

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, OCTOBER 21, 1903.

October 21, 1903.

# THE SEMI-WEEKLY TELEGRAPH.

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A. W. McNEADY, Editor.

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# Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 21, 1903.

## PERSONALITIES VS. PRINCIPLES.

It has always been the case that when a controversy or a divergence of opinion arises between two parties, the one that feels the ground giving way under its feet usually resorts to vituperation personal, as soon as it can no longer resort to higher thoughts or higher ideals in support of its pretensions.

This is the only reason of an editorial that appeared in our evening contemporary, the Gazette, in Monday's issue, and which was headed:

Beginning with a highly poetical simile of a flaming factory, it insinuates a personal comparison with the fact in more for this newspaper, and then indulges in wild assertions and deliberately false statements regarding one of the shareholders of The Telegraph Publishing Company.

It is sufficient to say that the high standard set by such men as Elder will always be maintained by this newspaper. The Telegraph has never in the past, and will never in the future, betray the true interests of the people of St. John, in order to serve the expediency of mere party politics.

Its policy has always been St. John and New Brunswick first, and will always remain so, and The Telegraph will continue to exercise its privilege of criticizing any and all schemes that are inimical to the best interests of this port.

In order to do this it has not found it necessary to resort to personalities, or to make direct reference to those men who imagine such low tactics as those indulged in by the Gazette.

The Telegraph will always support all that is best for St. John and New Brunswick. Nothing the influence of corporations, the hope for government patronage, nor the exigencies of monetary matters will influence this paper to abate its efforts on behalf of the men who pay the taxes and provide the money for the development of this great country.

There is no financial necessity that compels The Telegraph to sell its privilege of free speech.

## THE WESTON INQUEST.

Some valuable recommendations are made by the jurors in the David Weston case whose verdict was returned Monday, but the cause of the fire is a mystery still, and it will be noticed that while officers and crew are praised and the management is absolved from all blame, the juryman are led by conditions existing on the Weston at the time of the fire, to urge new legislation for the control of river navigation.

No good evidence respecting the cause of the fire—the cause of the tragedy—was offered, so the jury could not say what the cause was. The requirements of the existing law are not to be to boot and fire appliances are required. Very properly, the jurors commended the captain, mate and crew for bravery in the face of great peril.

Influenced no doubt by Mr. Carleton's keen analysis of the evidence, the juryman recommend that in future no hay or straw be carried on passenger steamers; that life preservers be kept in several places on the saloon deck; that better discipline be observed and that the crew of such vessels be not permitted to absent themselves in a body from the main deck; that an officer always be present on that deck; that a list of passengers be prepared on every trip; and that no smoking be permitted except in a room provided for that purpose.

As to the first recommendation, it must be clear that hay is not a proper cargo for a passenger steamer if it is exposed as it was on the Weston. No doubt, too, there should always be some members of the crew on the cargo deck. It was brought out in the evidence that, when one witness discovered the fire, it might have been extinguished by a few buckets of water. Three of the men were in the refreshment room at that time, at work there, under orders. The juryman evidently believed that had these men been near the hay, where ordinarily they would have been, the fire might have made no dangerous headway.

The jury's idea as to a non-smoking regulation will be most difficult to enforce, since it is customary on all passenger ships to permit smoking in the open air, and tourists will not take kindly to a regulation which does not exist elsewhere and by which smokers would be confined

to a room set apart for them and of necessity a small one. This rule usually is that a certain portion of the deck, usually forward, is free to smokers at any time, and unless the cargo is of a highly inflammable nature and is unduly exposed, there is no risk that proper vigilance on the part of the officers and crew will not render insignificant. It is unwise to have any regulations which are not likely to be enforced to the letter, and during the summer it is extremely probable that it would be impracticable to deny all the deck to smokers.

The better plan is to prohibit the carrying on the open deck at least, of such cargo as hay, and increase the discipline of the crew. On every vessel, which at any time carries a considerable number of passengers fire drill and the lowering of boats should be practiced at regular intervals.

## ST. JOHN LOSES.

The discussion of the Allan Line business in the House yesterday makes it clear that St. John, through the cunning of the Allan Line and the unwitting assistance of certain of its own citizens, has lost a portion of its business to Halifax, where two steamers will now be loaded with freight carried over the Intercolonial. This might have been prevented. If, when Mr. Allan first broached the subject here on the occasion of his recent visit, the men asked to consent to the change had insisted that the matter be discussed publicly at a meeting of the Board of Trade or the City Council, and had immediately communicated with their representatives at Ottawa, it is likely that St. John would not be holding an inquest in regard to this matter today.

