

THE SEMI-WEEKLY TELEGRAPH is a eight-page paper and is 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.

ADVERTISING RATES.
Ordinary commercial advertisements taking the run of the paper. Each insertion \$1.00 per inch.
Advertisements of Wants, For Sales, etc., 50 cts. for insertion of six lines or less.
Notice of Births, Marriages and Deaths 25 cts. for each insertion.

IMPORTANT NOTICE.
Owing to the considerable number of complaints as to the miscarriage of letters alleged to contain money remitted to this office, we have to request our subscribers and agents when sending money for the Telegraph to do so by post office order or registered letter, in which case the remittance will be at our risk.
In remitting by checks or post office orders our patrons will please make them payable to the Telegraph Publishing Company.

FACTS FOR SUBSCRIBERS.
Without exception, names of new subscribers will be entered until the money is received.

Subscribers will be required to pay for papers sent them, whether they take them from the office or not, until all arrears are paid. There is no legal discontinuance of a newspaper subscription until all that is owed for is paid.

It is a well settled principle of law that a man must pay for what he has. Hence whoever takes a paper from the post office, whether directed to him or somebody else, must pay for it.

RULES FOR CORRESPONDENCE.
Be brief.
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.

We do 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.:
Allison Wishart.
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., APRIL 17, 1901.

THE INTERCOLONIAL.

The discussion which took place at Ottawa a few days ago rather indicated that the opposition in the new parliament are quite as jealous as were their predecessors of the success which has attended the management of the Intercolonial under the Liberal regime. If this were not their feeling it is scarcely likely they would take so much trouble, and resort to such an ingenious juggling of figures, in order to show that the surpluses of the past two years were fictitious. They cannot, however, argue away the plain facts as they are of record, and we apprehend that any hopes they are entertaining of perverting public judgment on the subject will prove abortive.

The improvement which has taken place on the Intercolonial does not depend for its demonstration upon mere figures. Everyone who is cognizant of what is going on knows very well that the government record shows the results of the new management in very plain and the readiest of terms. In finer order, there is more business being done, and there are evidences in all directions of a higher tone and superior methods in the conduct of the line. These facts are too obvious to be questioned.

We are not among those, however, who hold that a surplus is the only safe test of good or bad management. It is quite possible for circumstances to arise which would create a deficit, though the business of the road were never so well conducted nor so much genuine economy exercised. If we are not mistaken, the conditions which have prevailed during the current fiscal year will render it impossible for the Minister of Railways to show a surplus, notwithstanding that the comparative results may be better than for years past. At all events, without having any advice on the subject from inside sources, we should be greatly surprised, if Mr. Blair can make one hand wash the other this year.

We have in our mind two items of cost in the carrying on of the railway as to which the public are thoroughly well-informed, and need not wait for official data. We refer to coal and wages. It is known to everybody in the maritime provinces that steam coal has been since June last sold at figures from \$1 to \$1.25 per ton higher than for years previous. The Intercolonial will probably consume 400,000 tons this year, and at the least annual increase an addition of at least \$400,000 would be made to it at the least annual increase in this item alone. As to wages, the increases which have been announced from time to time during the past year will probably exceed \$200,000. They may total \$300,000 higher than that figure.

Here then is a direct call of more than

\$300,000 upon the income of the Intercolonial greater than in the fiscal year 1900. What means, has the Minister of Railways been able to adopt to meet this enormous increase? Candidly speaking, we know of none. He might have skimmed the maintenance, and he might have reduced the service. We all know that he has done neither. In both these respects there have been improvements rather than a cutting down. The high standard of the government railway system adopted in 1896 has been kept up, as every patron of the road is aware.

The rates could not be increased. An ordinary railway corporation can do many things to augment its income which a government railway cannot do. At all events, the fact remains that it is not the policy of the present minister to increase the tariff, nor has any increase taken place. How a surplus for the current year can be expected under the circumstances is one of the things which seems to us to be unreasonable. It may be that in anticipation of the inevitable opposition at Ottawa are laying special stress upon the fact of a surplus being the sole test of good management. But the public may be trusted to exercise common sense in all such matters.

ANOTHER MARE'S NEST.

The Conservatives have stumbled on another mare's nest in their hysterical attempts to discover a real live scandal, similar to the numerous episodes which disgraced the late administrations at Ottawa. The Cook charges having petered out, according to the admission of these self-constituted preservers of public morality, they are trying hard to cover their natural confusion over that failure by directing public attention to fancied wrongs in the government's action in the railway department. The latest effort is directed against the minister of railways and his contract for rails with the Clergue company.

