

The Semi-Weekly Telegraph

Can.

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VOL. XLII.

ST. JOHN, N. B. WEDNESDAY, SEPTEMBER 30, 1903.

NO. 4.

ONE HUNDRED AND SIXTY PETITIONS AGAINST G. T. PACIFIC PROJECT.

Thirty-four of Them Were Presented to Parliament Yesterday—Resolution to Increase Pay of Civil Service Passes—Other News of the House.

Ottawa, Sept. 29.—(Special)—Thirty four petitions against the Grand Trunk Pacific railway scheme were presented at this morning's sitting of the house. One petition, submitted by Mr. Boyd, bore 255 signatures. There are now more than 160 such petitions before the house.

Replying to Mr. Henderson the minister of inland revenue stated that the total amount of excise duty collected on tobacco for the year ending June 30, 1903, was \$4,383,532. Of this amount \$1,558,998 was due to the additional duty imposed in the session of 1897.

A delegation from the Trades and Labor Council waited on Sir Wilfrid Laurier and Sir William Mulock today and presented resolutions protesting against the attack of the Canadian Manufacturers' Association against the labor department and the minister of labor.

I. C. R. Maintenance Men Likely to Get More Pay.

The request for an increase of wages by the maintenance-of-way men of the Intercolonial railway, was brought up in connection with the civil servant salary bill by E. P. Clark, of Toronto, and Mr. Fowler, of Kings each of these gentlemen reminded the government of the fact that the men who are engaged in the season, which was at Ottawa earlier in the season.

To Increase Pay of Civil Service.

The whole of the afternoon and a part of the evening was spent on a resolution for increasing the salaries of members of the civil service. The resolution was finally passed through the committee and a bill founded on it was read a first and second time.

The postmaster general in his reply said it was a matter of regret that there should be this difference of opinion between employers and employed, as each was entitled to the well being of the dominion.

With reference to the attack upon the department of labor he would have been over it in silence had not the other side brought so strongly to his notice by the delegation. He did not consider, however, that the Manufacturers' Association had attacked the principle of the labor department, but it was a covert attack upon the department. He regretted this as it seemed to weaken the confidence between employers and employed in Canada.

The department of labor was authorized to collect and distribute labor information, to give effect to the commission act, but it had not statutory authority to undertake the bringing of labor from abroad. Immigration was in the hands of another department and therefore the desire of the manufacturers in this matter could not have been granted even if the department of labor desired to do so.

The Labor Gazette was simply a non-partisan, non-political journal, which served a useful purpose in the departments of labor, union or non-union men were unknown. A man's religion or affiliation

feelingly expressed the thanks of the visitors, who were last night's chief members of the Union Club Monday. The tables were very beautifully decorated with flowers, and an elegant dinner was served. The souvenir menu cards were illustrated and in each was laid a maple leaf of autumn tint.

President W. M. Jarvis was in the chair, and W. H. Thorne in the vice chair, the other local men present being Deputy Mayor McGoldrick, Recorder Skinner, J. D. Hazen, M. P. P. R. O'Brien, W. Frank Hawkey, Col. Markham, S. Fisher and D. J. McLaughlin.

After the usual loyal toasts, Mr. Jarvis, in a most pleasing and appropriate address proposed Our Gains from Abroad. He pointed out the many benefits that result from the congress in Montreal and the tour of the delegates through Canada, and expressed the hope that Canadians would see more and more such groups of visitors from other parts of the empire.

were not made a condition of employment there. Sir William closed by expressing the belief that public opinion was ripening in favor of the establishment of a national tariff to settle all labor disputes. The railway disputes bill was a step in this direction. Public opinion was ripe for this and it was public opinion that settled the great anarchistic coal strike in the United States.

Mr. Fielding moved the house into committee on the following resolutions: Addressed to the minister of railways and canals, to enable him to obtain, promissory, to manufacture, use and dispose of all necessary materials, equipment and stores required or used in connection with the construction, repair, maintenance and operation of the Canadian government railways, and for the establishment and conduct of railway stores.

Stores accounts shall be established, as of the date 30th June, 1903, in connection with the Intercolonial Railway and the Prince Edward Island Railway. These accounts shall respectively be debited with the balance of the stores then held on account of each railway, with the cost of materials, equipment and stores purchased, and of work performed, and expenses incurred in connection therewith, together with the cost of establishing, maintaining and conducting the railway stores, and shall be credited with the value of materials, equipment and stores as issued and charged to proper appropriations or otherwise disposed of.

The balance to the debit of the respective stores accounts so established, shall not at any time exceed, for the Intercolonial railway, the sum of \$1,000,000, and for the Prince Edward Island Railway the sum of \$100,000.

Mr. Fielding said that this system had been in operation for many years, but it was never placed upon the statute book. The system went on and the government and the auditor general agreed to it, but it was thought advisable to have proper authority for the system.

Mr. Barker thought the amount too large. He would, however, agree to it, if the auditor general said it was necessary.

Mr. Fielding was informed by the department of railways that the bill had the approval of the auditor general. The resolution was adopted and a bill introduced.

High Commissioner Not to Resign.

The house went into committee on the estimates. On the vote of the high commissioner's salary, Col. Sam Hughes asked if there was any truth in the report that he was going to be replaced by one of the ministers.

Mr. Fielding in reply said that the appointment of the high commissioner was a matter of the cabinet and he had no authority to say anything about it.

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WAS A ROW IN THE LABOR CONGRESS.

Maritime Province Men Felt They Were Rather Badly Treated.

ST. JOHN MEN ARE HOME.

Mr. Sharkey, Deposed from Office, Says There's Need of a Change in Congress Methods—Toronto News Describes the Situation as Affecting St. John and Nova Scotia Delegates.

