

POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MAY 16, 1903.

THE SEMI-WEEKLY TELEGRAPH.
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Semi-Weekly Telegraph
ST. JOHN, N. B., MAY 16, 1903.

A MATTER OF RIGHT.

The Telegraph has repeatedly called attention to the necessity for prompt action in the providing of increased wharfage facilities on the western side of the harbor to accommodate the growing winter export and import trade of Canada. The destruction of a portion of the old wharfage and warehouse facilities and the necessity for replacing the same, makes the present an opportune time to again refer to this important question. The citizens are being gradually lulled into forgetfulness of their rights and equities under the original agreement by which the Canadian Pacific Railway acquired the valuable franchise at Sand Point. It will soon be forgotten that the transfer to the C. P. Railway of the Carleton Branch, wharf, elevator and warehouse property which had cost St. John three-quarters of a million dollars, was based on the positive agreement in writing that the C. P. Railway would provide additional terminal facilities whenever the extension of the winter port business demanded. If the C. P. R. had not then been willing to make such a provision for future business, the citizens of St. John would never have consented to the transfer of the valuable property to the railway for a nominal cash consideration of \$50,000. The transfer was based on this agreement.

The C. P. R. has the property and admits that more terminal facilities are urgently needed for next winter's business. Why, then, does that corporation not provide the facilities according to agreement? Have our civic fathers been mesmerized by the railway magnates? Or have they forgotten the terms of the agreement? The Telegraph asks these questions with out heat and without animosity. If the agreement was simply a pious fraud, the railway obtained the city's property without consideration, it were well to know it.

We hear so much about the duty of the country to equip national ports such as St. John, and so many homilies are read us on the duty of the citizens to make fresh exhibitions of civic patriotism, that it seems wonderful that the simpler matter of the C. P. R. carrying out its written contract and sealed pledges seems to have been strangely forgotten. It is pleasant to have the good will of St. John, but it is far more profitable for St. John to refuse so costly a friendship. St. John can obtain these harbor facilities from the Parliament of Canada by placing its harbor in commission. Why should it do this when the C. P. R. is bound under written agreement to provide these facilities? It is a fair question and no amount of hair splitting argument will answer it. Gentlemen of the C. P. R., St. John expects you to keep your agreement.

A POLITICAL FARCE.

The action of Messrs. F. H. Hale and George W. Fowler, members of parliament for the counties of Carleton and Kings, in sending that telegram to the St. John Board of Trade, urging the necessity for civic action in the matter of a Canadian terminal for the proposed Grand Trunk Pacific Railway, would be unwarrentable impertinence if it were not so ridiculous as to be merely amusing. Fancy Messrs. Hale and Fowler posing as the champions of Maritime Province rights in the Parliament of Canada! Of course, this cheap clamor for notoriety on the part of these worthy parliamentary lightweight is too apparent to deceive even the man on the street into a mistake as to its object.

If the Maritime Province ports were dependent for protection upon these gentlemen, it would be a foregone conclusion that Portland would be the eastern terminus on the Atlantic seaboard for the Grand Trunk Pacific. But fortunately the Maritime Provinces are represented at Ottawa by men of power and standing in the councils of the nation. Do Messrs. Hale and Fowler suppose that they are another Moses and Aaron, especially appointed to lead the chosen people out of the wilderness of railway neglect and political subjugation? It would so appear from the bombastic message which they have sent to the St. John Board of Trade.

Responsible members of the crown—the Ministers of Finance, Railways and Militia—have been lately engaged protecting the

rights of all portions of Canada in the compact with the Grand Trunk. Representing Maritime Province constituents, they are at least as much in earnest in their advocacy of the interests of these ports on the Atlantic seaboard as either Mr. Hale or Mr. Fowler. St. John, for example, has had seven years experience with the Hon. A. G. Blair as the minister representing New Brunswick, during the last three of which he has been the member for this constituency. Have our people ever witnessed any neglect of the interests of St. John? Delegation after delegation has gone to Ottawa and have returned pluming themselves on the success of their respective efforts. Through it all, this quiet man of patient, untiring energy has solved each problem as it presented itself, without claiming any of the credit which lesser men would take to themselves. And St. John has known that its interests were safe while the dominating forcefulness of the Minister of Railways represented it at the nation's council board.