Our esteemed morning contemporary, which voices in this district the bitterness of Conservative malice, attempts to mislead the public by the statement that Mr. Blair had placed a contract last fall for 125,000 tons of rails for the I. C. R. at prices then ruling. If this were true, it might possibly be that the minister of railways could be accused of making an improvident bargain in case the price of rails should drop below the contract price of \$32.60 per ton within the five years over which the delivery is spread.

As a matter of fact, no such contract has been made. The contract given Mr. Clergue calls for delivery of 25,000 tons of rail at the price of \$32.60 per ton, and the balance of the contract is to be delivered in quantities of 25,000 tons each, at the ruling market price. In other words, the minister of railways has given the preference to a purely Canadian concern, stipulating that the price and quality must be as good as the American price in England, which almost invariably rules lower than their home market price. The making of such a contract is simply an evidence of the government's intention to favor Canadian industries, where all things are equal, and Mr. Blair in making the contract has shown good business judgment. We say this advisedly, for the reason that today the large American steel works are refusing orders; the Illinois Steel Company only this week having declined orders for steel rails on account of their production being unequal to the orders on hand. By this contract the country is benefited, the railway department ensures delivery at the closest price and a new industry is fostered by the most legitimate means possible.

The Conservatives have stumbled into another blunder, but this is becoming such a common thing that the public has almost given up laughing at their frequent mistakes.

BREATH OF CONSUMPTIVES.

Many persons entertain the opinion that the breath of consumptives contains the germ of tuberculosis and is therefore infectious and dangerous. This is, strictly speaking, incorrect. A very large number of experiments have been conducted, by bacteriologists, to ascertain just how far, and at what stage the breath, if we can call it such, is infectious. It appears almost certain that in the ordinary quiet breathing the bacillus is never ejected from the mouth. Koeniger, under the direction of Fraenkel, of Halle, found, however, that in loud and forcible speaking, the bacilli are thrown from the mouth and scattered about in the air in all directions. The sounding of consonants is more liable to eject the bacilli than vowels. These particles, however, only remain a short time suspended in the air, not more perhaps than one hour. We have already pointed out the danger of infection from direct sputum, but an experiment by Cornet, one of the greatest authorities on the subject, will give an excellent example of how, under the ordinary circumstances, the great white plague is disseminated. Cornet permitted a consumptive to expectorate upon a carpet in a large room. The sputum was permitted to dry for two days. The experimenter arranged a series of cages containing guinea pigs at various heights from the floor of the room. The carpet was then swept by means of a coarse broom as is employed in the ordinary household and thus the tuberculous dust was put in circulation. It was found that 46 of the original 48 animals were infected in this way.

There is great danger of the bacilli being projected from the mouth in coughing. In the ordinary low cough and where the lips are kept tightly closed in the operation

the danger is not great, but in the explosive or loud cough with which often the germs are thrown about in all directions to distances even exceeding 40 inches. In all these cases minute particles of the infectious sputum are ejected into the air and persons with phthisical tendencies are liable to inhale the infected material.

To avoid this possibility the consumptive should be supplied with a cotton cloth, old napkin or a tissue paper handkerchief so that when coughing it may be held before the lips to arrest the infectious particles. A good service would be done humanity if this precaution were observed and some slight attempt at a hygienic method would in this way be adopted. The infected, cloth, paper, etc., while still wet, could be destroyed by burning and thus further danger to infection avoided.

THOSE STEEL RAILS.

The traditions of the Tory party include what they always speak of as "the steel rails scandal" during the regime of Hon. Alexander Mackenzie, and old timers still cling to the notion that the alleged exposure of that transaction had much to do with the return of Sir John Macdonald to power. As the matter is more than a quarter of a century old it is not worth while resurrecting it now. But the tradition lives, and it would seem that what water is to a mad dog, the name steel rails is to the Tories. It brings on spasms.

Symptoms of acute hysteria developed the other day when mention was made of the steel rails contract into which the government had entered with the Lake Superior Power Company, and true to the instincts of suspicion and unfairness which govern most of their criticisms, Tory journals have taken up this matter as though there had been something improper and indefensible in connection therewith. It does not follow, however, that because the transaction fails to command the approval of the opposition it is not, nevertheless, in every respect commendable and proper.

The facts will bear the closest and most analytical scrutiny. The Lake Superior Power Company, at the head of which is Mr. F. H. Clergue, who has done so much for the development of Canadian industry at Saint-Sauve, is making an enormous investment of capital for the production of steel rails. The government is one of the largest consumers of steel rails in Canada, and in connection with the improvement of the Intercolonial large quantities of heavy rails need to be purchased. Should these rails be got in Canada or abroad? That was the question.