There was something of a big row at the trades congress of Canada week meeting in Brockville (Ont.), last week and the maritime province delegates are annoyed at the attitude of congress upon certain questions. Peter C. Sharkey, who was vice-president for New Brunswick in the congress, took a decided stand on some questions and when it came to election of officers he was deposed and C. H. Stevens of this city put in his place. Mr. Sharkey, then, was deposed from office and C. H. Stevens, who was vice-president for New Brunswick in the congress, took a decided stand on some questions and when it came to election of officers he was deposed and C. H. Stevens of this city put in his place.

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BRITISH WOOLLEN TRADE.

Manufacturers Agree That Preference Has Helped It.

The Carpet Trade Has Flourished Under the New Conditions, and Yarn Spinners Agree That They Have Been Benefited.

(Canadian Associated Press.)

London, Sept. 28.—At a meeting of the Kildesmer Chamber of Commerce yesterday at which replies were read from the leading members of the chamber on the effect of the tariff on the rope and yarn trades. To the question has the Canadian preference materially affected trade with the dominion one said he derived very little benefit as when the preference came into operation Canada commenced to seriously manufacture. On carpets had there been no preference the trade would probably have decreased.

Four carpet manufacturers agreed that trade had been benefited by Canada's preference.

A yarn spinner replied that weaving manufacturers in the British colonies were in their infancy but most of them admitted that the Canadian preference had been a benefit to trade.

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SOLDIERS OUT AT "SOO" WORKS, AND THREE RIOTERS ARE SHOT.

Employees at Clergue Industries Become Enraged at Not Getting Their Wages, and Demolish Company's Office—More Militia Ordered to the Scene.

(Associated Press.)

Sault Ste. Marie, Mich., Sept. 23.—To-night the situation in the Canadian Soo, which has been the scene of serious rioting by the discharged employees of the Consolidated Lake Superior Company all day is very grave. A meeting of the employees of the company was held in Barnes' hall this morning and its proceedings were of the most heated character. The particular grievance which seemed to have inflamed the men to acts of disorder was the promise of pay today when the men who made the promise, the employees believe, knew they could not be fulfilled. Immediately after this meeting adjourned the men went in a body to the office of the company, determined to get their money, or "get satisfaction," as they put it.

It is estimated that there are 2,000 men in the Soo tonight and that they are reinforced by all the able rable in town. A train carrying 400 more woodsmen is expected to arrive on the Algoma Central late tonight. The local police force is being strengthened by the addition of all the deputies who can be found, each man being given a badge and the men have been ordered to use the latter whenever necessary.

Police Shot Three Rioters.

Considerable feeling has been aroused over the shooting of three Frenchmen by the police during the trouble this morning. The mob directions said that the police had shot three rioters and that the men will get out of town by daybreak.

A mass meeting of the men will be held tonight and it is feared trouble will follow.

About 10:30 an alarm of fire was turned in from the pulp mills and the department was called out. The fire was discovered. The turning in of an alarm was evidently the work of some of the rough element which has gathered in large proportions to help along the work of disorder.

An effort was made late today to get a body of rioters to cross the river to the American side and put the power works and street railway out of commission, but it was not successful. On account of this rumor, the local company of state troops was mobilized and sent to the scene. A detachment of regulars from Toronto/the King's Grenadiers are expected to arrive at 7 o'clock tomorrow morning. The city will be guarded by the militia and the police.

Another company of militia from Sudbury is expected by midnight.

Furness Denies Story of Furnishing Funds.

(Canadian A. P.)

London, Sept. 28.—Sir Christopher Furness says he knows nothing of the attack upon the Consolidated Lake Superior Company.

Government is Asked for Troops.

Ottawa, Sept. 28.—(Special)—The minister of militia received a despatch today from Sault Ste. Marie stating that troops were required to restore order.

The telegram was from Mayor Plummer. The department replied that the calling out of the militia was a duty devolving upon the minister. It is understood that other ministers were not telegraphed to. Ever since the company has become financially embarrassed an effort has been made by certain parties to bring politics into the unfortunate affair.

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GOOD CHEER AND GOOD SPEECHES AT THE UNION CLUB LAST NIGHT.

The Visiting Delegates from the Chambers of Commerce Entertained at a Banquet—Draw the Ties of Union Closer Was the Keynote of the Addresses Delivered.

The visiting Chambers of Commerce delegates were entertained at a banquet in the Union Club Monday. The tables were very beautifully decorated with flowers, and an elegant dinner was served. The souvenir menu cards were illustrated and in each was laid a maple leaf of autumn tint.

President W. M. Jarvis was in the chair, and W. H. Thorne in the vice chair, the other local men present being Deputy Mayor McGoldrick, Recorder Skinner, J. D. Hazen, M. P. P. R. O'Brien, W. Frank Hawkey, Col. Markham, S. Fisher and D. J. McLaughlin.

After the usual loyal toasts, Mr. Jarvis, in a most pleasing and appropriate address proposed Our Gains from Abroad. He pointed out the many benefits that result from the congress in Montreal and the tour of the delegates through Canada, and expressed the hope that Canadians would see more and more such groups of visitors from other parts of the empire.

BRITISH PREFERENCE HURTING WOOLLEN TRADE.

One of the Largest Mills in Canada Say They Will Close If Relief Is Not Granted Them.

(Montreal, Sept. 29.—Special)—The woolen manufacturers are looking over the preference given to British goods and the management of the Excelsior mills, one of the largest woolen mills in Canada, announced today that unless something was done to relieve them of the burden they would be obliged to close down at an early date.

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EX-GOVERNOR TILLMAN'S TRIAL HAS COMMENCED.

A Jury Secured in Short Time to Try Famous South Carolina Murder Case.

Lexington, S. C., Sept. 28.—James H. Tillman, former lieutenant governor of South Carolina, was placed on trial today in the circuit court for Lexington County, under an indictment charging him with the murder of N. G. Gonzales, editor of the Columbia Star.

