

Semi-Weekly Telegraph

ST. JOHN, N. B., DECEMBER 3, 1902.

Publishers' Letter to Subscribers.

ST. JOHN, N. B., Nov. 15, 1902.

DEAR SIRS:—

We recently notified all subscribers asking them to remit the amount of their arrears before November 10, at which date we expected to close our books.

The response to this notice has been so very general that we have arranged to keep our books open until the 10th of December, so that all who remit before that date will have their name appear on our annual statement as paid up subscribers.

We heartily appreciate the kindness of all our friends in their prompt response, which betokens the interest taken by our subscribers in the welfare of the paper.

THE TELEGRAPH is the people's paper, and there is no more effective way of contributing to its success than by keeping the subscriptions paid up in advance. The management is thus enabled to take advantage of every opportunity to improve the paper and so in turn benefit the readers.

We take this opportunity of thanking all our subscribers who have remitted their subscriptions and assuring those still in arrears, whom we know will remit in the near future, that their favors will be thankfully received. We hope to make THE TELEGRAPH still brighter in the coming year, and so keep it the best SEMI WEEKLY published in the Maritime Provinces; to this end we ask that all our friends should interest their neighbors in the paper, as the bigger our circulation patronage the better paper we are enabled to produce.

With best wishes, we remain,

Yours truly,

THE TELEGRAPH PUBLISHING CO.

C. J. MILLIGAN, Manager.

James C. Henderson is now canvassing in Charlotte Co. Wm. Somerville, Queens Co. These gentlemen are authorized to receive payment for subscriptions for either Daily or Weekly Telegraph.

A BRANCH OF THE NAVY LEAGUE. On the principle that all things which make for the continued supremacy and increased power of the British Empire are good, the formation here of a branch of the Navy League is a movement which will have the approval of all good Canadians.

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open confession of this weakness at the time of Mr. Tarte's retirement from the ministry by inviting him to go over and take charge, a suggestion which caused Mr. Borden's friends to shiver apprehensively in private and to redouble their public utterances as to his greatness.

There is no doubt that the Telegram man puts his editorial finger on the weak spot. And he is almost brutally frank about it.

"Useless under R. L. Borden, M. P." It is almost cruel, stated thus nakedly in a Conservative newspaper. The sting is in the truth of it.

IMMEDIATE ACTION NECESSARY. The Telegraph's Boston correspondent, in a despatch which appears on the second page of this issue, points out that the interests of St. John are suffering severely because of systematic misrepresentation in regard both to the facilities for loading cattle here and the alleged dangers to be encountered in the Bay of Fundy.

Two Dominion line steamers, which cannot load cattle at Boston because of the embargo, and which were to have been sent to St. John, have been ordered to Halifax. Cattle ships of the Leyland, Warren, Cunard and Wilson-Purves lines are to be ordered to St. John or Halifax, and the correspondent intimates that the chances are in favor of Halifax because steamship men have been receiving communications damaging to this port's reputation and interests and favorable to those of Halifax whose people have bestirred themselves in the matter.

In the case of at least two of the Dominion liners the effect of the slanders circulated about St. John combined with the exaggerated claims for the Nova Scotia port have had their effect. It remains to be seen if prompt and vigorous action in placing the truth regarding our many advantages before the steamship men and cattle shippers will result in obtaining for us that portion of the business which should be ours under the exceptional circumstances which have diverted from Boston and Portland the cattle export trade which usually is handled by those cities.

The matter is one which may well be taken up by the Board of Trade, which, fortunately, is to hold its annual meeting today.

It is not enough that we have great advantages as a cattle shipping port. These advantages must be aggressively made known to the end that we ship the proportion of cattle we should ship. There are now, we are told, facilities enough for handling all the trade which is expected within the next few weeks. It immediately should be made known that all the cattle which can be sent here will be handled promptly, that preparations will more than keep pace with the demands of the business, and that because of the great rise and fall of the tide the loading of steamers with cattle in St. John is peculiarly simple. Colonel Dent, it will be remembered, said the loading of horses here was easier than at any other port he knew of, and the same advantages which drew this statement from the experienced re-mount officer apply generally to cattle.

The collector of the port received an order from Ottawa last night prohibiting the importation of cattle and swine from any of the six New England states. This as it stands means that the C. P. R. cannot carry western cattle through Maine to this port.