But more. Where are the private members of prominence in parliament who represent these seaboard provinces? Where are such men as Hon. H. R. Emmerson, D. C. Fraser, Colonel Tucker, Doctor Russell, Alex. Gibson, Jr., or Wm. Roche, only to name six of the Liberal representatives from New Brunswick and Nova Scotia? Where is the leader of the opposition in this crisis? Probably those men are smiling at the grand stand play of Messrs. Hale and Fowler, if indeed the action of these latter gentlemen is sufficiently important to be noticeable by the bigger men in parliament. In verity it is an amusing sight.

No, gentlemen of the Board of Trade, citizens of St. John, it is not upon men of this calibre that the future of your city depends in this or any other crisis. Depend upon it, the men of power who represent you are neither ignorant of your aims and aspirations nor careless of your interests. These, rest assured, have been protected while the others slept, and it is in their nightmare, Messrs. Hale and Fowler alarm you with their frantic screams, be charitable and place their ridiculous efforts to their ignorance and desire for political notoriety.

THE BALKAN SITUATION.

The war cloud which has been hanging over the Balkans for some months has, evidently, for the time being at least, disappeared. How long it will remain in concealment is very uncertain, as a religious war is liable to break out at any moment, owing to the strained relations existing between the Christians and the Mussulmans of Macedonia.

There is a very general opinion in Turkey that the only way to clear the atmosphere is for the Sultan to declare war with Bulgaria and thus put an end to the Macedonian League and its leaders, who have received great encouragement and assistance in Prince Ferdinand's principality. The Macedonian intrigues, in Bulgaria, have had full swing and been guilty of many high handed acts. There is, no doubt, much room for reform in Macedonia, but there is, however, a strong impression that the amelioration of the condition of their compatriots is the supreme duty of the Macedonian League, but the actual reform, rather, their own personal aggrandizement.

The bomb outrage, by Macedonians, at Salonica, has caused an intensely bitter feeling throughout Turkey against Bulgaria, and has led to the dispatch of a diplomatic note by the Porte to Sofia. Many feared that the Turks would become so exasperated at the outrages of the Bulgarian-Macedonian bands that a general massacre of Christians would result. This has happily been averted. The Sultan probably realizes that such atrocities would only be playing into the hands of his enemies, giving Russia and Austria an opportunity of interfering and thus result in another partition of the Turkish empire.

The Sultan has a very difficult task to perform in suppressing the Albanian agitators, who are as dangerous as the Macedonian leaguers. When this has been accomplished, and a general plan of reform in the Balkans has been carried out, the Sultan can then fairly appeal to the Powers to call upon Bulgaria to suppress the Macedonian League and prevent further invasion of Turkish territory by revolutionary bands from the adjoining principality.

In the meantime, the Powers have intimated to the Sultan to go slow, and rather uphold the position of Bulgaria as being in no way responsible for the recent Salonica outrages.

THE G. T. PACIFIC SITUATION.

By all odds the most important statement yet elicited concerning the Grand Trunk Pacific in relation to the Maritime Provinces is that contained in the telegram received last evening from the Minister of Railways by President Jarvis of the Board of Trade. Mr. Jarvis had wired Hon. Mr. Blair telling of the apprehension felt in these provinces concerning the winter terminus and voicing the feeling here that the granting of a subsidy should be coupled with the specific agreement that all export freight originating in Canada should be shipped through a Maritime Province port in winter. Mr. Jarvis asked if the Minister could give assurances that the Grand Trunk would build through these provinces and ship their freight hence. Hon. Mr. Blair replied promptly and as follows:—

W. M. Jarvis, St. John:
I believe in the case government gives financial assistance, the Grand Trunk Pacific will be obliged either to enter into a satisfactory traffic agreement, binding itself to

hand over at Quebec its ocean winter traffic to Intercolonial, or build a line through to Maritime, or have been doing everything possible to bring this about.

(Sgd.) A. G. BLAIR.

Our case, as The Telegraph has pointed out, is in good hands, and the reply of the Minister of Railways will go far to abate the apprehension to which Mr. Jarvis referred.