Judge Frank B. Gary presided. It was 11 o'clock when the prosecutor for this case, J. M. Thurmond, announced that the state was ready to proceed with the case, and by the time the midday recess was taken at 1:30 p. m., the defendant had been arraigned, a jury drawn and charged, and all was in readiness for the introduction of testimony.

Immediately upon reconvening at 3 o'clock, the examination of witnesses was begun and when court adjourned six witnesses had testified. Beginning tomorrow court will sit early and late in order to push the trial to a conclusion as soon as practicable. The defense having announced its readiness to go to trial, the defendant, who was in an anteroom where he had been in consultation with his attorney, was brought into court and directed to stand in the dock, when he was arraigned in accordance with the law and custom of this court. He was calm when asked to plead, replied in a clear and firm voice "Not guilty."

The indictment charges the carrying of concealed weapons as well as the more serious violation of law. Mr. Tillman took a seat close to his attorney, where he listened intently to the proceedings.

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A WIRELESS SYSTEM ON BOSTON TUGS.

Boston, Sept. 28.—So numerous have been the instances during the past year or two of the breaking away of barges from tows in the coastwise shipping that one of the large towing companies has decided to equip one of their tugs with a wireless telegraph system. The first tug on which the apparatus will be installed is the tug Savage of the Consolidated Coal Company, and two tugboats and the necessary rigging will be ready for the vessel when she next comes to port.

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TARTE ASKED TO RESIGN BY HIS CONSTITUENTS.

At a mass meeting of Liberals held in St. Mary's division, Montreal, Sept. 27, Tarde's constituency, tonight, a resolution was passed calling on Mr. Tarde to resign his seat.

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RUSSIA'S BIG ARMY IN MANCHURIA.

Tim Tsin, Sept. 28.—The military strength of Russia in Manchuria is now as follows: In Manchuria proper, 60,000 men of all arms, including sixteen battalions of artillery; on the lines of communication between Port Arthur and the interior, 110,000 men, and at Port Arthur and Talienwan, 60,000 men.

Thirty forts have been erected at Port Arthur and fifty others are under construction. All the peaks in this district are being fortified.

In addition to the land forces there are always forty Russian vessels at Port Arthur and forty others constantly under steam at Talienwan. Three battleships, two cruisers and four destroyers are expected to arrive in Chinese waters Oct. 15.

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DYNAMITERS DEMAND \$50,000 FROM NORTHERN PACIFIC R. R. COMPANY.

St. Paul, Minn., Sept. 28.—A special from Helen (Mont.) says—

In addition to the threats which have been made against the Northern Pacific railroad by a gang of dynamiters who demand \$50,000, Chief of Police Travis has received notification from what is believed to be the same gang, that unless the two men arrested in connection with the tree outrage at Livingston are released, the gang will blow up the dynamiters' headquarters. The gang is trying to locate the gang and the ton of dynamite stolen from a warehouse in this city a week ago.

The last ultimatum to the railroad expires

CANADIAN TERRITORY GIVEN TO AMERICANS.

Such is the Claim of Alexander Begg, of British Columbia, Before the Alaska Boundary Commission.

London, Sept. 25.—David T. Watson, of Washington, counsel for the American side, continued at this morning's session of the Alaska boundary commission his analysis of the treaty of 1825.

Mr. Watson, continuing, said that in 1866 gold was discovered in the Yukon. The earliest approach to that region was over the passes at the head of the Lynn Canal, three years later Great Britain made her first formal declaration that there was a question as to the right of the United States to the heads of inlets.

THE RENFORTH MONUMENT.



The photograph above, for which The Telegraph has to thank E. B. Chapman, is that of the monument erected at Gateshead (Eng.) in memory of James Renforth the British seaman, whose tragic death made memorable the international boat race on the Kennebecus in 1871.

THE TELEGRAPH'S PULPIT.

"A Disciple of Jesus, But Secretly," is the Rev. B. N. Nobles' Text—The Meaning of a Public Profession of Faith.

John 19—38: "A disciple of Jesus but secretly." These words are spoken by Joseph of Arimathea. You recall how it is written that after our Lord's death on the cross there came to Pilate one Joseph of Arimathea, who begged the body of Jesus.

There are some who make so much of public profession of Jesus that they would hardly admit the possibility of secret discipleship. Such a view, however, is based upon the misinterpretation of the words of Jesus and the apostles regarding public confession.

Here, also, in Joseph of Arimathea we have a disciple of Jesus, devout, just, good, but secretly for fear of Jesus. Think of such a man, resident in Jerusalem and sitting in his place in the Sanhedrin.

Sometimes I have almost wished those last words had not been written. I have seen so much of goodness in the man and felt so grateful that he and Nicodemus gave our Lord a decent burial, and were so kind and tender in His death, that I have wished I did not know his fear of his fellow citizens kept him from publicly avowing his discipleship and cheering the heart of Jesus while he lived.

TARTE VOICES THE COUNTRY'S OPINION

He Says Too Much Haste is Displayed in G. T. P. Project.

BOTH SIDES AGAINST IT.

Seventy Petitions Have Been Presented to the Government, Signed by Liberals and Conservatives Says Ex-Minister, Asking That the Scheme Be Delayed.

Montreal, Sept. 25.—(Special)—Mr. Tarte, writing in the Patrie, endorses Mr. Blair's stand on the necessity for more inquiry before the trans-continental railway bill becomes law.

THE MARKETS.

The markets as a whole have been very steady during the past week. In the grocery trade there is very little change except in lard and cheese, the latter selling at 12c to 12 1/2c, with a very strong market.

Table with 2 columns: Item and Price. Includes Tub butter, Turkey, Eggs, Flour, etc.

Table with 2 columns: Item and Price. Includes Large, dry cod, Medium, Small cod, etc.