But cattle which cannot go to Boston and Portland must, during the winter months, come to St. John or Halifax, even if it is necessary to avoid crossing any part of Maine, so St. John's opportunity and duty are alike clear. By whatever route the cattle come, it is plain that misrepresentations concerning this port cannot be referred to soon, and that the many points which are in our favor against other ports should be set forth quickly and authoritatively.

The C. P. R. superintendent here regards the order sent to Collector Deschamps as ambiguous, but our Ottawa despatches make it apparent that until the British government specifies its permission for the landing in England of cattle which have been carried across a portion of Maine, the Canadian government will not allow such cattle to pass McAdam. It may be that such representations will be made to the Imperial authorities as will result in convincing them that cattle are not exposed to contagion on the C. P. R. route.

In the meantime the animals must be shipped in great numbers, and if they come over the I. C. R., well and good. St. John should look to it, and sharply, that our interests are not permitted to suffer for lack of either facilities or correct information regarding them. And today the damaging reports which have been circulated to the detriment of the port should be stamped as false.

OCEAN RACERS AND THE OTHERS. Discussion as to the relative merits of the ocean racers and steamers some knots slower goes merrily on, but indications are not wanting that the big carriers of moderate speed are finding more favor. Lloyd's register of July, 1902, shows that of the "ocean greyhounds" of which we heard so much there were then but twenty merchant ships with authenticated records of twenty knots or more. Of these twenty, seven were British, five German, four American, two French, and two Russian. Of 1,238 steamers, 460 were of twelve-knots, 364 of thirteen, and 135 of fourteen. After passing fourteen knots the classes rapidly diminish in number. Thus there were but

nine of nineteen knots and only eighteen of eighteen knots. A writer, analyzing the register, says seventeen knots is regarded as the happy medium between speed and profit, for there were fifty-seven of this class.

While but few ships of more than eighteen knots were built in the two years, 1900-2, forty-six vessels of twelve knots or more were built in that period.

Immense cargo capacity and small consumption of coal with moderate speed appeal to the men who build most of the ships. Of course the ocean ferry demands some very swift ships, where the route will justify the sacrifice of cargo room to speed and will support the disproportionate increase in coal consumption which comes with every knot above eighteen.

The Contemporary Review says British supremacy is not threatened so much by the "greyhounds" as by the new type of combined freight and passenger steamers, burning little coal and carrying immense freights. "The Atlantic steamers of the future," says that journal, "will carry 20,000 tons of freight and several hundred saloon passengers at £10 per head."

THE CATTLE SHIPMENTS. Shipments of cattle, sheep or swine, originating in, or passing through, any of the six New England states are not to be allowed entry into Canada.

The Department of Customs made the above addition Monday to its order placing an embargo on cattle from New England, and it is clear that until the Imperial authorities consent to a change, cattle, no matter from what point, cannot be carried through Maine by the C. P. R. for shipment here.

Hon. Sydney Fisher has communicated with Lord Strathcona on the subject and the commissioner cabled in reply yesterday that he could not make known until today the position of the British government in reference to relieving the C. P. R. from the prohibition or permitting ships clearing from Boston to load here or in Halifax.

President Jarvis, of the Board of Trade, Monday sent telegrams to Hon. Sydney Fisher and Hon. A. G. Blair urging that they use their influence in having the order against crossing Maine territory rescinded, and pointing out that cattle were not in any way exposed to contagion on the C. P. R. route as they spent only a few hours in transit and were not fed or watered in Maine.

The tendency in England probably will be to insist that Maine is dangerous territory in spite of the fact that shippers can see no reason why animals carried from the west, and neither fed nor watered while passing across a portion of that state should not be shipped from St. John.

As the Telegraph already has pointed out this C. P. R. matter is one which involves an interchange of information with the Imperial authorities. While that is going on and every attempt is being made to remove the erroneous impression which prevails across the water, cattle must continue to come here for shipment via the I. C. R.

Halifax under normal conditions has accommodation for only 350 head of cattle, while here there is all the shed room required, and so simple is the work of loading that the quick dispatch of cargoes is ensured.

The matter of most importance at the moment is that St. John shall get the shipments which our facilities and our situation demand.

