

THE SEMI-WEEKLY TELEGRAPH

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MATTERS POLITICAL

Conservative members at Ottawa are engaged in unusually active speculation as to the date and result of the Federal elections. The Quebec and Ontario contests have been additional interest to talk of this sort, and there is, moreover, a growing conviction that the session will not last much longer. Many Conservatives predict that the government will go to the country in August or September. When it is pointed out that another session is not only possible but that there are considerations which would seem to render it desirable, the Conservatives shake their heads and speak of the coming autumn as pretty certain to bring the contest. As for the outlook, there is no doubt that recent events have given the opposition members considerable confidence and raised their fighting spirit to a degree which will have its effect when they return to their constituencies. The result of the provincial elections in March last, followed by the results in Ontario, where Mr. Whitney won such a sweeping victory, is quoted as indicating a marked loss of popular sympathy with the government at Ottawa. It is argued that the Conservatives will be able to win at least a handful of seats in Nova Scotia, improve their position in New Brunswick and carry from twenty to thirty seats in Quebec. The contest the other day in Quebec did not give the Conservatives quite as many seats as they had hoped to win, but the gain was encouraging in view of the conditions, among which was the fact that the LeBlanc forces had not money enough to pay the ordinary expenses of organization. It has been said that Mr. Bourassa would assist the Liberals in the Federal elections, but some of his recent speeches have led Conservatives to believe that he has definitely cut loose from Sir Wilfrid. At a meeting he directed some very pointed remarks to Hon. Messrs. Lemieux and Brousselle, telling them that his turn with them would come before long and that they would find he would make good use of it. He charged them with assailing and misrepresenting him, and his speech was interpreted as a clear threat to take his revenge when the general election came. This is the more significant because of the great strength Mr. Bourassa developed in the provincial contest. The reception accorded him in Montreal after the returns came in was a tremendous popular ovation. Some who saw the crowds and marked their enthusiasm, assert that there has been nothing of the sort to equal it in Montreal in a generation.

The Ottawa Citizen, in an interesting article dealing with Federal prospects, the light of the recent provincial contests, has this to say, in part:
"Four years ago the Conservative party held power in only one small province. Today it controls the administration of four provinces and on Monday a notable increase was made in re-establishing Conservatism in the Liberal stronghold of Quebec. On the first of Nov. last, of the 24 seats in the Dominion House, the Liberal party held 138, giving it a clear majority of sixty-two. At the next election there will be seven more seats, four in Saskatchewan and three in Alberta, making a total of 221. Counting Mr. Bourassa and Mr. Lavergne as opposition members, and Mr. Thompson, of the Yukon, having formally announced his adherence to Mr. Borden, the relative position of the government and opposition by provinces on Nov. 1st, will be as follows:

Provinces	Gov. Opp.
Quebec	68 13
Nova Scotia	12 0
New Brunswick	8 5
Manitoba	10 1
Saskatchewan	5 1
Alberta	2 2
British Columbia	1 0
Prince Edward Island	1 0
Yukon	0 1
	138 78

"In view of the tremendous political change in Ontario, it is not unreasonable to expect a turnover of ten seats at the next Dominion election; neither is it unreasonable to expect a similar gain in Quebec with the forces now at work there. Out of eighteen seats in Nova Scotia it is not too optimistic to expect five in view of the general trend of public sentiment as evinced at the recent New Brunswick elections; and in the latter province the Conservatives should at least break even. At present British Columbia has a solid representation in the Dominion of seven Liberals; it has since gone Conservative provincially, and in view of the recent conflict of authority between the Federal government and that province, the statement is freely made that British Columbia will not return a single supporter of the Liberal government at the next Federal election. Should that be the case, the Conservative party would have a majority of six, provided it held its own in Prince Edward Island, and exclusive of the three Northwest provinces. At present the latter stands fourteen to six in favor of the Liberals, and seven more seats will be added to this representation, making a total of twenty-seven to be divided between the parties as the event shall fall. There is no reason to believe that the government has strengthened itself in the Northwest by its corrupt dealings with public lands and timber limits, and

even if the Conservative party should only break even in the three Northwest provinces, it would have a working majority which, in the nature of course of events would be rapidly augmented. The support of the present Laurier government is such that if it once commences to divide it will melt away rapidly. It is also idle to minimize the fact that the prospect of installing a government at Ottawa which will not be altogether dependent upon a solid Quebec will have a strong influence upon the attitude of the people of the other provinces irrespective of their normal political leanings."

