POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, SEPTEMBER 26, 1903.

THE SEMI-WEEKLY TELEGRAPH.

ADVERTISING RATES. Ordinary commercial advertisements taking the run of the paper, each insertion \$1.00 per inch.

Advertisements of Wants, For Sales, etc., 50 cents for insertion of six lines or less.

Notice of Birth, Marriages and Deaths 25 cents for each insertion. IMPORTANT NOTICE.

ce should be addressed to the ditor of The Telegraph, St. John tion, be paid for in advance.

AUTHORIZED AGENTS

W A. Ferris.

Semi-Weckly Telegraph

ST. JOHN, N. B., SEPTEMBER 26, 1903.

THE DJTY OF THE SENATE.

sary to the success of a modern railroad cannot be had in the territory which it is

status of a merely local road and that its usefulness would be destroyed.

That this action should be proposed after the immense expenditures m bending the I. C. R. to Montreal and after successful management has made it a modern railroad, a credit to the country and a valuable national asset, is incompre neible. As Mr. Blair expressed it in the House, the government is not only revers ing its policy of the last few years but is declaring to the country that that policy with all the sacrifices and expenditures it involved, was a tremendous blunder.

vent the bargain between the government and the Grand Trunk from being consu mated, should take high and honorable ground in this matter and reject the rail

road measure in the interests of Canada The Telegraph advanced these and other objections to the G. T. Pacific scheme after Mr. Blair resigned because he could not support a measure which he sound now. They have not been answered because they are unanswerable. The men bers of the Senate, and particularly those from this city and province, are on trial Will they do their duty?

ST. JOHN MUST NOT BE SIDE-TRACKED.

What is the outlook for St. John in case the Senate submits tamely to the gov ernment's dictation and assents to the Grand Trunk Pacific bill? The ex-Minister of Railways unquestionably expressed the general view of the people of his con stituency when he said the government's plan would side-track St. John, the natura Winter Port of Canada.

Hon. Mr. Blair's views on that point, as on others, con instantly to the sound judgment of this community. His argument against the bil as affecting St. John was admittedly an admirable one. It has never been success fully disputed, and therefore it is no less admirable today. Read now what the ex-Minister of Railways said of the government's railway policy as affecting this

"My hon. friend has said in his opening address on the introduction of this bill, the great object they had in view was to get a railway which would give to the whole Canadian people the shortest and cheapest route between ocean and ocean. I want to know, if that is the object and the design with which this great undertaking has been promoted, why he has not followed it out and effected the object to the fullest possible extent in his rower.

"Why is it he builds the railway to Moncton, if his object is to get to the ocean by the nearest way? What is he proposing to do with St. John?

"St. John is a port, I apprehend of some importance and doing a very considerable business under existing carcumstances, and capable of doing any amount more if increased business should offer. The harbor is open all the year round. No man questions the advantages of St. John as an ocean port. It is free from fog in the winter, a great source of trouble to many other ports. And it has also this great advantage, that there is a staple product which is always available to make up the balance of a cargo if required. You can always make up the balance of a cargo with lumber, if you cannot get other things. This is an advantage which St. John possesses in a greater degree than amy officer port on the Atlantic coast.

"Why is St. John passed over? If the dhortest line is the object, why do you go 100 miles out of the way? St. John is only 428 miles from Montreal by way of Levis, Rivere du Loup and that St. John Valley. Buy that road if you want to get to the ocean, or expropriate it if you cannot buy. According to the statement of Mr. Bavis, the distance is 159 miles longer, but it is really 170 miles, as I chall show you.

"Win do you want to travel 170 miles further than is necessary? There is no

"Why do you want to travel 170 miles further than is necessary? There is

mecessity for it in any business interest.

"St. John is passed by. The distance from St. John to Levis by the line I have spoken of is, as I have said, 423 miles. From Levis to St. John by the Intercolonial it is 578 miles. By the Davis line, taking his own figures to be correct, it is 501 miles. And from Levis to Halifax by the Monoton and centre of New Brunswick line, is 597 miles. You have, therefore, nanety six miles, by the best possible figuring you can make, by the Monoton and centre of New Brunswick line—ninety six miles further than there is any necessity for going or any justification for going."