There is no question that St. John's facilities have suffered unjustly because of false reports concerning our facilities and the Bay of Fundy which have been sent to the Boston agents of the cattle shipping lines by trade rivals of this port. The Telegraph's Boston correspondent informs us that steamship men have told him personally that they have been influenced by these reports, and that he told them the reports were untrue. Official despatches from St. John to the agents in Boston will, by today, place the facts in their possession. But this is not enough. Steamers cannot come here from Boston hereafter, but they will come here direct from England if the men who control them know the facts—that the advantages here far exceed those at Halifax, and that there is not a particle of truth in any of the statements made by those who are seeking to divert the trade from St. John for their own ends.

Trade which comes to St. John may be kept here. No chance should be lost at this time to push our claims in order that the advantage given to us by the embargo against New England ports may be held.

BUSY. A Canadian now in business in Krugersdorp, upon learning that the Canadian government had put in operation a line of direct steamers to South Africa, visited Mr. J. G. Jardine, the Canadian Trade agent about forming a company to import Canadian furniture, boots and shoes and other goods. He wrote to several manufacturers here and, says he, "Imagine our disgust when we received such letters as the following:

We are in receipt of your favor of the 11th ult., and are pleased to note that you are organizing a company which it seems to us will be of great benefit to the furniture trade of our Dominion. As you perhaps are aware, business is extra good in our country, and all the factories are crowded with domestic trade, and are likely to be for the next six or eight months. We do not think we will be able to manu-

facture anything for export until the latter part of next year, etc.

Then with regard to the boot trade, we received similar letters. Messrs. are having such a run on their goods that they could not entertain the idea of exporting but I think the day will come when Canadian manufacturers will regret that they did not reach out for the South African trade, a country where manufactures are not only an improbability, but almost an impossibility. In the meantime I fail to see the use of a Canadian Trade Commissioner to South Africa as the people he represents through the government have no goods to sell in this market.

Commenting upon the situation revealed by this letter the Winnipeg Free Press says: "The letter from the Canadian furniture firm quoted is hardly of a sort to serve as effective ammunition for the advocates of tariff increases in this country. The leader of the Conservative party pretends that the Canadian manufacturers are being crowded out of the Canadian market. The furniture firm in question writes that 'all the factories are swayed with domestic trade.'

A great many of the gloomy Tory predictions as to what would happen under Liberal rule appear very foolish now in the light of the country's prosperity.

"TEN TO TWENTY MILLIONS" The St. John correspondent of the Monetary Times, Toronto, informs the readers of that publication that the Grand Trunk and all other railways desiring a Canadian winter port could get all the facilities required here by damming the harbor and adding: "This could be done for an expenditure of from ten to twenty millions, and then St. John would be a deep water harbor, big enough to hold vessels to carry all the trade of Canada."

Interesting, isn't it? And "Mr. Osborne thinks that the Dominion government should do this work."

If there are any other schemes involving "ten to twenty millions" which Mr. Osborne "thinks the Dominion government" should attend to he should outline them at once.

The men who pay for such correspondence from St. John may not know that the plan to dam the harbor is regarded here as a joke, but such is the fact. This is the first time the cost of the work has been mentioned, and we must regret that it is so loosely set forth. "Ten to twenty millions," forsooth. A mere trifle.

THE MAYOR'S TELEGRAM. The first sentence of the telegram sent by Mayor White yesterday to the agents of steamship lines and to Canadian newspapers conveys a wholly erroneous impression:

St. John, N. B., Dec. 1st, 1902. Morning papers publish misleading reports Bay Fundy navigation and accommodation for cattle at port St. John, which should be corrected at once.

Persons receiving this telegram would naturally conclude from the opening sentence, that the mayor was seeking to defend the port against slanders printed by the morning newspapers of St. John.

What he doubtless intended to say was that it had been made known here by the Telegraph that reports detrimental to St. John and the Bay of Fundy route had been sent to steamship agents in Boston, and printed there, and that such reports, as The Telegraph pointed out, were without foundation, the truth (set forth at length in The Telegraph) being that our facilities for handling cattle were exceptionally good.

There is a most important difference between what the mayor wrote and what we are bound to assume he meant to write. And it is unfortunate that he sent the first sentence of the telegram in the form he did because the recipients are likely to conclude that the newspapers of St. John are condemning it, and that therefore there must be reasons for such condemnation.

Thus the reputation of the port suffers by the unfortunate, however unintentional distortion of the facts. It is to be regretted that the first portion of the mayor's telegram, which was wrong, nullified the remainder of it, which was right.