A BENEFICENT SCHEME

In proposing, in an article in the Columbia Quarterly, the creation of a school of sanitary science and preventive medicine in connection with Columbia University, Dr. Norman E. Dittman presents some considerations that are of great importance in relation to the public health. He first points out that one-third of the human beings born alive die before the age of five years; that over a million persons die every year of tuberculosis; that pneumonia kills over a hundred thousand people every year in the United States; that twenty-five thousand each year needlessly become blind; and that plague, smallpox, fever and cholera cause an enormous number of deaths, while half a million are crippled every year in the United States by preventable accidents.

Dr. Dittman contends that enormous benefit would result from the establishment of the proposed school in connection with Columbia University, which already has a school of law, the school of philosophy, Barnard College, the Teachers College, and the College of Physicians and Surgeons, with its numerous clinics and hospital connections. The situation of these departments in the heart of a city of the type of New York would also operate effectively in providing opportunity for the study of social and industrial conditions. He points out that opportunity would be offered to classes to inspect existing city departments pertaining to health problems and to observe conditions which require improvement. For the increased efficiency which is stimulated by the publicity, such class inspection would be of real benefit to the public when directed toward such subjects as: Municipal departments of water supply, sewage and refuse disposal, street cleaning and health departments; tenement houses, sweatshops, slaughter houses, dairies, markets and water sheds; offensive trades and dangerous occupations; child labor and factories. In connection with hospital laboratories, health boards, etc., research should be instituted into the features of preventable disease, and such subjects as the investigation and preparation of antitoxins, vaccines, etc., for the prevention and cure of disease; also investigation of such subjects as the efficiency of filtration and disinfection methods. Fellowships should be founded, the holders of which, by availing themselves of material from institutions such as the Sage Foundation, the Rockefeller Institute, health boards, etc., should strive to solve such problems as the following:

"The best methods for the prevention of alcoholism, preventable accidents, venereal diseases, insanity and social conditions causing disease (child labor, etc.).
"The collection of social and vital statistics for specific purposes.
"Relations between varieties of food and disease.
"Results obtained by the use of pasteurized milk, immunization by vaccination and antitoxin administration, sea-bath and mountain hospitals, etc.
"Utilization of sewage for commercial purposes.
"Methods of garbage disposal.
"Modes of transmission of contagious diseases.
"Study of epidemics and their causes."

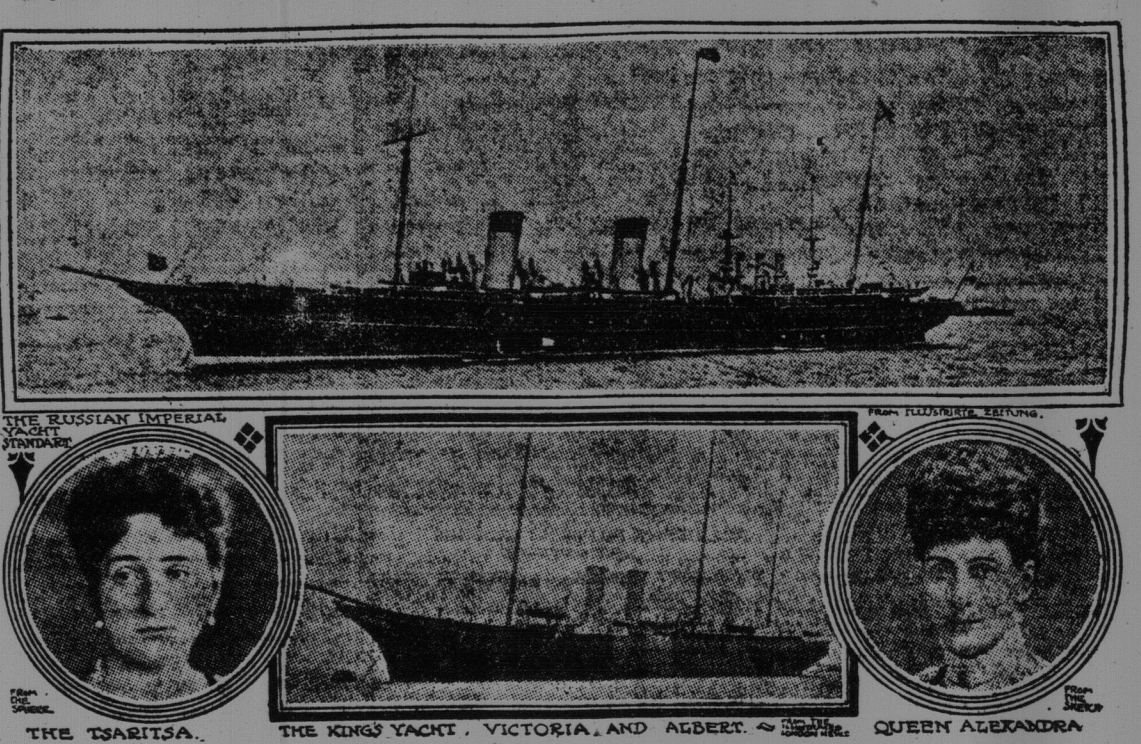
Dr. Dittman rightly declares in conclusion that "Familiarity with modern conditions of life will at once manifest the fact that the field thus outlined is one as barren of suitable relief of the most effective form as it is broad."