Table with 2 columns: Item and Price. Includes Chicken, Turkey, Pork, etc.

Table with 2 columns: Item and Price. Includes Currants, Raisins, Apples, etc.

Table with 2 columns: Item and Price. Includes American clear pork, Canadian mess pork, etc.

Table with 2 columns: Item and Price. Includes Flour, Cornmeal, etc.

Table with 2 columns: Item and Price. Includes Wheat, Oats, etc.

Table with 2 columns: Item and Price. Includes Lard, Tallow, etc.

Table with 2 columns: Item and Price. Includes Sugar, Coffee, etc.

Table with 2 columns: Item and Price. Includes Butter, Eggs, etc.

Table with 2 columns: Item and Price. Includes Oil, Soap, etc.

Table with 2 columns: Item and Price. Includes Miscellaneous goods.

Mr. Chapman wrote to the mayor of Gateshead and received in reply a letter enclosing photographs of the monument and a copy of the inscription in which, of course, there is no reference to poisoning.

Champion Sculler of the World. Who Died August 23, 1871, aged 29 years. While Rowing in an International Boat Race on the Kennebecus in 1871.

Just below the figures are the following words, which are also readable on the photographs: "In the midst of life we are in death." On the back is the single word, "Kennebecus."

NEW YORK STOCK QUOTATIONS. St. John, Sept. 25.—Quotations furnished for The Daily Telegraph by J. P. Morgan & Co., Bankers, 59 Pine Street, New York.

Table with 2 columns: Stock Name and Price. Includes Amalgam Copper, Am Sugar Refs, etc.

Table with 2 columns: Stock Name and Price. Includes Canadian Pacific, Am Sugar Refs, etc.

Table with 2 columns: Stock Name and Price. Includes U.S. Steel, Am Sugar Refs, etc.

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WELL-KNOWN STEAMER CAPTAIN MARRIED.

Truro, N. S., Sept. 25.—(Special)—The marriage took place yesterday at Brighton, Nova Scotia, of Captain Charles William Sealey, of Pictou, and Miss Annie Laura Sealey, daughter of Charles Ernest Sealey, of Brighton.

Head-on Collision on C. P. R. Causes Smash-Up.

Two Engines Wrecked, Several Employes Injured, and a Colonist Car Filled With Immigrants Torn to Pieces.

Ottawa, Sept. 27.—(Special)—The "Soo" train on its way from Montreal to Seattle, Marie had a head-on collision at 1 o'clock this morning with a freight train.

STEAMER GALLIA, DISABLED, TOWED INTO HALIFAX.

Halifax, N. S., Sept. 27.—(Special)—The passenger steamer Gallia, Capt. Pavey, Marcellus, Sept. 5, via Naples and Alameda, bound to New York with a general cargo and five cabin and 626 steerage passengers, was towed in here Saturday evening by the big oil tank steamer Narragansett, Capt. Payne, New York Harbor.

A Comparison. Mr. Chamberlain's letter to Mr. Ballou will remind some people of "Letters of a Self-made Merchant to His Son"—M. J. and Zingari.

CASTORIA For Infants and Children. The Kind You Have Always Bought.

Sir Ian Hamilton Going to Ottawa. Montreal, Sept. 27.—(Special)—Sir Ian Hamilton passed through here on the way to Ottawa today where he will remain until Tuesday when he is returning to this city.

THE SEMI-WEEKLY TELEGRAPH.

Published every Wednesday and Saturday... Advertising rates...

Ordinary commercial advertisements... Notice of Birth, Marriages and Deaths...

IMPORTANT NOTICE. All remittances should be sent by post...

Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 30, 1903.

ST. JOHN AND PORTLAND.

There is very little sentiment in business. While the Grand Trunk maintains and improves its vast terminal facilities at Portland (Me.), as long as its millions are invested there and the haul to Portland is the shortest haul...

For the Grand Trunk is the Grand Trunk Pacific, and one fatal weakness in the Government's railway bill is its absolute failure to provide against the diversion of Canadian freight to American ports.

The people of Canada are unanimous in their opinion that any new trans-continental railroad should be a bona-fide all-Canadian enterprise, controlled by the people's representatives, and operated in the interests of this country.

The St. John Board of Trade, and other organizations of business men in these provinces, have protested against the weakness of the government's plan in this particular. Why? Because Hon. Mr. Blair said in Parliament—and virtually proved it—that the agreement between the government and the G. T. Pacific, in so far as it was intended to prevent the diversion of freight to Portland, is not worth the paper it is written on.

This statement of the foremost railroad authority in the Dominion, supported as it was by incontrovertible evidence of the folly of the agreement, alarmed the country. To show how good cause there is for that alarm, let us refer to clause forty-two of the bill. Here it is:—

It is hereby declared and agreed between the parties to this agreement that the aid herein provided for is granted by the government of Canada for the express purpose of encouraging the development of Canadian trade and the transportation of goods through Canadian channels.

Remembering that the foregoing clause is all that is to prevent the Grand Trunk from feeding its Portland terminals with traffic from the Canadian West, turn now to Hon. Mr. Blair's well-reasoned opinion as to the value of the words quoted. Discussing the agreement Mr. Blair said in part:—

"It is said that goods not otherwise routed should be carried over Canadian lines, on Canadian territory, to Canadian seaports. Let me point out that if the company fail to do it you have not provided any penalties whereby they are going to be made to suffer for it. Why, you are simply trusting to the Grand Trunk Pacific to do what they say they will do.

"But, Sir, as time goes on the feeling with regard to this clause will stale in recollection, and how long will it be before you will find that you cannot get this railway company to do anything more than you can compel them to do, and penalize them in case they fail to do it. There are no penal clauses or restrictions of any kind which would force them to an observance of these conditions. Then they refer to traffic that is not otherwise routed. Well, Mr. Hays very frankly stated to the Railway Committee when this subject was under discussion, that you cannot control the traffic of a railway, that people have a right to route it as they please. He frankly and openly made that statement.

