

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JULY 8, 1903.

July 8, 1903.

THE SEMI-WEEKLY TELEGRAPH.

Published every Wednesday and Saturday at 10.00 a.m. in advance, by The Telegraph Publishing Company, 27, St. John, a company incorporated by act of the legislature of New Brunswick.

C. J. MILLIGAN, Manager.

ADVERTISING RATES. Ordinary commercial advertisements taking the run of the paper. Each insertion \$1.00 per inch.

Advertisements of Wants, For Sale, etc., 50 cents for insertion of six lines or less. Notices of Births, Marriages and Deaths 25 cents for each insertion.

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Semi-Weekly Telegraph ST. JOHN, N. B., JULY 8, 1903.

THEY CAME TO STAY.

The American newspapers which, some months ago, were telling us that the influx of American settlers into our Northwest meant the Americanization of Canada, are now changing their tone. During the year ending June 30, some of the persons who came to this country as new settlers were as follows: From the United States... 44,969 From the British Isles... 41,787 The number of American entries to our Northwest increased enormously over other years and made up seventy per cent of the increase. These folk figure in some of the American newspapers as plagues whose sole purpose it will be to acquire land and thereafter to promote annexation sentiment in the land of their adoption. No conception of their purpose of the result of their coming could well be more foolish. They came, in the first instance, because they can secure at a low figure or for nothing, farming land of a high value, which must yield them a great return hereafter. They who take up lands under these circumstances probably will be folk who are ready to adopt the flag they are to live under. If they get land free of cost they must take the oath of allegiance. All in all they are likely to infuse the spirit of the country which they have cast in their lot.

BURNING QUESTIONS IN BRITISH POLITICS.

The trouble in Britain over the Education Bill did not cease when the bill became a law. Indeed bitterness among the Nonconformists grows and here and there throughout England and Wales groups of persons of substance and respectability are following out a policy of "positive resistance" to the law. That is, they refuse to pay the twopenny in the pound which is the portion of the rates due to the Education Bill, and so compel the authorities to sell their goods in order to collect the tax. The following items, from British newspapers, show to what extent the movement has grown:

Fourteen passive resisters were summoned at Bury St. Edmunds on Thursday. They included Councillor T. J. Bentley, a member of the local education committee and chairman of the district Passive Resistance League; the Rev. S. J. Baker (Baptist, now traveling in America), three of the deacons and two lay members of his congregation, and Mr. J. Bentley, Hopper, deacon, and the organist of the Congregational church. The rate had been offered, minus the sectarian education portion, but was refused. Mr. Bentley stated the conscientious grounds of refusal, and was applauded, whereupon the chairman threatened to have the court closed if there was further applause. Orders for distress were made.

At Salisbury, on the same day, twelve resisters were summoned, including Dr. H. D. King, J. P., Mr. J. Alexander, J. P. (a friend), and eight women. Dr. King vigorously justified passive resistance "until they got this iniquitous and unfair law altered or repealed." Several of the ladies also protested against being made to pay for the teaching of Anglicanism and Romanism. Distress warrants were issued and have been served, and the sales will probably take place next week. Sunday this giving the first object lesson in Nonconformist suffering, "spoiling of their goods."

The New York Evening Post's London correspondent records his opinion that if this movement persists "a change in the law will become inevitable." Certainly hostility to the measure appears to have been increased rather than diminished by its adoption, but what the result will be between British respect for the law and British stubbornness, it were hard to predict.

In some quarters Mr. Chamberlain's fiscal proposals are regarded as having been advanced for the purpose of overshadowing the Education issue and other questions which have made the government unpopular. It remains that when these fiscal proposals are submitted to the House of Commons, the Liberal who are now preparing to combat the preference idea, hope to be able to draw much strength from the uncompromising Nonconformists. If the fight comes with the autumn recess,

as the Liberals expect, they will stand united in opposition to the Chamberlain plan. The bread tax will be their principal cry. The Chamberlain party will be dubbed "Deatloquers," and for that reason pressure will be brought to bear upon the Colonial Secretary to have him get away from the fiscal tax and make tariff war against the German and American factories the dominant idea.