THE PORT AND THE GOVERNMENT

No great wave of emotion will sweep over the city because of the news that delegates from the Common Council and the Minister of Public Works have agreed upon a plan for the development of this port, which plan is subject to confirmation by the Dominion government on the one hand and the Common Council on the other. If any taxpayer's pulse were unduly accelerated by the tentative programme of port extension, it would be easy to recall matters whose memory should restore his wonted calm. The drill shed receives fresh mention in connection with the civic delegation's visit. The drill shed was dangled before the eyes of the electors here before a former Federal election. The statements made at that time concerning it were specific and positive; yet once the elections were over the urgent necessity for a drill shed no longer appealed to the politicians. The speeding years brought no closer approach to a fever for construction than sundry unprofitable disputes over the site. Even talk about the site languished, and the drill shed became a mere unsubstantial election promise. Very likely its walls are now to be reconstructed by vote-seeking orators, for another election day. Seeing is believing. If one of Sir Frederick Borden's relatives were to secure an option on some suitable drill shed site in St. John we should be disposed to regard the first essential step as having been taken.

And the harbor plans outlined at Ottawa are about as old as the drill shed question. The government would have taken a long step toward the proper development of the Winter Port if it had carried out the recommendations of the National Transportation Commission. That commission, appointed by the present government, urged an extensive improvement here several years ago. Its report was not acted upon. The matter was ignored almost wholly. It may be assumed that the approach of the Federal

PEACE THE THEME OF KING EDWARD AND CZAR AT REVAL



THE TSARITSA. THE ROYAL YACHT, VICTORIA AND ALBERT. QUEEN ALEXANDRA

Reval, June 11.—The texts of the toasts exchanged between the King and the Emperor have just been published. The two sovereigns mutually expressed the wish that the meeting would draw the two countries closer together and promote the peace of the world. King Edward intimated that this meeting in Russia would be followed soon by a visit of the Russian Emperor and his wife to England. King Edward appointed Emperor Nicholas an admiral of the British fleet.

The toasts were textually as follows:
"It is with feelings of the deepest satisfaction and pleasure," said Emperor Nicholas, "that I welcome your majesty and your majesty's queen to Russian waters. I trust that this meeting, while respecting the many and strong ties which unite our houses, will have the happy result of drawing our countries closer together and promoting the peace of the world."
"In the course of the foregoing year

elections has caused the government to remember. St. John's position and the government's duty because of St. John's position are pretty clearly understood here. Properly speaking the government should not expect to reap any political advantage by merely doing its duty in respect to this port. For the necessities of national transportation demand that St. John harbor be equipped to meet the demands of the country's winter export trade. St. John is the winter port nearest the West. Its deep water berths are of great importance, but they are of greater national importance. The trade of the Dominion rather than the local trade renders them necessary. The enterprise in forwarding this St. John has spent more than a million dollars in national value first and of local value thereafter. It is the business of the Federal government, therefore, to provide deep water berths for the steamers that carry western grain and cattle and other freight for the British market, to widen the inner harbor by the removal of the Beacon bar, to dredge a channel from Sand Point to Partridge Island so that the biggest steamers may be docked at any stage of the tide, and to close the western channel by extending the breakwater."

