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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., JULY 6, 1904.

BOSTON PHILOSOPHY AND CANADIAN TRANSPORTATION.

Mr. Edward Atkinson of Boston, is the author of a vast number of treatises on economic matters, and especially on transportation questions. But, as this paper pointed out the other day, he sometimes offers instruction about subjects on which he has false information or none at all.

It will be seen that our distinguished correspondent asks a good many questions, some of which might be answered, while others are beyond us. Happily the answers are not necessary to a solution of the question at issue.

Referring to this Sun pointed out that the export rate of half a cent per ton a mile was obsolete, but that even this rate applied to the additional length of the all-Canadian route would not increase the cost more than three cents per bushel.

To these observations Mr. Atkinson replies in a letter to the Sun which for convenience we print here:

Dear Sir—I am glad to receive light from your editorial of June 18th entitled "Darkness of a Boston Philosopher, in which you review two letters of mine to the London Spectator, in rejoinder to a letter from Professor Tweedie; but your light is not quite clear enough; I need a little more illumination."

It would appear from your statement that I am an old man; it is true. You state that the freight rates that I quote are old rates; I think not as to many sections. Less rates are customary on the large direct through lines from our Northwest to the seaboard.

on the seaboard either in the United States or in the Dominion at a quarter of a cent a ton per mile? Such information will be of great value to me.

Will you also enlighten me on the following question? It must be assumed as a possibility that in case Great Britain should put a duty or tax upon wheat from the United States, while admitting wheat from Canada free, that the bonding privilege over the American railroads would be re-considered, and that in order that the wheat might be carried free of United States duties to Great Britain it must pass over the railway wholly situated in the Dominion of Canada. It is not probable that these conditions will arise but they are economically possible.

Upon that assumption, what would be the distance from the center of the wheat sections of the Northwest in Canada to Halifax or St. John by rail when the rivers and canals are closed? What is the present rate or charge per ton per mile upon the line? Could that line be developed and be sustained at a rate of freight of less than a half a cent per ton per mile? My own conviction is that wheat could not be carried over that line except at a loss at less than half a cent per ton per mile, even if I am in error I should be glad to know the facts and to correct the error.

On another subject I refer to the competition of the northwestern section of this country with the southwestern, stating certain facts which may be true. You state that in the southwest No. 1 hard wheat is not produced; that may be true, but the macaroni wheats, which I believe are harder and more rich in protein than No. 1 hard wheat, are produced in the southwest in large and increasing quantity. You also state that the yield per acre in "the southern States" is much less than in the Canadian west; that is true as a general proposition, but it is an error if you compare either the Canadian west or the northwest of the United States with Oklahoma, the Indian Territory and the Texas counties north of the Red River, where the product very rapidly increasing, is larger per acre than the average of either section that you name.

Now on a third point on another subject. I send you herewith two treatises on bog fuel, soon to be followed by a third, more than doubling the expectations held out in the two already printed. As you have numerous areas of bogs in the Dominion of Canada, especially in the maritime provinces and also in Newfoundland, near to large deposits of iron ore, these investigations may be of profound interest to the people of your section; and as I desire to promote to the utmost the development of the maritime provinces, in anticipation of a practical union with New England hereafter to whatever central government loyalty may be, I desire to promote to the utmost the development of the maritime provinces, in anticipation of a practical union with New England hereafter to whatever central government loyalty may be.

At present, with free bonding privileges, a large quantity of grain is shipped by the Canadian Pacific at St. John. This grain is carried from the lakes to this port at the same rate as is made by the routes to United States ports. The St. John rate has been as low as a quarter of a cent per ton per mile, and even lower. It is never half a cent per ton per mile. Today the regular trade rate for wheat from the lake ports to St. John, which is much higher than the winter rate for export, is considerably less than half a cent per ton per mile. Grain was carried last winter from Depot Harbor to Halifax at less than a quarter of a cent per ton per mile. The inter-colonial share of its haul of over eight hundred miles was less than an eighth of a cent per ton per mile. This of course was not a paying rate, although the minister declared that the freight was carried without loss. The inter-colonial is an all-Canadian route to St. John, Halifax and several other winter ports. The Canadian Pacific railway, with the Temiscouata and a section of the Intercolonial form a second all-Canadian route. Neither of

these passes through a harder country or one affording less local traffic than the Canadian Pacific route through Maine, or the Grand Trunk from Montreal to Portland.

