POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JULY 22, 1903.

THE SEMI-WEEKLY TELEGRAPH.

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THE PRESS AND MR. BLAIR.

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ST. JOHN, N. B., JULY 22, 1903

THE RAILWAY QUESTION. /

The statement of the Hon. A. G. Blain to parliament gives clearly and explicitly ent's proposal for the construction of the Grand Trunk Pacific Railway from Moncton to the Pacific coast. These objections may be briefly classed under four heads:-

1. The objection to the construction of the eastern section from Moncton to means practically the paral Levis, which leling of the present government railway ing a line from Levis to Winni out first obtaining by surveys the nece formation as to the location of the route, it's probable cost and the possibilioties of the country traversed being able to make that portion of the road self-sustaining

3. The objection to the government plan of one portion of the railway being owned by the people and the remainder by a private corporation-especially when the peoples' end of the line is the lean por-

ing them to an electric current some hundalso because they would wish to continu and feeling that the government wa among their neighbors. The grand jury found his own language. "will perpetrate what age and conspiracy, and of the mblic to some extent by the "discovery

of a method of destroying a fleet, no matte but to take the step which work under guard in m cases. locked A. G. Blair has decided upon up at night, and whipped and will by their "owners." view of the

The jurors were men of high standing in fact that, as Minister of Railways, the peo ple of Canada would naturally of their courage and the value of the pubas the man best qualified to judge of the

lic service they had rendered. In Alabama isdom or folly of a transportation ques there are some judges who are fearless it on, and to hold him personally respon ing the law and these neasure which he un ble for a

Alabama ha the eighteen men indicted. Much as the people of this cone even been known to punish white men for and of the broader constituency which lies boundaries of New Bruns ed and which have which are wholly illegal, but it is not likely the best people of Alabama will hold any worthless white than they did before cally, his people are proud of his have not been The best citizens, however. guilty of enslaving these poor wretches and of his fearless effort to and treating them cruelly, and they no le's railway from becoming a branch li doubt desire to have all the laws obeye on northward. But it is mor

han a local feeling; it is rather a settle to the letter. Open violation of any law has a tendenc onviction that he has reached a correct o encourage lawlessness. And even halfway slavery is no longer to be permitted in

inental project to be altered by th SOME JOURNALISTIC ABSURDITIES. of the objectional features s learly indicated by Mr. Blair. And the the statemer ade by the New York Evening Post regarding certain reports of his illness. Says the Post in part, for instance: The deathbed of Pope Leo has from th And he is the best friend of Oanada who surrounded by a thick haze of ies, and the outcom f the appro m for a nce which it would not be easy to par

ence which have been grave forecasts of the chances of this, that, or the other cardinal by persons who did not even know how to spell their names. The press has lately told of much of the sayings and doings of Cardinal di Stefano; all of While certain newspapers which always which is interesting, as the prelate in question does not exist. What the behave been hostile to Mr. Blair-of these ighted correspondents meant—though ap-arently themselves unaware of it—was the so-called independent Toronto News is oonsiderable parently to Stefano.

ing fleets, so it must be supposed this pl of Mr. Tesla's did not prove If nothing great is discovered at the f Alabama and the judge spoke very highly of the hole he has dug the digger migh fill up the excavation with a few exploded schemes

IMPERILLING THE I. C. R.

One of the terms of the projected Grand Frunk Pacific Railway to which the Hon the I C R. it has om Quebec to Moneton arc any railway line which can b sively for export business fr Quebec to a winter port must parallel th

Such argun and reveal the fact that those aralleling of the I. C. R., but the cance than this to hich must inevitably follow the buildin ther road from Quebec to Moneto The I. C. R. is maintained practically The Telegraph has made arran the I. C. R. the St. John, Halifax, Sydne and Montreal business is bound to cripp the people's railway, and in this deep Mr. J. C. Walsh, of the Herald's editoria sense the projected line threatens to h staff, who has been sent to England t undoubtedly a deadly parallel.

study public opinion regarding the ro The people of New Brunswick see posals of Hon. Mr. Chamberlain. Already today. Tomorrow the people of other porthis question of a preference has attracted will awaken to the seri-

public interests

A REMARKABLE DEATHBED.

had been expected day by day and

A mighty figure in the affairs of the Ro

and there was no such need-

ame Monday

supplied it.

had been discounted.



