POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, OCTOBER 14, 1903.

E SEMI-WEEKLY TELEGRAPH. ublished every Wednesday and Set W. MCCREADY. Editor.

ADVERISING RAT S.

IMPORTANT NOTICE.

registered letter and addre or registered by the should be ad pondence should be ad of the Telegraph, St. J. aubscriptions should, an in advance AUTHORIZED AGENTS.

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Semi-Weekly Telegraph

ST. JOHN; N. B., OCTOBER 14, 1903

STILL UNANSWERED

ith the Grand Trunk Pacific mibrich would if com an injury to New Brunswick ot alone in this matter, which when the rise and say that he approve those hard-headed business king of St. John alone would injure the prov but they also knew the true. They realized also

took the brow whole question. They believe the Grand Trunk Pacific bill should not be adopted. They hope that the senate will rise the height of its opportunity and prevent the completion of an bangain which would injuriously affect the port of St. John and the province of New Brunswick; and which is not called for in the interests of Canada at large, Neither minor issues nor specious arguments, hor ingenious appeals to self interest can blind the public to the facts as they were set forth in merci-less array by the Han. Mr. Blair. The duty of the Senate is clear. That body stands between the people and a recklessly improvident bargain, with railway company whose interests are not

ild throw out the Grand Trunk Pacific bill with the railways to some American port

south of New York, but the enlarged sys The railway bill reached its second read em would restore the supremacy of th ng in the Senate Mondaylevening and the ser Buffalo-New York route. The Buffalo imes regards Canadian competition b lakes route as the greatest obstan Scott caused an interruption. If, a to be overcome. It says: country will hope, the indispo Buffalo's grain traffic grad

leader in the neasure will go on from da to day h eafter until friends and oppon ents of the indefensible bargain have gon on record in the garding it. But for the last five or six years all

Politics notwithstanding. his has been decreasing. Five or six tears ago over 240,000,000 bushels of grain to assume that business men in the Senate as out of it will look the facts of the ha keenly. Let us review analysis of some pon ions of the government's plan which it is

e Senate's duty to remedy. which Buffalo is losing and it looks now as if the business that has been diverted to the Canadian route cannot be brought Hon, Mr. Blair's idea that, instead of ding \$15,000,000 to duplicate and so the Intercolonial, the gos back to Buffallo, because Canada has spen nillions of dollars in improving her watter ways and because some of the strongest ht better use a portion of tha um in making a few improv ents on th whys and because some of the surviges, and shrewdest men on the great lakes are behind the vessel companies which are carrying the grain from the head of the lakes to Montreal. Every bushel of grain ment road and apply the sum to emipping Maritim nce ports for the great traffic which that goes through the canals of Can means a loss to Buffalo in more ways th now in no condition to handle, i that appeals very strongly to St. John ne, but the chief loss is that it of the Winite way employment from Buffalo working

led at this port, but since that

next forward ster

and when the

ent scason are all in

mistaken, that 1903 fared worse

Where there were 7,000 or 8,000 can His plan may not appea are are not much more than 12 p all boait has passed the day of its better of the two and on goes straight to the solution neportation question, particularly as it affects the eastern country. The ex finster of Railways had ent. by carrying freight over

the sea could absolutely control all traff and keep it in Canadian channels. Conhe said, in part that it is absolutely impossible for him to dismiss the commercial idea from the con-sideration of this measure. If it is "Let me tell the right thon. gen work and national sea accomplished, if proper in be founded upon business principles and on in the meantime. nercial basis it will not stand at all.

both can be provided. The City Cour though Buffalo and New inquire why it should be proposed to car reight to Halifax for the Allan when that freight could more

In this

ng away from her, and the worst of i that it is going to Canada. For many ort has been the transfer of grain. I for the construction of almost divert as much nees that gave employment to tho Portland?

SHOULD BENEFIT CANADA.

The Emigrants' Comoda and a large am money, telegraphs and rai d country, free land grants, capital uired by the small settler, and

abable information The same office has issued a circula he emigration of women, giving infor similar character for this emigranis

The circulars, bearing the sta ial authority, and issued by the home gov mment should have a very orth by the Canadian immigration depart

of this province, for example, as a home small farmer. That is a matte

Men's Fall Clothing.

How much do you expect to get a suit for? If the price you have in mind is within the range of from \$5,00 to \$20.00 we'll tell you this":--

You will find a finer suit at your price here than in any other store in St. John.

Even at the \$8.00 price, we sell a surprisingly genteel suit--and no gentleman need be ashamed to wear it if he feels that he ought to use the rest of his money for other purposes.

