

Semi-Weekly Telegraph

ST. JOHN, N. B., MAY 23, 1903.

SPEEDY ACTION NECESSARY.

St. John has done nobly in her own behalf, but much more effort is needed before this port can be suitably equipped for the volume of export business which we expect to come here. Already the facilities are overcrowded, and new berths are necessary for the ordinary trade of next year and the years to come, without the enormous business which we are seeking to have carried through St. John by the proposed Grand Trunk Pacific. What chance has St. John for further business if we are content to merely demand trade without getting our port in readiness to handle it when it comes? Much time and a great expenditure of money are required to place our harbor in position to fairly warrant the demands we are making.

Two plans of harbor improvements are presented. One plan is to remove the old City Wharf which lies next to Sand Point on the northern side, also remove the South Rodney wharf, and on that site build a modern deep water wharf capable of accommodating four ocean steamers, three of which could lie on the southern face of the new wharf and one on the northern face which could not be dredged in very far without danger of undermining the North Rodney wharf now used as a ferry slip. The main object of this plan is that it can only, at the best, give four berths without any chance of extension, and secondly the South Rodney wharf brings in a present revenue to the city of \$1,200 per annum. The Telegraph understands that this plan of harbor extension was considered by the city authorities and abandoned for these reasons.

The second plan of harbor extension is on a larger scale and has the merit of a present opportunity with a chance for the future development necessary to make St. John capable of accommodating a great export trade. It moreover does not curtail the harbor privileges for schooners and small craft which shipping men claim is already too limited. We refer to the plan outlined by Mr. O'Brien, superintendent of the Atlantic Division of the C. P. R., for a series of deep water slips on the Carleton Place between Sand Point and the Partridge Island Breakwater. The only amendment proposed by The Telegraph to Mr. O'Brien's plan is the changing of the harbor line, making it run from Sand Point to a point 600 feet nearer the Carleton shore than the present location, thus maintaining the minimum width of 1,300 feet for the harbor channel as explained in our issue of Saturday. This plan provides for the closing up of the western channel by extension of the breakwater to Partridge Island, which is necessary before St. John can ever be made a safe and commodious harbor, and without which the testimony of the government engineers shows that the maintenance of a deep water channel to the Bay of Fundy is practically impossible.

When this plan is adopted, action is urgently needed in the matter of harbor improvements. The people, through their city council, should take the matter up in a forthright manner, ascertain definitely whether the views of the C. P. R. expressed by Mr. D. McNichol, its general manager, state correctly the settled intention of that corporation not to carry out its written agreement with the city. If Mr. McNichol is correct, ascertain further what rental the C. P. R. is prepared to pay the city if St. John builds the additional wharves, warehouses, etc., and what assistance, if any, we may expect from the Dominion Government. With that information before us, it will then be the duty of the citizens either to undertake the work at their own expense or place the harbor in commission.

Valuable time is slipping away which could be utilized in preparation. Dredges will require to be built, for with the amount of dredging required for either of the two plans suggested, it would be more profitable for the corporation controlling the harbor to own and operate its own dredge or dredges rather than pay the enormous rental required for so extensive an operation.

In a word, St. John must settle its final policy regarding the ownership of its harbor and the means of raising the amount of money required for these harbor improvements. If it is to be an accepted fact that the C. P. R. has proven a broken reed of dependence. A policy of drift will never make St. John the winter port of Canada. Our clamors for additional business when we have not the facilities to accommodate it, if accepted, can only ruin the reputation of the port. What St. John needs first is not more business, but more harbor accommodation. Let us then get down to the facts and, having ascertained them, settle the question finally and definitely where the money is to come from and proceed without more foolish delay to provide the facilities which are necessary before St. John's legitimate aspirations as the Winter Port of Canada can be within hope of attainment.

WHAT DELAY MEANS.

The Telegraph has shown the necessity for energetic action on the part of St. John, of our harbor is to be equipped for a great export and import trade. We would like to supplement this by pointing out the dangers of delaying the providing of proper harbor facilities.