Trunk to operate the road in the interest of all the railways using it. The road i to be built by the public money and yet is intended as a common trunk line to all railways caring to use it. Mr. Blair, be lieves that no private corporation having the lease of the road could be expecte to operate it in the common interest That having the control, the Grand Trunk ould naturally operate it in its own in terests solely, and thus make it useless for ther railways trying to exercise their

right of user over it. It is perhaps sufficient, for the present to say that The Telegraph agrees with th objections raised by Mr. Blair, and will i future issues elaborate the reasons which occur to us as making the project unwis in the party's interests and harmful to the best interests of the Canadian people.

In raising these objections, the Hon. Mr Blair has at the same time explained hi own view of the best plan for the providing of additional transportation facili ties for the development of the Canadian west, and the movement of its product to the eastern seaboard. He is in favor of another trans-continental road, but be lieves that no arrangement should be en tered into without careful consideration o the mighty interests involved, and the obtaining of necessary data by surveys for the proper ibcation of the railway. He favor a national road, constructed by the people operated by the people in the best inter ests of the people. Such a continuation of the I. C. R. would not only preserve from destruction the immense capital already i vested in the people's railway but would have "an equalizing and regulating in fluence upon all other railways throughout the western territory." The words are Mr. very properly claim the right to appoin Blair's, the sentiment we have alread strenuously advocated as sound, and as being fraught with highest import to the future of the country. Trusts are ever dangerous, transportation trusts are disastrous to a country of such immense extent as Canada, in which the transportation problem must of necessity be of first importance, and having equal hearing upon the national prosperity with the nation's powers of production.

Finding himself unsupported in the cabinet in his advocacy of popular ownership and operation of the new trans-continental line, Mr. Blair was willing to forego his desires in that regard if any plan could be adopted for company ownership which would seem fair to the national interests involved. He therefore advocated, as a substitute scheme for national ownership, a company line from Quebec to the Pacific coast receiving a national subsidy not exceeding three-quarters of the cost of construction. This subsidy he would grant on condition that from onethird to one-half the net earnings should be paid to the government which should have the right to appoint one director and inspect the company's books.

In order to provide for east bound freight for export passing through Canadian ports on the Atlantic seaboard, ha would compel the Grand Trunk to bind itself to carry all unrouted traffic over the whole of the Winnipeg section to a St Lawrence seaport in summer and in the winter from Quebec to St. John and Halifax over the I. C. R., and to use its in fluence to have shippers route all winte traffic via the Maritime Province ports. Holding strong views on this question

A Printer

a rule have been favorable to the stand h has taken. On all sides his courage is a mitted and his motives are applauded. It is the general opinion too, that holding views he does, he could not have remained ministry longer than he did. The Montreal Witness, an independent Liberal journal of influence and high standing, mmends Mr. Blair's attitude, and says in "Mr. Blair's statement in the House Commons, yesterday, giving the reas why he very reluctantly felt compelled to resign his portfolio of Minister of Railways

and Canals, will, we believe, raise him very siderably in the estimation of the cour try. His reasons for resigning were those which we have championed all along, s that nothing in his speech was absolutely new, but it was the speech of a man very

urely convinced that he was right, and its calm, sound reasoning will carry conviction to others."

The Witness quotes at length from Mu Blair's speech and adds:-The country, we think, will be almost

nanimously on the side of Mr. Blair i his contention that, the government in giv ing aid "might very properly impose term

looking to some financial advantage to the country in the future; and, therefore, would insist that a share of the earnings-I would not say half, but I would no think it ought to be less than a third of the net earnings or that portion of the ne earnings which will not be required for th mprovement or betterment of the road and which remained for distribution among stockholders should go to the government In this connection the government might one of the directors, and also have the books of the company open to the inspec tion of a railway accountant at any time required.

