

IT IS NOT TOO SERIOUS.

A HALIFAX MERCHANT TALKS OF STEAMERS.

And Says the Feet of Their Not Calling at This Port Would Not Make Such a Difference—His Statement Backed Up With Figures.

HALIFAX, Nov. 5.—The merchants and politicians of this city by the sea are considerably agitated over the threatened withdrawal of the weekly mail service by the Allan and Dominion steamship lines. For years Halifax has been fighting to be made the winter port of the Canadian Pacific railway and the terminus of the steamship service which goes up the St. Lawrence in the summer months and every possible known pressure has been, from time to time, brought against the government to allow the Grand Trunk a short line through New Brunswick into Halifax and thus put us on an equal footing with Portland as a distributing point and shipping terminus; but instead of accomplishing the object of their hopes and prayers the Halifax merchants are now called upon to submit to the pulling out of the thin end of the wedge they were so gradually inserting. Flying trips have been made to Ottawa by the leading conservatives in the hope of persuading the ministry to come to terms with the steamship people and guarantee the continuance of Halifax as a calling port, but little has been accomplished. The government is stubborn and the Allan's and Dominion line people maintain that they cannot afford to lose time and money by coming into this port simply to oblige the ministry.

The cause of the withdrawal of the steamers is a disagreement between the government and the steamships, which led to a withdrawal of the mail subsidy. The first arrangement made by the government with the steamers divided the total subsidy granted by parliament between the two lines, which maintained the weekly service. Postmaster General Haggart lately changed the modus operandi and now only allows the steamers fifty cents per hundred letters and five cents for other mail matter. In the summer time when the boats are running up the St. Lawrence it makes very little difference—they are at their destination and lose no time in landing the mails; but in the winter months they have to call into Halifax going to and coming from Portland, losing on an average ten hours each way—a serious loss of time on the trip across.

There are those who bemoan the withdrawal of the boats as a terrific blow to the business of the port. The opposition press are making lots of political capital out of it, and the government organs are silent. They fear to make excuses or know of none sufficiently plausible to hold water with the wrathful public.

Your correspondent had the good fortune to obtain some interesting facts and figures on the absorbing question from a gentleman identified with the steamship business and largely interested in the winter port question.

He laughs at the idea that the fact of the boats ceasing to call at Halifax on their way to and from Portland will be a serious or even a nominal, financial loss to the port. He explains this by comparing the business three years ago when the lines were at loggerheads with Portland and made Halifax their American winter port, with the business of last year when this was simply a calling station where they ran in to put off the mails and hurried away again. In 1888-9 some of the boats landed as much as 1,700 and 1,800 tons of freight at the Halifax deep water terminus, which had to be handled and loaded on cars for the upper provinces and the west. One trip, the *Parizon*, the banner boat of the Allan Line, had 2,200 tons to land here. And the passenger traffic was correspondingly large. All the saloon and steerage passengers had to go from here to their destinations and as the work of handling so many cars as were necessary for the accommodation of the passengers and freight absorbed considerable time, these passengers and immigrants spent quite a penny in the town. The wharf laborers were constantly busy, and that during the most trying months of the year, and Halifax benefited by the boats and the long wharf, gave promise of becoming a Canadian castle garden.

"The other view of the subject is best had from last year's business. Twenty-five steamers made calls here during the season. Some had as few as ten tons of freight for Halifax—a marvellous come down in two years. The general average of freight landed at the deep water terminus by the Allan and Dominion boats last winter was 45 tons. Those of the passengers who disembarked here hurried off to their destinations, as their presence in the city for the few short hours intervening between the arrival of the steamer and the departure of the train gave them little or no chance to even leave the wharf, and as the boats usually arrived on Sunday, when all the shops were closed, they left very, very little of their wealth behind them. The small amount of freight was easily handled by 25 or 30 laborers and the boats were often hurried off inside of eight or ten hours. Lots of the passengers with tickets for Montreal and the west preferred to go on to Portland to land, and nearly all the freight for the upper provinces was put ashore there.

"Why didn't the steamers land their Montreal freight here?" asked the writer. "The steamers prefer to do business through Portland, where they get better freight rates. Now, for instance, on freight shipped to Liverpool via Portland, they get 75 per cent of the rate collected by the railway; but, of course, over the Grand Trunk and Intercolonial into Halifax they get but 50 per cent. The Grand Trunk people retain 17 per cent as their share, and the I. C. R. usually slice off 33 1/2 per cent; so you see the difference in the steamer's freight receipts is largely in favor of Portland, and while they run on business principles we here in Halifax can never hope to compete with Portland unless it should new railway facilities are forthcoming."

"It is said the Allan line will also discontinue the fortnightly service to Halifax," remarked the reporter. "Is that a fact?" "They threaten to do so," said the steamship man "but that is a bluff to bring the

ON THE PACIFIC COAST.

