

POOR DOCUMENT M 2034

THE STAR, ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 25 1907

THREE

BIG SHIRTS For the Workingman.

Buttons sewed on by hand—can't come off.
Buttonholes bar locked—can't break.
Seams double stitched—can't rip.
Gussets re-inforced—can't tear.

From 50c to \$1.25

UNION CLOTHING CO.

26 and 28 Charlotte Street,
ALEX. CORRIE, Manager.

THE PANAMA CANAL.

(Dant's Review)
The Panama Canal occupies a wonderfully strategic position that commands and influences a surprising large proportion of the world's ocean routes. It is, therefore, difficult to fully foresee all the influences that will make themselves manifest as the result of the disturbances of commercial equilibrium arising from its completion and use. It will be like the infusion of new gold into the financial circulation of a country which feels, but cannot always locate, the new influence and finds it producing most unexpected results.

The toll policy to be followed in canal management is a matter second in importance only to the construction of the canal itself. The probable use of the canal will be greatly influenced by the rate of tolls. This is one of the things to which the Government has apparently as yet given no attention, but it is one which must eventually be settled as the result of much careful thought and study, for nothing will more profoundly influence the use and value of the canal.

Tolls may be made upon one of several bases. They may be levied for profit, as at Suez, or they may aim just to cover the cost, as in the case with our postal system, or they may stay at a point which will bring a cash loss for the operation of the canal, as in the case with many other Government expenditures for the good of commerce which, after all, will bring profit to the nation because of the increase in its prosperity and wealth.

There are several reasons why the Panama Canal tolls will probably be low. First, it is not at all likely that the Government is going into this business as a method of raising revenue, and, secondly, and of no less importance, is the peculiar distribution of the canal's traffic and the large amount of that traffic which may properly be called marginal. Marginal traffic in this case is that which, through the influence of a high rate of toll, is diverted to some other route. In this respect the Panama Canal differs from the Suez Canal. The Suez traffic is limited almost entirely to the commerce of Asia, and the long route around Africa is so expensive that the Asiatic commerce can profitably pay high tolls at Suez.

The Panama traffic lies in four zones. Two of these, namely, the east Asiatic and west North American, are in the possession of the Panama Canal, and can afford to pay any reasonable rate, even a rate rivaling the Suez Canal. Two other trade zones, the Australasian and South American, are differently situated in that it is comparatively easy for the traffic in these regions to avoid high tolls by seeking other and cheaper routes.

While the Suez Canal tolls are approximately \$2 per ship ton—net register, American and British measure—it is therefore not likely that the Panama Canal tolls will be more than half as much, and they may be considerably less than that.

Another force favorable to the establishing of low tolls will be the possible improvements or changes which result in lessening the cost of operating ships. These may come in several ways: Either by cheaper construction, due to improved methods and designs; by lessening cost charges through lowering the rate of interest, or by taking smaller profits as a result of competition and more thorough improvements in design, and, lastly, by these influences which make it cheaper to run a ship 1,000 miles than it is under present conditions will make managers less willing to pay a high toll to shorten the route by a given amount.

The main artery of the commerce of South America in the trunk route that circumnavigates the continent from the northwestern corner to the northeastern corner, receiving ever, augmenting streams of traffic. Down this western coast now passes also an important traffic from Hawaii, Canada, United States and western Mexico. The commerce of this region is the property of the canal.

As shown by measurements, the steamer's voyage will then be a little over 5,000 miles from New York to San Francisco, as compared with the present journey of over 15,000 miles by the Magellan route, a saving of more than 8,000 miles. From Liverpool the saving is 2,000 miles less than from New York; from New Orleans 1,000 miles more than from New York. The greater saving from New Orleans is due to the proximity of that city to the canal and to the westward trend of the Gulf of Mexico, which gives a greater distance from the eastern point of South America to Guayaquil, the most typical port of the Pacific side

of northern South America, the saving in distance from New York, New Orleans and Liverpool is respectively 7,500, 8,500 and 5,000 miles. In all cases the routes between Europe or the United States and any of the Pacific American countries north of Peru will be shortened by a distance one and two-thirds to three times as great as the trans-Atlantic voyage from New York to Liverpool. Every steamer engaged solely in this trade will necessarily use the canal or incur heavy loss by using the longer route. In the central and southern parts of the coast of southern South America is a region of debatable territory in which there will be neat calculations and close balancing to decide upon the route.