The beautiful new fabrics and finish of the higher priced suits are very enticing, though. Be careful you don't spend too much. Suits \$5.00 to \$20.00.

Boys' Clothing That Will Pay a Big Dividend.

The future prosperity of every clothing store ing of depends upon the way it caters to the boys--the average boy won't have a thing that isn't right a moment longer than he has to--he may or may not possess

his soul in patience--there's one thing sure, the moment his own dollars do the work, he'll have nothing coming in from home and but the most up-to-date. Look out for the boy who abroad case after case. wants to look his best--he's very likely to be a winner. Nothing bought from hand

Every boys' garment we sell is sold with - this one end in to month. Whether foreign vie whe boys' future trade.

ovs	Suits, -		7	75C	to	\$12	00
	Reefers, -	-	\$1	50	to	6	00
	Overcoats,	•	3	75	to	8	50

ORDERING BY MAIL.

We have prepared a sample book to assist you. It is now ready for mailing and will be sent free on request. Send for one.



October 14, 1908.

"When the frost is on the punkin and the fodder's in the shock"

it's surely time to be think-

The new things have been

goods or not, no one but the manufacturer 'can deal with us.

Boys' Stockings, 20c to 75c Boys' Underwear, 20c to \$1 60 Men's Socks, 20c to 1 50 Men's Underwear, 50c to 2 75

Heavier Underwear and Hosiery.

port. Coulins al IN THE SENATE.

centred at a Canadian bat an American

The Grand Trunk Pacific railway bill will probably come before the Senate this week. There rests upon that body a very grave responsibility. The governmen rithout due consideration, without having before them the knowledge requisite for a proper decision, entered into an arent for the construction at eno cost of a railway for which there was no urgent need, and the very rout of which is not known with any rea able degree of accuracy. The agreement at. so unbusinesslike, s uncalled for, so directly opposed to the government's former policy, that the min ister of railways resigned office and de ounced the bill in parliament. When he had ceased speaking the measure, stripped of the drapery of eloquence thrown round it by the premier, stood naked before the people, with nothing to commend it to their favor.

It is true that the government has been able to get the bill through the commons but in the meantime the scheme has been growing in public disfavor, and petition against it are still pouring in. The project if carried out will render practically useless the recent expenditure of million on the Intercolonial railway. The proposed route through New Brunswick has not been carefully surveyed, but enough is known about it to condemn the proposition. The bill does not provide that the traffic originating on the line must come to Canadian ports, while everybody knows that the interests of the Grand Trunk centre at Portland (Me.)

If there had been any great outcry for

another transcontinental railway, if there were urgent need of its immediate construction, the public would be dispose to allow the government a good deal of latitude in the making of an agreement; but, as Mr. Blair clearly pointed out, this measure was not called for and will pot inte of the people now living in the west. They want something quite different from a railway through unsettled territory away to the north of them.

Therefore there should be no haste in this matter. That Canada is prosperous, and that immigrants are pouring into the west is no reason for reckless expenditure.

which would largely be for the benefit of that New York has been losing the grain a railway corporation whose winter port is in the United States. If Canada is sufficiently prosperous to spend so many milhons on a railway, she ought to own and control it in the interests of the people.

suble view of the believe the Grand ald not be adopted. the dark.

EXPLANATIONS NEEDED. Some explanations are needed, and withwill cost that much, as I will show b I conclude as a set off to the Mar out delay, as to why the council of the St. I conclude—as a set off to the inflaritance Provinces against the enormous expendi-tures which are to be made in other prov-indes; I could suggest to my hon, friends ways and directions in which the momey could be expended to some advantage to the Maritime Provinces directly, and indi-rectly to the whole of Canada. "I could have pointed out to my hon, friend that he could have taken a portion af that momey and improved one or two of John Board of Trade or any member thereof, should meet in private session and decide that St. John is willing that the two of the five steamers shall not come to St. John. If, as is asserted by some, the