A public discussion of the proposed changes was imperatively necessary, and had it been held the Allan would never have secured the signatures to their petition. St. John would not have lost the business which it now loses virtually under false pretences.

If these Allan Line ships can be loaded at Halifax by the I. C. R., they could have been loaded here to better advantage by the same railroad, and the freight would then have been following its natural channel, the shortest one. It goes without saying that had they understood the matter in all its bearings, not one of the St. John business men who signed the Allan petition would have affixed his signature to that document, for all of them are public spirited citizens and their interests are the interests of this port.

For all that, the fact remains that St. John has been victimized and that it cannot be expected to regard with anything approaching complacency the process by which it receives the setback.

It is idle to say that more steamers will be loaded here this year than were loaded last year. We would expect that there would be the case. That, however, is beside the question. The point is that other vessels which should be loaded here, and which would have been but for the address of their owners, will go elsewhere, and without good reason. It matters not whether those ships take cargo at Halifax or in another Canadian harbor. St. John was the natural place for the cargo and to the evil advertisement thus afforded the winter port.

Inasmuch as an effort has been made already to fix the blame in this matter by political bias, it may be well to review the question fairly—a question which we are convinced would never have arisen had Hon. A. G. Blair been in the cabinet when this bill was first set rolling.

In the first place, then, there is, as Hon. Mr. Fielding pointed out yesterday, this to be said—that when the government notified the Allan some years ago that their subsidy would not be continued if they continued to load freight at Port of Spain, and so save the trip around to this port. The purchase of a freight fleet by the C. P. R. gave to the Allan their opportunity. It is believed that an amicable arrangement was reached by the two companies, whereby the Allan might earn their subsidy and yet send two of their ships to Halifax only. The C. P. R., in reply to an inquiry, the answer to which was no doubt known in advance, replied that they could supply only three of the five Allan liners with freight at St. John. In making this statement the C. P. R. broke faith with the people of this city and ignored their former assurance that they would provide all the cargo demanded here.

The reply of the C. P. R. gave the Allan an excuse to act under that condition in their contract whereby they are released from coming to St. John if cargoes are not obtainable here. The government was evidently approached in the matter. This province was without representation in the cabinet the day that had gone no farther. Even as it was, St. John must be consulted in the matter. Then followed Mr. Allan's visit to the city. As a result of that visit he was able

to present to the Minister of Trade and Commerce a document signed by a score of leading business men consenting to the change. That these men had been deceived did not appear. There were their signatures. It was a fair assumption that they were satisfied. They were representative men. Thus, on the face of it, the Allan had contrived to make it appear that the cargo clause in their contract properly became operative, and their point was carried.

St. John asserting, as Hon. Mr. Fielding puts it, the government "saw no reason why they could not meet the terms of the Allan company that they be allowed to send to St. John only as many steamers as they could manage to have cargo for." Mr. Fielding points out that the remainder of the traffic that would be carried by the Allan Line will come to St. John as usual, and will be carried by the C. P. R. steamers instead of by the Allan's.

The whole matter apparently was settled before the City Council sent its protest to Ottawa, and settled on the false assumption that St. John made no objection. St. John made no objection at first because St. John knew nothing about the matter, and the men who signed the petition did so under a misapprehension, yet, as is stated enough, their action was accepted at Ottawa as meaning that cargo could not be had here for all the ships, in which case there would be no use in sending all of them to St. John.

The lack of a representative in the cabinet, the C. P. R.'s course in asserting that it could not supply all the Allan boats, the secretly circulated petition, the action of the City Council in ignoring St. John's representatives at Ottawa—all these things contributed to the condition which exists. But chiefly we must regret that the nature of the Allan Line petition was not instantly disclosed and publicly discussed as soon as it reached St. John. Had that been done, and had St. John's case been properly presented at Ottawa, it is not at all likely that any of the steamers originally looked to come here for cargo would have been permitted to seek at another port the freight which this port could have supplied.