By all means the most important traffic in this whole coast is that in nitrate of soda and minerals arising in the region of Iquique, in northern Chile, which is about half way up the length of the South American coast. The saving in distance from Iquique to New York is over 3,000 miles, but to Liverpool is only 2,000, and the question is: Shall the toll pay the toll or can the steamer get to Liverpool and make a profit on the transaction? The conditions deciding this question are extremely variable. The tramp steamer has a high rate when times are good and a low rate when times are bad. A particular steamer which in 1900 cost \$25 a day, cost in 1901 \$14 a day, and in 1902 the rates were such that she could even be obtained for from \$15 to \$18 per day. On this same vessel the toll of \$1 a ton would have amounted to \$2,000, and the saving in time by going through the canal would have amounted to twelve and a half days.

Under the conditions of high rates given above it would have paid handsomely to use the canal, and under lower rates it would have paid slightly. But in the balance should also be noted that the insurance will be cheaper on the canal than by the dangerous southern route, and the quicker delivery of goods might have enabled the carrier to get a slightly higher rate, and therefore a greater income, but with the lessened distance to be served it would not, under the conditions named above, pay a tramp steamer sailing to Liverpool from points much further down the coast to make use of the canal.

It is, however, not correct to consider the question of the saving of the canal and its probable use in mere terms of fixed distance to a single port, and it therefore seems quite likely that the ocean routes and an increasing share of it is not planned for on that basis. The line steamer serves a chain of ports and the chain must be considered in its entirety. The European steamer that carries the produce from western South America sails to and down three or four thousand miles of coast, loading and unloading as it goes. It is as much interested in Guayaquil, Ecuador, under the equator, as it is in Valparaiso, in the south temperate zone, in a latitude corresponding to that of Charleston. These steamers also go to Valdivia, in southern Chile, whence the saving in distance to Europe is but a few hundred miles and the use of the canal is out of the question. Therefore, the question of the use of the canal and the canal resolves itself into the question of the distance to and from the two end ports in the chain, and it therefore seems quite likely that the steamer from western South America will go by the canal to serve its list of ports and finish its work in the cool latitudes of southern Chile and return by the Strait of Magellan, although it is possible that traffic conditions may arise making it desirable for freight reasons to return by the same route that it had come.

The antipodean region seems to be so exactly at the other side of the world that it is reached by many routes from all directions. Its commerce at the present times comes by five distinct routes, namely, via the Good Hope, via the Mediterranean, via Magellan Straits, via the American Pacific coast, Australasian route, and a tiny thread by way of Singapore and the East Indies. The Panama Canal will cut into each of the four important routes by which this traffic comes. The greater loser will be the Good Hope route, which at the present time is the chief avenue by which ships from Europe and America reach Australasia. The Mediterranean, the Magellan and the American Pacific Coast routes will be influenced to a lesser amount.

The trade of Australia is a trade in which the chartered vessel has a small and increasing part. Practically all the vessels which go to Australia go to the three ports of Adelaide, Melbourne and Sydney. These ports cannot therefore be considered singly, but as a chain in which the steamship manager is interested in approaching or departing from the first or the last. By way of Panama, Sydney (the most eastern of the three ports) is 3,761 miles nearer New York than Adelaide (the most western port) is via the Cape of Good Hope. This great saving is distinctly enough under existing circumstances to make it highly desirable for a vessel to pay dollar tolls and then go by the shorter route. This advantage is slightly enhanced by the fact that the trade of Australia is of a valuable character and time is important. Furthermore, Sydney is the metropolis of the Australian continent and it is desirable to have the shortest route to it.