How much time would be required to provide four extra berths on the West Side of the harbor ready to be used with the work? It would first be necessary to buy or build a dredge, for St. John has had too sore an experience of dredging contractors to repeat the wasteful policy. A new item in yesterday's issue states that the dredge being built for the Canadian Public Works Department at Sorel, P. Q., for use in dredging the St. John harbor channel will not be completed until next season. That means this dredge has occupied upwards of three years in its construction. By ordering from a large dredge building concern like Simon of Renfrew, Scotland, it would, however, be possible to have a dredge built in readiness for next season. The dredging for the wharves would consume the whole of next year, with the result that at the earliest, the actual work of wharf building could not be started until the following spring or two years from the present time. But the work of extending the breakwater to Partridge Island could be, in the meantime, carried out, and the dredging of the harbor entrance by the Dominion dredge could be commenced, so that by the time the new berths were ready, the harbor channel from the eastern berths to the Bay would be in a fair way to show a minimum depth, at low water, of 15 feet.

But before a dredge can be ordered, it is necessary to know where the money is coming from to pay for these harbor improvements.

If the C. P. R. does not intend to do this work, it is necessary to adopt one of two methods to obtain the funds required for St. John's harbor development. It may be possible to borrow the money from the Dominion Government by placing the harbor properties in a trust to be controlled by the city. If not the harbor can be placed in commission under a Board of Commissioners to be appointed jointly by the City and the Dominion Government, or a board appointed by the city but under the general direction of the Public Works Department of Canada.

The very first step to be taken is to ascertain definitely the intentions of the C. P. R. It may be answered that this may prove a tedious operation. We do not share this view, for if the joint committee of the Common Council and Board of Trade will insist on a definite answer to the question whether Mr. D. McNichol's statement that the C. P. R. has no intention of providing berths and steamship facilities is the settled policy of the railway corporation, and allow the C. P. R. a reasonable time for an answer, the matter can be brought to a focus. If the C. P. R. evades a definite answer, then the city should be prepared to repay the C. P. R. the \$500,000 advanced by the railway under the agreement of 1890, and take over the terminal facilities.

In the meantime, the city could ascertain from the Dominion Government under what terms a federal appropriation sufficient to build the additional berths and other facilities at this port could be obtained. If the answer from Ottawa be that the government could not expend federal money except on harbors which belong to the Dominion, then it remains for St. John to decide whether to mortgage its future by a loan or resort to Harbor Commission.

The question will have to be faced sooner or later, and the delay of the present will but mortgage the prosperity of the future.

ANOTHER TELEGRAM.

Another telegram in reference to the proposed Grand Trunk Pacific was sent to the Minister of Railways yesterday by St. John. It was signed by Mayor Wade, President Jarvis of the Board of Trade, and several other influential citizens. The telegram expresses the opinion that the time is ripe for the construction of the Grand Trunk Pacific, and that the city of St. John is ready to support the project. The Minister of Railways certainly cannot complain that St. John has not gone on record frequently enough in respect to

this matter. The views expressed in the telegram are the views generally held in these provinces, and when the question of public assistance to the Grand Trunk comes up—and it has not yet come up—these views will have much weight, because this section of the country is ably represented in the cabinet, where alone representation is of value in a case like the one under consideration.

There is, unquestionably, much uneasiness in these provinces, due to the fear that in some way the business developed by the new trans-continental will be diverted to Portland, whereas the sentiment of the country is that the new road should be all-Canadian in fact as well as in theory, and that every pound of export freight should be carried to Canadian ports, winter and summer.

But there is no more cause for the uneasiness here at this stage than there is for the bustling confidence expressed in Portland, where it is asserted that beyond all question the Grand Trunk Pacific will carry its new business to the Maine port. This city and this province have now repeatedly expressed the settled conviction of their business men, that the interests of this section should be guarded, and no one has good reason to doubt that they will be guarded when the matter of public assistance to the new Grand Trunk line comes up.

