash, \$11,000 in promises as good as cash, \$4,000 grant from the provincial government, a site valued at \$8,000, and the promise from one of those donating the site that he would donate the administration building. It is the intention of the Hamilton Health Association, which will begin work in the spring on the sanatorium, to conduct its work on the open air and sunlight plan, with but little to be spent upon expensive buildings."

There is need for continued effort on the part of medical men, the press and all who feel deeply the importance of a movement in this province similar to that in other provinces and United States, in order that public sentiment may rally to the support of the proposed sanatorium for consumptives in New Brunswick.

NEARLY \$18,000,000

(Times.)
The value of exports by the steamer from this port to the United Kingdom and South Africa thus far this season is greater by over \$1,000,000 than the total for the winter season of 1904-05. The total thus far this season is \$17,787,387. Of this more than one third, or \$6,011,000, is represented by United States produce, brought here in 4,100 cars.

It is evident that the Times' estimate of \$20,000,000 for the season is well within the mark, as quite a large number of ships have yet to go forward. There is now in the C. P. R. elevator nearly half a million bushels of grain, and more is daily arriving, along with other freight for the steamships. It is estimated that the total for the season will exceed 6,000,000 bushels, as about 4,000,000 bushels of wheat have already gone forward.

The shipment of cattle already exceeds by 1,300 the total for last season. Over a million dollars worth of freight has gone to South Africa, and another cargo is loading.

THE HILL INVASION

Sharp discussion of James J. Hill's invasion of the Canadian West has begun at Ottawa—as our despatches of this morning explain—and an examination of the matter convinces one that the whole country will presently be debating with keen interest, not to say anxiety, the projects of the American railroad magnate who is now revealed as girding a vast stretch of Canadian territory with railways which are intended to drain through American channels the freight which should be carried by all-Canadian routes to our eastern seaboard.

Considering the progress already made by Mr. Hill and those who covertly if not openly his lieutenant, it is remarkable that these projects, calculated as they are, to exert so great an influence upon the future of Canada, have attracted so little attention and have been the cause of so little plain speaking at Ottawa and in the provincial legislatures of the West. We have recently heard a great deal about a plan by which the diversion of Canadian freight to American channels should be reduced to a minimum, by which all-Canadian routes should be strengthened and developed, and by which the eastern and western provinces of Canada should become knit together commercially for their mutual profit. The very backbone of any such policy is transportation by all-Canadian routes, as the Transportation Commission so recently and so forcibly pointed out. The country generally should now be thoroughly alive to the vital importance of this line of national development. And if it is, the projects of Mr. Hill, which constitute a plan to divert immense and ever increasing streams of freight to the United States from Manitoba, Saskatchewan, Alberta and British Columbia, may well be regarded as sufficient to justify uneasiness and alarm among Canadians. Patrons of the line now will now be disposed to inquire sharply as to what extent Canada has been subsidizing the Hill system, directly or indirectly, and to urge a more careful and a sounder policy regarding the matter in future. Ottawa, no doubt, will be ready to scan western legislation with care from the standpoint of true Dominion interests.

It is not easy at this time to grasp the full significance of Hill's proposed to build or acquire 5,000 miles of railroad in Western Canada, tapping the whole region by strategic lines to feed the Great Northern system and divert Canadian products to Duluth, Seattle, St. Paul and other American cities. A surprising feature of the case, and one showing the necessity for Canadian vigilance and defensive action, is the extent of the hold which the Great Northern already has upon Cana-

dian territory. The announced decision of the Hill system to build a 400-mile line from Havre on the trunk line of the Great Northern to Edmonton by way of Medicine Hat, traversing the most fertile part of Alberta, led a Western reviewer to attempt a summary of Mr. Hill's progress up to some weeks ago: "With the construction of his projected roads from Havre to Edmonton," says this authority, "he will have eight branch lines crossing the Canadian border west of Manitoba, together with several other buildings or in contemplation within Canadian territory itself, and all of them designed as feeders to his great trunk railway running from St. Paul to Seattle."

