

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B. NOVEMBER 3, 1900.

St. John, N. B., November 3, 1900.

THE SEMI-WEEKLY TELEGRAPH.
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Semi-Weekly Telegraph
ST. JOHN, N. B., NOVEMBER 3, 1900.

THE WINTER PORT AND THE CONSERVATIVE PARTY.

The attempt of the Conservative organs to induce the people of St. John to believe that the Conservative party have felt a great interest in St. John as a winter port, can only impose upon those who are not familiar with the facts of the case. Those members of the Board of Trade who have been connected with the organization for the last ten or twelve years, are well aware of the efforts that were made in times past to induce successive Conservative governments to take some interest in St. John and of the utter failure of all these efforts. In February, 1880, it was known that in the course of a few months the Short Line would be open from Montreal to St. John, and it was thought an opportune time to get the attention of the government directed to this fact, in order that advantage might be taken of it to benefit St. John. On the 21st of February, 1880, a very large and enthusiastic meeting of the citizens of St. John was held in the large hall of the Mechanics' Institute. It was presided over by the mayor, and about a hundred of the most prominent business men of St. John were on the platform. It was not a political meeting in any sense, but one which was participated in by men of all political parties, the sole object being to press upon the government the necessity of assisting in the development of St. John's trade as soon as the Short Line was open for traffic.

At the meeting a series of resolutions were passed urging on the government the necessity of a change of policy with reference to the Maritime ports of Canada, in view of the completion of the Short Line. One of the Speakers, Mr. C. A. Everett, pointed out that heretofore the trade of the Upper Provinces had gone to Portland, Boston and other American ports. But the time had come, he said, when we in the Lower Provinces had a right to say to the government that they shall give us a tariff of rates that shall assist us in carrying our trade over our own railways, to the building of which we have contributed so much, and enable us to direct our Atlantic trade wholly through the St. Lawrence and Maritime Provinces ports. This was the subject of the first resolution and of Mr. Everett's speech and the resolution was carried unanimously, as were indeed all the resolutions.

effect that the Dominion government be respectfully requested to stipulate in all future contracts with Atlantic steamers, that they confine their business on this side entirely to Canadian ports, during both summer and winter, was moved by Mr. George Robertson and seconded by Mr. W. H. Thorne. Mr. Robertson contended that the Short Line had made it a commercial possibility to divert to our own ports the trade which now goes to Portland and other American ports. The proposition involved no retaliatory principle. It simply says that Canada shall develop her own resources, growing up naturally, manfully and independent along side our neighbors of the south. But apart from local advantages there is the broader view. Canada, which has spent vast sums for its development, is stretching its hands out to the east and to the west for the trade of those regions. Under such conditions it would be suicidal for these maritime ports to be left to the idle while that trade passed through foreign ports. He dare not dream of the consequences of such an event. And the people would be unworthy of their shores, would be proven unworthy if they permitted such were the views of Mr. George Robertson in 1880, and they are his views still.

Mr. W. H. Thorne, in seconding this resolution, said: We ask now that the government provide a subsidy that shall give us an Atlantic mail and freight service, whose terminal points shall be in Canada, and not go to building up a foreign port. In asking this we but claim our right. It is but in keeping with our national policy, whose aim is to make us self-reliant, giving us control of our trade through our own channels. Mr. Thorne said that we ask, what he believed the government would readily grant, since unless they do the policy they have pursued in the past will prove a lamentable failure.

The third resolution which was moved by Dr. Sias Alward, M. P., was as follows: "Whereas, the completion of the Short Line railway between St. John and Montreal, which has just been announced, reduces the railway distance between the two cities to 432 miles thus bringing St. John very much nearer to the interior cities of Canada than any other of the large Atlantic seaports; and whereas, the harbor of St. John is very favorably situated and easy of approach in all kinds of weather, affords ample accommodation for the very largest steamships and was never known to be frozen or in any way impeded by ice; and whereas, there are now three independent competing lines of railway extending from this city to the upper provinces, viz., the Intercolonial, the Temiscouata and the Canada Pacific, thus affording abundant facilities for the rapid transport of both inward and outward freight and passengers, and avoiding the danger of delay which has been experienced in the past from snow storms, when only one road was available; therefore resolved that this meeting respectfully request the Dominion government to consider the advisability of making St. John the principal winter port of all Canada and the terminal point of all Canadian subsidized trans-Atlantic steamers during the winter season."

Dr. Alward grew very eloquent in moving this resolution and spoke with great force and effect. He concluded by saying that he believed that we were on the rising tide that would bear us to the full flood of prosperity. The issue lies largely with ourselves. The men of old Palmyra reared a monument to the memory of their merchants, and on this occasion they make St. John the winter port of Canada. And we will place the monument upon some coign of vantage, looking down upon the two cities soon to be made one, and the fourth in importance in this great Dominion.