It is to be remembered that the Minister of Railways has spoken of a traffic arrangement with the Intercolonial as something which might be had in case the G. T. Pacific did not build through, say to Moncton. And he has said that the I. C. R.'s present traffic arrangement with the Grand Trunk is not satisfactory. There can be no doubt that he is watching the situation carefully, and it is not to be overlooked that he has already spoken freely in answer to inquiries from St. John—quite freely, indeed when it is considered that even the discussion of the application for a charter is as yet by no means finished. So much for that aspect of the case.

The Portland Press is again to the fore with the announcement that St. John is out of the race for winter export freight. It says in part: "It is impossible to get around the geometrical fact that the shortest distance between two points is a straight line. The Canadian mathematicians who figure this out, but they cannot make the long route down the St. Lawrence and around the northern extremity of Maine shorter than the short cut to Portland."

The Press, like the St. John Sun, settles the whole question too soon, and it does not stop to consider the fact that nothing has yet been done in regard to the new line. Moreover it overlooks the vital point that the new line will be built to develop Canada, not the United States, and that Canadian shippers and public men and the people generally will not be looking so keenly for the shortest line to a winter port as they will be looking for the shortest all-Canadian line to Canadian ports, winter and summer. And while that may not alter the map a whit, it will mean that Portland has built upon the sand.

And right here the Telegraph begs to point out once more the fact that St. John should hasten to decide how it is to provide the necessary terminal facilities for the viable business as well as that which will come later. This is a question of grave importance today.

THE CHAMBERLAIN SPEECH.

Sir Gilbert Parker's opinion—called to us Tuesday—by Mr. Chamberlain and Premier Balfour are in agreement on the leading lines of an Imperial scheme. This appears much more reasonable at the moment than the premature conclusion that Mr. Chamberlain is "in rebellion." While the Colonial Secretary is big enough and independent enough to "rebel," and while he would command extensive and powerful following if he were to leave his adopted party, an examination of the cable extracts from his speech and that of the Premier shows that each may well have known what the other intended to say. Considering their differences in temperament and method, and the fact that the Premier was speaking to a delegation which came to protest against the repeal of the grain tax, there is really no evidence that Mr. Chamberlain said or intended to say anything more than Mr. Balfour expected.

The Premier spoke in reply to a protectionist protest, and very naturally pointed out that the grain tax had not been intended to protect an industry but had been intended to raise certain revenue, and that when it was no longer impervious to the repeal, it was to be expected. Yet he went so far as to say that Britain's present fiscal policy was not necessarily like the laws of the Medes and the Persians, but that under certain conditions tariff retaliation might be adopted with propriety.

Mr. Chamberlain's speech to his Birmingham constituents covered much more ground. He is looking into the future. He frankly abandoned his former attitude toward our preference, spoke of its importance and the injury which would be worked by its abolition, and advocated British protection, of such colonies as gave her trade favors, against foreign nations. He intimated pretty plainly that Britain would better increase her trade with the colonies than lose it in retaining the trade of foreign rivals.

Already Mr. Chamberlain is met by the assertion that his plan would be followed by tariff wars which would do immense harm to both Britain and the colonies, and it is not likely that fear will cause him much anxiety. In the first place he was but sounding the opening note and

his suggestion, world-wide and immediate as the response to it has been, is tentative. Moreover he is looking at Imperial trade from the widest view-point. He knows that before long Canada will be able to feed all Britain, and he knows, too, that while sentiment binds the Empire together and reels but little of trade, yet more intimate and mutually profitable trade relations will make for the ever more necessary closing up of the ranks of England's sons the world over.

As for Canadians, they will be glad so powerful a factor as the Colonial Secretary recognizes the importance of this country and if clear ties and a return preference grow from the seed he has sown, they will be well pleased. Mr. Chamberlain's speech stamps him as a man of Imperial mind and no recent British utterance has so stirred the English at home and over seas.

REASSURING NEWS.

Anybody who has been afraid that the interests of St. John and the Maritime Provinces generally would be neglected by the government in dealing with the Grand Trunk Pacific, will find our Ottawa despatches reassuring.

It is now the belief in well informed circles at the capital that if any subsidy is given to the new line it will be a very small one. It is decided, apparently, that there will be absolutely no grant of land.

The government may guarantee the bonds of the company and take a first mortgage on the road.