Since that was written it has become clear that the Hill feeder lines would reach Brandon, Portage la Prairie, Medicine Hat, Edmonton, Calgary, Regina, and Winnipeg and other centers—virtually every fruitful source of freight in the new provinces as well as in Manitoba on the one hand and British Columbia on the other.

The Hill projects, then, are directly hostile to the all-Canadian transportation policy, the development of which is so vitally important to Canada if it is to become great, well-balanced, closely united and commercially independent. The greater the success Mr. Hill gains, the greater the loss of freight to the Canadian transcontinental lines, to the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific, in whose richest territory as regards freight Mr. Hill is encroaching himself. The danger to Canada must be apparent. The traffic which should build up our own cities may be diverted in increasing measure to those of the United States, and the Hill lines, of course, will carry back American goods to displace the merchandise of Eastern Canada. To the Maritime Provinces, as well as Ontario and Quebec, the subject is one of compelling interest, so largely and so certainly does our prosperity here depend upon all-Canadian transportation and free, well-rounded Canadian development. Members of the Dominion parliament and of the provincial legislatures, it will be seen, will do well to study the Hill invasion. There is too much reason to believe that careless, hurried, or lobbied legislation has encouraged rather than resisted this invasion heretofore. The time has come, evidently, for a careful investigation of the whole matter and the preparation of such measures as may still be possible to keep Canadian freight in Canadian channels and encourage Canadians to work harmoniously and progressively along sound lines.

The following resolution has been passed by the City Council of Montreal:
"That the Law Department as suggested by the Mayor, be instructed to proceed to Ottawa, to endeavor to have legislation enacted whereby the Bell Telephone Company shall be compelled to place all its wires in the city underground, and where, by all doubts shall be set at rest as to the principle expressed by the United States Congress, that each municipality shall have the control of its streets, public places and local franchises, and that the honorable members of the Senate, and the members of the House of Commons, representing the city and the district of Montreal, be requested to give their earnest support to the city's just request."

CONDUITS FOR WIRES

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The mayor had suggested such action in a communication to the council, in which he urged that the telephone company should be compelled to "place all its new wires underground, and its wires already in use either in a municipal conduit or in the company's own conduit, as may be decided by the city."

This question has already been under discussion in St. John, and will be brought up again. When it is the council should look into the question of a municipal conduit, into which all companies using poles should be compelled to place their wires, doing away as far as possible with the unsightly poles that now make the streets hideous. It will be interesting to watch developments in connection with the effort in Montreal to get rid of the telephone company's poles. As a matter of fact, the company has already thirty miles of conduits in that city.

MARK TWAIN'S SYMPATHY

Mark Twain is growing warlike in his old age. A meeting of Russian revolutionists was held in New York last week, addressed by Nicholas Tchaikovsky, of whom it was said: "Tchaikovsky comes to this country not as 'The Angel of Peace,' but the Angel of War. He comes openly with money to buy arms. There is no concealment of the object of his visit." At this meeting the following letter from Mark Twain was read:

"My sympathies are with the Russian revolution, of course. It goes without saying. I hope it will succeed, and now that I have talked with you, I take heart and believe it will. Government by falsified promises, by lies, by treacheries and by the butcher knife, for the aggrandizement of a single family of drones and its idle and vicious kin, has been borne out long enough in Russia. I should think, and it is to be hoped that the Russian nation now rising in its strength will presently put an end to it and set up a republic in its place. Some of us, even of the white-headed, may live to see the blessed day when czars and grand dukes will be as scarce there as I trust they are in heaven."

NOTE AND COMMENT

Dowie is now so poor there is none to do him reverence.

These are the days when the poor, innocent consumer views the coal bill with increasing apprehension.