Now suppose that the bonding privilege came to an end. The Canadian Pacific company would do what it is quite likely to do in any case. It would establish an all-Canadian route from Montreal to St. John, utilizing a large part of its own existing mileage. It has been stated that such a line can be built which would be eleven miles shorter than the existing route through Maine. Over that route the company could haul grain at the same rate that they haul it now, and they haul it now at the Portland, Boston and New York rate. The Intercolonial, which does some export business now, might do more. If the Grand Trunk Pacific should be constructed it would be obliged to withdraw its business from the favorite New England port of its promoters. And all the Canadian routes would be able to handle their export business at a greater profit because they would have the whole of it, and also the import business that is now divided with United States routes. We do not see that the cost of export transportation need be one cent higher than it is now.

But suppose that the cost were increased in proportion to the length of the all-Canadian route over that terminating at Portland, which seems to be able to compete with the Boston, New York and southern routes. St. John may be taken as 190 miles farther than Portland from the lake ports whence both receive grain for export. The average export rate on grain shipped at Portland in winter is hardly three-tenths of a cent per ton per mile. Something less than two cents per bushel would then be the increased cost of the haul to St. John, though the cost undoubtedly leaves a profit to the carrier. Two cents per bushel is just one-third of the preference that Mr. Chamberlain proposes. It is one-tenth of the preference that Mr. Atkinson mentions as necessary to offset the loss of the bonding privilege.

We do not see that the Oklahoma and Texas wheat country have any more to do with the question raised by Mr. Atkinson in his letter to the Spectator than the matter of bog fuel concerning which he sends a quantity of interesting literature. With or without the bonding privilege, with or without the preference, Canada and the northwestern states must compete with these marvellous areas which Mr. Atkinson has on or in his mind. They may be regarded as a constant quantity, and in their bearing on the case resemble the flowers that bloom in the spring. If they offer any argument it is in favor of the Chamberlain preference.

We beg, therefore, to assure Mr. Atkinson that Canada has winter ports reached by all Canadian routes, that these ports and routes are easily available for the whole Canadian export and import business, that the withdrawal of the bonding privilege would not perceptibly increase the cost of transportation to and from the seaboard, that Canada is more than willing to take all the risks involved in the adoption of an imperial preferential system, and that so far from fearing that such a system might deprive them of the use of United States ports and railways in their trade with Great Britain, most Canadians desire that these foreign ports and routes should be specifically excluded from participation in this imperial trade. That is the exact meaning of a resolution passed by the Canadian house of commons since Mr. Atkinson wrote his letter.

A DECLARATION OF POLICY. Driven from covert after covert in its defense against Lord Dundonald's charges, the government has finally abandoned all subterfuge and stands, through one of its leading journals, confessed of the crime accused and brazenly champion of the vicious doctrine that the chief end of all the public service is the advancement of the governing party's interests.

At present, with free bonding privileges, a large quantity of grain is shipped by the Canadian Pacific at St. John. This grain is carried from the lakes to this port at the same rate as is made by the routes to United States ports. The St. John rate has been as low as a quarter of a cent per ton per mile, and even lower. It is never half a cent per ton per mile. Today the regular trade rate for wheat from the lake ports to St. John, which is much higher than the winter rate for export, is considerably less than half a cent per ton per mile. Grain was carried last winter from Depot Harbor to Halifax at less than a quarter of a cent per ton per mile. The inter-colonial share of its haul of over eight hundred miles was less than an eighth of a cent per ton per mile. This of course was not a paying rate, although the minister declared that the freight was carried without loss. The inter-colonial is an all-Canadian route to St. John, Halifax and several other winter ports. The Canadian Pacific railway, with the Temiscouata and a section of the Intercolonial form a second all-Canadian route. Neither of

these passes through a harder country or one affording less local traffic than the Canadian Pacific route through Maine, or the Grand Trunk from Montreal to Portland. But when it became unmistakably apparent that the great majority of independent and fair minded Canadians approved Lord Dundonald's action and applauded the ally liberal counter-charges at their full value, the government threw off the mask. Knowing the hopelessness of again hoodwinking the independent electors, the liberal leaders decided to boldly cease the pretense of appealing to them and to content more closely the machine and purchasable vote, by which they hope to retain power, by standing as open advocates for the spoils system in all departments.

the willing tool of the same torres, was included in the denunciation. But when it became unmistakably apparent that the great majority of independent and fair minded Canadians approved Lord Dundonald's action and applauded the ally liberal counter-charges at their full value, the government threw off the mask.