But, as the London correspondent points out, Mr. Chamberlain, for reasons which are obvious, "will have no limitations." He insists that the dear food cry is a mere bogey, and is quite prepared to argue it out and prove to the working classes that higher wages and other benefits will more than outweigh any possible increase in the price of bread and meat. The taxation of these two food products alone will, he declares, suffice to induce the colonies to make the necessary concessions in their tariffs in favor of British manufactures. He will not hear of the taxation of wool, in which, of course, Australia primarily is interested. Meat, he says, will suffice for Australia and New Zealand, and wheat for Canada and India. Manufacturers, whose home, colonial, and foreign markets have been spoiled by German, American, and Belgian competition, are pouring in upon Mr. Chamberlain and his 100 members of parliament facts concerning unfair foreign methods, State bounties, and the like for use in the autumn campaign, and, as each day adds to this ammunition, Mr. Chamberlain's appetite for the fight seems to grow. He will even go to the lengths on public platforms of saying that it is a case of preference tariffs or no Empire.

The last is Mr. Chamberlain's hope. If during a thorough campaign of education he is able to persuade John Bull that he must choose between the preference and the disintegration of the Empire, there is little doubt that the Briton will vote for the preference, although in his calmer moments he may not believe that to discard the preference idea necessarily means that the Empire will at once fall to pieces.

THE RAILROAD PLAN.

"As to the merits of the form which the Grand Trunk Pacific plan has taken," says the Ottawa Journal, "the company must in the end foot the bill or lose the road." The Journal makes this comment on the plan as it has been outlined already in The Telegraph. Our Ottawa advisers are that the details of the undertaking may not be ready to be submitted to the Liberal caucus tomorrow evening. The general plan, however, our correspondent says, "has been well received by press and public. Boards of trade and other societies as well as leading citizens have expressed their approval." The Independent Journal, for instance, points out that there will be no cash subsidy and no land grant and a government mortgage will be had to secure repayment on any part of the bond guarantee upon which it may be necessary to recover.

The only objections yet made to the plan have been put forward by those newspapers which have attacked any and all proposals suggested and which have apparently determined to assail, in season and out of season, any agreement upon which the government may determine.

It is too early to say now just what the solution of the railroad problem which has been outlined in The Telegraph's Ottawa despatches may mean in detail for the Intercolonial. We do not yet know exactly what country the route to Moncton will traverse. We do know, however, that the government has avoided the plan to which most reasonable objection was made. In the first place the government will build and really control the line west from the wheat fields and so the phantom of an American winter terminus disappears. The winter traffic will come to these provinces. It may be that the St. John River Valley route is in contemplation.

Again government control is a salient feature of the new plan. Already the opposition newspapers are saying that the government has been lavishly giving the public money and the public rights into the control of the Grand Trunk Pacific. That is what has not been done.

An all-Canadian line was required above all things. Dispute in the matter of getting a new line built was very important. It was desirable to avoid great gifts, in land or cash, to any corporation. In its treatment of these important features it would appear, from the outline of the government's intentions—which as yet is all we have to judge from—that good counsel has prevailed. As the outlook is now, the road will be well built and it will be free from such corporation exactions as have made private systems objectionable. It can be discussed more fairly as the plans in detail are made public. It is certain, however, that the Maritime Province interests have been safeguarded and that the transportation question looking to the relief of the west and the development of the greatest possible area of the country, has been solved satisfactorily.

THE YACHT RACE.

