

THE SEMI-WEEKLY TELEGRAPH

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ADVERTISING RATES.

Ordinary commercial advertisements making the run of the paper—each insertion \$10 per line. Advertisements of Wants, For Sale, etc., sent for each insertion of 10 lines or less. Notices of Births, Marriages and Deaths sent for each insertion.

IMPORTANT NOTICE.

Owing to the considerable number of complaints as to the misarrangement of letters and the delay in getting them, we have decided to send money for the editorial department by post office order or registered letter, in which case the remittance will be at our risk.

In remitting by check or post office order, we request our subscribers to make them payable to THE TELEGRAPH PUBLISHING COMPANY. All letters for the business office of this paper should be addressed to THE TELEGRAPH PUBLISHING COMPANY, St. John, and all correspondence for the editorial department should be sent to the Editor of THE TELEGRAPH, St. John.

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Without exception names of no 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, and all arrears are paid. There is no legal discontinuance of a newspaper subscription until all that is owed for it is paid.

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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 communications as an evidence of their truth. Write nothing for which you are not prepared to be held personally responsible.

This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph.

ST. JOHN, N. S., SEPTEMBER 6, 1899.

THE SUN'S LATEST GRIEVANCE.

The Sun finds fault with the government for making a traffic arrangement with the Grand Trunk, yet it was perfectly content that the Intercolonial should remain at the mercy of the Grand Trunk for all time to come, for that was the position in which our government railway stood so long as Levis and not Montreal was the terminus of the Intercolonial. Every pound of freight that was carried over the Intercolonial from Montreal to St. John had to be carried over the Grand Trunk from Montreal to Levis, and the Grand Trunk could exact such rates for its carriage as it chose to impose. As the Grand Trunk had its ocean terminus at Portland, Maine, it could as well fix the rates so as to make the carriage of freight to St. John or Halifax unprofitable if not impossible, and that was in fact the state of affairs that existed while the Conservatives were in power. The Sun and the party to which it belongs, did their best to continue this condition of affairs, and when Mr. Blair sought to change it and to carry the Intercolonial to Montreal, he was denounced by the Sun as a boodler and a robber, and the entire Conservative party joined in the cry against him. The Sun did not desire that the Intercolonial should become independent of the Grand Trunk, but now it cannot avoid the slightest friendly arrangement between the two roads. In fact it is straining at a gnat where formerly it had devoured a man, and cheek enough to swallow a camel.

THE DREYFUS CASE.

The trial of Dreyfus which divides the attention of the world with more weighty matters which more immediately concern each individual nation still continues to go in the same theatrical style in which it commenced. Anything more foreign to the methods of British or Canadian courts than the Dreyfus trial it would be difficult to imagine, yet even stronger the mass of absurdity which is accumulating at Rennes. It is easy to see that it will be impossible for the court to do anything but acquit the prisoner. Up to the present time there has not been a particle of evidence adduced against Dreyfus that would suffice to prove his guilt in a court in which evidence is carefully weighed, while there has been a great deal of evidence that would tend to show that he is innocent of the charge of which he is accused and for which he was formerly condemned. The evidence yesterday was nearly all in favor of Dreyfus and it is evident that the tide is turning in his favor. Even the judges, prejudiced though they be, will not be able to get rid of the impression which has been produced by the evidence of high officers of the army, who have shown that Dreyfus could not have written the bordereau, which was what was mainly relied on to convict him.

One of the most remarkable features of the Dreyfus case is the display of hostility towards the prisoner that is constantly in evidence on the part of the president of the court. We suppose that there must be some rules of evidence in a trial such as that of Dreyfus, although no person accustomed to the business of a Canadian court would ever be likely to understand just what these rules are. All sorts of evidence seems to be admitted, and

hearsay, conjecture or even scapion seem to be looked upon as quite as important as the most direct testimony. But in every case it will be observed that where a question of the admissibility of testimony arises it is decided by the president against the accused. There may be reasons to justify these hostile decisions, but it does not seem easy at this distance to understand just what they are. The evidence yesterday was quite sensational in its character and its effects was to show that officers high in the French army were engaged in a conspiracy to convict Dreyfus. This, perhaps, was a natural consequence of the situation and the belief that for some reason or another the honor of the French army was involved and could only be vindicated by a conviction. We should have supposed that the honor of the army would have been better served by his acquittal, but there is no accounting for tastes or beliefs. It is now thought that the end of the trial is in sight, and that ten days or a fortnight at the most will finish it. It is impossible to conceive that the verdict can be anything else but one of acquittal, but if this verdict is secured it will be in spite of the best efforts of some of Dreyfus' judges to convict him, with or without evidence.

THE TRANSVAAL.