Every branch of the public service is to be run frankly for party interests. That no exception is to be made in the militia department is shown a hypothetical rebuke to Sir Frederick Borden for his "generosity to political enemies" and by the following statement with reference to the Dundonald dispute: "Hon. Sydney Fisher is accused of being faithful to his friends. Why not accept the accusation? It is to be hoped it is true."

Other definite and unmistakable pronouncements are as follows: "All patronage should go to the friends of the party." "Every departure from this is an act of disloyalty to the followers and supporters of the party."

"The liberal partisans must receive the favors and patronage of the liberal government. The government will be even excused for straining a point in favor of a friend."

"Every new appointment, every power of patronage belongs by right of system and precedent to the members of the liberal party." "In the initial appointment or in the awarding of a government contract it is expected that the party in power shall be loyal to its friends."

The present government has long been acting upon this system, but this exceedingly frank acceptance of it as a definite feature of liberal policy is rather surprising. If the government's cynical belief that enough electors can be bought with patronage and promises to offset the votes of those who hold that the public service should be run in the interest of the people at large, we shall be even more surprised.

MONCTON GIRL

Died at a Sanitarium in Boston—Relatives Wanted.

BOSTON, July 5.—The officials of the state sanitarium for consumptives are anxious to learn the names of relatives of Mary Wilnot, a former resident of New Brunswick, who died at the sanitarium on June 25. The young woman is thought to have come from Moncton or vicinity. She lived in the west end of Boston for several years. Sometime ago she became sick and was sent to Rutland, Vermont, where she died at the sanitarium. The sanitarium officials desire to hear from friends or relatives.

BUILDING BOOM ON THE RIVER.

Pretty New Cottages and Hotel Improvements. The building boom is still on along the noble St. John, and it looks as if the stream will not only eclipse the famed Hudson in beauty, but will surpass it in a very close race in the matter of summer cottages.

Among the latest additions to real estate lists at Brown's flats are: Lee House, of F. A. McKim & Co.; Jas. Kennedy, the painter, and Mr. Sinclair of the Linton, Sinclair Co., dealers in chinaware and gift. A. W. Baird, the lawyer, has a house building on Oak Point in the James Ritchie place, and there is a new home or two at Westfield.

Among the public houses James Gannon has added greatly to his premises in the vicinity of the hotel Cedars, and has now a nicely fitted and commodious hostelry.

The Brodie house at the Beulah Camp grounds is a cute little affair of unique design and about a story and a half high. Its distinguishing feature is an observation gallery or balcony, from which a sweeping view of Long Reach can be obtained.

COUNTRY MARKETS.

Table listing various market goods such as Turnips, Beets, Canadian beef, Pork, Bacon, etc., with prices per unit.

Table listing various market goods such as Cod, Medium, Small, Finner haddies, etc., with prices per unit.

GROCERIES.

Table listing various grocery items such as Cheese, Rice, Cream, Soda, etc., with prices per unit.

FRUITS, ETC.

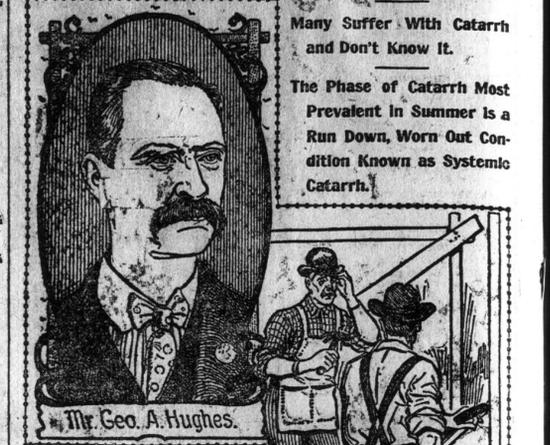
Table listing various fruit and food items such as Currants, Apples, Walnuts, etc., with prices per unit.