It is not unlikely that the G. T. Pacific will build from Quebec to St. John, and it is understood that a line to a Maritime Province port will be built if an arrangement cannot be made with the Intercolonial which will result in the carrying of the winter export freight to ports in this section.

It is plain that the anxiety in these provinces in regard to Portland is without proper cause at this time.

Not until yesterday had the question of public assistance to the G. T. trans-continental come up for discussion and according to the information concerning the meeting between the Premier and his supporters in caucus which reaches the Telegraph, several questions which have caused much speculative discussion in this section may be regarded as in a fair way to satisfactory settlement.

It begins to look as if the St. John Sun and the Portland newspapers might soon begin to exchange messages of condolence, for they are in a fair way to be disappointed.

NOT 'MOSTLY SCOTCH.'

"The best thing I know about Canada is that it is mostly Scotch," said Mr. Carnegie in apologizing to the mayor of Sydney for his first and less offensive utterances regarding our present and future. "Wrong again," says the New Glasgow Chronicle. It adds that, if Mr. Carnegie means "Scotch" when he says "Scotch," a reference to the last census figures will prove how little he knows about the make-up of our people. The table of "origins of the people" in the census report shows the following:—

English	1,200,850
Irish	88,721
Scandinavians	89,124
Other (British)	3,415
French	1,682,271
German	310,541
Dutch	2,346
Russian	21,942
Austro-Hungarian	23,773
Italian	10,834
Portuguese	1,738
Swiss	3,885
Belgian	2,284
Half-breed	14,451
Indians	92,460
Chinese	17,427
Negro	5,770
Various	41,539
Unspecified	6,371,316

Thus it appears that Canadians might better be described as "mostly" English, or French, or Irish than "mostly Scotch."

And better yet are they described as "mostly Canadians."

Hon. Mr. Sifton, in replying to Mr. Carnegie's foolish remarks, reminds him that the population of the Northwest is now increasing very rapidly and that a large proportion of the new settlers come from the United States. Canada's manifest destiny, said Mr. Sifton, is "not to be absorbed by the United States." That's right, and there are more than five millions of people, "mostly Canadians," ready to swear to it. The ironmaster should confine his remarks to some subject on which he is well-informed. Or, having a great deal of money, he should hire a man to talk sense for him.

MR. CLEVELAND CATCHES IT.

For some weeks past Col. Henry Waterson, editor of the Louisville Courier-Journal, and Democratic Nator, has been sharpening up the editorial tomahawk and gazing ominously in the direction of Mr. Grover Cleveland. Mr. Cleveland has said no word at all in the way of announcing himself as a candidate, but evidently certain evidences of suspicious coyness on the ex-president's part have caused Col. Waterson's worst suspicions. And here is the tomahawk buried in the bulky "man of destiny" until only the handle is visible:

"The milk in the Cleveland coconut is Porpoise Morgan, and when Porpoise Morgan puts his hand to a job, be it a railway merger, a ship combine or a presidential bid, it is well that prudent men look out for it. At least none such will make light of it. Briefly, the scheme is this: To force Mr. Cleveland's nomination by the article of the blackening mugger and the money of the syndicate, and, having him nominated, buy New York, New Jersey and Connecticut, and

the one additional vote necessary to elect, relying upon the "wild South," reduced to a choice between Cleveland and Roosevelt, to take Cleveland.

Which few kind words, by they justified by the facts or not, will do more harm to Democratic chances than jealous Col. Bryan could work in a year.

THE ASYLUM.

Friends of Dr. George A. Hetherington, resident physician of the Provincial Lunatic Asylum, will learn with regret that the condition of his health necessitates a long rest. The commissioners have decided to give him two months leave of absence, but it is understood his health is so seriously affected as to make it impossible for him to resume his duties even at the end of that period.

The position has been offered to Dr. A. P. Emery, who has the matter under consideration. The work demands both medical knowledge of a high order and no little executive ability, and it will be generally admitted that in selecting Dr. Emery to succeed Dr. Hetherington, the commissioners have chosen wisely. Dr. Emery's standing in his profession is high and he is a man of affairs as well as an skilful practitioner. With Dr. Emery, doubtless, it is a matter of choosing between the responsible position now open to him and the lucrative practice he has long enjoyed in St. John.