The trial races, in so far as they have been run have proved nothing. It is a battle of builders rather than a battle of sailors; so we may pay some attention to the opinion of the New York Post, which says:—

Reliance's very narrow victory over Columbia in a stiff breeze and a seaway today, was the last of the new boat still problematical. It is possible that Columbia may turn out to be the winner on time allowance, while it is probable that Reliance's lead of one minute and fifty-four seconds in the fifteen-mile thrash to windward was not enough to offset Columbia's allowance. Again, the improvement of Reliance in the run down a falling wind shows that Mr. Heershoff has very nicely calculated the new boat for the uncertain breezes of August and September. It should be remembered that the superiority of Reliance in the various drifting

matches with her rivals has been more apparent than real. Had Columbia followed her eccentric sensibility and, with Constitution, received her allowance, there would rarely have been a difference of two minutes in thirty miles between the three yachts, and Capt. Barr at the wheel is worth at least that to the new boat. Nothing has been demonstrated about Reliance except speed in tricky aims. This fact lends great interest to this week's racing off Newport. All yachtsmen will pay for such racing weather as may make these tests as conclusive as those which in all seasons should have been held off Sandy Hook.

There is an estimate which we must regard as of some value. The fact is that the challenger has a racing chance and the other yacht stands to win in a local breeze. It is a fair inference from the trial so far, that the English rig and build are due to win in anything like a kicking sea and are as likely to lose in pretty water. And this is yachting.

The Cup contest, of necessity, has come down to an attempt to suit the boats to certain conditions. Now, for instance, it is reported that the Reliance will make a certain distance in a certain time under certain conditions. She is built to win in the air which it is hoped will prevail on the course during the racing month. Can the Shamrock meet that condition? That is the main question. It is not a yacht which must win, but a sailing machine adapted to certain weather conditions.

THE RACE FEELING.

We in the North have but little idea of the feeling which prevails in some Southern communities. The following from the Macon (Ga.) Telegraph represents the sentiment in that district:

We should be honest with ourselves on this subject of lynchings. The hypocrisy with which it is treated is useless. Indeed, it is worse than useless. It is baneful. Instead of bringing the practice to a shameful close, it seems rather to encourage it. For all the fake altruism that we know that at the bottom of lynching lies—race antagonism. We know that race antagonism is the moving motive of those crimes which the black perpetuates against the white, and we know that race antagonism is the cause of the black man's consequent swift finish at the end of a rope or amid the faggots.

There is no misunderstanding this. It means that the white man who may aspire to a white man's life and a white man's politics, must wear a white man's skin. That is the law of the South.

The man who attempts to raise the negro to the level of the white man in the South, as a matter of politics, or who says, as a matter of sociology, that the two races are equal, finds himself now in no end of trouble. He has to combat, in the first instance, the not unlikely theory that the very amendment of the American constitution which gave the negro the vote, is responsible for the crimes which are the leading cause of the recent determination to set aside the law in certain Southern States. It is, at all events, the theory of some present students of the Negro problem, that the very amendment which gave the negro a vote implanted in him the curious idea of license and liberty which is responsible for the crimes, and therefore for, the lynchings which have followed. Of the causes we do not know. Of the lynchings it is always our idea that since there is a law which punishes a certain offence by a certain penalty, it is just as well to await the court's verdict. We do that here in New Brunswick.

SIR GILBERT UNDER FIRE.

What Sir Gilbert Parker may write of Canada, and what he may say we should do and Mr. Chamberlain should do, is of interest. What our American friends say of Sir Gilbert in this connection is of more than passing interest here at the moment. The New York Post says this:—

Sir Gilbert Parker strains a romance of Canada, and what he may say we should do and Mr. Chamberlain should do, is of interest. What our American friends say of Sir Gilbert in this connection is of more than passing interest here at the moment. The New York Post says this:—

This is somewhat clever, yet it is not clear how it affects Canada's situation in the Imperial scale. Was the American tariff framed solely as a basis of negotiations?

LEO XIII.