Allans are ready and willing to send uneir friend that he could have talken a portion of that money and improved one or two of the grades on the Intercolonial Railway, which would have made some difference in the matter of time, and would have made it somewhat easier than it is now for that dailway to carry heavy loads. He could have talken a portion of that money to the harbors of Halifax and St John and could have talken a backer and st dath and could full quota of ships here, it is difficult to see why a petition should be somewhat furtively circulated, in which petition i Halifax only. As far as could be ascertained by thi newspaper yesterday, there will be both

harbors of Halifax and St John and could have equipped those harbors so that they could have handled the traffic coming there for ocean shipment. He would have done some good with the momey in that way. He will do no good with it now, except the temporary good that may be done while the money is in the course of expenditure. "I say it was the bounden duty of the comment if they were impressed with sufficient freight and enough berths for all the steamers booked to come here this season if the Allans are held to their contract. In any case the matter is not one to b

government, if they were impressed with the idea that \$15,000,000 or any lesser sur lecided by a few men and so quietly as ppears to have been done in the presen should be expended in the Maritime Prov-inces, to take council as to how the people would most desire that money to be laid out, and as to the best results to be achiev stance. Opportunity for a full and free iscussion of the case should have be given before any petition purporting to ex ed by the expenditure "We know that in the port of St. John ress the opinion of the business men

st. John was signed for presentation to and perhaps to a less extent in the port of Halifax, though to that port the same re-mark can be applied, the people have exthe government. Before the government acts finally in mark can be applied, the people have ex-pended of their own means, have imposed obligations upon themselves, have contract-ed dobts through their eity councils for the purpose of making those ports suitable for the handling of ocean 'freights and the transaction of ocean ousiness. They ought not to have been compelled to do it, but they had to do it or go without the busi-ness and the progress they were an ...cipahe matter no doubt that full and free dis ussion will be had. At all events a special meeting of the city council will be held this afternoon to deal with the questio and it is Roard of Trade will have a meeting called they had to do it or go without the busi-ness and the progress they were an ciga-ting or desiring. But the government do not make that proposition; therefore, they fail, it seems to me, in grasping the needs of the situation, and are giving the people something they have not need and do not want, and are denying to them what they could with advantage receive and the im-provements which they could make with that momey if it were ot their disposal." at once to review the action taken in seeking to have this port placed on record as both a weekly and fortnightly service. St. John has spent much time and ittle money in pushing its just claims a the Winter Port of Canada, and it wil

permits itself to be held up a Business men in the Senate and the country will agree with Hon. Mr. Blain that to expend \$15,000,000 in building the ere. If the ships come as Quebec-Moncton section is a wretched the ex-minister suggested. It's proposal t mwise arrang have the freight delivered at well equipped age accommodation sufficient for the need national ports by a government road of the coming season. These facts do no the one plan which will surely prevent the diversion of our freight to foreign ports Surely Hon. Mr. Blair put forward man reasons why the Senate must kill or modif

the bill unless it fails in its duty to th country.

WATER AND RAIL ROUTES.

It is contended by some advocates the Grand Trunk Pacific bill that the lin will be able to carry grain in competitio with the lakes route. An interesting con mentary on this theory is the fact that in New York state this fall a referendu s to decide whether or not the shall spend \$101,000,000 to make the Erie. Oswego and Champlain canals of a min mum depth of 12 feet and a bottom width of 75 feet to enable them to accommodate banges with 1,000 tons cargo capacity. The

anacity of the largest of the present At all events the next few days anal hoats is 240 tons. Those who oppose the measure admit

St .Lohn are willing to con tensive modification of the Allan contract trade, and do not deny that the improved which is proposed, on the mere supposit ranal system would bring down the rates of certain people that a possible difficulty Their argument is that while the tax for the work would be on the west would get most there is at least a strong probability that what might happen south of the border. has given fresh consideration to the subthe work would be on New York state

in the next circular issued

for the

A TRADE OPPORTUNITY. The Telegraph has received a con cation from Mr. Peter B. Ball, 16 Ben-

nett's Hill, Birmingham, Mr. Ball was in April last appointed commercial agent in Allan line contract shall be so changed that Birmingham for the Dominion govern

"I am writing you," he says, "in the hope that you may be able to stir up some of our lower province friends to make use of my office. Many articles from there can be shipped to this territory. I have unis stated that the signers see no reason why two of the illian ships should not go to home of people, and I shall be pleased to lions of people, and I shall be pleased to do all I can to further the selling of goods from New Brunst ick; or, in appointing of commission agents; who

nay wish to handle the products of Great Britain, I shall be pleased to put them in ion with firms here."

Lower province exporters who desire i formation relative to the class of products that may find a profitable market in the Birmingham district should co with Mr. Ball. His letter shows that the are more people in his immediat listrict than there are in the whole o Canada. That is a large market.

PROSPEROUS TORONTO.