To every word of the foregoing admirable presentation of St. John's position in regard to the trans-continental railway policy of the government St. John people heartily subscribed, and their position in the matter has not changed. They knew the member for St. John city was right. They know that his argument on this phase the subject could not been answered. It has not been answered.

In a great measure, as Mr. Blair made plain, the future of this city depend upon its development as the Winter Port of the Dominion. A truly all-Canadia railway must provide that the bulk of the winter export traffic shall come to S John, that it be carried over the best and shortest possible route to the Atlanti

"Why," asks Mr. Blair, "is St. John passed by?" The people of this city have assumed great expense in equipping the port for the winter traffic which has com thin way in the past. They have every right to expect, not only that St. John sha. not be side-tracked, but that the government shall make generous expenditures t equip it as one of the several national ports which are absolutely essential to any satisfactory solution of the great transportation question.

St. John feels very strongly on this matter. Regardless of politics it gave Hon. Mr. Blair its entire approbation when he resigned and delivered this great speech in opposition to the government's policy. The feeling here is unchanged, and Upper House. In these circumstances, it is unnecessary to point out that the duty of Senators representing this section of the country is clear beyond possibility of contract for operation. Originally the bar-

Maritime Provinces.

PROFIT-SHARING

for a dozen years, and finds it both satisactory and profitable. The story is best

"I am the head of a large woolen manufacturing concern, J. T. & J. Taylor, Ltd., carried on at Batley, in Yorkshire, since 1845. Through the death and the retirement of partners, I became the sole partner of this concern in 1891, and I took steps immediately to carry out this scheme of profit-sharing which I had had in mind

based on the annual profit. The result of this move was increased interest on their part. I then extended the same principle to the foremen, who then numbered about forty; this again was satisfactory. Early in 1896 I formed a limited liability stock make a beginning a share or shares

taking of every year, after four and a half per cent. interest has been paid on capidend, the total amount paid in was thus a uniform rate of dividend is paid on

Mr. Taylor's plan of profit-sharing does not provide for a bonus in cash, which in employe if he chooses, but which are generally retained, and tends to unify the interests of employer and employed. Of this Mr. Taylor says:-

whole year with the company we give the bonus of fully paid-up shares of £1, or \$5, each, to which no liability is attached. The shares are freely transferrable, but only to employes of the company, and do not entitle the hoder to participate in the control of the company's affairs. But they carry the same rights of participation pany as the capitalists shares do. The ormer are called 'B shares' and the latter

who have not been a whole year with the company are set aside annually, and form a fund called the Workers' Benefit Fund, out of which some pensions and occasion ally help to needy employes are given."

profit-sharing system all have a feeling that their own welfare depends upon the uccess of the business. On this point Mr.

good before, are better still. About six years ago for two years we had no divi-dend; I could not find any sign of discontent among my people although our business is a complicated, worrying and not very Lucrative one, its progress since then has been steady and our last dividend was ployes; now we have over 1,100 employes, about one-half of whom are women. As evidence that profit-sharing may contribute to the stability of a business I may add that, although I am the active head of the business, I have been able during the last three years to spend half my time in par-liament without impairing the success of

In reply to the natural question of the practical business man, Will it pay? Mr.

of nothing but dollars is not the man to begin profit-sharing. But to those employ ers who, while wi hing to make their usiness pay, are willing to take their dividend partly in dollars and partly in themselves. It will not make a bad busi ess good, but it will make a good busi

STREET RAILWAY MATTERS.