It has been overlooked by many, apparently, that until the Grand Trunk Pacific asks for public assistance and until the extent and nature of that assistance appear, it is useless to talk about compelling the company to build through or to the Maritime Provinces. The imposing of conditions must await the discussion of the subsidy question, but St. John is fortunate in having a representative in the cabinet where and where alone its interests can be looked after in the premises and during the working out of the final plan. Thus far the company has simply asked for a charter to build from Quebec westward along a route where a railroad is greatly needed by the people and will be more sharply needed in the future, and the granting of such a charter, outside the subsidy, is largely a matter of form.

It is now clear that an effort has been made and will be made in the proper quarter to regulate the Grand Trunk Pacific plans in regard to the Maritime provinces as to the way in the winter time the great traffic arising from the construction of the new line—when public assistance is asked. And there hinges the whole matter so far as we are concerned.

In this telegram the Minister speaks of a satisfactory traffic arrangement between the new company and the Intercolonial. The present arrangement between the Grand Trunk and the government road is satisfactory to the former but not to the I. O. R., as Hon. Mr. Blair pointed out yesterday during the hearing before the railway committee. He pointed out that as it now stands the I. O. R. could expect to get freight from the Grand Trunk Pacific only when there were no steamers to carry it from Portland, and so, if the company thought it essential that the government road receive freight from the G. T. Pacific at Quebec, the present traffic arrangement would have to be revised considerably. It is not satisfactory to the Intercolonial. He made the important statement, also, that the I. O. R. facilities would be equal to the best and it would be able to handle all the freight the G. T. Pacific could turn over to it. In fact, satisfactory traffic arrangement is not made it is likely the G. T. Pacific will build through Quebec and New Brunswick to Montreal and St. John.

It is evident that whatever could have been done by our representatives up to this time has been done and that they are alive to the claims of this section and will forward them as energetically as possible in the matter of government assistance takes form.

A BIT OF HISTORY.

The rights and equities of the city of Saint John in the terminal facilities on the western side of the harbor are distinctly set out in three separate agreements with the Canadian Pacific Railway. In the first agreement dated November 11, 1892, the C. P. R. agreed to erect an elevator with a capacity of 300,000 bushels and machinery capable of operating 500,000 bushels of the city paying \$40,000. In the second agreement, dated December 1, 1892, the C. P. R. agreed to lease without rental the requisite ground for the buildings and tracks and exempting all buildings and improvements from taxation for twenty years. It was provided that in case the railway abandoned the use of the elevator it should either vacate the property or pay back to the city the \$40,000 which had been furnished by the people of St. John for its erection.

In the second agreement made the 28th day of June, 1893, the city transferred to the C. P. R. free of charge the Carleton Branch Railway running from Carleton to Fairville, for which the city had in September, 1892, paid the Dominion government \$40,000. This transfer, which was a lease for 99 years of the road, together with the harbor frontage and certain lots of land at a nominal rental of one dollar a year was based on the C. P. R.'s agreement to put and keep the Carleton Branch Railway and wharves, including the Sand Point wharf (previously built by the city at its own expense), in suitable repair to provide for the present trade and that the C. P. R. would also "from time to time make construct and build upon the said property hereby demised, such extensions, buildings, erections and other improvements as the development of trade may require or make advisable, and will neglect nothing that will tend to create, encourage and promote trade." The city agreed to exempt all this property from civic taxation for twenty years. Under this agreement if the C. P. R. failed to operate this property or failed to keep the several covenants, the city had a right to terminate the lease and regain possession of the property.

It might have been supposed that this agreement was sufficiently explicit for all practical purposes, but with the need for further wharf and warehouse accommodation came a deadlock. The C. P. R. would not expend their money on these improvements according to agreement.

The city came to their rescue and the third agreement was made June 1, 1896. By this the city agreed to construct and maintain in Sand Point ship wharf a wharf eight hundred feet long with two warehouses to be known as No. 3 and No. 4, also stockyards and cattle sheds and to do all dredging necessary to give and maintain twenty-eight feet depth of water at low tide and construct the trestle work and crane to support the railway tracks above on the plan attached to the agreement.