(Continued on Page Four)

CLASSIFIED ADS.

ONE CENT PER WORD per issue is all it costs to insert advertisements like those appearing below in the lively columns of THE STAR or STAL. This ensures them being read in 6,500 St. John homes every evening, and by nearly 8,000 people during the day. SUN and STAR Classified ads. are veritable little busybodies.

6 insertions for the price of 4

BUSINESS CARDS

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

WE ARE PREPARED TO WAREHOUSE all kinds of goods and furniture in our brick warehouse at the foot of Union street. J. S. GIBBON & CO., Symbio street. Phone 167-Main.

JOS. WHITELEY, expert Piano and Organ Tuner, 129 Waterloo street, St. John. Phone 1567. 19-8-6m

IF YOU WANT male or female help or a better situation in St. John or Boston, try GRANT'S Employment Agency, 69 St. James street, West Side.

NOW LANDING—Good Hard Wood, \$175 a load. South Antwerp, Mundus and Scotch Elm Soft Coal. JAMES S. MCGIVERN, Agent, 5 Mill St.

FIREWOOD—Mill Wood cut to stove lengths. For big load in city \$1.25. In company of \$1.00. Pay the driver. This wood is just from mill. MURRAY & GREGORY, LTD. Phone 231. 6-6-1f.

J. D. MEAVITY, dealer in hard and soft coats. Delivered promptly in the city. 79 Brussels street.

W. M. L. WILLIAMS, successor to M. J. Finn, Wholesale Retail Fine and Spirit Merchant, 110 and 112 Prince Wm. St. Established 1870. Write for family price list. 6-6-1f.

D. FITZGERALD, 25 Dock street, Boots, Shoes and Rubbers repaired. Also a full line of Men's Boots and Shoes at reasonable prices. F. W. EDDELSTEIN, 53 Sydney street, Home, 10 Market Square. Telephone 1611.

ST. JOHN FUEL CO. can give you cheaper fuel than any other fuel company in St. John. We also keep in stock the celebrated Springhill Coal, especially adapted for cooking stoves, and also Scotch and American Hard Coal. Prompt delivery with our own teams. Telephone 1304. 5 July-1 yr

WILLIAM H. PATTERSON, Graduate Doctor of Optics, 53 Brussels street. Glasses perfectly right, two years ago may be far from right now. We will examine your eyes FREE and only refer comment a change if absolutely beneficial. 3-3-1 yr

E. LAW, Watchmaker, 3 Coburg St.

F. C. WESLEY CO., Artists, Engravers and Electrotypers, 19 Waterloo street, St. John, N. B. Telephone 382.

ROOMS AND BOARDING.

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

FURNISHED ROOMS at 20 Horsfield street. 23-9-4

SINGLE ROOMS WITH BOARD, 39-15-1f

TWO NICE LARGE ROOMS with board, 43 Seville street. 17-9-1m

ROOMS AND TABLE BOARDING, 191 Union Street. 23-12-1f

ROOMS AND BOARD—143 Union street. 16-9-1m

LODGING—One large room suitable for two, and one smaller room, Gentleman only. Central location, hot water heating, telephone in house. Address Box 228. Star Office. 16-9-1m

BOARDING AND ROOMS—MRS. SHANKS, 107-1-2 Prince street, India. 9-9-1m

LEINSTER HALL, 40 Leinster street. Ideal winter home. Comfortable rooms. Hot Water heating. Terms moderate. 12-9-3 moos.