"Now, I can imagine and I need not attribute any improper conduct to the Grand Trunk Pacific Company, either. I do not wish to make any unfair reflection upon anybody in this connection; but I can well imagine that while the Grand Trunk Pacific Company might be willing, as the result of a pious resolve, to adhere to this contract, the Grand Trunk would still have its agents at work in the western country seeing this traffic.

"How? Not by Quebec, not by the seaports of the Maritime Provinces, but by North Bay and the Grand Trunk to Portland, and you could not stop them under any circumstances. You only got an agreement saying that this shall be done, but the Grand Trunk Pacific is still in the hands of the Grand Trunk Company, and the Grand Trunk Company do not obligate themselves to do it, and there is no way of enforcing the obligation. And you are getting one step further away from the possibility of reaching the parties in the matter when you realize that this Grand Trunk Pacific Company are the people that have made this agreement. Now, let the Grand Trunk Company, as I have suggested, send their agents and solicitors for freight into that country, and what could withstand the pressure they would bring?"

The country found the ex-Minister's language on this point convincing, and no wonder. He made it plain that the all-Canadian scheme had many holes in it, and chief among them is the hole by which traffic which should come to St. John will go to the port to which it is the interest of the Grand Trunk to carry it.

Will the Senate of Canada betray the people by sanctioning this sacrifice of Canadian interests? Is there manhood enough in the Senate to take the course of honor in this matter? Will the people of this country appeal to their court of last resort in vain?

THE FACTS.

The effort to prove that St. John is favorable to the Grand Trunk Pacific scheme has been a flat failure. The people of the Winter Port know:—

- 1. That in the government's plan St. John has been passed by; that the route proposed through New Brunswick is impracticable from a railroad standpoint; that it avoids the settled districts, and that it is not the shortest way to the seaboard.
2. That the government's bargain with the Grand Trunk Pacific is so framed that Canadian freight, every pound of which should come to Maritime Province ports in winter, may be diverted to American ports, and particularly to Portland (Me.) where the Grand Trunk (which really is the G. T. Pacific) has millions invested in terminals which it is determined to maintain; that grandiloquent talk about an all-Canadian line is mere moonshine as long as the Grand Trunk keeps up its Portland connection and is able to divert Canadian freight to that outlet.
3. That until surveys are made, and complete information concerning much of the unknown territory through which the railroad is to pass has been acquired, the government is not justified in committing the people of Canada to the tremendous expenditure which the construction of the new line will involve.
4. That to expend \$15,000,000 of the people's money to duplicate the I. C. R., in which \$70,000,000 has been invested and which is capable of carrying four times its present traffic, is an unjustifiable and indefensible waste of public money; and that a portion of this sum might well be used to equip St. John as one of the several National ports essential to any sound transportation policy.

As for the unwarrantable assertion that New Brunswick is demanding the Quebec-Moncton section it is enough to say that sentiment in this province in that regard has not changed since Hon. Mr. Blair identified the country by his masterly presentation of the facts in Parliament some weeks ago. That Mr. Blair is a sound judge of public opinion in New Brunswick few will question. He said:—

"You might go down to my own province of New Brunswick, where there are many men who are perfectly able to take advantage of such an opportunity, and I believe it would be utterly impossible to find one single individual who would be willing to invest one dollar in this enterprise if it were put forward in any shape and with any reasonable assistance that the government could give as a commercial enterprise. They know there is nothing in it. They have never asked for it; yet we are told in some of the newspaper press that this railway will be a gift from the rest of Canada to New Brunswick. I disclaim the gift. I think I speak the sentiments of the great majority of the right thinking people, of people who are considerate and upright, in my own province, when I say that we do not ask for any such gift at the hands of the people of Canada. When we do ask for something, we will ask for something that has merit in it, for something that can be justified upon its merits. If we want a railway, we will ask for a railway which will serve the people, and which will not duplicate and destroy the roads there are."

something that has merit in it, for something that can be justified upon its merits. If we want a railway, we will ask for a railway which will serve the people, and which will not duplicate and destroy the roads there are."

From the moment a new trans-continental railroad set proposed sentiment in these provinces demanded that it should have no foreign connections, that it should be a Canadian road, and should carry all freight to Canadian ports, winter and summer. There has been no change of sentiment in that respect. If, then, the government's agreement with the Grand Trunk Pacific is so worded that foreign ports may be built up at the expense of St. John and Halifax, the all-Canadian idea is destroyed. Mr. Blair has emphatically declared that the Grand Trunk will be the bulk of the Western traffic routed to suit its own interests. That railroad will send hundreds of solicitors into the western country, as other great railroads have done, and the shipper, whose chief interest is to get his wheat to market, will allow the company's agents to route it as they please. Mr. Blair's warning on this point of overwhelming importance was plain. The Intercolonial had that experience as to the routing of western traffic, said the ex-Minister of Railways, and added:—

"You will have it over again with the result that the traffic which reaches the Atlantic will be outpouring itself at Portland and Boston and not at the two Canadian ports."

What would patriotic Canadians say to that? It is a question which cannot lightly be whisked down the wind. It is an unwise government which permits even the possibility of such a condition to arise.

The railway bill will be passed this week, in all probability, by the House. It will then go to the Senate if the members of that august body give heed to the unanswerable objections to many features of the measure, if they are true to themselves and to the people of this country, the Grand Trunk Pacific scheme in its present amending form will be rejected as promptly and forcibly as the taxpayers of Canada would reject it today, had they an opportunity of voting for or against it.

AN ENGINEER'S VIEW.