Although warlike preparations still continue on both sides the indications in the Transvaal are more in favor of peace than they were a week ago. Although Kruger professes to rely on the 8000 militia he does not fail to trust also to the arm of flesh and is hard at work purchasing and importing arms and ammunition. Still in the midst of his warlike preparations he does not quite close his ears to the demands of Great Britain and the correspondence between him and Mr. Chamberlain continues. At present there seems to be a good prospect that peace will be preserved and that the soil of South Africa will not be stained by human blood. Kruger has held on with an obstinacy worthy of a better cause, and he has no doubt been buoyed up with the hope that some one of the great powers of Europe would intervene in his behalf, but this hope has now departed. The German press have been most outspoken in their comments on the situation, and have given him plainly to understand that he cannot expect Germany to help him. The same remark will apply to Russia and France, both of which have now plenty of business of their own on hand without concerning themselves with the affairs of the Transvaal. A realization of this fact has no doubt assisted Kruger to see matters in a better light than when he obstinately refused to grant any concessions or to do justice to the Uitlanders. No one can seriously believe that Kruger really desires a war or that he can hope to be successful if a war should arise. It is more probable that he has been simply playing a bold game of bluff, and that he hoped by showing a bluff front to stay the hands of Great Britain. Now that he finds this cannot be done, he will yield to the inevitable and do what he ought to have done long ago in the direction of justice and right. That a creature like Kruger should really believe that the Lord is with him in his denial of justice to the Uitlanders, and his rascally transactions with monopolists, is only another proof of the easiness with which a man may learn to practice self-deception.

Kruger has, no doubt, had a good deal of pressure put upon him from the Dutch of Cape Colony and the Orange Free State. The Dutch of Cape Colony have been treated very badly by the Transvaal Dutch in a commercial and business sense, yet there is good reason for believing that their sympathies are with the Boers and that they are thoroughly disloyal to Great Britain. The conduct of Mr. Schreiner, the premier of Cape Colony clearly proves this, for he has been giving the Transvaal Boers every facility for the transit of arms and ammunition through Cape Colony and he has been talking of Cape Colony being neutral in the event of a war, as if Cape Colony was not a British possession. But Mr. Schreiner does not want a war for that would mean ruin to him and his Afrikaner party in Cape Colony. We may therefore be certain that Schreiner has done his best to induce Kruger to yield so that peace may be preserved, for it is one thing to plot in secret against British rule, but quite another thing to face British rifles in the hands of men who know how to use them. For similar reasons the president of the Orange Free State has brought pressure on Kruger for the Boers of that little nation do not want any war. It is said that an offensive and defensive alliance exists between the Orange Free State and the Transvaal, and if so the world would be an additional reason why every effort should be made to avoid a war. The Orange Free State has nothing to gain by such a contest, but it has much to lose if it might lose its independence.

THE INTERCOLONIAL SURPLUS.

The Sun seems to be deriving a great deal of comfort from repeating, parrot-like, its cry that the Intercolonial surplus of last fiscal year was "bogus." Of course it has no facts or figures to support such a statement, but that does

not trouble it in the least, it is so very easy for the Conservative organ to invent a condition of affairs that does not exist. We showed that while last year Mr. Blair brought out the revenue of the Intercolonial \$62,000 ahead of the expenditure, that result had not been obtained as a consequence of neglecting the road, for the expenditure for May and maintenance was \$75,000 more than it was the last year the late government was in power. The Sun tried to answer that by stating that the Intercolonial is now 170 miles longer than it was in 1898, but it has only been able to show an extra expenditure of \$13,148 for the past year on that account, this amount being the Intercolonial's share of the maintenance of that portion of the Grand Trunk over which it has running rights. The Sun, however, boldly affirms that a great deal must have been expended by Mr. Blair on the Drummond County Railway because that road "was in greater need of repairs than any other part of the Intercolonial, as it had been altogether neglected by its previous owners." The Sun conveniently neglects the fact that before taking over the road Mr. Blair required the owners of the Drummond County railway to expend \$100,000 in improving and completing it. Of this sum \$35,000 went to completing the new 43-mile section of the road, and \$65,000 to completing and improving the old portion of the road which the Sun says was in need of repairs. This expenditure of \$100,000 on the Drummond County Railway last year by its former owners made it unnecessary for the government to expend any considerable sum in way and maintenance, so that the Sun's figuring for the purpose of trying to reduce Mr. Blair's surplus is all wrong.

CANADIAN TRADE GROWING.