Leo XIII., who is reported dying at the hour of going to press, shares with his predecessor Pius IX. the honor of a full century of a century of pontifical rule. They alone among the successors of Peter have reigned the twenty-five years of his traditional year. But Leo XIII. will be held in remembrance by future generations for other and weightier reasons than his long tenure of office. His powers of constructive statesmanship have made wider and stronger the boundaries of his religious sovereignty, and have enabled him to hand over to his successor a trust kept

unimpaired by his devotion to duty and wisdom of utterance and action. But the most pronounced attribute of the Pontiff has been his benevolent optimism which neither years nor keen disappointments were able to destroy.

With the heart of the Pope turbulent, and the dream of the merging of the temporal and religious sovereignties at Rome apparently far from realization, Leo XIII. ever kept his faith in the ultimate destiny of the church to reclaim the rebellious people at home, while he extended her boundaries abroad. And it is today an open question if the severance of the temporal power has, not immeasurably strengthened the pontifical power, and made the members of St. Peter's a greater force for good in the world's destinies. The national jealousy of earlier centuries have disappeared, and the Pope rules his 250,000,000 willing subjects to better purpose than if his sovereignty were effected by national destinies or political requirements.

Leo XIII., full of years and weary with nearly a century of unrelenting toil, is thought to be failing asleep. And whether he be Catholic or non-Catholic, priest or layman, Ford and his great number of St. Peter's a greater force for good in the world's destinies. The national jealousy of earlier centuries have disappeared, and the Pope rules his 250,000,000 willing subjects to better purpose than if his sovereignty were effected by national destinies or political requirements.

HARBOR TRANSIT.

The decision of the Common Council yesterday to shelve the project for a bridge between east and west St. John will raise an angry murmur among the ratepayers of the West End, to whom this means of communication with the city proper was held out as an inducement to vote for the union of St. John and Portland, thirteen or fourteen years ago. Portland's child prodigy, the paving of Main street, has been so long an accomplished fact that parts of it have been worn out by the footprints of time and travel. And the claims of Carleton still remain unsatisfied.

And yet, as one of the city fathers suggested, who is prepared to foot the bills for a passenger and traffic bridge across the harbor? The city is in poor position to expend the large sum necessary for the purpose. The street railway has the right under its charter, to use the bridge if one is built, and no one dreams that the street railway will show an ungrateful enlargement of heart in an expenditure which they can, by their charter, dodge. The C. P. R. has offered no definite proposition of payment, and St. John's experience with that corporation warrants the statement that the railway will not meet expenditures in its own interest at Sand Point, to which it is pledged by written contract, much less embrace an opportunity to contribute to a new local enterprise to which it is in no way bound. The Dominion government could scarcely be expected to contribute to a purely civic work of construction, especially as its own railway terminus is on the eastern side of the harbor. Who, then, is to foot the bills but the city?

There is no doubt, that better means of communication should be maintained between the east and west ends of the city. The present ferry service has certainly proven itself a miserable apology for rapid transit, but we believe that while much disappointment will naturally be felt in Carleton over the sudden cutting off of the bridge scheme, that the citizens generally will be content if the city fathers grapple fairly and squarely with the ferry question, and provide as promptly as possible a modern ferry service, with boats of sufficient accommodation.

But St. John will not be satisfied with a later edition of the Ogunigony and Western Extension. It can at least afford a decent ferry service, now that the bridge project is a dream of the past or the distant future. The best design of boat—whether screw or side wheel—must suit to accommodate the great freight and passenger business which has grown up in the past few years, and which so far as human foresight can predict will continue to enlarge, is what St. John requires and what its citizens demand.

The ferry service should be provided with an eye for future requirements as well as for present necessities, and ere it has outlived its usefulness, the growth of the city on both sides of the harbor may warrant a bridge for the increased traffic. May be that time will come sooner than most of us today believe. But its possibility should not restrain the city fathers from making an adequate expenditure for a modern, up-to-date system of ferries.

NOTE AND COMMENT.

M. Louhet appears to be having a royal time in London.

The rise in the price of bread was made plenty of dough for the bakers.

The eyes of the civilized world are turned to the deathbed of the dying Pontiff.

Are our artillerymen preparing to burn some powder when the British squadron comes in?