NOTE AND COMMENT. President Roosevelt is to deliver his annual message to Congress today and there will be some uneasiness in Wall street.

I. C. R. surplus for the year ending June 30 last, \$96,822. Very different from the I. C. R. under Tory management.

Canada opened its first railway 66 years ago when the line from La Prairie to St. John's, twelve miles, was completed. We have 17,000 miles of railroads now and will build several thousand miles more in the next few years.

The aldermen have decided to find out what a new ferryboat will cost, and will investigate the advisability of a bridge across the harbor. Any real work along these lines deserves all encouragement. We need the boat at once and we could use the bridge any time.

It has been said by experts that we have Canadian iron ore in the maritime provinces quite equal to the finest Scandinavian. And yet we are importing. But trade plays fantastic tricks sometimes. American coal has been shipped to Newcastle and Newcastle coal to Newport News.—Ottawa Free Press.

The Honorable Leonard J. Tweedie, prime minister of New Brunswick, and the Honorable John Douglas Hazen, leader of His Majesty's loyal opposition in the same

province, will meet at the St. Andrew's banquet this evening, but will wager dollars to doughnuts that the premier will not tell Mr. Hazen the date of the local elections; nor will the opposition leader disclose to Mr. Tweedie the location of "the main body."—Fredericton Herald.

Mr. Tweedie might if he would, but Mr. Hazen couldn't.

While the decent American public would prefer that Molinex and his wife drop quietly out of sight, a publisher is trying to induce the man to write an autobiography, and managers are asking the woman to go on the stage after she has reached the pinnacle of notoriety by graduation from a Dakota divorce court.

Discussing the Fortnightly Review's article on The Foreign Invasion of Canada, the Toronto Globe says pertinently:—The fact is that the world we inhabit, like some of the smaller divisions thereof, has of late been too much troubled with politics. Everybody has his field glass, scanning the horizon for "natural enemies," while the real enemies of justice, freedom and happiness are much the same everywhere, and are such that humanity ought to make common cause against them. Canada has them, but she cannot "accede" away from them nor get rid of them with an annexation plan.

Our interest in the Venezuelan fuss gets a fillip this morning from the news that a Nova Scotia schooner laden with arms, like being seized by Castro's people who are using the guns against the insurgents. Also it is said the British North American squadron is to assemble at once in South American waters. London hears that Castro is talking terms and that the acceptance of them may relieve an acute situation. The British bondholders are to have better security and no more oppression. A navy is a great thing behind a piece of paper.

In the address he prepared for the Board of Trade meeting yesterday Mr. Wyatt quoted Kipling's

Drake went down to the Horn And England was crowned thereby, which was pertinent enough, and his whole plea for a united stand of the branches of the Empire was an expansion of the same author's poetic reference to the necessity of preparation for "Armageddon, the last great fight of all," that our house may stand together, "that its pillars may not fall." Kipling is a whole team when it comes to imperial unity.

Lieutenant Peary's Washington speech of Saturday, in which he says the discovery of the north pole "ranks with the prize Columbus won" reflects a somewhat popular but wholly fallacious view of the matter. The discovery of the pole will be of little value, though the work of expense in lower latitudes may be of great utility. But a "dash for the pole" is spectacular, and fires the imagination and fills the eye—and someone always will be ready to pay the freight.

Clothing for Men.



The Oak Hall Clothing for men is better than the clothing sold in most stores. have purchased suits and compared prices. Our prices are lower, not in spots but throughout the entire stock.

To your advantage to investigate. Suits, - - \$5.00 to \$25 Overcoats, - 5.00 to 20

Suits and Overcoats FOR YOUR BOY.

Where does the strength of Oak Hall Clothing show itself? In the tailoring? Or is it in the style? After all, it may be in the prices. Most likely it is in all three. At any rate we are selling suits and coats that nobody else can come near matching. Their prices are 25 per cent more for such goods. How can you tell? By looking around—that's what we have done. It's easy to please anybody with a stock such as ours.



All sorts of furnish in one place now. have been wanting for some time to centralize these things. Shirts, Collars, Neckwear, Suspenders, Pajamas, Sweaters, Night Shirts, Bathing Suits, Bathrobes, Raincoats, Gloves, Underwear, Hosiery, Mackintoshes—our entire stock all together, so you can fit out your boy without leaving the counter.

The variety is more extensive, and includes finer things even than we have carried.

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