Such were the views of the business men of St. John in 1880. The resolutions which were passed at this meeting were duly forwarded to Ottawa; in the course of a summer the railway was completed, and trains began to run between St. John and Montreal over the Short Line. But the government, which was then under the premiership of Sir John A. Macdonald, made no sign and gave no indication whatever of its intention to comply with the request of our people. No announcement was made with regard to a change in the policy of the government with reference to the ports of Canada. The subsidy to the mail steamships having their terminus at Portland was continued to be paid right up to the time when the Conservatives went out of power. Not one dollar could our people obtain by way of subsidy for a line of any kind coming to St. John, until the autumn of 1893, when under a threat from Messrs. Chesley and Hazen that they would resign if a subsidy was not given, the government very reluctantly promised to give \$25,000 to the Beaver Line for a service to this port during the winter. After such treatment of St. John by the Conservative party for a long series of years, when they were in power and when Mr. Foster was minister of finance and represented this province in the government, what reason is there for thinking that we would be treated differently by them if the Conservatives were again returned to power? We all know that the Conservative leaders, one and all, have pronounced against the claims of St. John in times past. They have neglected our interests. They have refused to grant any request we made for the improvement of our trade. They have in fact treated us with gross discourtesy and neglect, and there is no reason whatever for thinking that they would treat us in any other fashion if they were again in office.

SIR MACKENZIE BOWELL AND THE TRAITORS.

The attempt of the Sun to treat Sir Mackenzie Bowell's attitude with regard to Mr. John Haggart and the other men who composed the "Nest of Traitors," as a mere personal question, will not answer. Sir Mackenzie Bowell is a very prominent public man. He is the leader of the Conservative party in the Senate of Canada. He has been the means of embarrassing the present government very seriously in its legislation, by inducing the members of the Senate to throw out important government bills. He is quite as high in the councils of the party as Sir Charles Tupper, and is a great deal more trusted and respected than the latter. Therefore when he declares, as he has done on a public platform, that he will never consent that John Haggart and the other members who deserted him in the early part of 1896, shall be allowed to sit as members of any Canadian government, he makes a statement of which is in the highest degree important and which no Conservative, and in fact no member of any party, can afford to disregard.

The four men against whom Sir Mackenzie Bowell thus speaks are Mr. John Haggart, Mr. George E. Foster, Dr. Montague and Sir Charles Hibbert Tupper. These four men are placed under a ban as deserters and traitors. He declares that they treated him shamefully, that they betrayed his trust, that while they were members of his cabinet they were plotting against him, that while they were endeavoring so to arrange matters that he would be deprived of the premiership and left without any support in parliament. We all know what a serious crime treason is when committed against the state, it is a capital offence, when committed against a politician it is no less disgraceful, and the punishment for it may not be a mere severance of connection with him, it can be a participation of honor in his composition sitting in the same cabinet with his leader and yet conspiring against him? Yet that is just what was done by Mr. George E. Foster, and this fact, if no other, should prove conclusively, and ought to convince every elector in St. John, that Mr. Foster is not to be trusted, that his promises are of no value, and that only disappointment and loss can result from having any connection with him. Mr. Foster has been a traitor to his leader, he has betrayed the interests of St. John in times past, and he is ready to betray our interests again.

THE SHORT LINE.

The Sun is trying to induce its readers to believe that the Short Line between Montreal and St. John was opposed by the Liberals and promoted by the Conservatives. The latter being actuated by a sinister desire to benefit St. John. That is an entirely different story from what was understood by those who took part in these transactions. The Short Line was mainly undertaken for the purpose of benefiting the Hon. John Henry Pope, who was a member of Sir John A. Macdonald's cabinet, and who stood closer to him than any other member in it. Mr. Pope was engaged in constructing a railway from Lennoxville, and it was thought that this road could be made a part of a Short Line between Montreal and St. John and Halifax it would greatly help him. Hence the extreme zeal of the Conservative party on behalf of this road, which, when completed, was left wholly unutilized by them, showing clearly that its construction was merely for the benefit of an individual, and not of the maritime provinces. If the government had undertaken to build a Short Line they would never have adopted the road which had been selected by Mr. Pope. The Short Line, especially that portion of it that is in Quebec, is extremely crooked, and there is no doubt that a line of railway could be constructed between St. John and Montreal which would be, at least, 75 miles shorter than the present crooked Short Line. Anyone who looks at a map of the Short Line will see at once that other considerations besides those looking to the benefit of the province, are the promoters of the Short Line. It is a monument to Mr. Pope's influence over the government, but it cannot be said to be a proof of the good will of the late government to the people of the maritime provinces.