The council of the Board of Trade, yesterday, appointed a committee to seek information from the government. All the necessary information is made public this morning. Perhaps a similar committee might secure from those who signed the petition the assurance that they did so under a misconception of the facts, and so prove to the government that the action taken might well be reconsidered. This is a matter of business, rather than of politics.

## WHAT CANADA LOSES.

Accepting as correct the report that the Alaska Boundary Tribunal has decided against Canada on every point at dispute except that affecting Portland Channel, the verdict is still no worse than has been expected from some weeks. From the moment the American commissioners were named it was recognized that no decision generally favorable to our claims could be reached.

For all that it is unwise to cry out, as Le Canada and other violent newspapers are already doing, that Lord Alverstone was a mere tool of Mr. Chamberlain in this matter and the settled intention existed to betray Canada for the purpose of currying favor or avoiding complications with the United States. Le Canada's argument is dictated by anti-imperialist passion and is devoid of logic, since many men will not be deluded by the fact that Lord Alverstone was a tool or that the British government had any desire that a judgment not in accord with the facts be recorded.

The mood that can be said on that head is that in Great Britain the importance of our contentions may not have been made the impression they should have commanded. That our own commissioners acquitted themselves with distinction and fought for their country to the full extent of their very great ability and Canadians will dispute, and some months hence, no doubt, the general feeling will be that Lord Alverstone decided conscientiously as a judge upon the facts and arguments submitted.

There can be no question that the verdict, if it be as outlined, will create feeling of bitterness and disappointment in this country, but only a few extremists will contend that Canada's rights have been sacrificed deliberately as a peace offering to our powerful neighbors. As Dr. Goldwin Smith puts it, Canada at least gets more by the tribunal's decision than she could have retained had she played her hand alone. He, at least, does not hesitate to affirm that Great Britain was determined to do what could be done for us in the circumstances. The matter was one of great difficulty because of the nature of the evidence, involving as it did the interpretation of the intentions of treaty makers long dead, and who could not in their time foresee the intricate and important questions which might hang upon their phrases in the years to come.

In advance of the full text of the decision, at least, it appears very good for Canada to deprecate the shout that Canada has been betrayed and that Britain has sold us out for a song. That cry, we believe, will not be justified when the matter comes to be calmly discussed in the light of the facts hereafter. Yet all must keenly regret the verdict, if the forecast be correct, since it will raise a feeling of uneasiness in the country and arm with fresh ammunition certain troubled spirits in this Dominion who are forever seek-

ing some pretext for anti-British oratory. Turning for a moment from the sentimental to the practical results of the decision as reported, it is found that by the ruling Canada retains Wales and Pearce islands which are of great importance since they guard the harbor of Port Simpson, destined, as the Western terminus of the Grand Trunk Pacific, to become one of the most important of our national seaports. It had been hoped that Canada would have gained free access to the sea by the Lynn Canal. Losing this as apparently she does, our national route to the mining districts of the Yukon will still lie through foreign territory. Had the Canadian contention in regard to the Lynn Canal carried, a route by water from Vancouver to Skagway and thence across country to Dawson would have been open to us within our own territory, but now, it appears, to avoid the American boundary it will be necessary—in Hon. Mr. Sifton's opinion at least—to build an expensive railway, through very difficult country, from the southern shore of Portland Channel through to the most valuable of our mining territory in the North.

The decision appears to set a thin American strip of territory between a very considerable portion of British Columbia and the Yukon and the sea to which Canadians had hoped for free access and by which they believed free access was guaranteed them under the treaty with Russia. The extent of our loss through the tribunal's decision will, of course, be affected materially one way or the other, as prospecting and exploration in the Yukon give promise of great additional riches or prove that the first finds in that territory made the prospects seem more promising than the facts warrant. As to the assertion that the most northern harbors involved were indispensable for strategic purposes, that is a matter about which comparatively few Canadians will worry.

## THE SENATE SWALLOWS IT.

By a small party majority the G. T. P. bill passed its second reading in the Senate on Saturday, which means that the Upper Chamber will swallow the bill, and who were troubled by the measure in its entirety, were pleased by Hon. Mr. Scott's speech and promises made along the lines he adopted. The promises no doubt went much further than policy permitted the Government leader in the Senate to go, and no doubt some Liberal Senators who voted for the bill have been assured that, when surveys have been made, the route will be altered very materially, and perhaps that the bill will be modified in other particulars. One New Brunswick Senator, we know, informed his friends that the centre-of-New-Brunswick route will be abandoned in favor of the St. John Valley.