"One of the Toronto organs of the govern ment defends the scheme holus bolus, be cause it says the Quebec-Moncton section s necessary if traffic is to go from wes to east and east to west through all Cana dian territory. What the saving will be it nileage from Moncton to Quebec we do not know, as the proposed new route has

not even been surveyed. But the saving cannot be a hundred miles-probably not a third of that." Mr. Blair's policy is that which the Wit ness has advocated from the first. By that policy it says "the Intercolonial railway would immediately become a valuable and paying property, instead of having to b the scrap heap, as will out. In any case, Mr. Blair has done th right thing eo far as his resignation med. He honestly differs from hi colleagues, and he would not by remainin in the Cabinet tacitly accept a measur which his judgment strongly condemns."

A COURAGEOUS JURY.

When the federal authorities began nvestigate the peonage system in certain the South that the interference proper and that the reports had been greatly exaggerated. It was said also that no United States grand jury would find any indictments which would amount to covered a method of curing consumptives nuch, inasmuch as the grand jurors were

and in fact nearly all sufferers by subjectin sympathy with the persons accused, and

C. R. in a position where it must inev re it is "the limit other opposition were maintain We als are told, arn that he and Cardinal Mocenni are by the Hon. Mr. Blair to the Grand Trun eaders of the liberal party" in the Sac Pacific scheme, this alone would justif ed College. Now, as a matter of act, Oreglia is the most hidebound country his resignation from a the ervative and militant irrect ahinet Maritime Provinces th

ire Catholic church. Any one who has To us in ved in Rome and has even an elementar amiliarity with the church knows this natter is perhaps plainer because man entary After so grotesque a misstatement, it is ot surprising to find the Cardinal cheerstand the development which has made possible for Mr. Blair to make the people's throwing to the winds any idea of covering the temporal power. Here are ailway profitable. We understand readily the full meaning of the dar which menaces the people's railway if

Your see yourself how the spiritual power of the Pope is waring in Italy and Rome, all on account of this sternal controversy, regarding the temporal power. Personally, I believe the Pope will never regain the lost territory, and that some sort of a com-promise with the Italian government will have to be made by a succeeding Pope in order to reconcile once more the great ma-jority of Italians with the Holy Sea and make them return to the fold. The enormous success of Protestant estab-lighments, especially of the Methodists, in Italy and Rome itself is easily accounted for by their hostility to the Pope's temporal power and their approval of the usurping of the Papal Dominion by the Italian govern-ment that such a road should be built by

A railway between those points opera we remember that the Post is d by a private corporation is a crimin When blunder, as it must imperil the great in-terests which the people have in the I. C. R. servative and influential news may all the more appreciate th

MR. DEVLIN AND CANADA.

Mr. Charles Devlin, a Canadian, wh ecently was elected to represent Galway in the British Commons, has been express ing more fully his disapproval of the plan Colonial Secretary Chamberlain. He says Canadians will not be even tempted uaded, to hand over to Bri much less tain the right to arrange fiscal matter which are purely Canadian, and he is con nced from his knowledge of Canada that ts people would resent any interfer with this country's autonomy. He says Canada would prefer a free market in the United States to a British preference.

Mr. Devlin's idea of Mr. Chamberlain' plans and intentions is different fro Mr. Chamberlain's own explanation them. Mr. Devlin evidently suspec nuch, and fears what very few people : this country fear-that ention afoot to take from Canada so f her privileges as a self-governing coun try. It is not thought here that Mi Chamberlain has any such proposal in nind, and while we need a vast market or our products we would not wish to

it at too dear as price. The Colonial Secretary understa etter than he did formerly and the people f Great Britain know us better than d. As their knowledge of Canada nade that we cannot embrace eagerly making for the continued greatness of the Empire and the future greatness of this reat branch of it.

MR. TESLA'S HOLE IN THE GROUND.

