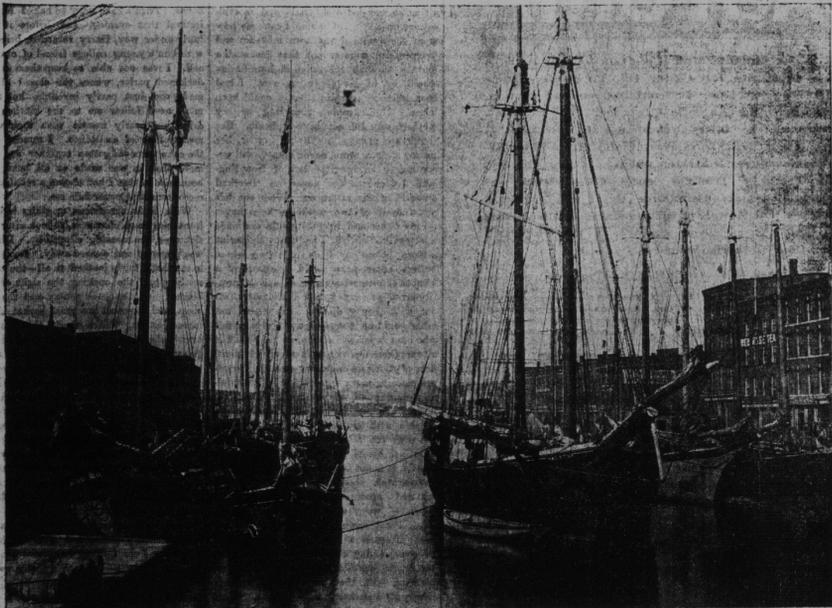


THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., NOVEMBER 19, 1902

THE HARDY SALTS WHO VISIT THE MARKET SLIP

Picturesque Features of the New Brunswick and Nova Scotia Coasting Trade—The Schooner Skipper is a Commercial Tar.



MARKET SLIP, AN EVERY DAY PICTURE, AS SEEN FROM KING STREET.

About the men who smack of the favor of the sea you are apt to weave fanciful thoughts. Around their weatherbeaten faces there apparently broods an air of rough and ready romance and you'd feel, perhaps, a mild sense of disappointment if their conversation was not resoundingly well seasoned with nautical expressions, the meaning of which you were quite unable to understand.

They do so because of the excellent reason that they've got their living to make and this being so, they are not above securing the best of a bargain whenever such is possible. They talk business; they war earnest if you seem a possible purchaser, but in many respects they are not given to small talk or the discussion of matters which have no direct bearing on profit and loss.

"We're from Grand Manan," finally remarked the captain, "an' we freight fish-bering and the like. The season's been poor, though; catches have been small and by all odds it's been as bad as I want to see it.

"Apples haven't been of much account this year. The frost came and killed the blossoms. Competition's been sharp, and we've got to be the same way, I'm commencing to think. The shipping season begins about the first of September, and we handle Gravensteins, Kings, Pippins, Baldwins, Greenings—take 'em from the growers and sell 'em principally on commission.

His a Commercial Spirit. Walk along Market slip wharves, where the schooners and packet boats again and again, and behold the sons of the brine as they juggle with junk, apples, canned goods and counterpane, and you'll be struck with the impression becomes very manifest that the breath of commercialism has tainted the ocean rover's existence. These fellows talk in dollars and cents. They mercantile-martine salivate with alluring proficiency, and quote prices so accurately that one wonders if the hero of *Teufeldrack's* isn't wading in his tomb.

Adjoining the schooner lay a packet, her keel grooved into the mud. Through the cabin roof appeared a joint of stovepipe, out of which the smoke wafted into the rain. The cabin hatch was open and a hard, bronzed face peered into the street. The prospect seemed fairly inviting, and he watched with inquisitive eyes as the stranger clambered over the side.

Nova Scotia Apple. Near the end of the slip lay a schooner which bore a name suggestive of endearing relations toward the only maiden to be found in all the length and breadth of the land. The deck was deserted, and in the hatchway all was shadowy and quite still, save for the ticking of a clock.

Regarding it from the standpoint of worldly success, the coasters are probably in no danger of being perplexed on how to dispose of fabulous incomes, but from another view, though, they are blessed with the health that only such a life as they live can give, a life that is free from the weakness skin to luxury and the gratification of every whim, a life of wholesome, hard endeavor.

LETTERS TO THE EDITOR.