As a matter of fact, it is not at all certain that the Quebec-Moncton line will be built, for the engineers are likely to find the country impracticable for the purpose of a high speed railroad, but it is the fact that the Senate did not rise to the level of its great opportunity and boldly excise the entire Eastern section, for which, after proper surveys had been made, a much more business-like plan could have been substituted, and one which would have removed for all time the chance which the G. T. P. will have to divert Canadian freight at will to intercolonial ports. The duplication of the Eastern section, perhaps because they believed the expenditure for further railroad construction in New Brunswick would somehow justify the useless expenditure of \$15,000,000, and perhaps because they lacked the independence requisite to take the grip with the government in this matter.

## THOSE BERTHS.

The Globe sticks to its story that even had St. John not lost two of the Allan Line ships, no berth could have been found for them here. The fact is that if the business of dividing the four city berths and the three owned by the C. P. R. and the I. C. R., is properly handled—if these seven berths are worked to their utmost capacity—at least 140 passengers could be loaded here during the next six months, and only about 110 sailings are contemplated.

It is true that the sailings this year will be more numerous than they were last year, and while the increase, small though it be, is welcome, that is not the point. St. John could not properly be deprived of the two Allan liners on the plea that either freight or berths would be lacking, because the C. P. R. was bound to supply freight and the seven berths were surely sufficient, if properly worked, for the loading of one ship a week space, a warehouse, even if it had but one ship a fortnight, there might not be berths enough, but such generosity is not business.

As for the C. P. R., it was not long ago that Mr. Osborne prepared a plan which would increase the number of berths

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Boys' Reefers, - \$1 50 to 6 00  
Boys' Overcoats, - 3 75 to 8 50

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on the West Side to thirty. It was an elaborate plan, and it would be unfair to Mr. Osborne to assume that he expected all these berths would be required at once. But no doubt he believed many of them would be essential in the near future, and the inference was that the C. P. R. would carry to St. John the freight to load the large number of steamers to which his plan if perfected would give accommodation. How is it, then, that the C. P. R. today is on record as unable to provide freight for the five or six Allan ships which will load at Halifax this winter instead of at this port through the peculiar arrangement reached by the C. P. R., the Allan Line, some citizens of St. John and the Dominion Government? Does anybody believe that the C. P. R. is really unable to load five more steamers between this date and Spring? If anybody does believe it he must also believe that the vast territory from which the C. P. R. draws its traffic has become singularly unproductive in certain quarters at this moment there is a disposition to make Hon. W. S. Fielding the exception to the rule.

In certain quarters at this moment there is a disposition to make Hon. W. S. Fielding the exception to the rule. When he replied to Mr. Fowler, Mr. Fielding was answering for Sir Richard Cartwright, Minister of Trade and Commerce, who was absent through illness. Mr. Fielding did not plot harm to St. John in this affair any more than did the citizens who unwittingly assisted the Allan line, yet no doubt, what did what he had for Halifax, as Hon. Mr. Blair might have done for St. John had he been in the cabinet and had the same opportunity offered.

## BRITAIN, JAPAN AND RUSSIA.

The latest news from the Far East is very ominous. London advices are that the sword is half way out of the scabbard. Will Great Britain be drawn into the struggle if Japan and Russia go to war? Evidently not as it is expected she would. While Britain and Japan are allies under treaty, that treaty does not necessarily mean that one must fight whenever the other does. Article II of the treaty is as follows:—

If either Great Britain or Japan, in the defence of their respective interests, as above described, should become involved in war with another power, the other high contracting party will maintain a strict neutrality and use its efforts to prevent other powers from joining in hostilities against its ally.

Article III provides for the other contingency:—

If, in the above event, any other power or powers should join in hostilities against that ally, the other high contracting party will come to its assistance and will conduct the war in common and will conduct in mutual agreement with it.

Unless Russia is joined by another Power against Japan, then, Britain's role will be that of onlooker except as concerns her diplomatic corps. Apparently if war comes it will be a duel without interference.