Sir Sandford Fleming in his last utterance on the Grand Trunk Pacific scheme, expressed himself as by no means opposed to the Liberal administration, but as an engineer he felt constrained to say he agreed with Hon. Mr. Blair in the opinion that the proposed Quebec-Moncton section is a mistake. The eminent engineer believes that, for many years to come, the Intercolonial will be able to handle all the traffic offered, and he says, moreover, that no better route is obtainable.

It is agreed by railway men that unless the all-rail route from the wheat fields is one of extremely easy gradients, it cannot be successful as a grain carrier. It is known that these gradients cannot be had by the centre-of-New Brunswick route which is proposed.

Hon. Mr. Blair, then, was well within the facts when he unsparringly denounced the proposed Quebec-Moncton line. His language was very strong, but it was fully justified by the facts he cited. He said, for instance:—

It is not a question of mileage. It is idle for the government to say: We will ask the people to spend \$15,000,000 to give us a line seventy-seven miles or 120 miles shorter than another line, when you can make better time and carry heavier loads on the longer line.

"This proposal is absolutely unjustifiable, and the people of this country will not stand it. Not all the influence which the Grand Trunk Railway can bring to bear on the electorate will justify the outrage proposed to be perpetrated. The new line will have heavy grades and besides will go through an unsettled country, and we know how important an element local traffic is to a railway. How long will it then be before this government will have this railway thrown back on its hands and be told that it has made a useless expenditure which cannot be made productive, and whose only effect is to sacrifice the road we already possess.

"I say that a saving of seven-seventy miles or 120 miles counts for nothing. There will have to be more intelligent reasons given to justify the government in pressing through this feature of the scheme. I regret that the Intercolonial Railway, which is the people's own road, has not a friend in the whole ministerial rank. I propose at all events to stand by it while I remain in public life, and knowing what I do of that road, I will not permit its character and quality and service to be minimized or depreciated without entering my protest."

The St. John Board of Trade, fearing that the export-traffic in winter might not all be carried to ports in these provinces, recently reaffirmed its resolutions in favor of government ownership. St. John is unanimously opposed to the Grand Trunk Pacific scheme as it stands. There can be no doubt about it.

THE SENATE'S POWERS.

The powers of the Senate in the matter of rejecting pernicious measures passed by the House are very important, and very great. These powers are vested in the Upper Chamber that no ill-considered law like that made by the government with the Grand Trunk may become binding if a majority of the Senators are satisfied it is inimical to the interests of the people.

There can be no doubt at Ottawa as to the unpopularity of the railway measure. There should be no hesitation on the part of the Senate in listening to the reasonable demand that no such tremendous project be undertaken in the name of the people when it is known that a majority of them believe the proposed expenditure entirely unjustifiable in the absence of complete and accurate information regarding the country through which the new trans-continental is to run.

The country it is certain, favors only an all-Canadian line in fact as well as in theory. What sort of all-Canadian line is it which will build up Portland and Boston at the expense of St. John and Halifax? How many business men really believe it is wise to expend \$15,000,000 in constructing another railroad through Quebec and New Brunswick when the expenditure of that sum will mean the unnecessary and destructive duplication of the Intercolonial, which represents an investment of \$70,000,000? What engineer believes such a line should be sanctioned by Parliament when it is known that the projected route is regarded by railway men as impracticable for the purposes of a modern road, and that the Intercolonial can carry four times its present traffic without being double-tracked?

If the Senate gives due consideration to these and other unanswered and unanswerable objections to the Grand Trunk Pacific bill, if the Senate rises superior to narrow partisanship and deals with the measure on its merits, the proposed legislation will be rejected in its entirety. That the members of the Upper Chamber would deserve and receive the plaudits of a great majority of the people if they rendered so signal a service to the country, there can be no manner of doubt.

The Senate may in its wisdom pass such amendments to the bill as to eliminate its most unreasonable features. The Eastern Section, for instance, might be killed, as it certainly should be. It is within the power of the Senate to say that the prairie section—the first section—should be built by the government rather than the lean and costly portions of the enterprise. The genesis of the Quebec-Moncton feature is still lost in obscurity. It is a matter of common knowledge that the promoters of the Grand Trunk Pacific did not contemplate or desire any such extension. That winter export freight might be carried to ports in these provinces, it

was only necessary that, all such freight be turned over to the Intercolonial at Quebec—the wise solution which Mr. Blair urged, but which, the reasons which never have been explained clearly, was rejected by the government. The Senate, then, may exclude the line east of Quebec as involving an expenditure which would be inexcusable folly. The country would be better pleased, however, if all of the projected line east of Winnipeg were cut out. If that were done no doubt the government would feel bound to postpone all construction of doubtful utility until complete surveys had been made and the information thus acquired had been made public.

The duty confronting the Senate at this juncture is imperative.

THE RECORD.

St. John business men have been on record in regard to the proposed new trans-continental railroad since January 13 last, when, at a meeting of the Board of Trade, they adopted a resolution favoring the extension of the Intercolonial to the Pacific. In February the resolution urging government ownership was reaffirmed, and the board added:

"That the proposals for any trans-continental line should contain distinct provisions for the extension of such line through the Maritime Provinces to the winter seaports in those provinces, and that rigid guarantees should be exacted for the products of such line through the Maritime Provinces to be used, both in summer and winter."

Government ownership of the entire road, or even of that portion of it east of the wheat fields, would have made the diversion of Canadian freight to foreign ports impossible. When the Grand Trunk Pacific scheme was introduced in the House and Hon. Mr. Blair resigned, the Board of Trade realized that the very point at which it had sought to guard the interests of these provinces, and of Canada generally, had been left unguarded by the government. Therefore, on August 29, when the board met to deal with the railway situation, Mr. D. J. McLaughlin moved a resolution, a part of which was as follows:

"Whereas, there is reason to fear that a very large portion of the freight from the west by the proposed railway may be routed via such foreign ports contrary to the declared policy of the Dominion government that the products of the Dominion should be exported via Canadian ports only, both in summer and winter.