These improvements should have been made by the government long ago. St. John's position entitled it to have them regarded as works of national importance. These improvements should not be used for campaign talk. They should have been made years ago. And, as a preliminary—because this is Canada's winter port—the government should have insisted that the Grand Trunk Pacific, which is being built by public money and public credit, come to St. John by the shortest route which would afford grades suitable for heavy traffic. That was not done. The present Minister of Public Works kept telling the people of this province that the new transcontinental would utilize the Central Railway. There never was any satisfaction by the Dominion government on this assurance that it would do so. These improvements should have been made years ago. And, as a preliminary—because this is Canada's winter port—the government should have insisted that the Grand Trunk Pacific, which is being built by public money and public credit, come to St. John by the shortest route which would afford grades suitable for heavy traffic. That was not done. The present Minister of Public Works kept telling the people of this province that the new transcontinental would utilize the Central Railway. There never was any satisfaction by the Dominion government on this assurance that it would do so. These improvements should have been made years ago. And, as a preliminary—because this is Canada's winter port—the government should have insisted that the Grand Trunk Pacific, which is being built by public money and public credit, come to St. John by the shortest route which would afford grades suitable for heavy traffic. That was not done. The present Minister of Public Works kept telling the people of this province that the new transcontinental would utilize the Central Railway. There never was any satisfaction by the Dominion government on this assurance that it would do so.

MR. BONAR LAW

"Now the opening speech which Mr. Bonar Law delivered was the finest and most closely woven in argument which he has ever delivered in the House of Commons. If ever there was any doubt that he is the legitimate qualified successor of Mr. Chamberlain as the great protagonist of tariff reform it has been removed to-night."
The words quoted are by the London Standard's parliamentary reporter, in describing the debate in the House of Commons on the night of June 2, when the government's finance bill was under discussion. Mr. Law, it will be remembered, is a native of this province. His progress in British politics has been followed with considerable interest by Canadians, and there has been abundant proof

He holds that a premier's business is to give his people the sort of government they desire."

Mr. Thomson is friendly to Sir Wilfrid, but he does not hesitate to say that the Premier has made a mistake in obstructing investigation of the public department of which the public has so much cause to be suspicious. Even now, Mr. Thomson argues, the Premier should "give the Canadian people what they ardently desire, viz., a thorough 'look in' to the suspected departments. It is dangerous to stand out against a public wish so manifest and reasonable. As he has eighteen months to turn round in, and as something drastic seems now more than ever necessary to his success, it is conceivable that he may, at the ninth or tenth hour, take pattern by that great political genius who wishes to give up his presidency to Mr. Taft."

This is a suggestion that the Premier may, like Mr. Roosevelt, go in for exposure of public evils and show by drastic measures that he is bound to have reform. There is little chance that any such development will come. The Premier is in the hands of the reactionaries. Relatively his power is greater than Mr. Roosevelt's—but his inclination, that is another matter. There is no one today—unless it be Mr. Thomson—who thinks it possible that Sir Wilfrid will throw the door wide open and permit the complete investigation of every department of the public service. The very suggestion is enough to throw his worst lieutenants and followers into a panic.

BALLOONS AND DIRECTOIRE GOWNS

In England the other day, thirty balloons, all carrying passengers in search of pleasurable excitement, ascended from one place at the same hour. The incident shows to what extent popular fear of accidents in the upper air has been removed by increased knowledge of aerostatics, and the absence of serious mishap on the occasion in question goes far toward justifying the increased confidence with which so many persons in Europe and America now contemplate a journey through the air.