The Fastest Transatlantic Routes. To the Editor of the Telegraph: Sir,—The element of time determines the success or failure of an ocean passenger steamship line. The costly efforts made to remove a few hours from the records of the great liners, although the advantage gained may be said to be chiefly of the character of an advertisement, may nevertheless, be safely assumed to be undertaken in the best financial interests of the companies. The practical speed limit, however, of these great ships has undoubtedly been reached, regardless of the economic advantages, that may in the future be found, in the use of oil fuel and steam turbines, as the difficulty is founded in the fact that an enormous increase of power must be generated to overcome the rapid multiplication, with higher speeds, of the inertia of the water, through which the ships must plow. There is nothing at present in sight that even remotely promises the removal of this obstruction, which is of an entirely different character from that which hinders the locomotive designer, in his efforts to increase the speed of railway trains, as the locomotive encounters serious losses of power at the higher speeds owing to bad steam distribution. These facts, it will be found, are of vital importance to the establishment of a successful Canadian Fast Line.

Nature has placed the islands of Newfoundland and Ireland some 1,500 or 1,600 miles nearer together, than Liverpool and New York, and has provided each with magnificent harbors, at St. John's and Galway, always accessible, both within the empire, and the former, let us hope, soon to become a port of the dominion. To connect these ports with Montreal and Chicago, London and Liverpool, by railway and fast packet services, provided a scheduled train speed of at least 60 miles per hour can be maintained, in connection with a suitable steamship service between St. John's and Galway, would effect a saving of about 40 hours, over any of the lines terminating at New York. A double track road from St. John's to Port Aux-Despeaux, of course remains on the steamships until their arrival at the baggage terminal.

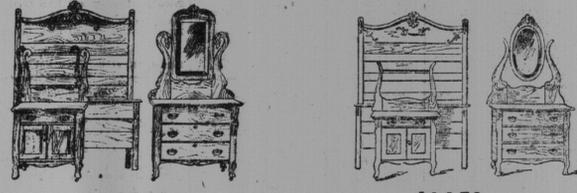
little trouble in making suitable arrangements with these railway companies, or with the Irish and English railways immediately interested at the other end of the route. Passengers and mail's only, would be transferred at St. John's and Galway, and with special appliances for handling the latter, no more time would be lost than in the ordinary practice of changing cars; the inward and outward bound steamships continuing their courses, with freight and baggage, to Halifax or St. John (N. B.), and to Liverpool or Plymouth, in advance of the train which they are to catch at St. John's or Galway. Travelers who might not wish to journey in advance of their baggage, or for other reasons could continue their courses, with freight and baggage, to Halifax or St. John (N. B.), and to Liverpool or Plymouth, in advance of the train which they are to catch at St. John's or Galway. Travelers who might not wish to journey in advance of their baggage, or for other reasons could continue their courses, with freight and baggage, to Halifax or St. John (N. B.), and to Liverpool or Plymouth, in advance of the train which they are to catch at St. John's or Galway.

British route; the project would prove a total failure, unless something more powerful at high speeds than the ordinary locomotive is available. The average speed of passenger trains on American railways, is less than 30 miles per hour, the higher speeds only being possible with light trains which would be out of the question for the service proposed. A very substantial gain over steamship speeds must be maintained, with trains of 12 or 14 cars, and this can only be done by equipping the engines with the "Cleveland Locomotive Cylinder." As this article is not written for advertising purposes, it is not intended to say more in this connection, except that the remarkable power of this device at high speeds, is well known to the management of the Intercolonial Railway.

Advertisement for 'Famous Active' Ranges by McClary's, featuring a range of stoves and a woman holding a broom.

TWO SPECIALS: Low Price Bedroom Suits

We illustrate below two Elm Bedroom Suits which we are selling at very special prices. They are grand values, well made in every way, nicely finished, and have perfect mirror plates.



\$13.50. Elm Bedroom Suit, golden finish, mirror 14x24 ins. | \$14.50. Elm Bedroom Suit, golden finish, mirror 14x24 ins.

WRITE FOR PHOTOS OF BEDROOM FURNITURE. Manchester Robertson & Allison ST. JOHN, N. B.

THE MUSKOKA LUMBER LANDS.

(Continued from page 6.)

The very worst thing he could do. When the brush is scattered evenly over the ground it will prevent the trees from growing but when piled up it would. As a matter of fact the government in running the block fires has actually discovered some 150 miles that was no man's land in the county of Restigouche, and operators who were paying a few hundred dollars when the policy of yearly land sales was introduced by Premier Tweedie, then surgeon-general, are now paying into the treasury thousands of dollars.