Mr. Nickola Tesla, the inventor, it is has dug a hole in the ground. 150 feet deep, and got "results that he This may be a ment from the elec trician's standpoint, but it is a little like the signals from Mars in that it lacks definiteness. It was Mr. Tesla who, so many years ago, thought he had dis-

ower and the moral pers Pope. It is singular of the

on of the hour. In Canada the in in it grows greater daily. Some doubt exists here as to ju

rill be expected of Canada-and as to what Canada has to expect. Mr. Walsh particularly well equipped for the task which he has begun and his investigation n the Motherland-the investigations man who knows thoroughly condition along the E. C. R. and under in Canada-cannot fail to command wid

attention and respect. The first of this series of letters ap

eans on another page of The Telegraph this morning. In it Mr. Walsh gives an nterview with Mr. W. H. Lever who has rofitable business is given over to a com ment in Toronto as well as i ting line owned or leased by a privat England, and who therefore speaks as one who knows business conditions here as wel There is no present need for an addi as in the Old Country. Mr. Lever opposes ional railway from Quebec to any Marithe Chamber ain proposal, but others, no Province point and whenever the loubt, will favor it and give their reaons. The series of letters cannot but reatly increase our knowledge of the ost direct route to a suitable seaport. A progress of the policy of the Colonial Secilway from Quebec to Moncton is folly

etary and its meaning for the Empire and

HALIFAX WOMEN PROFANE?

Remarkable news that, from Halifax, where the clergyman of a fashionab flock preached last Sunday on profanity So long and so remarkable was the mong golf-playing women. This reveread truggle of Leo. XIII against the inevitentleman may know his Halifax, but the able that the news of his death which will hope he is mistaken. There a a we know, a theory among carto by hour. Yet if there had been needed that colf tends to profanity, but here is clergyman who says the ladies of his mything to round out a great career lock are apparently devout in church ou the end of this truly great man, his serenity in the Sunday and swear "like troopers" on the ace of death, his unfailing fortitude, and inks on Monday.

he supremacy of his intellect during the This is an indictment calculated to rais storm in any community, for "swearing many hours when his wearied body imlike a trooper" is understood to imply the peratively demanded repose, would have se of certain words and phrases such nen-not to speak of women-in peacefu walks of life shun as they would fire and nan Catholic church, spiritual and temporal. Leo XIII will be remembered for which it is supposed the army used when it "swore terribly in Flanders.

nany other reasons than these. He will St. John will be slow to believe this a led as a good man-a man whos usation against the daughters of Halifax aith was simple and untroubled and whe Here, we know, there is no profanity or yed up to that faith during the course the links, and that it is the rule among of a life so long that the great men born the fair sex in the sister city passes be hen he was born were long dead before

is own failing powers presaged the end. There is one possible explanation. If the A discerning writer has said of the man lergyman is not a golf player himsel or whom the world today is in mourning and does not understand the language i "He was very learned. He was very pa which the play is described, he may hav ient. He was very wise. He was ver nistaken some of the terms which he ha irm. He was very consistent. He mad verheard for complicated and inexcu the handmaid of the good vearing. It is not improbable that his purposes. He made his wis vill be asked to explain how he came om the servant of the benignity of his make an allegation so surprising. And lesigns. He made his patience the armon voe to him if he sticks stoutly to him n which he defended himself from mis

NOTE AND COMMENT.

Thus, all his qualities, his firmness, con The labor situation seems to have e istency, courage, all became the panoply, orated. so to speak, of his inherent goodne Gladstone, Bismarok, Leo XIII .- th Richelieu was his superior, we presume,

three grand old men. the arts of diplomacy, though he was a great diplomat. But how tiny and tinse The Sage of Canterbury street is again Richielieu seems beside him! Bismarch engaged in burying the Liberal party. It was more than his peer in sheer is a very lively corpse. and quite his equal in intellectual tenacity, but the gruff sage of Friedericks-

epresentation, and serenely awaited the

issipation of prejudice and of passion.

The Sun nominates Senator Ellis to fill ruhe was himself overcome by the quiet the cabinet vacancy. Has the Sun editor consulted the Globe editor in this matter There may have been a

pinion between certain prominent Lib erals. It is not any such difference of pinion as will lift the Borden party into ... If Mr. Chamberlain has the follow

The safest match is

The E. B. Eddy Co.'s

Only strike on the box.