Did you ever think how little news has come from South Africa of late? That country is quiet now.

And now comes news of a shortage in the strawberry crop. Surely this is the summer of our discontent.

The Montreal street railway is running

Why You Should Wear Oak Hall Clothing.

We don't want you to come here if you can do better anywhere else. But we can't help asking you these questions: Think them over. Where else can you buy better styles? Better workmanship? Better materials? Does anyone take such infinite pains as we to satisfy you? Where else can you find the variety; a fair selection is as much due you as good clothes. The steadily increasing business which you are bringing here speaks right out for us.

Men's Suits, \$5.00 to \$25.00.

Boys' Clothing--Looking Ahead.

Every time we sell a suit or pair of trousers we look ahead. The profit on one sale doesn't amount to much. We look forward to the good that sale will do us. As a matter of fact a considerable part of our present business can be traced to young men who started with us as boys. Little prices and well-tailored clothing make a mighty strong combination.

Boys' Sailor Suits.

Sizes 3 to 10 Years.

Our stock of Sailor Suits is the largest and contains the best styles of any clothing stock in the city. It abounds with novelties that are exclusive with us. 75c to \$12.00.

Boys' Norfolk Suits.

Sizes 7 to 12 years.

In Tweeds, Cheviots and all the new weaves. \$2.75, 3.00, 3.50, 4.00, 5.00, 5.50.

Boys' Double-Breasted Suits.

Sizes 7 to 12 years.

In Serges, Worsteds, Cheviots and Tweeds, \$2.50, 3.00, 3.75, 4.50, 5.00.

Send for our Sample Book. Mail orders are given prompt and careful attention.

Boys' Russian Suits.

Sizes 3 to 8 years.

In Tweeds, Serges and Cheviots, \$4.00, 4.50, 5.00, 5.50.

Boys' Three-Piece Suits.

Sizes 9 to 17 years

In Tweeds, Serges, Worsteds and Cheviots, in all the new colorings and effects, \$3.00, 3.50, 4.00, 5.00, 6.00, 7.00, 8.00

Knee Trousers.

What healthy boy doesn't wear out the trousers almost as fast as you can buy them! Strong, well made; all sizes, 3 to 17 years. 3 to 10 years, 50c to \$1.10, 11 to 17 years, 60c to \$1.50.

GREATER OAK HALL, KING STREET, COR. GERMAIN ST. JOHN. SCOVIL BROS. & CO.

observation cars for tourists. St. John might try it after the system is extended somewhat.

Moncton is not a port, says the Sun. True. That is one reason why the bulk of the shipments of freight will be made from St. John.

The Shamrock, according to the American correspondents, who are not exactly prejudiced in his favor, came pretty near to shooting all the Reliance's records yesterday.

Fredericton is talking about municipal lighting. We cannot see our way wholly clear to it here. We have it in the North End. Who sees anything after night there is in luck.

Now that the bakers have raised the price of bread one cent per loaf, the people can fairly demand a full two pound loaf. Hitherto in St. John the prevailing custom has been for bread to weigh from two to four ounces short of the legal standard.

The city fathers have given the Carleton bridge its quietus. Let us hope they will be as prompt in providing an adequate ferry service. St. John can then send the Ogunigony and Western Extension to its next exhibition as samples of the method of water transportation in prehistoric ages.

The Toronto Street Railway Company is accused of clandestinely extending its car lines by night. Here in St. John we should rejoice if the street railway should awake, and build a much needed addition or two. The citizens would next morning conclude it was a dream, too good to be true.

The city laborers expressed their feelings about the weakness of the aldermen, the bakers and the candlestickmakers last evening and have announced a public meeting at which they hope to do even fuller justice to the subject. If this is kept up we may learn something about our neighbors. These peaceful meetings are along the right path of agitation, but we regret the discrepancies between what the laborers say and what is said by the director of public works--for somebody must be in error.