"I want to ask again where were our timber lands and what revenue did we get from them while the Tories held power? The only thing the Tory government did was to give away nearly all the timber lands of York county for all time to come for the sum of \$1.50 per acre. They must have been hard up for revenue at that time and had very little foresight, as there was not even much revenue in the deal.

Coming right down to the question of the lease of the Muskoka lands, the question might be reasonably asked, was it right for this present government to put these timber lands in the market? My answer is, Yes. Because they have been ever since drawing \$4 per mile or \$1,000 a year in mileage, whereas for the century past they have never paid one cent. In addition the government's lease to the company provided for the protection of these lands from fire and poaching, and this mileage revenue of \$1,000 a year was an actual gain to the province without the loss of a single stick of timber, so that as far as the people of this province are concerned it has been of gain to them. But it will be argued that the Muskoka people in paying this \$1,000 to the treasury have made a good investment as they have been able to turn over the property at a fabulous price. As a matter of fact, the people who are making \$200,000 as the price of the Muskoka land transfer are simply drawing upon their imaginations; but even if the price named were as great as one, I cannot see what argument it is against the government, but rather shows that if its wise policy had been introduced years ago that the lumber lands of this province would have been even a greater asset than they are today.

There is no doubt that the sale of the Muskoka lands forced the Restigouche lumbermen to meet the government's policy instead of evading it by refusing as they had previously done to buy any more than a trifling block of land, nor could any one blame them for paying along as easily as possible, and getting a little mileage as they could help, any man would do the same thing; but it was the government's duty to see that the mileage was paid on the lands upon which the lumber was being cut instead of allowing it to be poached over as it certainly must have been where the lumbermen were leasing little or no land.

JOHN DICKIE. Cole's Island, Nov. 13.

HOW THE COASTERS EAT BREAD. Generally from all kinds of vegetables on our farm. Miss Kitty—'We've got apples and pears and berries and all kinds of vegetables on our farm.' Mrs. Hunsley—'Pook! We've got three merrigans on our farm.' Miss Kitty—'Oh, well, I guess we're going to have some on our place, too, before long. I'll be sure talking to mamma about it when she's up. So you needn't feel so big.'

Dr. J. Collis Browne's Chlorodyne

IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera, Coughs, and Asthma, Bronchitis.

THE ILLUSTRATED LONDON NEWS, Sept. 28, 1896, says: "If I were asked which single medicine I should prefer to take abroad with me, as likely to be most generally useful, to the exclusion of all others, I should say CHLORODYNE. I never travel without it, and its general applicability to the relief of a large number of simple ailments forms its best recommendation."

Dr. J. Collis Browne's Chlorodyne is a liquid medicine which assuages PAIN of EVERY KIND, affords a calm, refreshing sleep, WITHOUT HEADACHE, and invigorates the nervous system when exhausted.

SOLE MANUFACTURERS: J.T. DAVENPORT, St. London W. C.

NEWSPAPER MEN GIVE A SEND-OFF TO PETER GORDON.

That Peter W. Gordon, formerly of the news staff of the Sun and Star, who left Monday for Winnipeg to join the staff of the Tribune, carries with him on his long journey to the western prairies the most sincere regards of his colleagues of the local newspaper men. The exact terms of that address will live forever in the memory of those who had a hand in its preparation.

After a few well chosen remarks, expressive of the appreciation in which Mr. Gordon is held, Mr. Belding read to him an address which had been drawn up and received the endorsement and the signatures of the local newspaper men. The exact terms of that address will live forever in the memory of those who had a hand in its preparation.

Wanted: Good hustling Agents in every unrepresented district to sell The Daily Telegraph. Here is a chance for wide awake boys to make some money.

Write for particulars to Telegraph Pub. Co., St. John, N. B.

Landing! 400 Bags Middlings; 350 "Victor Feed; 100 Cases Canned Goods.

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Bone Cutters. Portable Forges, Drilling Machines, Manufactured, Mill and Steamboat Repairs. JOSEPH THOMPSON'S MACHINE WORKS. 44-46 Smythe Street, St. John, N. B.

Dr. J. Collis Browne's Chlorodyne. THE MOST NUTRITIOUS EPP'S COCO. An admirable food with its natural lactic acid fitted to build up and maintain robust health, and resist winter's extremes. Sold in a fine, labeled J.P.S. & Co., d. Homeoep Chemists, London, England. EPP'S COCO Giving Strength & Vigour. DON'T GO TO A BUSINESS COLLEGE. Until you have seen the Year B of Frederick Business College, holding our Commercial, Shorthand Typewriting courses. Send your name and address on post card and you will get it without delay. Address: W. J. OSBORNE, - Principi - Frederick, N. B.