

THE SEMI-WEEKLY TELEGRAPH

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This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph, ST. JOHN, N. B., MAY 13, 1899.

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any attack upon Transvaal independence and that is the only thing for which President Kruger would break the peace. Mr. Chamberlain's official disclaimer, too, is so worded as to make it impossible to believe that some grave step is not contemplated, if it has not already been taken.

We do not think that there is any probability of a war with the Transvaal. The situation in South Africa is too delicate at present to make such a war prudent or popular. The British people would not approve of such a contest in which there would be no glory to be won and in which many difficulties would be encountered. There is no doubt that President Kruger has already broken the London convention in spirit if not literally by the favors he has showered on the Germans, and now that the Germans have deserted him he is without a friend in Europe on whom he could rely. He will presently find that it will be to his advantage to be on good terms with the British government which is the only nation in Europe likely to show any consideration to a weak power.

SIR CHARLES TUPPER'S BOGOTRY: One of the illusions presented to the people during a long period of years by Conservative orators was that the Liberals, even though they should carry the country, were incapable of governing. It was said that they had once been given a trial and had failed. Many simple-minded people were probably influenced by these representations, and shared the opinion of the Tupper and Fosters that the Conservatives had a sort of divine right to hold the reins of power in the country with regard to the Canadian affair. The Liberals have now been in office for nearly three years and they really seem to be making a pretty good flat of carrying on the government - very much better, indeed, than the most successful achievements of the Conservatives. But Sir Charles Tupper, who lives very much in the past, refuses to accept the evidence before his eyes, and continues to repeat the old story that the Liberals have no capacity for administration.

Sir Charles made this idea the text of a characteristic speech on Friday last. The burden of his address was that only the Conservatives understood anything about political economy, and that he stood stoutly at the miserable showing being made by the men now in office. There may be others in the country who hold similar views respecting the government, but it would be difficult to find another man in the dominion to stand up in the house of commons before an intelligent and deliberative assembly and seriously state his faith in such a delusion. Sir Charles did it, however, with that pompous assumption of superiority and contempt for opinions to the contrary which usually distinguish his oratory. He boldly brushed away all the splendid evidences of progress and national growth presented by the minister of finance, and, looking the Liberals squarely in the face, said to them in effect: "You are a lot of children. You know nothing whatever about political economy. The Conservatives alone understand how to conduct the affairs of the country."

Sir Charles Tupper was not only confident that the Conservatives had demonstrated their title as the only competent administrators of Canadian affairs, but that he himself had presented the most conspicuous qualifications in that regard. This exceedingly modest notion was not new to the house. Sir Charles has always felt that it was his duty to refrain from hiding his light under a bushel, in accordance with the spiritual injunction; but he probably stands alone in the view that this is either a becoming attitude or one which Conservatives in general accept. The other day he was particularly proud of his record as minister of railways, and was correspondingly ashamed of the way Mr. Blair was carrying on that department of the government. He pointed out that between 1880 and 1884, inclusive, the deficits on the Intercolonial had aggregated but \$478,145, and that during Mr. Haggart's three years at the head of the department the shortages had reached but \$138,310. Mr. Blair in two years, however, had sustained a loss of \$409,232.

Pointing to these figures, Sir Charles declared: "That is only one illustration of what this country will always find. It will always find that the people who understand political economy are the Liberal-Conservatives, and the people who do not understand political economy are the Liberal party." Sir Charles was, however, unfortunate in his choice of an illustration. It happens that between 1884 and 1893 the Conservatives were also in power; yet during those eight years the Intercolonial deficits amounted to \$3,500,000 - or an average of \$425,000 a year. The ministers during that period were no less distinguished men than Mr. J. H. Pope, Sir John Macdonald and Sir Mackenzie Bowell. Would the leader of the opposition say that these colleagues of his knew nothing of political economy, or that there are exceptions even among the Conservatives in this respect?