New Jersey is going to cause lobbyists to register their names and the nature of their business when they go to the state

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He doesn't want to pay the price of all-wool for a suit one-third mercerized cotton.

He doesn't want to find, after a month's wear, that his trousers bag at the knees, and his coat has sagged out of shape because the cloth was skimpy and the tailoring a superficial sham.

No cheapening process here—we haven't spent years in building up a clothing business on straightforward lines to lose it for a temporary increase in profits.

Spring has come around again, and we say with certainty born of investigation that we have the largest stock of fresh new goods of any store in town and lower prices, quality for quality.

COME IN TO-DAY, look around; no one will bother you to buy; no one will try and talk you into taking what you don't want.

MEN'S SUITS, - - - \$5.00 to \$25.00

MEN'S TOP COATS, - - - 8.50 to 15.00

MEN'S RAIN COATS, - - - 8.50 to 18.00

Spring Suits for Boys.

Teach that youngster to take a pride in himself and his clothes—you can't begin too early.

We'll help you—and if we may have him some spanking later on. If you want him to act right—see that he looks right—that's your part.

Buster Brown Suits, - \$3.50 to \$8.00 Norfolk Suits, - - - \$2.25 to \$7.00

Russian Suits, - - - 4.25 to 7.00 Plaid Suits, - - - 1.50

Sailor Suits, - - - .90 to 2.50 Sack Suits, - - - 3.00 to 9.00

Eton Sailor Suits, - 4.25 to 7.50 Top Coats, - - - 2.00 to 12.00

Bloomer Sailor Suits, 4.25 to 7.50 Rain Coats, - - - 3.75 to 15.00

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FICKLE FRANCE TRUE TO DESPISED TUBER

Of the economic plants of the world which are most used today America has the credit of producing three-tenths of the world's supply of potatoes. It was not until the potato came to this country that it was known to the world. It was introduced by early Spanish historians. One of the earliest records of the potato as a food is from the history of Sir Walter Raleigh, who introduced tobacco into this country. It is said that the great bluest, Gerard, first planted potatoes in his garden at Holborn, a suburb of London in those days. He probably obtained the seed or tubers from Italy, which he had brought them from America and planted some on his estate at Youghall, near Cork.

At first they were regarded as a delicacy and a luxury. Gerard recommended them as a delicate dish and the earliest attempts at cooking them was to roast them and then steam them in salt water, as sweet and savory. Another way was to bake them in narrow and shallow, Skinkapee, twice the usual thickness, and they were then served in butter and cream. Such after the fashion of the French, who were then to push the cultivation, with the assistance of the Royal Society, and the potato was slow. In English books of gardening of the time the potato was regarded as the food of the poor. In a household book written by Anne, Duchess of Devonshire, James I., an entry has been found of the purchase of a supply of potatoes from which we learn that the price was then two shillings a pound.

Some of the reasons the government tried to push the cultivation, with the assistance of the Royal Society, and the potato was slow. In English books of gardening of the time the potato was regarded as the food of the poor. In a household book written by Anne, Duchess of Devonshire, James I., an entry has been found of the purchase of a supply of potatoes from which we learn that the price was then two shillings a pound.

There was strong opposition to the vegetable as a food, and in England it was not until the potato was introduced by the French, who were then to push the cultivation, with the assistance of the Royal Society, and the potato was slow. In English books of gardening of the time the potato was regarded as the food of the poor. In a household book written by Anne, Duchess of Devonshire, James I., an entry has been found of the purchase of a supply of potatoes from which we learn that the price was then two shillings a pound.

It is true, I haven't done a lot to show my natural bent. The thing to judge folks by is not the act, but the intent. The crop that measured scant an acre, the roof where rats came through—Don't notice them. They shut at all. The things I meant to do—Behold that lofty mansard roof—You'll have to shut your eyes. And take my spoken word as proof—See how that grain field lies. Stretched out for miles! And from afar Great crowds have come to view My vast magnificence. These are The things I meant to be helping is.

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