The government decided that, if they could be got of equal quality and at no higher cost, the steel rails for the Intercolonial should be purchased in Canada. Then followed a contract with the Lake Superior Power Company, under which it was stipulated that 25,000 tons would be taken during the current fiscal year at the price then prevailing, and 25,000 tons for each of the four succeeding years at the open market price ruling at the time in England. This arrangement safeguarded the public treasury to the fullest possible extent.

This contract was made upon the recommendation of the minister of railways bearing date 26th September last, and therein seems to lie the chief objection of the Conservatives. They say it was too close to the elections. This criticism might be held to have some force if it were an accepted principle of administration that the moment an election draws near all public business is to be suspended and things allowed to drift until the issue between parties is disposed of. This would be a novel doctrine, particularly if put forward by Conservatives, and it could scarcely be expected to commend itself to the judgment of rational men of affairs.

It is further alleged that the price of steel rails has since declined. This may be so. It is not, however, clear that it is so. Be that as it may, the fact remains that no one can possibly foresee market fluctuations, and all contracts are subject to just such chances. Two years ago Mr. Blair bought steel rails at \$19 for which the prevailing price stood at \$34 at the time of delivery. The decline in the price of steel rails is a long run of the falls are likely to balance the rises. This point is not very pertinent, however, in view of the fact that the rails have not been delivered, and not a dollar has been paid out of the treasury.

This matter turns very largely upon co-operations of policy. Public judgment, when not blinded by party prejudice, will approve the encouragement which the contract with the Lake Superior Power Company holds out to Canadian industry. The manufacture of steel rails means the employment of an immense force of labor, and seeing that the government must buy largely of this commodity it is surely a prudent and proper thing to prefer home production, if in so doing a burden is not imposed on the taxpayer.

LOST HER LIFE.

Plucky Woman's Attempt to Save Comrades.

DROWNED IN FRESHET.

Four Women in a Boat on a Maine River, Lose Control of the Craft, Which Drifted Towards the Falls -- One Life the Sacrifice for Rescue of the Others.

Ellsworth, Me., April 15.—News of the thrilling experience of four women on the freshet-swollen Union river at Mariaville, yesterday afternoon, in which one of the number lost her life and the other three for a time were threatened with a similar fate, has reached here. The women, Mrs. Eugene Jellison, Miss Carrie Parson, Miss Carrie Jellison and Mrs. Emma Trueworthy, attempted to cross the swiftly flowing river in a small boat, a bridge being closed to traffic on account of the flood. A short distance from shore the women lost control of the boat in the current and it was carried rapidly toward the falls below the bridge.

The only chance for escape was to stop the boat as it passed under the bridge. Mrs. Jellison attempted to do this. She caught hold of one of the supports of the bridge and partly stopped the headway of the boat, but the momentum was too great and the craft was carried. Mrs. Jellison was left clinging to the bridge. She hung for a moment, then lost her hold and sank. Mrs. Jellison's efforts had reduced the speed of the boat sufficiently for Mrs. Trueworthy to get firm hold of a projecting piece of timber under the bridge and she succeeded in stopping it until a line was made fast. Men attracted by the screams of the women rescued them.

Mrs. Jellison, was 36 years of age. A husband and four small children survive her. Her body had not been recovered at noon today.

SALVAGE CORPS ELECTIONS.

Both Companies Chose Officers-- Captain Clark for Ninth Term-- A Presentation.

The annual meeting of the No. 1 salvage corps and fire police took place last night. The officers chosen are as follows:

Chas. A. Clarke, captain.
James Sinclair, lieutenant.
J. L. Finley, foreman No. 1.
Dr. W. L. Ellis, foreman No. 2.
Wm. Cruikshank, foreman No. 3.
C. Mitchell, foreman No. 4.
A. H. Lindsay, secretary.
Wm. Baird, treasurer.

This is Captain Clarke's ninth term as commander of No. 1 corps. He has been very energetic and his re-election last evening was announced amid the loud applause of his associates.
After business, the rooms were visited by a large number of the friends of the corps, among whom were Dr. Robert Wisely, Mr. Cameron, of the Waterous Company, Aldermen Christie, Seaton and Hilyard and a large number of others. Songs and speeches were in order and a very enjoyable reunion was had. During the evening Mr. Bernard Corley, driver of the No. 3 station, as he is termed, leaving in a few days with his family for East Cambridge, Mass. Captain Clarke, on behalf of the members of the corps, presented him with a purse of gold and the best wishes of the members, to whom he has been a great friend. Mr. Corley made a short reply of thanks.