Japan, seeking an outlet for her overflowing population, looks naturally to Korea, which is her only hope. But for many reasons the Russians could not well consent to Japanese occupation of the

peninsula. It flanks Port Arthur, Russia's great stronghold, and an enemy holding Korea could "turn" Port Arthur and so isolate it. There are fine harbors on the eastern coast of Korea which Russia covets because they are open the year round. On the other hand, if Russia had Korea, Japan's hopes of expansion, her greatest need today, would be extinguished. She hoped to control the Korean peninsula after she whipped China, but she was balked. That Japan will fight rather than see the Bear move upon her prize, there is no question. The question is, Will Russia wait, or does she regard the present as a favorable time for a job which she believes will be necessary sooner or later?

Russia has eight soldiers for every one Japan has, exclusive of reserves, but while the Russian fleet is stronger numerically, many experts believe the Japanese ships and men are more efficient. Russia's navy has seen no fighting. The Japs have the battle of the Yalu to their credit, and it is an achievement that counts for much.

The outlook in case war comes in the immediate future is thus fairly summed up by an American naval expert:—

"Japan's only chance of whipping Russia is in securing an early victory on the water. The control of the Japan Sea will solve the question of supremacy, and it is vital to Japan that she be the victor there. A defeat for her on the sea would give to the Czar absolute control in Manchuria, and enable him to send a fleet of steam transporters to the coast of Japan to harass the little brown people on their own grounds. On land the Japs are no match for the armed hordes of Russia."

If the war opened with a decisive victory for Japan at sea, the Japs' chances would be good. Otherwise Russia's supremacy would be only a matter of time.

## NO'E AND COMMENT.

If London's news is authentic, Japan appears to have decided to tackle Admiral Zaid.

Now Canadians will be very sorry the Alaska boundary dispute was not referred to The Hague.

Halifax fully realizes the value of a Minister at Ottawa. So does St. John, all the more keenly because New Brunswick has none at this time.

Some Maritime Province Senators may be asked to vote for the G. T. P. on the understanding that the centre-of-New-Brunswick route will be abandoned. It is better to take no chance in these matters. There is no such pressing necessity to duplicate the I. C. R. that proper surveys cannot be made and the results made public.

In Senator King's opinion the debate in the Senate on the G. T. Pacific will be concluded today or Monday.

As far as can be ascertained, about everybody concerned in the Allan Line matter contrived to give St. John the worst of it.

The Duke of Devonshire will lead the free food force. He assumes that in doing so he is fighting Mr. Chamberlain and not Mr. Balfour.

Senator Cox is extremely active in the Senate debate. The country is likely to take Mr. Blair's word for it that he owes the Senator no apology for that famous phrase.

A Montreal humorist ventures the assertion that, with Sir Charles Tupper and Hon. George E. Foster on his staff, Mr. Chamberlain appears to have overstocked his hoochie department.

It may now be in order to inquire who is going to succeed Hon. Mr. Blair as Minister of Railways. This province cannot long afford to be without representation in the cabinet. It's too costly.

If it cost \$28,000 a mile to build a railroad over level P. E. Island, how is it proposed to build the centre-of-New-Brunswick line for \$25,000 a mile? The Senate should look into the matter.

According to a St. John contemporary, the Richibucto Review has been quoting an article criticizing The Telegraph. If this ominous report be true there is nothing more to be said. That settles it.

Japan and the Bear are still counting the cost. The Japs will get a lot of sympathy if they fight, including much from the United States; but unfortunately sympathy never sank a ship or carried a position.

Senator Ellis voted for the G. T. P., though the Globe not long ago was of opinion that the Quebec-Moncton section was useless. After Hon. Mr. Blair stepped out the Globe saw things in a different light.

Senator Ferguson quotes the St. John Globe against the Quebec-Moncton section. The Globe's objection was made before Hon. Mr. Blair resigned. The railway proposal had new beauties in the Globe's eyes after Mr. Blair began to oppose it.

Do you remember Mr. Osborne's plan for thirty steamship berths and an eaglehead to Partridge Island? The C. P. R. was going to provide cargoes for all those extra steamers no doubt. Yet now it cannot supply freight for the two Allan ships—say five or six sailings in all. Queer, is it not?

Not a blow should be struck until the utmost pains have been taken to locate the route on absolutely the best line possible. In the event of it proving impossible to obtain the easy grades essential to the success of the line as a wheat carrier, the government should pause in the work. In that event it should state before Parliament the exact state of affairs, should state precisely what type of line can be secured, and should take the sense of the country on the situation.—Toronto News.