According to the assessment commis noner, the population of Toronto for the year 1904 is 219,002, compared with 211, 735 for 1903, and he thinks it will be at probable that members of th least 305,459 in 1918. The total ass is \$143,458,393, or an increase of \$4,812,398 over the net assessment of 1903, which ncapable of supplying ocean freight for was \$138,645,995. The Commissioner

The continued prosperity of the city seems assured, and with the different trade questions settled and the demand certainly appear strange if at this day i for houses existing as at present, the look under reasonable conditions during the year 1904 mark it as that not enough freight is to be had to the busiest in the building trade in upply the ships under contract to loa history of Toronto, especially so it ted that will rent from \$15 to \$2 ssume they will-there will be freigh per month. It is safe to say that at leas 500 such houses in different parts of the city would find immediate tenants. mough, and, if no berths are tied up h ements there will be wharf

NEEDLESS ALARM.

If the Hon, Mr. Ritchie, ex-chancello obviate the necessity of preparation for reater number of berths as soon as they of the exchequer, is correctly reported by an be had, but the question of the Alla the Associated Press, he is needlessly boy rowing trouble. Canada is not at all afraid ontract and that of next year's Winter of punishment at the hands of the United Port business should not be confused. States. That country, with the help o

If St. John merchants are to sure no to oppose the request that the governme certain fearful British statemen, has in permit two of the Allan boats to pick u times past absorbed some territory that what freight they can at Halifax, and cut should today be a part of this dominion out St. John altogether on the ground that and there is a possibility that the like ma sufficient freight will not be obtainab occur with regard to certain territory in tere, they should know all the facts befor Alaska. But so far as Canada herself i they agree to a request so curious from the concerned, in the struggle for commercia and national existence this country ha St. John standpoint. It does not appea at this writing that the government would seen about the worst that her neighbors be justified in altering the Allan contract could do, short of actual war, and is still as proposed, for freight enough for all th in the field. Canada has always had t face a hostile American tariff, and th come he should easily be supplied, and if it is policy and diplomacy of a country which supplied many citizens will wonder wi with a remarkable lanse from ordinar eason why it is not forthcoming American shrewdness believed it cou

coerce this people into annexation. Mr. letermine whether or not the citizens Ritchie need not worry himself about the alations instructor Canada and the United tates. They understand each other, and re getting along very comfortably to gethier, but Canada does not and never may arise as to freight and borths, while has shaped her policy with any fear of

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

TIMES HAVE CHANGED.

It is the irony of fate that an agitation for reciprocity with Canada should now be gaining ground in the United States, while in this country the proposition mce regarded with universal favor, in matter of absolute indifference. The preferential tariff proposals of Mr. Cham erlain have directed attention anew to the subject, and on Thursday last the New York Heraid said :--

Joseph Chamberlain's speech at Glasgow should convince every intelligent Ameri-an that the time has come to insist that he wicked tariff fence we have erected along the Canadian border should be taken down. Free interchange of commohtiles between this country and Canada as natural and would be as beneficial similar interchange between any two our own States. The Canadian people he this as ardently as our own, and ith the greatest of the colonies thus exuded from Mr. Chamberlain's proposed zollverein, that project, with its discrim-ination against American products, would ot be worth further discussion.

Gov. Cummins of Iowa is also out in procity with Canada, and his vor of rec an for the Republican miff reformers adds additional force to is advocacy. The Toronto News, in fact. of opinion that the desire to open un anada to American manuf turers may nduce the Republicans to make recipronity a chief feature of their policy. Gov. Jummins's programme is thus stated :--(1) If possible, better terms with Canda than Britain enjoys; (2) failing that,

the abolition of the British preference; (3) the free admission of raw materials of Canadian coal iron ore and pig iron; (4) the admission into the United States on the most favorable terms possible of the natural products of the soil

This is a very ambitious and also a very me-sided programme. Canada will be ready at any time to consider proposals look ing to increased trade, but the suggestion hat she might give the United State otter terms than she gives Britain would e offensive if it were not so ridiculous

A VOICE FROM INDIA.

It is interesting to note that even i India the question of preferential trade is me of living interest to the people. The communication, dated Banga allowing ore, Sept. 8. from the secretary of the United Plantens Association of Southern India, was received at this office yester dav:

'In the year 1900 this association in tituted inquiries in order to ascertain necial co her colonies and India would receive sup port. The combination in vstem of preferential duties, to afford

and maunfactures Now that a similar suggestion has been put forward by the Rt. Hon Joseph Chamberlain, Secretary of State for the Colonies, this association

tion was adopted unanimously:

" "That in the opinion of the public service in raising the question the fiscal policy of Great Britain, her colonies and dependencies, and his dehand for an inquiry into that policy has its most cordial support."