The elections last evening at the third annual meeting of the North End S. C. and F. P. resulted as follows:
P. N. Hamm, captain.
A. Y. Patterson, Jr., lieutenant.
Geo. Mallin, foreman No. 1.
A. C. Harrison, foreman No. 2.
Jno. Salmon, foreman No. 3.
R. T. Patehill, foreman No. 4.
J. M. Munnell, secretary.
W. W. White, treasurer.

Afterwards a short social was held.

IN COMMISSION.

The dominion fishery cruiser Curlew, Captain John H. Pratt, went into commission yesterday. Captain Pratt shipped his crew, who are a likely looking crowd of men to the number of 19, and today, at daylight, the Curlew will steam out of the harbor bound first for Brier Island. Second Engineer Totten, who has filled this position for some time, yesterday resigned and up to last night there had been no appointment in his place. The officers and men were all fitted out yesterday with new uniforms, well made, by Mr. J. Arthur Dawson, King street. The caps were made at Manks'. The ships stores, ammunition and the galling gun were placed on board yesterday. Among the members of the crew is Private John Grecia, of the first contingent, R. C. R. During the time that the Curlew has been laid up she has been thoroughly overhauled, has received a new funnel, bridge deck and many other much needed repairs.

Retiring from Business.

Fredericton, April 15.—(Special)—H. H. Woodworth, grocer, who has been in business on York street for nearly a year, is going out business and is selling out his stock.

ST. JOHN, N. B., April 17, 1901.

Our Spring Book is Ready.

No greater aid to the shopping community has ever been devised than the mail order system.

Those living at a distance and occupied by the various duties of life cannot always find time to visit the city to purchase the different articles they may desire. To them the system is invaluable.

They may be hundreds of miles away, but still can purchase their goods as easily and satisfactorily as if they were to visit our store in person.

A postal card directed to us will bring you our Spring Style and Sample Book of Men's and Boys' Clothing. You can then sit quietly at home and make your selection without the bother of going to the city.

We supply full measuring instructions with every sample book, and if carefully followed a perfect fit is assured.

Orders received by mail have as careful attention as customers buying in person.

Shall we send you a copy?

GREATER OAK HALL,

King Street, Corner Germain.

SCOVIL BROS. & CO.,

St. John, N. B.

DRANK POISON.

A Girl Nineteen Years Old Wants to Die.

TELLS ROMANTIC STORY.

Victim Says Broke Engagement Was the Cause of Her Act-- Mother Appears on the Scene and Denies the Romantic Part of the Girl's Story.

Dover, N. H., April 15.—At death's door almost from the effects of drinking carbolic acid, with intent of ending her life, Eva Lee, 19 years of age, today told a story of her life, which seemed to have considerable romance in it. But her mother, tonight, waved away the romance by denying much of what the girl had said. Miss Lee came here some days ago, and for some reason not yet correctly stated, took ten cents worth of carbolic acid and laudanum purchased at a drug store. She was rooming in a house on Second street, and the people there heard her groans and got a physician. The overdose of the poisons gave the doctor an opportunity to save the girl and he had great hopes of her recovery. During last night, however, she had a nightmare, during which she left her bed. This resulted in an internal hemorrhage, as the carbolic acid had entered away the lining of her stomach. Miss Lee had told those at her bedside that she came here to be married to a young man of this city, but unexpectedly the engagement was broken. She said that she had no relatives, that when seven years of age her parents were lost by the wrecking of a vessel, and that as she was lashed to a raft she was rescued after two days. She claimed to have come here from Portland. Her mother, however, came here from Portsmouth on the 9 o'clock train tonight and denied all the girl had said about her life. The father and one brother live in Portland but once to the mother's knowledge. Further than this, Mrs. Lee would not talk as she hurried to the bedside of the daughter. How much of the engagement story is true is not known. The girl repeatedly called for her alleged betrothed, and although word was sent to him he refused to see the girl. He is a well-known young man, quite an athlete and of good family. He appears to have no acquaintance with Miss Lee. Dr. Fattree tonight said the girl could not live.

It was on the day of Queen Victoria's birth, May 24, 1819, that the first trans-Atlantic steamer started from Savannah for Liverpool.

BASE BALL.

Games Yesterday.

At Worcester--Boston National, 0; Worcester L., 1.
At Indianapolis--Indianapolis, 2; Pittsburg, 7.