THE TELEGRAPH has always maintained that the true policy for Canada to adopt was to meet the products of the United States in those markets that are free and open, such as that of Great Britain, and to make the competition there as vigorous as possible. The success of this policy is already beginning to be seen, and by some more plainly than by our rivals and competitors. The report of United States Consul General Boyle at Liverpool, which has just been published, is the most significant tribute to Canadian enterprise in the British markets that has yet appeared. He shows that during the past two or three years Canadian exports to Great Britain have enormously increased, and in proof of this statement he quotes the following passage from an article which has just been published by the Boston Co-operative Societies. This article says:—

Statistics are not yet available as showing the status of British-Canadian trade for the fiscal year ended June 30, 1899, but there can be no doubt that it has made a large increase over 1898. During 1898 there were 23 steamers under subsidy contract or agreement with the Canadian government to provide a full storage service for the carrying of butter, cheese, eggs, fruit and other perishable products to British ports. Since the present summer season has opened a number of ships have been added to the regular Canadian lines, the capacities of some of the old ships have been increased, two or three new regular lines have been established, and the number of ships of the country has increased. From Liverpool alone there have been six additional sailings a month to Canadian ports since January. The subsidy system has one of its chief objects supplemented by the maritime provinces. A regular line has been established to Manchester, going through the ship canal, which has an outlet into the Mersey, near Liverpool.

UNITED STATES POLITICS.

It is a great pity that our friends in the United States cannot run their party politics without mixing up other nations in their affairs. In times past any party which did not make hatred of Great Britain a part of its stock in trade was thought to be rather lacking in patriotism, but since the recent war with Spain, it has generally supposed that the ancient enmity of England and the United States upon any subject of governmental concern any but an American policy. We have no desire, we perceive no necessity, to aid Britain in the maintenance of a British policy anywhere, and with full confidence in the strength of our cause and country we ask no aid from Britain in maintaining an American policy anywhere that it is necessary or desirable to maintain one. We adhere to the Monroe doctrine. We are loyal to the counsel of Washington's farewell address. We are not prepared to accept the ancient antagonism of England and our own, nor to participate with her in her new-fangled hates or enmities; and at this juncture, when England sees its power slipping away and perceives with alarm the great advance of German manufacture in the world's trade, we have not discovered any reason why we should side with England and oppose the advance of Germany. We oppose the Anglo-American alliance and our motto will continue to be in the

future as in the past, "One flag, one country and one allegiance."

It will be observed that while the above declaration is most unfriendly to Great Britain it is friendly to Germany. It is true that the person who wrote the resolution in question was notable to explain in what way the Democratic party in Ohio or the people of the United States could assist Great Britain in her struggle with Germany, or prevent the German manufacturers in a country which imposes no duties upon them. It is evident that the resolutions are not intended to be logical, but are meant to serve some political purpose. The Toronto Globe conjectures that their object is to catch the German vote, but it may be doubted whether such declarations will have much effect on the Germans who are not in the least sentimental, and who have no particular affection for the land in which they were born. The Republican party have clearly had the larger part of the German vote, and will continue to keep it so long as the Irish vote is so largely Democratic. The German Tension and the Irish Celt are not likely to be found on the same side of politics in communities where they are both strong in numbers. It is somewhat remarkable that the Boston Globe, the leading Democratic paper in Massachusetts, should take the present occasion to make a bitter attack on Germany. Boston is not a German city, but the Irish are very strong in it, and the Globe may perhaps be of the opinion that if the latter became filled with the idea that the Democratic party is about to become a German party they may think it a good time to change their present political alliances. At all events, the Globe, whatever may be its motive, speaks out in tones that cannot be misunderstood. The following sentences from its editorial of Sunday will serve to show the spirit of the whole article:—

Previous to the civil war the Germans were encouraged to speak well of the United States, for that event added greatly to the nation of Germany under one federal government. But once the south was defeated and Germany all back upon her, the United States has shown an animus against America which cannot be explained away. Deep down there is a sympathy for monarchical institutions and a suppressed hatred of republican aspirations. Her motto is "Gott mit uns." Even in the universities, where it is theoretically permitted, the government has ways of keeping peace on the subject of known to harbor political heresies, and in the army liberal books are discouraged and intimidated. Liberty in Germany is a sham. In the privacy of their own homes boarding house mistresses may deceive American young ladies with their liberal talk over American institutions. But in public places Germans suddenly become non-committal to loud-spoken Americans who do not know where they are. With the press, the pulpit and the rostrum, however, and it will be found that there is no liberty of speech, but merely the restraint of it. It will take a century before Germany is up to American standards and feeling.

The editorial from which the above extract is taken is double headed, so that it is intended to attract special attention. It is evident from its tone that the Eastern Democrats are not in sympathy with the spirit of the Ohio Democratic platform.

THE NEW BRUNSWICK MAGAZINE.