PROVISIONS.

Table listing various provisions such as American beef, Pork, Canadian beef, etc., with prices per unit.

MR. GEO. A. HUGHES

"I FEEL AS GOOD AS I DID AT 20."



Many Suffer With Catarrh and Don't Know It. The Phase of Catarrh Most Prevalent in Summer is a Run Down, Worn Out Condition Known as Systemic Catarrh.

Per-na is the Medicine for the Poor Man. Mr. Geo. A. Hughes, 808 Mass. Ave., Indianapolis, Ind., writes: "Per-na has done me more good than anything I have ever taken. I am forty-five years old now, and feel as good as I did at 20. I was very thin and run down, but Per-na acted just right in my case. I am a carpenter and some times need a tonic. Per-na is the medicine for a poor man."

A Congressman Uses Per-na in His Family. Hon. Thos. J. Henderson, Member of Congress from Illinois, and Lieutenant in the Union Army for eight years, writes from the Lemon Building, Washington, D. C., as follows: "Per-na has been used in my family with the very best results and I take pleasure in recommending your valuable remedy to my friends as a tonic and an effective cure for catarrh."

Factory Act Commission. The Fabian League will hold a meeting on Thursday evening at Berryman's Hall for the purpose of gathering information to place before the factory commission. The officers and members of the League committee in charge as the general public are requested to be present.

Hundreds Watched. While Four Persons Were Drowned from a Sail Boat. MUSKOGON, Mich., July 4.—A sailboat containing seven pleasure seekers was capsized in Muskegon Lake today and four of the occupants were drowned in view of hundreds of spectators.

SUSSEX, July 3.—Owing to the heavy fall of rain this morning the usual church service on the military grounds was not held. Many of the officers and men attended the town churches during the day.

Right Food Makes Young of the Aged. "I am past seventy years of age and all day's work, I began to use Grape-Nuts food from the very first it began to build me up. Soon I came to a condition of perfect health because I can always digest this food and it is full of nourishment. All my heart and stomach troubles are gone. I soon gained between 15 and 20 pounds and have never lost it. It can now do a man's day's work."

BOY DROWNED. SYDNEY, N. S., July 2.—A very sad drowning accident occurred last evening near Sydney mines.

EASTPORT, Me., July 4.—Ard, schs G M Porter, from Calais; Lannie Cobb, from New York; J. Kennedy, from Pawtucket; tug Flushing, from St. John.

CITY

Recent Events

Together With Correspondence

Reports from the effect that the ing rich harvest had caught, but big.

Chronic Constipation money bank. I never failed to get easy to take. P. gists.

Sad news came Carthy of W. telling that his only injured in from a sea working. His brother, left for

George S. W. going business some years, had retired from ac out to Norton. See advertisements

The following the Hand Daily Capt. R. last night's after a brief England, in Capt. Markh June 2nd in Trieste via Sue

THE OR The misunde engineer and waring yester over, but a ch serious waitress. After apologies, ceived by the deckhands. tresses left in a Pacific being left as usual.

IN OUR GRA Paralysis wa the youth of now nearly a record of s with this dread Paralysis is the nerves, and ed by the tin Nerve Food, a no rival as a

NO CANAD Shut Out Fro

OTTAWA. Brought out Judge Winhe his loss is a ant yet deve charge that been given the cases and ar surveys. claim they e Canadian civil engineering. gave the claim that Canada bean had for without bring Schreiber b with a long li the craft Salt. Schreiber b

CHEC Mr. Longley Jew friendly gr urday evening. Bridges. The and seventh game. Bridges, 2 w and 3 draws. proved very w his loss is a the black pie Dr. Bridges which is alw well known o Mr. Longley left off one, g

HAMPSHA Slipp, who d last Monday, the str. Victo town, where h ritt cemetery daughter. Th preached in church, after vices were o Lewis. The before going on or twelve two daughter and a number his loss is a Court Wood at its last re day night, ele representative be held at

CHAMPLA The queer lo worted into G use in the roo back to a her with a gen via. T. T. the craft Salt. but as actio of the sails, I The five sa said he Fred Russ's comman Russel Jack and sashes; T Alderman Me were bought.

CAS For Inf The Kind Yo Bears the Signature of