To this the C. P. R. contributed

the paltry sum of \$55,000 on the understanding that this amount should be repaid it in case the city took over the property within five years or that the railway should be repaid the sum of \$30,000 if the property was taken over by the city after the expiration of five years. The city agreed not to charge any tolls for western traffic, coal brought as ballast or for the C. P. R. in a vessel used in the winter port business, or upon one-third part of a cargo composed of local lumber. The property was exempted from taxation. In case of fire the city agreed to rebuild or repair the wharves, warehouses, cattle sheds, etc.

It was, however, expressly provided that this agreement should not be a waiver on the part of the city of any obligations that may be resting on the company under the agreement of 28th June, 1893. In case of dispute between the city and the C. P. R. it was provided that such dispute should be decided by arbitration.

The city under these three agreements turned over to the C. P. R. civic property which cost the people three-quarters of a million dollars in addition to much valuable land and equally valuable franchises, with the expectation that the C. P. R. would provide facilities for future export business as the necessity arose.

Why, then, has the C. P. R. not kept their agreement and provided the facilities? In tomorrow's issue we shall publish the various answers given by the C. P. R. officials to this pertinent question.

THE G. T. PACIFIC AND THE MARITIME PROVINCES

Agitation in these provinces concerning the Grand Trunk Pacific may now await the discussion of public assistance to the transcontinental road, since only when the subsidy question comes up can conditions be imposed to advantage by the government. That our interests are in competent hands is shown by Hon. Mr. Blair's telegram to Mr. W. M. Jarvis, a telegram which is both explicit and satisfactory when we consider the early stage in which the Grand Trunk project still is.

The Sun newspaper, led away by a desire to make political capital against the great services to St. John in the past and willfully charges him with the intention to sacrifice the interests of the Maritime Provinces in general and St. John in particular, in the future. The Sun, whose editor can read when he wants to, knows that Hon. Mr. Blair has expressed the opinion that the Grand Trunk Pacific will either enter into a satisfactory traffic arrangement with the I. O. R., or build through to Montreal and St. John. The Sun assumes that the Grand Trunk will not build through, and asserts that no traffic arrangement can be made which will not sacrifice the Maritime Province ports to Portland.

It is needless here to dwell at length upon the bad taste and bad judgment which assail the Minister of Railways at a time when the business men of the community are looking to him as the hope of the port in this matter. But it may be said with truth that the Sun leaps too eagerly to false conclusions. What conditions may be imposed upon the Grand Trunk by the government when the question of public assistance comes up remains a mystery. The Hon. Mr. Blair has not been seen, but he is not a man to be taken in by a newspaper editor.

There is no use of Andrew Carnegie building a Temple of Peace at the Hague as he intends to limit the national honor of Canada. The Hon. Sir John A. Macdonald, M. P., may let loose the dogs of war at any moment. He has threatened to take his family to the trenches or less than Andrew said about us.

INTERCOLONIAL RAILWAY

On and after SUNDAY, October 12, 1903, trains will run daily (except holidays), as follows:—
TRAINS LEAVE ST. JOHN.
No. 3-Express for Halifax and Campobello..... 7.5
No. 4-Mixed, for Point du Chene..... 12.3
No. 5-Express for Point du Chene, Halifax and Pictou..... 12.3
No. 6-Express for St. John..... 12.3
No. 7-Express from Halifax and Pictou..... 12.3
No. 8-Express from Halifax and Pictou..... 12.3
TRAINS ARRIVE AT ST. JOHN.
No. 9-Express from Halifax and Sydney..... 6.0
No. 10-Express from Sydney..... 9.0
No. 11-Express from Montreal and Quebec..... 9.0
No. 12-Mixed, from Point du Chene..... 11.5
No. 13-Express from Pictou and Halifax..... 11.5
No. 14-Express from St. John..... 11.5
No. 15-Express from Montreal (Saturday only)..... 11.5
No. 16-Express from Montreal (Saturday only)..... 11.5
All trains run by Atlantic Standard Time.
20.00 o'clock is midnight.
Office—King street, St. John, N. B.
Telephone 1053.