This test which Sir Charles Tupper has adopted has to be revised. Mr. Blair has made a better showing on the

Intercolonial this year than has ever been made in the history of the road. What will Sir Charles say then? Will he refuse to accept the plain evidence of facts, or will he swallow himself, as he has done so often in the past, and come forward with some new test? He is undoubtedly a man of fertile resources and there is little in the way of an exacting corner. Least of all, need any one expect him to make the admission that he himself is not the greatest living exponent of the principles and practice of political economy.

The budget debate collapsed on Friday night. The leaders on the opposition side having made such a poor showing against the magnificent statement presented by the finance minister, the rank and file did not seem to have the heart to take up the weak case left to them. This leaves but two important measures before the house - the Drummmond company bill and the redistribution bill. One of these is being opposed by the Conservatives, but they will be retaining measures which must commend themselves to the best judgment of the people at large, and in that conviction the Liberals will not be likely to yield to the tactics of the opposition, no matter how fiercely they may be employed.

So little is known by the public in regard to the new British possessions in China that any information in regard to them is now most welcome. The English papers publish some extracts from a letter written by a captain in the British army, who is stationed at West-hat-Wai, and they give some interesting particulars of the recent British acquisition. He says that the climate, in spite of an occasional lizard, is exceedingly fine and that there is no such extreme cold as has been reported. At present, of course, the place is in a very backward condition, but he thinks that there can be no doubt that it will be the summer resort of all China in the future. The island of Liu Kung Tang is to be converted into a stronghold by the British admiralty. All the forts on the mainland were wrecked by the Japanese, who, however left all the huge Krupp guns behind them. It was with these Chinese guns that the Japanese captured the position. On the island were strong modern forts of German design. These fortifications were commanded by the guns on the mainland, which the Chinese abandoned after a brief defence. The Japanese then turned the captured weapons against the island, which was soon brought to the ground. There will be no guns on the mainland in the British scheme of fortification. They would, indeed, be useless, as all surrounding heights are well within the range of big guns on the island, and can be defended from that point.

It is announced that the Citadel at Halifax is to be condemned as a fortification, and that it will be dismantled and only used as a barrack. It is said to predict that the use of the Citadel, even as a barrack, will be only temporary, for it would be manifestly absurd to keep soldiers miles away from the fortifications they had to defend. The discovery that the Halifax Citadel is of no use as a fortification has come rather late, but it will that it has come at all. We will make so bold as to say that this discovery might have been made a century ago, although, of course, improvements in artillery have accentuated the fact. The Citadel standing by itself might have been of some value for defensive purposes, but placed as it is in the middle of a city, it could only bring ruin and destruction to the community it had been built to defend. Modern cities are now defended by outlying forts, so that the enemy's guns cannot reach the town itself. Halifax has plenty of outlying defenses, and the Citadel adds nothing to its strength. Its existence in the very heart of the city occupying as it does about 100 acres has been a great detriment to Halifax from a business point of view.

The Michigan lumbermen who are prevented by the Ontario law from taking logs across the lakes to be sawn in their mills have been trying to induce the government of the United States to prevent the importation of Canadian lumber. The best opinion on this subject is that they will not succeed. Mr. J. M. McLaughlin, who is the Canadian agent of a very large Boston lumber company, has been interviewed on this subject by a Toronto newspaper, and is quoted as saying that the proposal of the Michigan and Minnesota men to prohibit the importation of Canadian sawn timber will meet with the opposition of all the eastern states. At Boston it is not believed that the western men will succeed in putting their scheme through. This is regarded as a scheme, pure and simple, to hold the gun to the head of Ontario, and secure its government into taking of the log duty. The supply of white pine is practically exhausted in the United States. The New England States have some in New Hampshire and Maine, but it is running low. A prohibitive tariff on Canadian sawn lumber would simply place the orders on exporters of the east with the money of the American mill

owners, who would run up the prices as soon as Canadian competition was shut off.