The appearance of the August number of the New Brunswick Magazine has been somewhat delayed in consequence of the retirement from its editorial management of Mr. W. K. Reynolds, its editor and founder. Mr. Reynolds found that he could not attend to the duties of his new position on the Intercolonial and edit a magazine, so the publication has been transferred to Mr. John A. Brown, by whom it has been printed since its commencement. Mr. Brown has been assured of the support of those contributors who have written for the magazine since it was first published and every person who is interested in the history of the province and of Canada will be glad to know that the magazine is to be continued. The present number is an excellent one. The first article, which is by Rev. W. O. Raymond, deals with the fishery quarrel between Messrs. Simonds, Hasen and White and the people of St. John, which was finally decided in favor of the latter. The story of an Emigrant by Historians is concluded. Mr. Clarence Ward contributes a valuable article on punishments of seventy years ago, while Jonas Howe tells the story of Morris Haycock, a sergeant of that fine old Loyalist corps, the Queens' Rangers. Isaiah W. Wilson tells of the early commerce between St. John and Digby. The other departments of the magazine are well maintained, and the number is an excellent one.

Norton News.

Norton, Aug. 31.—Rev. G. C. Helms, of Chalmers' church, Montreal, who has been preaching the religion of his brother, has returned to Montreal. The proprietors of the candy factory will soon be ready to begin operations. They are bringing the water, which will be required in the factory, from a spring on the premises of Rev. Edward Byrne. The farmers have finished haying in this section, and have begun harvesting. They report hay and oats an abundant crop, but unless rain comes soon buckwheat and roots will be a light crop.

Exhibition Only a Few Days Away.

Preparations nearly completed for the grandest show this city has ever seen.

Railroads and steamboats are offering reduced fares and will run special excursions. Thousands of people will visit this city.

What can we do for them? A moment's glance through this advertisement may be the means of putting you on the track of something you may be in need of.

Send for samples and make your selections so that should you not attend the exhibition you can mail your order, or else send by your friend who may be coming.

MEN'S SUITS.

Seeing such good suits ready-made may open your eyes to wastefulness of buying the more expensive custom made suits. Our stock is the largest and values the best we have ever shown. All-Wool Dark Blue Serge Suits, double-breasted sack Coats, all sizes, \$6.00, \$7.00, \$8.50, \$10.00.

A man who wants an honest suit at an honest price, and his money back if he changes his mind after he pays for it, can find it here better than anywhere else. Double-breasted Suits, always popular for winter wear, in tweeds, \$6.00, \$8.00, \$10.00, \$12.00.

Fine Black Clay Diagonal Suits, single and double-breasted sacks and cutaways, perfect fitting, only \$10.00.

BOYS' SUITS.

This store is a school of fashion. We educate juniors in the art of dressing. Everything we see their to wear is an object lesson in style, a valuable feature that adds nothing to the cost.

SAILOR SUITS, for boys 4 to 8 years, of good dark blue serge, \$1.00, \$1.50, \$2.00, \$2.50, \$3.00.

TWO-PIECE SUITS, for boys 4 to 11 years, in Oxford, Tweeds and Serges, \$2.25, \$2.75, \$3.00, \$3.50, \$4.00.

VESTEE SUITS, for boys 4 to 8 years, in Navy Serges and Fancy Tweed Mixtures, in a variety of trimmings, \$3.00, \$4.00, \$5.00.

THREE-PIECE SUITS, bigger boys, from 10 to 16 years, wear a three piece suit, double breasted sacks in Worsted Tweeds and Blue Serge, \$3.00, \$4.00, \$5.00, \$6.00, \$7.00.

PANTS.

Men's All-Wool Working Pants of strong material, well made, \$1.35 per pair.

Men's Grey and Black, fine stripe, All-Wool Tweed Pants, three patterns, very dressy, \$2.50 per pair.

MEN'S FALL OVERCOATS.

\$8.00 will purchase a Dark Gray or Dark Fawn Worsted Overcoat, single breasted, hair cloth, sleeve lining. It is well made and neatly finished. A bargain at the price.

\$10.00 is the price of a splendid Covert Overcoat. Colors Dark Gray and Fawn; made of superior English Whippoor Cloth, single breasted, welt seams, stitched edges, Italian body lining, silk sewn and well finished throughout.

\$12.00 will make you the owner of a Covert Overcoat which is strictly "correct" in style with all the details which distinguish a gentleman's coat. Equal in workmanship and material to the made-to-measure garment at \$20.00.



MENS AND BOYS CLOTHING AND FURNISHINGS. SCOVILL BROS. & CO. KING ST. COR. GERMAIN.

The Shamrock Under Sail.

New York, Sept. 4.—The Shamrock had her initial trial spin in racing trim in American waters today. The spin occupied about three hours and the yacht covered about 30 nautical miles, although she did not sail over any prescribed course. At times she travelled at a rate of about 12 knots an hour. The breeze was strong, throughout the day and at times attained a velocity of 12 knots an hour. After the yacht was anchored astir to the Harbourside, Mr. Thomas Lytton stated that he was entirely satisfied with the performance of the yacht, as were also Messrs. Fife and Reiley.