"Therefore resolved; that in the opinion of the St. John Board of Trade the contract should be so varied that it be made imperative that all freight originating on the line of the proposed railway or its branches and carried by the railway for export shall be shipped via Canadian ports."

The meeting would have adopted this resolution almost unanimously but for the fear that such action would be misinterpreted as meaning that the people of St. John endorsed the G. T. Pacific scheme

You Know Where to Buy Good Clothing.

Look at the big store you have helped to build. At the business you have given us!—the largest clothing business in the Maritime Provinces. Could we have grown to such importance from a small beginning a few years ago, if we hadn't acted frankly and fairly and liberally with you? If our clothing and our prices weren't right?

Speaking particularly of prices—it isn't price alone that made Oak Hall Clothing better than any other, nor quality, nor style, nor fit, nor variety, nor fair and square dealing. It's all of those and this—

The determination to more and more merit your confidence and encouragement and goodwill.

Styles for Fall are more stunning than ever. Of the cloths and patterns it is hard to tell which is the handsomer, they're all here, see them and judge for yourself.

Table listing clothing items and prices: Men's Suits, new fall styles, \$5.00 to \$20.00; Men's Overcoats, new fall styles, \$5.00 to 20.00; Men's Reefers, 3.75 to 7.50; Men's Ulsters, 5.00 to 12.00; Boys' Sailor Suits, 75c to \$12.00; Boys' Two-Piece Suits, \$2.50 to 6.00; Boys' Russian Suits, 3.50 to 6.50; Boys' Three-Piece Suits, 3.00 to 10.00; Roys' Reefers, \$1.50 to \$6.00; Boys' Ulsters, 4.00 and 4.50; Boys' Overcoats, 3.75 to 8.50; Young Men's Overcoats, 5.00 to 15.00.

Ordering by Mail. Our Fall Sample Book is now ready. Don't fail to write for one, we are making a specialty of mail orders. No risk as we guarantee to refund money for anything not satisfactory.

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

NOTE AND COMMENT.

Keep your eye on the Senate. Mr. Hays of the Grand Trunk Pacific is Mr. Hays of the Grand Trunk. That spells Portland, and in large letters.

Public opinion is divided as to the propriety of the Sunday concert. A noteworthy fact is that 800 persons attended it.

To side-track St. John is to strike at New Brunswick's interests. To permit the diversion of Canadian traffic to Portland is to destroy the all-Canadian feature of the new trans-continental. Will the Senate consent to it?

It is curious to find as good a newspaper as the Boston Herald saying that in some respects Joseph Chamberlain and "Bill" Devry of New York are nearer together than two peas in a pod. A bill of particulars would be interesting if not convincing.

It is expected that 1,000,000 copies of Premier Balfour's fiscal pamphlet will be sold. Thus far the demand exceeds the immense supply. But the price of the pamphlet will scarcely compensate the leader who has lost five colleagues in a crisis.

We have expended upon that railway (the I. C. R.), \$70,000,000 of money, and now the government proposes to spend \$15,000,000 more in order to make our expenditure on the Intercolonial Railway less valuable and less effective, and in order to injure materially the people who live along that line.—Hon. Mr. Blair.

High-sounding phrases cannot hide the fact that that to parallel the I. C. R. is a foolish waste of money and that the proposed Lewis-Moncton route is not the shortest to the seaboard. And, why should Canadians be committed to an agreement which cannot prevent the carrying of our Western traffic to American ports at the expense of St. John? The question has never been answered. It cannot be answered satisfactorily.

The department of Trade and Commerce has issued a schedule which shows the percentage of increase in exports of merchandise of the principal countries of the world for the last ten years. Canada leads with a percentage of 103.25. Japan is next with 90.49; the United States third with 67.53, and Germany fourth with 58.35. The United Kingdom is tenth on the list with 24.74. Russia brings up in the rear with 2.51.

If it is simply because a railway company desires and prefers to own the prairie section that we think it is proper that we think, on balancing the advantages and disadvantages it is better that a company should own and operate it, very well; I can see the force of that. But these reasons have not yet been made apparent. If it is a sound principle to own your railroad from Moncton to the prairie, to the confines of that portion of the country where you hope the business will, in course of time, develop to a paying point, why should you virtually give away, and not only that, but also substantially aid, the line through this valuable and fertile country?—Hon. A. G. Blair.

Sir Sandford Fleming said only a few days ago in discussing the Grand Trunk Pacific that while he was by no means opposed to the Liberal administration he must not be considered, however, as unqualifiedly in favor of the scheme as proposed. He does not think there is any urgency for a new railway from Quebec to Moncton, and says there is no pressing need for the western section, that is the section through the mountains to Port Simpson. As for the Quebec-Moncton line, he said: "Even if a better line than the Intercolonial can be had—which I doubt-it must be acknowledged that the I. C. R. can accommodate all traffic which may for some years present itself."

We have expended \$15,000,000 at least in extensions and improvements in the betterment of the Intercolonial, in the modernizing of the Intercolonial. That has been the policy continued for seven years, constantly, without variation, unflinchingly, without a doubt expressed on this side of the House as to the wisdom of that policy until today. My hon. friend the leader of the opposition said the other night that we were reversing the policy which we had pursued all these years. I go further; I say we are doing more; we are condemning that policy. We are not only condemning it, but we are writing our own condemnation in letters which will never be obliterated. We are saying that we did not know what we were doing—that we did not care what we were doing. It suits our purpose now to destroy entirely what we have done, and to bettle all that has been the result of our past policy. That is what is being proposed in this policy today. I protest against it.—Hon. A. G. Blair on the G. T. Pacific scheme.