Notes.
The Valley Stars will meet Thursday evening at 7.30 at Carpenter's Hall, Mill street, to make plans for the coming season.
Speaking of the Boston's practicing in Virginia the Boston Post says:
The game put up by "Slashaway" McLean at first base kept the onlookers applauding. The big fellow has a wonderfully easy way of handling balls of all kinds. His reach is something great. A hit can bound over a tree top as easy as ever Slashaway. Hard pick-ups and difficult bounces come easy to him, while thrown balls seem to sink into his big mitt. He is also a natural biter, and under Collins' good coaching will continue to improve as he has begun. With training the more-than-six-footer will make a great one. The initial bag is certainly his position. The boy has great speed on the bases for a big fellow. Yapp is another big husky chap, who is showing good form. His twirling has been first-class and the speed he can let out will open the eyes of opposing batsmen. He can play a good infield, and is handy with his stick.

The correspondent of the Boston Herald, with the National League team, says: Naturally, lovers of the game are anxious to know how the new rules work in the game thus far played. It must be confessed they work far better than was expected. They admirably fulfill the purpose for which they were made of making the games quicker and snappier. They compel the batter to pick out better balls, and entirely do away with the fouling off of balls. Today's game lasted but one hour and 40 minutes, with very little batting. The putting the catcher behind the bat all the time, stops the delay in chasing balls, which consumed a great deal of time in the games.

ATHLETIC.

An English Challenge.
Montreal, April 15.—McGill University Athletic Club has received a communication from Cambridge from Oxford Athletic Union, stating it is anxious to meet McGill University and Toronto Varsity teams. It is likely the offer will be accepted.

YACHTING.

New York, April 15.—David Barrie, American representative of Sir Thomas Lipton, today received a cable message from Mr. Thomas that the Shamrock II, the challenger for the America's cup, would be launched on Saturday next and that the Marchioness of Inverara would christen the vessel. The husband of the marchioness is commander of the Royal Ulster Yacht Club, through which Sir Thomas Lipton's present challenge and that of two years ago, was sent to the New York Yacht Club.

THE RING.

Creedon in Old-Time Form.
Memphis, Tenn., April 15.—Dan Creedon, of Australia, tonight stopped Jimmy Handier, of New Jersey, in less than a half-minute's fighting in the first round. There was practically but one blow struck—a left hand hook to Handier's jaw—and the Jersey man went down for the full count. He managed to regain his feet, but was so weak that Creedon easily felled him again.

At Weing Woon.
Hot Springs, Ark., April 15.—The fight tonight between Jimmy Scanlan and Al Weing lasted but seven rounds. Early Scanlan appeared to be the winner, but it was plain that Weing had the advantage in reach and weight. A feature of the latter's fighting was his straight jabs instead of swings. The result was given to Weing.

CHINESE INDEMNITY.

An Early Settlement Not Probable.

MORE CONFLICTIONS.

Negotiations Between the Powers Are Likely to Be Protracted-- Paris Has No Faith in Reported Hostility Between Russia and Japan.

Paris, April 15.—The correspondent of the Associated Press is informed from a trustworthy source that the outlook for an early settlement of the Chinese indemnity question is less promising than a week ago. The negotiations between the powers are bringing out conflicting ideas and interests and are likely to be very protracted. The proposition of the United States to limit the total indemnity to \$200,000,000 is the only one under discussion, and is not regarded with favor by more than one government. The others consider the sum too small and are disinclined to reduce their claims to a figure the United States desires. A Washington despatch published in London, affirming that the United States proposes that the indemnity be divided between the powers in proportion to the number of troops which participated in the actual relief of the legations at Peking is regarded as incorrect. No such proposal has reached the French government, which considers that the entire expense incurred as a result of the whole operations carried out must be taken as the basis for indemnity. It is believed that the claims of individuals will be first presented and paid. This matter will be expedited much as possible in order to allow an early resumption of commerce and work on other foreign enterprises.

Nothing is known here of the reported intention of the emperor to return to Peking without the Dowager Empress and no faith is placed here in the reported hostility between Russia and Japan. French information indicates that preliminary negotiations are proceeding between the two countries with the prospect of a thorough understanding regarding the position of both towards Manchuria and Korea.

"The saddest, most blighted life case I ever knew," said the major, "was that of a man who received a life pass over a new railroad."
"How was that?" asked the colonel.
"Why, the pass was issued before there was a rail laid—and then the road was never built. He has felt swindled ever since."—Indianapolis Press.