MORGAN AND A SCANDAL.

United States Steel touched a new low evel on Saturday and went further to the bad vestenday as a result of increasing and thoroughly justified public distrust followng the unmasking of financial scandals in Wall street. Morgan, a year ago the Jupiter of the financial world, comes in The New York Herald of Sunday in disbut upon the markets of the world, mays in part:-

smirched with its foulness. To the rank and fife in the financial district no explanations with the bankrupt company. There was a disposition among the conser-vative element in Wall street to explain the connection of the Morgan firm with the United States Shipbuilding Company as a re-sult of a decision of the Finance Committee of the United States Steel Corporation. The suggestion was made by this committee that the Steel Trust underwriting syndicate take could be found for it. Conservative bankers, who often have come in direct opposition to Mr. Morgan's wishes and desires, stated in 'the most positive terms that the Bethle-hem Steel Company was practically forced ifner got rid of it. No one, however, could defend the agree-ment to sell the Morgan-Schwab stock first while the remainder of the stock was pooled. The publication of the text of this aggreement during the day, followed by a confirmatory statement from John W. Gates, staggered those who defended the course of the Mor-gan firm. In the street the disclosures concerning the

gan firm. In the street the disclosures concerning the connection of the Morgan firm and that of Charles M. Schwab were considered prelimi-nary to the placing of the blame for the formation of the tainted enterprise upon the proper parties.

United States Steel common went to 141 on Saturday, the lowest recorded un-

til yesterday, when an even worse record was made and it touched 121. American comment is caustic and pessimistic. One noted financial writer ays of the market: "There is a on, the result perfect reign of apprehe of the combination of stagnation of the

peoulative instinct among the so-called public; the slackening of demand in staple ities, present and prospective; the labor agitation and the steel and shiplmost an exact antithesis to that of thir-

quite a number of the industrial organizations that have been formed in the last

ject. At its annual general meeting, held ness methods of Mr. Morgan as associated on the 4th instant, the following resolu- in these enterprises. Whatever may hap

pen, the probabilities are that Mr. Mor gan's day is over. He can never be what tion. Mr. Chamberlain has done a great he has been, and if by his great business ability-for he certainly has that-he can bring several of his overcapitalized industrial enterprises into a safe, hecause assuredly solvent, condition, he will do all that can fairly be expected of him. As to new promotions, we are inclined to believe that Mr. Morgan will never again

be found associated with these."

SHOULD BE DEFEATED.

It has been suggested that the government, in view of the general disfavor with which the Grand Trunk Pacific bill is regarded in the country, would not be greatfor increasingly severe criticism daily. Iy disappointed if the senate should throw out the bill, or so amend it that it would cussing the shipyard scandal and its ain- be practically killed. Whether the memster influence not only upon Wall street bers of the government take that view or not, it would certainly be, in the end, to their interest as a government, and to the

It was made clear yesterday that Wall street's verdict has been given. The whole affair, from the inception and flotation, is now considered by every financier, big and little, to be fully as rotten as the testimony of Mr. Daniel Le Roy Dresser painted it. Those who were forced into contact with it, according to the prevailing opinion, were be-smirched with its foulness. To the rank and fife in the financial district no explanations can satisfactorily explain any connection with the bankrupt company.

nor should it ever be undertaken without proper surveys to determine the most desirable route. There is no cause whatever for haste or panic, and the interests of the people and of our national seaports are not properly safeguard'ed in the bill that is now before the senate. It should therefore be defeated.

NOTE AND COMMENT.

The real battle has begun in the Senate. The country will now be able to appraise the Semators at their true value.

Yes. Willie, G. T. P. still stands for Go to Portland. But the senate may change the route to Salt River.

The Halifax oarsmen are to be congratulated on their victory on Saturday. St. John would like to win, but that pleasure is postponed for a season.

In Sir Charles Tupper and Hon. Geo. E. Foster, Mr. Chamberlain has two clever advocates of a preferential tariff, but he should take at least one good Liberal along for appearance sake.

It is alleged that some of the signatures to petitions against the G. T. P. are forgeries. But the petitions are still rolling in. Has any one been disturbed at night building business. The stock market is by a wild popular outery in favor of the bill?

Dr. Dowie figures it out that he can

keep his host of 3,000 in New York at fourteen cents per meal. The doctor himself will have handsome apartments in a Fifth Avenue hotel, and direct the revival campaign from a full stomach

teen months ago." Another writes of Morgan: "It is not strange, in view of the shipbuilding trust experiences, that a great deal of distrust should exist concerning