British Warship Going to Boston. Halifax, Sept. 28.—(Special)—H. M. S. Retribution will sail from here Wednesday for Boston and it is possible the R. G. R. Band, which is to participate in the parade of the London "Honorables" will go with her. The Retribution will be saluted at Boston by the Navy Yard and U. S. cruiser Chicago, now on the way to Boston. The warship will greet Dominion liner Mayflower, with the "Honorables" on board as she sails up Boston harbor.

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 30, 1903.

THE ST. JOHN RIVER; ALWAYS ALLURING AND BEAUTIFUL.

Tourists Are Charmed With It—Surpasses the Hudson in Natural Charms—A Suggestion to the Kaiser—The Rhine the St. John of Europe.

White men have known something about the St. John river for more than two centuries now, and not yet have they wearied of chasing her praise.

Her loveliness compels and holds. Her beauty does not fade with age. You may flirt with other rivers, you may call them pet names and endeavor to force yourself into the belief that they possess some degree of fairness; but when you see the St. John, you will find that there is no other like it.

A Peerless River. Her loveliness compels and holds. Her beauty does not fade with age. You may flirt with other rivers, you may call them pet names and endeavor to force yourself into the belief that they possess some degree of fairness; but when you see the St. John, you will find that there is no other like it.

Who is responsible for designating the river "the Rhine of America?" The appellation is becoming threadbare and quaint. It's been tolling o'er time, and cries out to be given a little more rest and seclusion.

Mr. D. Weston. This year of river history will be noted for something else besides a slim slice of tourist patronage. The river has lost the eagle, the Nestor, the patriarch of her steamboat fleet.

Suggestion to Kaiser Bill. Who is responsible for designating the river "the Rhine of America?" The appellation is becoming threadbare and quaint. It's been tolling o'er time, and cries out to be given a little more rest and seclusion.

Resurgam. Hark to the winds their mighty anthem pealing. See the pale leaves drift slowly to the earth. All through the woods the autumn breath is stealing.

Four Billion Feet of Lumber. The lumber markets of the Orient, and the share which the United States is likely to have in supplying them, is the subject just now of some attention by the United States department of commerce.

SCHOFIELD BROS. (Selling Agents) MORE THAN FIFTY YEARS MAKING MATCHES. ESTABLISHED 1853. All brands carried in St. John's warehouse.

PREMIER TWEEDIE OPENS INQUIRY

Into Charges of Brutality at Provincial Lunatic Asylum.

SEVERAL WITNESSES.

One Case of Ill-treatment Led to Dismissal of an Attendant—Dr. Travers on the Stand—The Cases of Michael Sullivan and John Northrup.

An investigation of matters at the Provincial Lunatic Asylum, which aroused much indignation and which was of a sweeping character, was begun by Premier Tweedie at 11 o'clock Friday morning.

Dr. Travers said the pressing down of the man's head probably caused the injury. Edward Walsh, an attendant at the asylum for five years, said he had charge of Northrup in the ward. On the morning of Sept. 3, about 6 o'clock, he unlocked Northrup's room, and there appeared to be a scratch below his cheek bone on the forehead.

CHOLERA MORBUS IS RAGING. In Europe and all over the world cholera morbus is raging. It is a disease which is very contagious and is caused by a germ which is very small.

Shipping Notes. The schooner Thelma, of St. John, is loading sugar at Halifax for the United States. The cargo is being shipped by the Paragon Line.

FIRE BADLY DAMAGES HAMPTON HOUSE. Hampton, N. B., Sept. 27.—(Special)—Fire broke out at 12:30 this morning in the two-story house on the village road owned and occupied by Joseph Cliff.

The Ploughman. Clear the browns path to meet the cutter's gleam! Let us be come, behind his smoking team, With his bright drooping on his sun-burnt head.

Corruption in Public Service. Berlin, Sept. 26.—Corruption in the public service was shown up at the trial of Hermann Bagem, secretary of the prosecuting attorneys of one of Berlin's two criminal courts, who was accused of selling information to indicted persons.

cluding witness said he saw Northrup the next day, but did not notice any marks on him. Witness did not see him after death. Mr. Foley said if a man fell in the water and had a very large and ugly-looking mark would show after death.

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Furniture.

Our Furniture Department is at all times fully stocked with the newest designs every branch of Household Furniture. We offer exceptional values in low price Elm Bedroom Suits, White Enamel Iron Beds, low priced Elm Extension Dining Tables and Sideboards, Upholstered Parlor Suits and Hall Stands.

White Enamel Iron Bed. With brass knobs 4 1/2 feet wide. All our white enamel beds are well finished with best enamel and are of handsome designs. Prices from \$4.75 to \$25.

Manchester Robertson Allison, Limited. ST. JOHN, N. B. DOWLING BROTHERS, 95 King Street. French Flannelette Waistings. 39 in. wide, at 15c yard. This material has a twill surface and all the appearance of French wool flannel at one-third the price.

Dr. J. Collis Browne's Chlorodyne. IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera, Coughs, Colds, Asthma, Bronchitis.

The Canadian Bank of Commerce with which is amalgamated The Halifax Banking Company. Paid Up Capital, \$8,700,000. Rest, 3,000,000.

The Canadian Bank of Commerce with which is amalgamated The Halifax Banking Company. Paid Up Capital, \$8,700,000. Rest, 3,000,000.

JAS. G. TAYLOR, Manager. An old resident in Parkhurst (Me.) of Spartan type, recently had some teeth extracted, so he made a book out of old pull ball and extracted the two.

Sideboards. We are showing many handsome designs in low price elm sideboards. These are strongly made and well finished and have perfect mirror plates. Prices from \$12.50 upwards.

Dining Tables. Our extension dining tables are made entirely smooth without trouble. Strongly made and well finished. Tables to extend 6 ft., from \$5.50 up to extend 8 ft., from \$7.75 upwards.

Dr. J. Collis Browne's Chlorodyne. IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera, Coughs, Colds, Asthma, Bronchitis.

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