If the St. John Street Railway Com its franchise, what would be St. John's decision? Unquestionably the request would be refused. The company bought he power which it created, but as a rule

the Montreal Street Railway, whose franthem a fifty-year

as the Montreal Herald says in discussing

thirty years, and preferably for not longer

The citizens generally must assume that the gentlemen of the board are compe tent to deal with the practical work of construction, and will be chiefly concernis settled that a new steamer is to be built. It is not always safe to accept the with the question of renains to the ferry steamer Western Extension, and insist that a little speed be injected into the process of rejuvenating that venerable usual time, and, as there is only the Ouangondy between the public and no compe tent ferry service, it would seem to be the proper thing to have the other steamer ready for the route at the earliest pos-

longer than the longest of the present ferry boats, affording room for one more tean on each side. As there are no paddle wheels at the sides the cabins will be un obstructed, extending the whole length o the boat, with a scat on each side, affordber of passengers, and of course making it possible to have cleaner and more healthy rooms than are afforded by the present

s endorsed by aldermen who have some knowledge of such matters, that this propellor boat will make quicker trips and be ess influenced by currents than the side wheel boats.

The board was unanimous Tuesday in its action, and appears to have dealt with the matter in a business-like way. Of must undergo extensive repairs, and it is of the utmost importance that she should be made ready for work at the earliest possible moment, lest the other break down and the service be interrupted.

COUNTING NOSES.

As the parties stand now in Great Britain the Balfour ministry has a majorahead of it than appears at first glance. majority of 128, the campaign would be from the Liberal standpoint. There is, owever, a balance-of-power party in the reckoned with. They count sixty-eight four more seats before they could have gain seemed good. Since it was signed a majority which would be really the United States, 128 English sale in the 225 class , trot or pace others were

world will be affected by the result. At Mr. Chamberlain, with his back again

THE COUNTRY AROUSED.

port of Mr. Blair in his opposition to the neasure. The Senate will justify its exist ence by heeding the popular demand and defeating the bill when it reaches tha august body.

NOTE AND COMMENT.

Will the Senate do its duty in regard to the G. T. Pacific bill?

The Turk made some promises to Rue sia, but the slaughter is not stopped When will the powers carry out their self Europe, and drive the Moslem across the

craft. It will probably not cost any more in the railway debate the other day, and the member for Kings referred to him as a representative of "the greasy West."

The country does well in rememberin its glorious dead. The unveiling of a monument at Canning (N.S.), to the memory of Lieutenant, Harold Borden is a case in point. We mourn our heroes, but we performance of high duty, is an inspira-

The aldermen should not forget that, while we shall have a new ferry steamer likely to break down at any time. And a tug-boat cannot meet the demands which will be created by the coming Winter Port traffic. The crippled boat should be made ready for service with the ut most speed.

The cry of the Canadian Manufacturers Association for a higher tariff elicits this comment from the Toronto Globe:

It is not contended that the present tariff cannot be improved. But any im-provement that could be effected would be more than offset by the alarm of apital, the postponement of enterprise, and the paralysis of trade and industry attendant on the prospect or expectation of a general tariff revision. The question of revenue must also be considered. The fact that while all our industries are active the revenue is expanding at an unprecedented rate shows that the present tariff approx is for that reason best suited to the need of the growing Dominion.

and secure a working margin of support compelling eloquence of a Bright or the the Opposition has a bigger undertaking white-hot dyrics of an Elliott. He will encounter opposition as subtle and dan-gerous as that to which he lately provoked that master of parliamentary attack, Sir much more promising than it really is he strives is the only alternative to the that dissolution Great Britain will eventu ally sacrifice anything, even free trade .-

for Mr. Chamberlain and are convinced that Great Britain will never abandon the policy which creates so vast a market for

Men's FALL Suits

Mr, Balfour has dodged the "dear loaf"

We are showing cry by accepting Mr. Chamberlain's resigrived and have been from \$2.00 to \$5 00 by marked at specially low p buying your fall Suit her

\$4.00, 6.00 8 00, 9 00 and 10.00 orsted Suits, \$5.00 to \$14.00. ade free of charge. Alterations when n

J. N. HARVEY, 199 and 201 Union Street.

Clothing & Tailoring,

Haying Season Will soon be here and our stock of Waterville Brand Haying Tools is large and complete. We have found that the farmers like this brand of tools better than any other on the market. They are all made of the very best materials.