THE NARROWNESS OF THE CARNEGIE VIEW.

No mineral deposit is even practically inexhaustible; the fertility of the hard wheat soil is actually capable of indefinite increase. \* \* \* The production of hard wheat is limited to Siberia in Russia, to Minnesota and Dakota in the United States, and to Manitoba and the North-west Territories in Canada. Siberia will not for a long time be a serious competitor of Canada; the hard wheat region in the United States is a bagatelle in extent; the domination of the hard wheat industry of the world, and, therefore, of the whole food supply of the human race, will for the future rest with the Canadian farmer.

If any of Mr. Carnegie's eighty million fellow-citizens desire to share in that pre-eminence, they must do it under the auspices of the Canadian flag, which he effects to despise.—Toronto Globe.

These are facts which Mr. Carnegie, and those who see neither ignorance nor impropriety in his recent remarks, might well ponder. Wheat comes before steel, and before either must be reckoned the determination of the Canadian people to be forever their own men, dwelling in kindly relations with the republic to the south, but apart from it.

NOTE AND COMMENT.

It may be of no interest here, but there's no harm in mentioning it—Mr. Downie, who succeeds Mr. Osborne, is a single man.

How St. John is to get more steamship berths is still one of the large and unsettled questions hereabouts.

Portland (Me.), which has bulked large in the eyes of some of our citizens lately, will begin to shrink to its natural size in view of the news from Ottawa.

Russia is not too healthy a country for even the Russian. For other reasons the Jew in particular—is a mighty poor place to live in in spite of the Czar's proclamations.

Reports that the King is in failing health which come from London through the New York Evening Post may be, and it will earnestly be hoped are, exaggerated.

Carleton bridge promoters who sounded some of the heaviest taxpayers on this side of the harbor yesterday report that sentiment is very strong for the bridge.

Wait till you see two guards with pistols keeping watch and ward over eighteen prisoners at work in Roddick's Park next week. Will they show their charges run for it? That question should be settled in advance.

That was an odd picture the Sun tried to pass off yesterday as a likeness of the Hon. Joseph Chamberlain. It would have been better to have kept it in the ad column together with the name of the patent medicine which goes with it.

How fearful the Tory Sun is that St. John's interests will be betrayed by the "Liberals!" It was different when the Conservatives were in power. Then whatever the government did or did not do was all right in the Sun's eyes.

St. John is only beginning to comprehend the magnitude of the problem it is undertaking to solve.—Portland Advertiser.

The fact is that the worrying over the winter terminus of the Grand Trunk Pacific will be done chiefly in Portland hereafter.

Lord Minto is to serve until the fall of 1904, so Lord Northcliffe, governor of Bombay, a son of Sir Stafford Northcliffe, who is the last man mentioned for the position, is not coming our way "yet a while."

What with charges against Chief Clark and the Asylum management it would seem that the accuser is abroad in the land. It is a good scheme to suspend judgment now till we know the nature of the evidence.

British steamship men report that a large proportion of the people who have booked

St. John, N. B., May 23, 1903

BIG INCREASE.

The increase in our business this year is simply marvelous—more than double anything we had anticipated. We find we are forced to have the partition between our store and the one next door removed. This will give us one of the largest and most up-to-date stores in the city and place us in a better position to handle our ever increasing business. THE QUALITY OF GOODS, THE LOW PRICES and the general satisfaction giving account for this large increase.

Men's Suits: \$3.00, \$4.50, \$6.00, \$6.00, \$7.50, \$8.00, \$8.50, \$9.00, \$9.50, \$10.00, \$11.00, \$12.00, \$14.00.

J. N. HARVEY, Men's and Boys' 199 Union St. Clothier, Opera House Block, St. John, N. B.

DOUGAL, MURDERER OF FIVE WIVES, HELD.

English Soldier, Who is Said to Have Disposed of Two of His Victims at Halifax, N. S., Found Guilty by Coroner's Jury.