PREFERENTIAL TRADE.

The policy of Sir Charles Tupper, as enunciated by him on many platforms, is that which is viewed with alarm by the people of the United Kingdom, as tending to a disruption of the empire. Sir Charles Tupper has no other view of our relations with the mother country, he says, but the business one. "Business is business," he declares, and for anything that Canada gains in the way of preference to England, he demands a similar preference to the United Kingdom. It is nothing to the purpose that he knows that such a preference is impossible, because it would be contrary to the policy of the United Kingdom, free trade policy which has given the people of the United Kingdom a higher standard of living than any other nation. To compete successfully with other nations. The policy of Sir Charles Tupper is really an anti-British policy, because it seeks to place the relations of Canada with the mother country on a basis of mere self-interest instead of kinship and affection. We now give Great Britain a preference of 33.3 per cent. in our tariff. If Sir Charles Tupper should come into power he would immediately abolish that preference and the result of that abolition would be to reduce our trade with Great Britain and increase our trade with the

United States. Are the people of Canada prepared to support such a policy as this? Are they to follow a leader who puts forward views so detrimental to the union of the empire and so hostile to the mother country? We think not. Sir Charles Tupper will be told in the most emphatic terms on the seventh of November that this Hezian policy of his will not work, and will not be adopted by the people of Canada.

TORY PROPHECIES FALSIFIED.

The result of the present election will show that the result of the whole Tory campaign has been built up on a system of boasting and false prophecies. Early last year the word was passed around among the faithful of the Tory party that for the purpose of winning the election it was necessary at once to begin a system of making claims of a great reaction in favor of the Conservative party. Every Tory member of parliament, and every politician of any influence, was instructed to steadily declare that the country was once more turning Tory, and that the Liberals were bound to be defeated whenever an election would be held. All this went on in spite of the fact that the by-elections continued to show steady gains for the government. In fact so steadily were the gains of the government at the by-elections, that the Tories got to be monotonous, and one almost thought that it would be a pleasant change to see one constituency that had been Tory remain faithful to its first love. It is a remarkable and startling fact that the by-elections the Conservatives have not gained a single seat since 1896. While the Liberals have gained no less than 10. Surely this is the best test of the feeling of the country towards the government. The Tory promises which are now being indulged in are not of the slightest value. In fact they are merely repetitions of the prophecies that were made prior to the elections of 1896, when the Tory government suffered so severe a defeat. Here is an extract taken from the Montreal Star of June 23, 1896, and published in a special addition of that paper which was issued for the voting day actually commenced: "Indications from all points of the compass promise a substantial Conservative victory as the result of today's polling. Every one of the provinces, late advices indicate a majority for the government. Sir Charles Tupper's tour has apparently turned the tide in Ontario, and down by the sea the Minutemen are ousting upon even increasing their magnificent majority of 21. In Quebec the prospects are the brightest for the ministry; and Montreal apparently will resume her old place as the Liberal stronghold. The wet promises to vote, as of yore, for the party which accomplished its development, and promises to do still more for it in the future. "The friends of the National Policy have again the fight with a will in the city, and it only requires a majority of the fall to make the verdict of Montreal so explicit as to be remembered through a legend."

When the polls were closed on the very day when this confident prediction was made, it was found that the only province in Canada in which the Conservatives secured a majority were New Brunswick and Manitoba. They were beaten in Ontario. They were disastrously beaten in Quebec and a majority of about 35 had been rolled up against them all over the country. The prophecies that are being made now are no more valuable and no more to be relied on than those made by the Star and Sir Charles Tupper in 1896.

OUR RETURNING HEROES.

The news that the Idaho has been sighted at Halifax and that our soldier boys are on their way home will be heard with the utmost satisfaction by every reader of the Telegraph. This country during the present century, that has so stirred the people as the despatch of a Canadian contingent to South Africa for the purpose of assisting the mother country in her war against the British Empire which was being waged by the Boers in that quarter of the world. When a father or a mother gives up on the altar of their country their own offspring and sends them forth to fight Great Britain's battles, they give the highest proof that can be afforded of their loyalty and of their attachment to the British flag. "Greater love hath no man than this that a man lay down his life for his friend." Greater loyalty cannot exist than that which proves itself on the battlefield, amid the sound of cannon, the rattle of musketry and the shedding of blood. When the call came demanding that the sons of Canada should assist in this South African war, the response was hearty and immediate. The government of the country took the lead in the matter, and made its arrangements with such vigor and celerity that within a fortnight of the time the war was declared by the Boers, the first Canadian contingent, more than a thousand strong, was sailing down the St. Lawrence on its way to South Africa. These men who went forth to war were our sons, our brothers, our dearest friends and our beloved companions. Every one of them was bound to his country and to his people by a thousand ties of affection, yet everything was sacrificed on the altar of patriotism and they went forth, undaunted and confident, inspired by the noblest sentiments that can rise in the human breast. These men since they went away from us have had a great variety of experience. Their ranks have been thinned by sickness and by losses on the field of battle. They have performed arduous marches. They have suffered every form of privation. Hunger and cold have not been strangers to them. They know by their own personal experience how arduous is the toil of long marches,