SITUATIONS VACANT

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

WANTED AT ONCE—First class milliner for one of the leading towns of Nova Scotia. Apply to the London House Wholesale, Limited. 24-9-1f

GIRLS WANTED—Apply to 62 Clarence Street, Knitting Factory. 24-9-4

GIRLS WANTED—To sew by machine and hand. Good pay, steady work. Apply J. Shane & Co., 71 German street. 19-8-6m

GIRLS WANTED—Apply The D. F. Brown Paper Box Co., Ltd. 19-8-6

WANTED—Paint and overall makers to take work home. Steady work and good pay. Apply D. ASHKINS & CO., 36 Dock St. 20-8-2moos

WANTED—Girls to learn making shirts. Paid while learning. Apply at once J. SHANE & CO., 71 German Street. 16-9-1f

WANTED—Immediately, a third-class engineer, steady job. Telephone Rothsay-1 or write "FREDERICK" Rothsay. 22-9-1f

WANTED—Boy to work in store. Apply C. B. PIDGON, corner of Main and Bridge Streets. 23-9-1f

WANTED—Drug clerk with several years' experience and with A1 references. Address DRUGS, Box 220, care Star. 23-9-3

WANTED—Men to dig coal in our Winter Port Coal Mines in Queens Co., N. B. Steady work. Cool in summer, warm in winter. Any man who can handle a pick and shovel can become a miner in about ten days. Apply J. S. GIBBON & CO., Symbio street, (near North Wharf). 23-9-6

WANTED—Barber. Apply J. E. Nugent, 506 Brussels street. 19-9-6

WANTED—A young man. Apply D. F. Brown Paper Box Co. 19-8-4

WANTED—Good canvasser for the city, lady or gentleman. Good commission to right party. Apply Box 223 Star Office. 23-9-3

WANTED—A grocery clerk. Enquire at THE TWO BARKERS, 100 Pinfines street. 18-9-1f

WANTED—in the packing department, one boy and one girl. Apply Maritime Lithographing Co., Ltd., corner Wentworth and St. James St. 16-9-1f

WANTED—A girl for general housework, to go to Waltham, Mass. Must understand something about cooking. Wages \$4 a week. Good home. Call at 41 Acadia street. Mrs. R. A. Brown. 24-9-4

WANTED AT ONCE—An experienced waitress. Apply at New Victoria Hotel, Prince Wm. street. 8-9-1f

GIRLS WANTED—Laundry, kitchen and general work. Apply Hospital. 8-9-1f

WANTED—Capable girl for general housework. Small family. No children. 150 Wentworth street. Call between 11 and 12 and 5 and 6. Apply to Mrs. F. P. ELKIN, 11 Rambley St. 23-9-1f

WANTED—Girl for general housework. Small family. MRS. GIBBARD, 155 Douglas Avenue. 24-9-4

WANTED—A girl for general housework. Apply Mrs. W. H. NASE, 80 Main street. 24-9-6

WANTED—Girl for general housework in family of two. Apply to Mrs. F. P. ELKIN, 11 Rambley St. 23-9-1f

WANTED—Experienced cook and housemaid. References required. Apply Mrs. FRANK L. PETERS, 217 German street. 23-9-1f

WANTED—An experienced housemaid. Apply with references to Mrs. Geo. McAvity, 66 Orange street. 19-9-1f

WANTED—Girl for general housework. No washing. 27 Dorchester street. 19-8-6

WANTED—At Clifton House one dish washer and one scrub girl. Apply at once. 29-9-6

WANTED—Experienced chambermaid. Apply at once CAIVILL HALL, 18-9-1f

WANTED—Girl for general housework—two in family. Apply Mrs. E. G. SCOVILL, 64 Union street. 19-9-1f

WANTED—A girl, at once. Apply 29 Leinster street. 5-9-1f

WANTED—Capable general girl. No washing. Apply Mrs. W. A. HARRISON, 187 Duke street, before September 4th, after that date 99, Prince Wm. street, Mrs. J. Roydon Thomson. 23-9-1f

WANTED—Competent housemaid family of three. Apply 33 Queen Square. 14-8-1f

WANTED—At once, general girl. Apply 15 King street, over Maraulay Bros. 23-9-1f

REPAIRING of all kinds of Sewing Machines by experienced machinists at Bell's, 79 Germain street. Phone 1427. 10-9-3moos.