Dougal, the English soldier who is charged with murdering five wives, and two of them while he was stationed at Halifax (N. S.), as related in The Telegraph in a recent issue, has been found guilty of murder by a coroner's jury at London.

The following despatch tells the story in brief:—

London, May 23.—The coroner's jury which has been investigating the "Most House" mystery at Saffron Walden, has returned a verdict of wilful murder against Dougal, the man who has been under arrest for some time in connection with the disappearance of Miss Camille Holland. Dougal was first arrested for cashing a cheque purporting to have been signed by Miss Holland, and while he was in jail on this charge the woman's body was dug up in the grounds of "Most House." He was then charged with murder.

COULD NOT WALK.

A Young Lady Tells the Torture She Suffered from Rheumatism.

Miss Myrtle Major, Harland, N. B., is one of the thousands who have proved that Dr. Williams' Pink Pills will cure rheumatism. Miss Major says: "I suffered from the trouble for nearly a year. I had the advice of a doctor and took his medicine, but it did not help me. The trouble was located chiefly in my ankles and the pain I suffered at times was terrible. As a matter of fact, at times I was quite unable to walk across the room, and for some six months I was confined to the house. I used liniments and other remedies prescribed for rheumatism, but they did me no good. Then one of my friends urged me to try Dr. Williams' Pink Pills. As I had no other advice and as I had used the boxes I began to feel better. I took four boxes of the pills together, and before I finished the last box not a trace of the trouble remained. It is now nearly two years since I took the pills and the trouble has not returned. The pills have a permanent effect."

Rheumatism is a disease of the blood, and can only be cured by treating it through the blood. That is why Dr. Williams' Pink Pills always cure this trouble. Good blood makes every organ in the body strong and healthy, and as every dose of Dr. Williams' Pink Pills makes pure, rich blood, it follows that they cure such troubles as rheumatism, neuralgia, sciatica, heart trouble, kidney ailments, erysipelas, the effect of a gripe and fevers, etc. And they relieve and cure the ailments from which many women constantly suffer. See that you get the genuine pills, with the full name, "Dr. Williams' Pink Pills for Pale People," on the wrapper around every bottle. Get all medicine dealers or send post paid, at 50 cents a box or six boxes for \$2.50, by writing the Dr. Williams' Medicine Co., Brockville, Ont.

RELANCE SAILS RINGS AROUND COLUMBIA.

(Continued from page 1.)

nearly thirty seconds to the mile, and that in a rattling breeze.

They made the second turn as follows: Reliance, . . . . . 5:11.00 Columbia, . . . . . 5:21.15 As the Reliance turned and the material would be dug wherever found, dried and shipped to Grand Falls, or wherever the company's plant be situated. The proposed industry is one which promises to be of immense importance, and it is hoped that the arrangements now in train will be completed satisfactorily as much benefit to the province must result from the success of the project.

NAVY MAN OF RENOWN IS HERE.

Thomas Reynolds, who for fifteen years served in the British navy, and who was a member of the Lads' Naval Brigade, is now a citizen of St. John. He moved here a few days ago with his family.

Mr. Reynolds went with Capt. Scott's party off H. M. S. Powerful up the Mother river to assist Lord Melhuish. At Lunenburg, Mr. Reynolds lost the sight of one eye by being struck in the right temple by a splinter of shell. On his return to England, he retired from the navy on a pension of sixty cents per day.

Mr. Reynolds wears the D. S. O. for gallantry in endeavoring to save a comrade at Lunenburg. He also wears the Alexandrian star, won in the bombardment of Alexandria in 1882.

The silkwork secretes silk in two glands of coiled tubes, which have a single orifice from which the thread issues and is hardened as it reaches the air. Though usually colorless silk is sometimes yellow or greenish. Various theories of the color have been offered, but that it is due to the green of the food appears from a late experiment, in which both silkworms and silk took on the red and blue of artificially dyed mulberry leaves.

Can't You Forget?

Far called, the sweeter melt away: Into oblivion sinks the year: The jubilee of yesterday is one with Nineweh and Tyre: But St. John's words are with us yet—Can't you forget? Can't you forget?—Toronto Post (Can.)