NEW BRUNSWICKERS WHO HAVE STRUCK IT RICH IN HUMBOLDT.

A Bluezone Colony in California—Money in the Lumber Business—Redwood and the Way It is Handled Described by "Progress." Correspondent.

The golden shore of California long ago attracted many of New Brunswick's noblest sons, some of whom returned to their old homes, but many of whom still remain and, together with the families they have now around them, they compose about one half the population of Humboldt county. It is essentially a bluezone county. The leading business men, the money men, and the county rulers, are nearly all maritime province people whose names would be familiar to many of your readers. California was and still is eager to adopt a bluezone; and many of them prosper by their industry; but the older men who came here years ago invariably tell you they would have been as comfortable had they remained at home. More money is earned here and more is spent than in New Brunswick. The cost of living is much higher. The man who can make a living in New Brunswick had better remain there, for he will find no better home in the west. If many of those who are here had put up with similar inconveniences, and had worked half as hard at home as here they would have been wealthier men today, and New Brunswick would not lose her parliamentary representatives.

The richest man in Eureka is the mayor Mr. John Vance, whose father built ships at St. John some half century ago. It is said that Mr. Vance or "Old John" as he is called, landed at Eureka some thirty years ago, a day laborer looking for hard work of any kind. In crossing Humboldt bay, into the bay his arm was broken, an accident to which he says he owes his wealth. Whether it is as he says or not, he is said to be worth five millions. Wm. Carson, well known in Charlotte county is another of those energetic youths who left N. B. to try a fortune here and his success is second only to that of Mr. Vance. The firm of Dolbur & Carson, of which he is a member, is one of the strongest companies on the Pacific coast. Mr. Carson is building a block in Eureka which will cost an enormous sum of money, and which contains a fine opera house, one of the finest buildings in the city. Like Mr. Vance he made his money in the Redwood lumber business, a short description of which important industry may be interesting.

A NEW DROP CURTAIN.

Something For the Audience to Admire Between the Acts.

The act drop which is being now painted by Sydney Chidley, scenic artist of the opera house, consists of a combination of drapery and landscape. The upper portion has a deep lambrequin of crimson plush with a ball fringe of the same, surmounting another lambrequin of more important character. This has a field of pale buff diapered with a pattern of turquoise blue. Its lower edge is scalloped into three large tabs, one in the centre semi-circular, those on the sides, quadrants. The central tab contains a large trophy of Italian musical instruments and the masks of comedy and tragedy, suspended by sky-blue ribbons from a golden boss and surrounded by a chaplet of roses and two large palm-branches. This lambrequin has a deep crimson plush border and ball fringe. Underneath the lambrequin are hanging draperies of light stone drap, bordered with two rows of turquoise blue plush. At the sides are lace draperies festooned with crimson cords and tassels. These draperies meet the massive richly carved moulding of a picture frame, enclosing a view of the Bay of Naples. At the left side of the picture is seen a flight of steps leading from the beach under an old archway, with figures of Italian peasantry. Two tall stone pines, the characteristic tree of a sunny peninsula, carry their shady heads into the sky on the right. On the right in the near foreground is a group of boats of the felucca rig common to the Mediterranean. The immediate foreground is occupied with a group of appropriate still life. On the left the city of Naples lines the sweep of the bay which ends with the rocky island on which stands the castle of Ischia. In the distance stands the burning mountain Vesuvius with the runs of Pompeii at its base.

CYCLONES AND TORNADES.

Two Different Phenomena and How People Get Them.

There are two terms used by meteorologists, as men who study the weather call themselves, which are often confused in the newspapers. These are "cyclone" and "tornado." It almost always happens that the former word is used where the latter is intended. The terrible whirlwinds that frequently cause so much destruction of life and property in the West and Southwest are really tornados, though it is rare to see them described, except in the writings of men of science, by any other word than cyclone.

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A cyclone, properly speaking, is a storm covering a vast extent of country—some are one or two thousand miles in diameter—and having a system of winds which really blow spirally round, and gradually in, toward the centre of the storm, although, owing to the great extent of the storm, the wind at any particular place seems to be blowing straight ahead.

Near and around the centre, and especially ahead of it, for the whole storm advances generally toward the east or northeast, rain falls in greater or less quantities. At the centre the air is lightest, or the pressure shown by the barometer is least, and that is the reason the winds are all drawn in that direction. The spiral motion arises from the effects of the rotation of the earth. Almost every storm that we have, except summer thunder-showers, is a cyclonic storm.

A tornado, on the other hand, is a fierce whirlwind whose path is generally only a few rods wide, although it may travel for many miles, destroying everything in its way. A black, funnel-shaped cloud is always a feature of the tornado. This funnel is formed by condensed vapor and clouds of dust and debris in the very core of the whirlwind, and wherever it passes nothing but the solid ground can withstand it.