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ADVERTISERS ARE REMINDED that it is contrary to the provisions of the postal law to deliver letters addressed to initials only; an advertiser desiring to conceal his or her identity may economically do so by having replies directed to a box in this office; ten cents added to the price of the advertisement covers the forwarding of letters.

BOY WANTED—Good, smart boy about 15 years of age at the American Clothing House, 11-15 Charlotte street. Apply to Dealer in Groceries, Box No. 126, care Star Office. 23-9-1f

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Fresh Mackerel

SMITH'S FISH MARKET
TELEPHONE 1704. 25 SYDNEY ST.

ARTICLES FOR SALE

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FOR SALE—Small grocery business, good locality. Owner leaving the city. Apply Box 231, care Star office. 24-9-6

PIANOS FOR SALE—Two elegant Upright Pianos, worth \$350, offered for immediate sale at \$225 cash, at THE FLOOD CO., Ltd., 51 and 53 King St., next M. R. A. 21-9-6

FOR SALE—White Wyandotte and Barred Rock chickens. Apply THOS. LOVE, Rockwood Poultry Yard, Gilbert's Lane. 20-9-1f

FOUR FINE HOUSES. Enquire Joseph Fowler. 21-9-2m

FOR SALE—Grocery business, good stand. Can be bought right for cash. Apply 22 Star Office. 14-8-1f

FOR SALE—English Setter Puppies (Laverack) of the world's best breeding. J. MITCHELL, 20 Clarence St. 20-9-1 mo.

FOR SALE—Well established and good paying grocery business for sale in a first class locality. Terms cash. Apply to Dealer in Groceries, Box No. 126, care Star Office. 23-9-1f

FOR SALE—At Duval's Umbrella Shop, Self-opening Umbrellas, 80c. up; ordinary, 10c. up. L. S. Cane. We use no other in our chair-seating. Perforated Seats shaped square, Light, Dark, Umbrella recovering and repairing. 17 Waterloo street. 6-12-1f

FOR SALE—About twenty new and second-hand delivery wagons, 2 coaches, and 2 horses, carriages, different styles, ready for use, glass front coach, new horse, well painted, a first-class coach very cheap; also three outdoor carriages. Best place in the city for painting and greatest facilities for car-wash in winter. Any man who can handle a pick and shovel can become a miner in about ten days. Apply J. S. GIBBON & CO., Symbio street, (near North Wharf). 23-9-6

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AUCTIONS.

Walter S. Polts
W.S.P. Auctioneer.

Sales of all kinds attended.
Furniture Sales at Residence a Speciality.
Office—Market Street. Phone 129.

AUCTION SALE.

T. T. LANTALEM, Auctioneer.

I have been instructed to sell at auction at Chubb's Corner on Saturday next at 12 o'clock, room, small freehold property, 29 Prince William street, near to the landing of the Nova Scotia and United States steamers, and a desirable location for either business or residence. Size of lot 25x38 feet. In addition four building lots at Crouchville will be offered.

MUSICAL INSTRUMENTS.

UPRIGHT Pianos,

\$4.00 A MONTH.

A good way of buying a Piano if you do not feel like fully deciding now, is to rent one for six months and then buy it. You can come here and choose a new Piano assuming no responsibility beyond giving the trifling sum agreed upon—\$4, \$5, or \$6. You can keep it as long as you wish, and should you decide to purchase after a few months, we will allow from the price all the rent paid.

W. H. BELL, 79 Germain St.

To Builders--Contractors.

For Sale, good condition, Terra Cotta Paragon Bricks, 4 and 6 inch; also Planks and Boards. Apply CANADIAN WHITE CO. Ltd., New Royal Bank Bldg., St. John, N. B. 9-1f