IN SCYTHES WE AVE

"York's Special," "Sibley" Pattern, "Cornwall's Choice." "King's Own,"

Send for our new Price List.

W. H. THORNE & CO., Ltd. Agents for A. G. Spalding & Bros,' Athletic and Sporting Goods



NOTE AND COMMENT.

The belief that new capital will be found to set the Clergue works at the "Soo" going again is strong. The original contributors to the capital of the concern stand to lose heavily, but it is pretty certain that the great operations will

The fact that Tammany is regarded as having a fighting chance to win in the New York mayoralty contest this fall does not speak well for the reform admin istration of Mayor Seth Low. The reformers have the right cause, but the

A two-pound loaf of bread sells for five cents in Winnipeg, five in Halifax, six in Hamilton seven in St. John mine in Toronto, ten in Ottawa and ten in Montreal. Shame on our bakers for letting Ottawa keep up with them.—Montreal Herald.

St. John is not so ambitious. We could stand a drop in the price of bread without a murmur.

TURP.

Sussex Exhibition Races.

Sussex Exhibition Races.

The 2.30 trot and 2.32 pace which did not fill at the time of the Sussex exhibition races were advertised, has filled well upon being groopened as a straight 2.30 trot and pace. Following are the entries.

Shae Mack, F. Boutillier, Halifax, Rosemont, D. Steel, Souris, P. E.I. Brown Hall, S. A. Rockford, Amherst, Dowey Guy, Fred Warren, Springhill. Macduff, H. McCoy, Frederican. Druell, J. T. Frescoik, San John. Thie bow 5ist will without doubt be the fastest bunch of horses that has faced the fudges in a 2.30 class on any Martitue track this year. Rosemont and Daisy DeWitt will be remembered as winners of direct and second moneys in the 2.30 class and second moneys in the 2.30 class and second moneys in the 2.30 class and the field entries, but it is the free-for-all in which the interest of Maritime horsemen centres. Helen R., Runa, John T., Tonia A. F. and annes to conjure with a formal field process of the Sussex track realize that they have in this field horses that will break the maritime trotting record if weather is few orable, and they are bending the field for the second and they are bending the field for the second of the second field and the field horses that will break the field for the second of the second field field for the second of the second of the second of the second of the second field field for the second field field field for the second field field field for the second field for the second field field

Yarmouth Races.

Yarmouth Sept. 23.—The Western Counics exhibition opened today with brilliant untumn weather. In many respects it is fined of former years. There is a fine how of horses, cattle, poultry, etc. The egetable exhibit is most creditable to the rovince, and the fruit, particularly the aples, are especially fine. There is a wonerful grain exhibit in quantity, variety and uality. The general exhibition compares in iany respects with that of Halifax. The atmance was large and the prospects are ood for financial success. The races are ictoria Park were the best ever trotted.

Time—2.33¼: 2.31¾: 2.31¼: 2.28½.

six entries and five starters. The first heat was very close. Keymont won by a head, with Orphan Girl second. The aext three heats were won by Daisy DeWitt. The summary is as follows:

Young's Cove News.

The well from which Irish stories are drawn is inexhausible. Here is a good example of Pat's ready wit. An Irish witness was being examined as to his knowledge of a shooting affair. "Did you see the shot fired?" the magistrate asked. "No, sorr; I only heard it," was the evasive reply. "That evidence is not satisfactory," replied the magistrate, sternly. "Stand down!" The witness turned round to leave the box, and directly his back was turned, he laughed derisively. The magistrate, indignant at this contempt of court, called him back and asked him how he dared to laugh in court. "Did you see me laugh, your honor?" queried the ofiender. "No, sir, but I heard you," was the irate reply. "That evidence is not satisfactory," said Pat, quietly, with a twinkle in his eye.

The essential ingredients in happiness are health, tranquility of mind, competence and friends of good character.

Those who would walk uprightly must