In commenting upon the balloon race at Hurlingham, the London Standard seeks to reassure its public for an era of flying machines, and perhaps Directoire gowns also. The Standard in the course of an editorial, has this to say:
"At any rate, as we have said, aerostatics has assumed its place as a fashionable sport. Ladies have taken to it as well as men, and there are members of the sex once accounted timid who own their own fleet of balloons and step into their cars with considerably less trepidation than that with which their grandmothers ventured into a high-wheeled curricle. There are persons of both sexes who spend the British Sunday regularly in skimming the upper ether; there is even a club devoted to the new recreation which will provide you with a balloon, a skilled aeronaut, and everything necessary (including perhaps a life insurance policy) at a fixed inclusive charge. In the fashionable intelligence one reads that country house guests are being entertained for trial trips; and no doubt in the near future no garden party will be deemed complete unless in the corner there is printed the word 'Ballooning'. The question of a suitable costume is, we understand, agitating the minds of those who arrange the fashions. Perhaps the Directoire style could be adapted. There is no superfluous room to spare in the car, and the clinging robe without superfluous skirts and furbelows would be welcomed. As to the fascination of the game, even apart from the excitement alluded to above, there can be little doubt. To have the dull earth below and sail with bird-like freedom among the clouds or above them is a delight which even the mountain climber can hardly appreciate. The exhilarating breath of the clean, clear air at the higher altitudes must be tasted to be really understood. There is nothing like it unless it be amid the sempiternal Polar snows; for even on the summit of the Matterhorn or the glaciers of the Selkirk one does not wholly escape from the touch and the sounds of earth. Moreover, ballooning has the great attraction of being still somewhat expensive and exclusive. When the cheap aeroplane has been put on the market the multitude may be able to fly. At present a balloon is a costly luxury, and the gas bill for each inflation is no trifle. People who fly regularly must have well-filled purses as well as good hearts and lungs and heads. It was the fatal defect of bicycling that anybody could ride a bicycle and almost anybody could buy one; so wheeled as a fashionable craze had a very brief career. The motor car is better, but even that is becoming plebeian, now that one can hire the machine in the streets. But we are not yet within a measurable distance of the period when the cab eiders will display the legend, 'Mooring place for light aerostats.' So for the present, ballooning remains select and rather aristocratic, though its day of widespread popularity may even now be at hand."

A HINT FOR POLITICIANS

Mr. E. W. Thomson writes in the Boston Transcript a long review of the Ontario and Quebec elections and seeks to analyze the results for American readers. What he has to say about Premier Whitney's success before the electors is not very complimentary. He says that the Conservative politicians who are inclined to ignore the importance of having public facilities operated in the interests of the people rather than in the interest of selfish corporations. Mr. Whitney's administration, Mr. Thomson writes, "has been plain, straightforward, upright and quite contemptuous of the usual tricks of methods of Canadian politicians. In every department his reforms were obvious, economical, valuable and essentially liberal. Hence Liberals who prefer the real thing to an imitation carrying the 'Liberal' tag had no option but to support him or leave him unsupported. Insofar the result contains a lesson for politicians in general, it is that honesty wins more than corruption, and that the people of a well-educated and intelligent province favor policies looking to the public exploitation of public lands, water powers, mines, forests, etc. The practice of the previous so-called Liberal ministry of Ontario had long been to hand over public properties and franchises to the private monopolies of the few, in exchange for the 'Liberal' tag which I do not mean to signify that dishonest manipulation was habitual, but only that the old-fashioned laissez-faire liberalism, which stood for individualism and capitalistic operation of public utilities, was practised. This was notably the case in respect of the water power of Niagara Falls. When Whitney came in three years ago he found that huge force in course of being monopolized by promoters of electrical companies, whose programme was to sell Niagara-horsepower to municipalities and other consumers at about thrice its actual cost. Instantly he set about with plans for compelling the chartered companies—partly by threatening them with 'State competition' and partly by adroitly playing them off one against another—to give the consumers a 'square deal.' In this the Ontario opposition was foolish enough to obstruct rather than plainly oppose him. Hence the result of Monday's election there."

CURZON'S IMPERIALISM

Lord Curzon, at an Empire Day banquet, given by the United Empire Club, predicted a reform of the House of Lords, permitting Colonial representation in that body, and looked forward to the organization of an Imperial Council, deliberative but not executive. The chairman, Mr. J. H. M. Campbell, K.C., M.P., proposed "United Empire." He pointed out the importance of Colonial Preference, and said that action in the matter might be difficult, but inaction would be disastrous. If they continued to refuse to the Colonies those advantages in their markets which they were willing to extend to Britain in theirs, they were not only driving them into the arms of foreigners, but would be losing an opportunity of strengthening the Empire. He believed that the people of the country would insist on such a change in fiscal policy as would at least result in the establishment

of a system of preferential tariffs within the Empire.