CAPITAL SAFETY

Ask your grocer for them

country goes to Great Britain and British colonics. Of the total shipments last week; \$44,050, all but \$7,200 wont to Great Britain and Australia, the latter colony taking \$21,600. The question naturally which some of the London correspondent arises, Why have not Canadians enough enterprise to manufacture and export this ay is at his disposal it is all over but th paper themselves instead of being content to cut the pulp wood which supplies the shouting American workmen with material, not only for the paper they export, but for Three weeks ago it was announced from

Rome that the Pope could not live more the immense quantity used in the States --Ottawa Citizen. than a day or two. His physical power of resistance and the serenity of his min This is perhaps, a legitimate matter for have made him a wonderful patient. eproach, but we are now undertaking he solution of the pulp situation and it

Shamrock III, may have a hard battl head of her, but as yet her trial horse has never beaten her. The Reliance, under some conditions, appears to be no better than the Constitution. . . .

The Sun's statement that the Telegraph's editorial of Thursday, regarding the retirement of the Minister of Railvays, was inspired, was an absolute falsenood. It is in line with other statements from the same source.

The Toronto News is catching it from the Ottawa Free Press for its treatmen of Mr. Blair at the present juncture. The Free Press refers to the News as "that altra purist 'independent' paper" and adds that "this enterprising journal comes out and flings mud at and belittles Mr. Blair. Is it the function of the 'independent,' socalled, press, to wait until it thinks a man is out of office and power and then jump on him and change previous beslaverme and synophancy to contumely? It looks

like it as far as the News is concerned."

A writer who knew and appreciated the perits of the late Justice Sir John Doug-Armour, save in the course of an apative pen-picture of him: "He was splendid type of Canadian manhood. A onine head set on massive shoulders, a mmanding figure and dignified bearing ndered him a conspicuous figure in any mpany. Stern and imperious in his de of wrong-doing when on the sessed a strong sense ci anch he also no nor which he chiefly reserved for exere in grimly ironic com nents more disoncerting and damaging to the bumptious

exploitation of a weak case than the mo decisive adverse ruling could have been.

Wall street and the financial outlook enerally are regarded with uneasine the New York Evening Post. It says that promoting financiers have acted as if the only use for the country's increased capital was to inflate the valuation of plants and 'facilities which already existed, and in

this process they absorbed, not merely the capital then pressing on the market, but, by anticipation, the capital which should crue in the next half-dozen years. It eeds no prophetic power, however, to perceive that when borrowers like the Union Pacific and the Lake Shore are paying exorbitant rates in the open money market

t is a time for smaller borrowers, present and prospective, to exercise the greates caution in all their plans." . . .

Every week the Pulp Mill, the news paper of the American pulp and paper nanufacturers, publishes a return of the

exports of paper. It is a humiliating ecord for Canadians when we find that r

Miss Fanny Fowler, of Fredericton, is visiting Miss A. Vallie Sandal, Pitt street. Cook's Cotton Root Compound. Ladies' 1

atiently waiting

Ont Nos. 1 and 2 are sold in St. John by



250 onths' use, ston, Ont. The dressmaker of a bride in Christ-church, New Zcaland, having forgotten the latter's address, took the bridal raiment into the church, where the groom was

it will be a graceful act. is generous act. THE CAUSE OF DEAFNESS. Deafness and imp no all

Riverview Park Monument.

Mrs. Baizley has been for a long time vorried over the damage done either by arelessness or vandalism or both, to the drinking fountain at Riverview Park. She

was delighted last week to find that Mr. Quinn, of the firm of Quinn & Allan, had, without solicitation, repaired the fountain so that it is now in perfect order. This is only one of this firm's generous acts to-

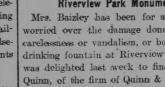
is the hope of Canadiane in this section

that we shall make paper here and so

get the money which now goes to out

wards the park, and is very highly appreciated. If some other generous citizen will now give the fountain a coat of paint

The W. C. T. U. of the North End have bassed a vote of thanks to Mr. Quinn for



iders.

Many will use a cheaper article once and return

week after week the bulk of the paper

manufactured from Canadian pulp wood in the United States exported from that

ountry goes to Great Britain and British

to "The Headlight" for all time.