A concerted effort has been made by the Canadian Tory press to make it appear that the preferential tariff was a failure, and that it actually reduced this country's trade with Great Britain. The contention is absurd both in principle and when tried by statistics, says the Hamilton Times. The London Mail, dealing with the preference, presents this statement:

"The effect of these changes was marked. Before British goods were given a preference, British exports to Canada had been declining steadily for ten years, and had fallen no less than 33 per cent. between 1893 and 1897, or from \$25,620,000 to \$16,900,000. With the preferential tariff their course was as follows, according to the official figures given by the Canadian government:—

1897.....\$25,620,000 1900.....\$25,900,000 1901.....\$26,500,000 1902.....\$26,500,000 1903.....\$26,500,000

The gain under the tariff up to date has been sixty-seven per cent.

Competition helps to sell the Famous "Headlight" Match. The safest match is The E. R. Eddy Co's CAPITAL SAFETY Only strike on the box. Many will use a cheaper article once and return to "The Headlight" for all time. Ask your grocer for them.

LIVELY SPEECHES BY THE LABORERS.

They Sympathize With the Strikers and Express a Few Opinions.

The Aldermen "Roasted" and Some New Views Expressed about the Living Wage --A Mass Meeting Coming.

Over 100 city laborers, all members of the union, who are on strike, gathered in hall last Monday night and thoroughly discussed the strike situation.

President John Cor was in the chair and among other business transacted, it was decided to call a mass meeting of the different labor unions and friends of the laboring men to be held in the large hall in the Berryman building, corner of Charlotte and Princess streets, Thursday night, when the matters pertaining to the laborers strike will be dealt with.

It was stated at the meeting that Director Cushing would grant an interview with a committee, and the same committee who met the director a few days ago were re-appointed to wait on him this morning and once more place before him the request of the union for the increase of wages for its members.

A number of speeches were made by members of the union and one thing that was brought up was the matter of the common council voting \$1,500 towards the entertainment of the delegates to the imperial chamber of commerce, who will be here in September. The following resolution touching on this matter was then unanimously adopted:

"We, as citizens of St. John, condemn the action of the common council in their granting of \$1,500 to entertain strangers and at the same time refused a fair consideration to a petition sent in by citizens, even if they were city laborers."

The speeches made by the different laborers were in some cases brief, but were all to the point and each man who said that the members should remain on strike until their demands were met were greeted with applause, and that was seemingly the feeling of the entire meeting.

The committee who have been patrolling the works reported that the statement made that forty of the laborers had returned to work was untrue. Not one of the union men had gone to work, and there were in all only seven laborers at present working for the city. If Mr. Cushing claimed there were forty men working, he must have included clerks, foremen and drivers.

One of the laborers, in a stirring speech, said that he had a family of four children to support, and that the first time he was paid by the city this year the sum of \$7.14 was taken out of his pay for taxes, and that left him but sixty-five cents to supply the wants of his family for the following fortnight. He wanted to know if citizens were aware of these facts.

Another member brought to the notice of the meeting that yesterday the price of bread had increased one cent per loaf, and that this was another burden which the laborers have to bear. This increase would mean just \$1.10 increase one each barrel of flour baked.

It was also stated by one of the men "that while the laborers did not mean to inaugurate a sympathetic strike, this line of action is being practically forced on them by the street railway company. The city laborers have been refused work, while strangers have been taken on and given employment."

Toronto Woman Seeks Divorce. Ottawa, July 3.—(Special).—Eliza Robertson, of Toronto, will apply to next session of the senate for a bill of divorce from her husband, David Robertson, Toronto.

The Joegine Fire. The fire in pit No. 2, Joegine Mine, is all out. Most of the men resumed work Saturday morning. The horses are all safe. Little damage was done.

TO CURE A COLD IN ONE DAY. Take Laxative Bismuth Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

Mr. Richard Croker again announces that he is out of politics for good. There may be something in it this time, for the District Attorney of New York is very busy just now with Tammany's former iniquities.