But while cyclones and tornados are different phenomena, the former appear to give rise to the latter. Tornados almost always break out, if at all, on the southern outskirts of a cyclone. Early in July of this year a cyclone swept up from the Gulf of Mexico into the lower part of the Mississippi Valley, and like offshoots from this great storm, a number of tornados accompanied or followed it, killing many people and cutting a path three hundred and fifty miles wide through a part of the city of Baton Rouge.

The exact nature of the connection between cyclones and tornados is not yet understood; but the distinction between them is so clear that nobody should ever bestow upon one the name that belongs to the other.

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A Straggling Custom.

The ways of English and Americans are still appalling to the more indolent and less cleanly Southern nations, who have had for many decades large opportunities for studying these race peculiarities and yet have never ceased to wonder. When Mr. W. D. Howells was Consul at Venice, an attempted burglary in the place occupied by him gave occasion for the following suggestive incident:

In my account of this affair to the commissary of police, I said that the burglary occurred one morning about daylight, when I was the head of the burglar peering above the window-sill, and his hand extended to pry upon my wardrobe.

"Excuse me Signor Console," interrupted the commissary, "how could you see him?" "Why, there was nothing in the world to prevent me. The window was open."

"The window was open?" gasped the commissary. "Do you mean that you sleep with your windows open?"

"Most certainly."

"Pardon!" said the commissary, suspiciously. "Do all Americans sleep with their windows open?"

"I may venture to say they all do in summer," I answered. "At least it is the general custom."

Such a thing as this indulgence in fresh air seemed altogether foreign to the commissary's experience, and but for my official dignity I am sure I should have been effectively browbeaten by him. As it was, he threw himself back in his arm-chair and stared at me fixedly for some moments. Then he recovered himself with another "Pardon!" and turning to his clerk, said: "Write down that, according to the American custom, they were sleeping with their windows open."

But I know that for all his politeness, he considered this habit a relic of the time when we Americans abode in wigwams.

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MUSIC... The drama, B... analyze; while... story upon the... troubles of Lad... play is beyond... Kinghorn, and... moves with him... As a play it... of Tullingham... catastrophe; the... to any one; wh... sive story of L... only. If it can... only so far as... fight can be... subsequent and... murder. Look... an anti-climax... legitimate catastro... The most remark... play is that whi... contrary to his... quite human mot... for his conduct... stage version to... ing to Lady L... less it be to tortu... coking pin. Su... exist in some ve... which is wholly in... learning and en... ciating with and... motive alleged by... his client's inter... contrary to his d... the singular stor... story is independ... ment, and the act... void of motive... of the difficulty... centered and wh... which in the no... clear by the coll... novel was written... the disgraceful s... the dilatory judi... and that it should... for a play, which... and strongly inter... ing short of the... structure, is a pro... elements of the... tainly gives rise... distinct. The lock, Hortense, horn and Krook... With regard to... and meritorious... recently been... haphazardly, and... any positive opin... patent to every on... pleasing. The ch... of being looked at... different gradatio... it is as possible... view to be the leg... rect as for the act... Hortense as play... brilliant piece of ac... details and very d... the most of an... alteration of a sing... Dedlock is also a... but suffers from... effort to maintain... imperturbable rep... indeed all but imp... stances in which... Such a conception... of much drama... which it is capable... acerbation of Mr... happy and seeme... the first assumption... merit. Of Mr. G... not so easy to spea... turesque perform... knowledge of stage... Tullingham of th... portrayal. The re... of Lady Dedlock... dramatic color has... has changed the ch... cool, cratty, cunning... implacable, wherea... and even dedlock... The Krook of Mr... high degree excel... exhibition of green... and cowardice; a q... usually found togeth... IN MURDER... Between the Ostrac... all the other pract... musical people are fair... when it comes time... and that time is no... say. I must congrat... tris on its remarkably... given on Tuesday eve... little about it. For... extensioe such a short... which was not remark... "Hanno Concert Over... light Shadmo," by Sco... overture. The other... had the same atten... heard. The solista... Henderson and Mr. G... tion was a pretty song... we say Good-bye." For... little thing all about... Buttery, which pleas... For myself I like Miss... Miss Henderson's solo... was well received, and... to a hearty encore. Mr... pretty good to me quite... King and the Minstrel... sang "The White Rose,"... heavy Mr. White play... toists de Concert, Faust... I was not impressed... which was not remark... with. However taking... indeed. Perhaps the... last selection, which... I hope to hear the... future. Mr. Ernest McMichael... his story friends, mus... have him among them... and Sunday school... the music unless resu... on Tuesday evening... The Irish concert... Saturday evening at M... The amateur minstrel... German street and meet... and Sunday school... minstrels intend to "cov... and even collect their...