A few days ago a committee of the common council was appointed to go to Ottawa for the purpose of interviewing the government in regard to the subsidy for the London service. This was done at the instance of Alderman MacRae, who said he had been informed by the president of the board of trade that he had received a telegram stating that there was some hitch in the arrangement. Now the president of the board of trade states that there is no trouble whatever and that the money will be granted. We do not think there ever was any doubt that it would be granted, so that it is not easy to understand where the hitch came in that required the services of four members of the common council with the recorder at Ottawa. Any difficulty that may hereafter arise will be with regard to obtaining suitable steamships, but we presume the members of the delegation hardly expected to find any steamships at Ottawa for the London route. As the delegates have not yet taken their departure for Ottawa the taxpayers are to be congratulated on having escaped a need as excuse for a mission that was quite unnecessary.

The finding of the commission appointed to investigate the beef scandal will meet with universal ridicule in the United States except among the partisans of the president and Secretary Alger. The chief cause fails on General Miles because he did not report that the beef was bad, while the real culprit the man who furnished the bad beef are let off easily, and the government is advised to take no further proceedings against them. Evidently the army of the United States under Alger's management is run as a political machine and the interests of the soldier or of the nation are the last things thought of. Perhaps the president will hear more of this rotten beef when he comes to run another election. He seems to be completely under the control of Alger, who is said to have supplied the funds to secure McKinley's nomination.

The Sun says that the "Emersonian organs" are decrying Mr. Hasen. This is very bad, if true, but is it true? If by the "Emersonian organs" the Sun means the papers friendly to the government we can only say that so far from decrying him they have been recently saying very nice things about him. We are inclined to think that the New Brunswick paper which now feels most unfriendly to Mr. Hasen is the St. John Sun itself. The Sun kept accusing the government and the premier of all sorts of crimes because they got their bridges made in this province instead of in Montreal, and it was therefore most appointing to that opposition organ to learn that Mr. Hasen had specifically withdrawn all personal charges against Premier Emmerson.

SURVEYING BEGUN: Of the Route for the Pacific Cable - The Success of the Undertaking - Now Considered Certain.

VICTORIA, B. C., May 11 - Commander Smith of her majesty's survey ship Egeria, now attached to the Pacific squadron at Esquimaux, who yesterday unexpectedly received orders from London to survey the route for the Pacific cable from Victoria to Sydney via Fanning and Fiji Islands and the island of New Caledonia. This is taken to mean either that the imperial government recedes from its former position on the cable proposals or accepts the offer of the British Columbia government to contribute \$1,000,000 towards the cost.

St. Stephen News: ST. STEPHEN, May 11 - Mrs. J. A. Lee, an old and respected lady of Calais, was buried today from her residence in that city. Mr. Lee never fully recovered from the shock occasioned by the death of her son, Col. E. T. Lee, who was killed in August last by the explosion of a defective fire extinguisher. She had many warm friends in this town.

The Milltown and St. Stephen schools are closed today to give the teachers an opportunity of attending the educational meetings being held in Calais under the orders of the superintendent of schools for the State of Maine. As yet no saw mill has started at Milltown on the Canadian side. Last year some did any sawing for the entire season.

Grand Manan Copper: FREDERICTON, May 11 - There was an interesting case argued here today before Surveyor General Dunn. Some 1500 acres of a Boston syndicate acquired rights to a large tract of copper deposits at West Isle, Grand Manan. Work was begun but after a short time was given up, and license fees were not paid. Recently Messrs. J. F. Neary, of Kennebec, N. S., and W. Jacobs, of Boston, and J. McKelvey, of Lowell, applied for a lease of these mining areas. The old company protested against the lease being issued, claiming that their rights were still good. The matter was argued this morning before the surveyor general, Mr. W. C. H. Grimmer, of St. Stephen, representing the old company and Hon. William Fegley the applicant. It was decided to grant the application for the lease.

Lumbago Cured in Hamilton: Mr. E. J. Swan, merchant, 53 Merrick street, Hamilton, writes: I have found Griffiths' Menthol Liniment to be a cure for Lumbago. Have been troubled with this disease for some years. Some months ago I used this remedy and it gave me instant relief at the time, and since then there has been no recurrence of my former trouble. 25 cents by all druggists.

Big Grain Firm Falls: MONTREAL, May 10 - The Dewitt Milling Company, which did a large business in grain throughout the western country, has gone into liquidation.

LOCAL NEWS

THE S. P. C. A. will soon establish a branch on