Lord Curzon, in reply said there was sometimes a tendency to forget and ignore India in considerations of Empire. "The problems of Empire were not blood problems, but problems of character and work. As an Empire we should stand or fall even more by what we did to others than by what we did amongst ourselves. He believed that the Canadian and the Australian were as proud of the work being done by Englishmen in India as was any inhabitant in these islands. India was essential to a United Empire, and he welcomed the opportunity of pointing out how closely interwoven were the interests of India and the Colonies. They met on one of the series of days which seemed to be devoted to the honor of Empire. All the celebrations—salutation of the flag, sermons, and speeches—revolved with absolute consistency round a sense of the reality of his national destiny. The present government was not supposed to be imbued with a very strong Imperialist feeling, but when it laid down its office at no distant date it would find that the Empire had grown, and it would congratulate itself on its admirable service. He hoped that the time would soon come when the Empire was connected by cables under British control with a tariff of not more than 50. A world's fair, some talked of Imperial Parliament, and for his part he looked forward to a reformed House of Lords as a means of offering representation to the Colonies and other parts of the Empire greater than that which they now enjoyed. That an Imperial Council, deliberate though not executive, would sooner or later come into being he had no doubt. The last Imperial Conference had bequeathed the latest and the most valuable symbol of increased union in the policy of preferential tariffs within the Empire, the raison d'être of the club. The conference brought home to the people of this country the consciousness, sincerity, and affection with which the cause was urged by the Colonies themselves, and the practicality of putting it into effective operation. Before long there would be another conference, and it was conceivable that it might meet under another Ministry. Let them hope that it would be followed by a different result. When the British government took action on what he believed would be the report of that conference then we should have taken the greatest forward step in the direction of a United Empire that the last fifty years had seen. Let them look a little further and picture to themselves the United Empire of the future, one in origin, literature, language, and sentiment, powerful enough to protect its industry and maintain its borders, and contributing to the elevation and the amelioration of mankind."

NOTE AND COMMENT

British newspapers in recording the death of Gen. Buller refer to the exploit for which he received the Victoria Cross. It was in the operations against the Zulus that he earned the cross for acts of devotion. The "Official Gazette" narrated the occurrence as follows:
He assisted, while hotly pursued by Zulus, in rescuing Captain C. d'Arcy, of the Frontier Light Horse, who was returning on foot, Colonel Buller carrying him on his horse until he overtook the rearguard. On the same day, and in the same circumstances, he conveyed to a place of safety Lieutenant C. Forrit, of the Frontier Light Horse, whose horse had been killed under him. Later on, in the defence of the camp, he was a trooper of the Frontier Light Horse, who was completely exhausted, and who otherwise would have been killed by the Zulus, who were within eighty yards of him.

Fire at Oak Point.

John F. Watts, a farmer of Oak Point, who arrived in the city on Saturday, tells of a fire on Tuesday night last, as a result of which his pretty home with all its furnishings is now a heap of ashes and his wife and children were forced to flee for their lives.
Mr. Watts, at the time was on his way home from Fort Fairfield being summoned by the illness of his wife. When he reached Oak Point he first received the information that he was homeless.

The fire occurred about midnight on Tuesday last after Mrs. Watts and family had retired for the night.
Mrs. Watts was awakened by the fire in her room and with her two children fled to a neighbor's shed only in her night clothes. The house, and all its furniture and the milk house were destroyed. The barn and some cattle were saved with great difficulty.

Mr. Watts values his house at \$800 and his furniture at \$400. He has \$300 insurance on the house but the furniture is unprotected.

Sunday School Conventions.

In the "Schedule for County Conventions for N. B." as published in the June number of the S. S. Advocate, a slight error occurred with regard to dates in certain counties, which may lead to confusion. For the following counties, the correct dates are: Kings and Queens West (at Oak Point), July 2; Sunbury, Gasperaux Station, July 3; York, July 17; Westmorland, July 17; Kings, Sept. 2.

FEATHER-BRAINED.

Gibbs—"So you're high a new stenographer. Is she light haired or dark haired?"
Dibbs—"She's dark haired, but I'm afraid she's light headed."