how deadly are the diseases which follow an army in the field, how terrible is the shock of battle. Yet they have passed through all these things and they come back to us stronger in their manhood and more efficient workers than when they went away. We need not say how royal the welcome will be that they will receive from us. The people of Canada, full of generous sentiments, full of love for their heroic sons are ready to do anything to honor them. Those who have been maimed in the fight will be well taken care of for the remainder of their lives. Those who have been disabled by illness will be nursed into honor. Their names will be honored in honorarium because it may be felt by every Canadian that the only province which cannot fail to be of the greatest value to their country as an aid to the building up of the Empire. It must be felt by all that by taking part in the wars of the Empire we have become partners in the great work of empire building, with a voice in its future, and a right to make our wishes heard in regard to its welfare. Great is the glory of our return, but greater will be the results of the work they have done in South Africa for the honor of the British flag.

MR FOSTER AND OUR WINTER PORT.

Mr. J. Douglas Hazen, speaking on behalf of Mr. George E. Foster in Carleton on Tuesday evening, made the statement that the first direct steamship service for St. John was the direct result of the efforts of Mr. Foster who inaugurated the trade which Mr. Blair is now destroying. This was a remarkable statement, and we regret that a man like Mr. Hazen, who should be above all things truthful, should have made such a remark. Why did Mr. Hazen not tell the Carleton electors that it was only when he and Mr. Chesley threatened to resign if the subsidy of \$25,000 was not given to the Beaver line that Mr. Foster yielded in the autumn of 1893? Members of parliament do not resort to such desperate measures as resignation without a sufficient reason, and when Mr. Chesley and Mr. Hazen thought that the only way to bring Mr. Foster to his senses, and get the aid for the benefit of St. John, was to resign, matters must have been in a very critical condition. Indeed, to say that Mr. Foster gave this service or that such a threat as we have mentioned, is a misuse of language. Mr. Foster never would have granted this subsidy to St. John except under duress, and it would never have been given had it not been that the general elections were so near at hand, and the effect of a by-election on St. John would have been very disastrous to the Conservatives. Mr. Hazen knows well, and every Conservative knows well, that

A PLAYED OUT ORGAN.

The Sun has been in a state of eclipse or semi-eclipse ever since the present campaign commenced. The effort which it made in producing the Star, and the loss of its "big injun," who went over to that lesser luminary, seems to have paralyzed its energies for the time being. The editor of the Sun is really entitled to a great deal of sympathy, and if his paper is rather weak we must make great allowances for the condition in which he finds himself. He is led up, not only with his own inquiries, but with those of Mr. George E. Foster, and Dr. A. A. Stockton, two of the heaviest we get, politically, that any newspaper ever had to carry. The editor of the Sun will be forever remembered in the history of this city, as the one editor in it who supported the government of Sir John A. Macdonald in 1880, in its attempt to detract St. John by the building of the Ha-vey-Salisbury railway. That sin must lie heavily on his conscience, if he has such a thing about him, which we sometimes doubt, in view of the extraordinary statements which appear in his paper. As for Mr. George E. Foster, we must have another ten thousand. Will he be the last time of calling; do not fail me; answer today.

THE PARTY OF CORRUPTION.

The Sun says that the Honorable John V. Ellis did not pay \$10,000 for his senatorship. That is true, because the Liberals are not in the habit of selling offices. There is no Pacific scandal attached to the record of the Liberal party. We do not find any member of the present government writing such letters as the following, which was written by Sir George E. Cartier to Sir Hugh Allan in 1872: "Dear Sir Hugh—The friends of the government will expect to be assisted with funds in the pending elections, and any amount which you and your company shall advance for that purpose shall be repaid to you. A memorandum of immediate requirements is below. Yours very truly, (Sgd.) GEORGE E. CARTIER."

THE NOMINATIONS.

We surrender a very large portion of our space today to the nomination proceedings and to reports of the speeches delivered by the several candidates. These reports speak for themselves and any one who gives them his attention will not have much difficulty in coming to a conclusion as to which side he ought to support. It is not too much to say that the opposition have made out no case against the government. They have advanced no good



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