The best is not too good for our students.

This summer they will enjoy full membership privileges on the St. John's Athletic Grounds, and will engage in games, exercises, etc., under the direct supervision of a professional instructor. St. John's school summer weather makes both exercise and study enjoyable throughout the entire season. No Summer Vacation. Students can enter at any time. Catalogue free to an address. KERR & SON, Oddfellows' Hall.

he is sorry he spoke. His party is, anyway, for Sir Wilfrid attended to the Conservative cause thoroughly and there was a sting in every word.

NOTE AND COMMENT.

Five months yet before carnival time. Time to prepare for a week of fine attractions.

The Veronica murderers are to be hanged, and then will close the grimest tragedy of the sea known in many a year.

The Board of Trade and Common Council representatives who were to discuss harbor matters show some hesitancy about getting together.

When the West Side oxen get up steam on the ferry question next Friday evening, something is bound to go. Let's hope it's the Oungoungy.

The news of Russia's withdrawal from Manchuria is premature. The Bear will withdraw its paw only when it has had it burnt. And that spells war.

They talk about a new ferry boat twelve feet longer than the Western Extension. That sort of craft is too small unless we are to have a bridge soon. Are we?

The decision of the County Council to employ jail labor at Rockwood Park will make the city hotel on King street (east) very unpopular with the regular boarders.

It's about time for another civic junketing tour to Ottawa. The Grand Trunk Pacific will serve for as good an excuse as any other. And the city will pay the bills as usual.

All the Govey evidence is to be in by tomorrow, so before long we shall know what the judges think of the man from Manitoulin. We know now what the country thinks of him.

What the Trades and Labor Council should advocate is the increase of taxation on unimproved city property. The building boom would be indefinitely extended if vacant lots were made an expensive luxury.

The Sun and Globe will never condescend to tell the truth about Attorney General Pughley until he is safely gathered to his fathers. And it will be then poor satisfaction to the Attorney General even if he hears of it.

Mr. F. H. Hale, M. P., is apparently seeking to square himself with St. John for his support of the Winnipeg Lodge. Dam project a few short weeks ago. His burning interest in St. John's future prosperity is the more welcome for its very novelty.

With the advent of a new superintendent of the C. P. R.'s Atlantic Division, it would be the part of wisdom for the city to look up the terms of agreement between the city and the railway corporation, so they may enlighten Mr. Downie on the subject.

The Globe, in the course of an article on the Redistribution Bill, credits William B. Northrup, M. P., for East Hastings, as being a backslider in the matter of agreement between the city and the railway corporation, in three federal elections as a Conservative, being unsuccessful in 1881 and 1896, but winning by a majority of 71 in the general election of 1900.

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Isabelle Corio always bears the signature of Chas. M. Fletcher.

When Baby was born, we gave her Castoria. When she was a year, she cried for Castoria. When she became a child, she clung to Castoria. When she had children, she gave them Castoria.

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Claims for Strike Benefits.

The great majority of unskilled help organized just before or immediately after the strike, so that they have paid into the unions only the initiation fees, amounting to ten cents per head; consequently they have not, strictly speaking, earned any strike benefit, but their reply is that they were forced out by the action of the unions and that some provision should have been made for them before such action was taken. Now these people are suffering and they know that the money which is being divided among the spinners serves to prolong the contest, every day of which deepens the misery of their own doors. Tuesday the announcement that the Textile Council had dissolved the investigating committee to which applications for help have been submitted, and many of those who called for help during the day were told that they cannot have any before new rules. They have been disappointed. These are the causes of their discontent, and if the mills were opened they would return to work. Entering the ranks of these people one is brought face to face with the effects of the strike. Realizing that to return to home meant starvation for her four children a mother who has to work alone for the support of her

St. JOHN, N. B., May 16, 1903.

Money Saving in Suits.

Now is the time when a new stylish suit is necessary. The cool, backward weather has kept many from buying earlier, and THIS IS THE STORE if you want a suit that is full of WEAR, STYLISH AND SATISFACTION and at a saving of from \$2.00 to \$5.00 from the prices you have usually paid.

MEN'S SUITS.

\$3 00, \$4 50, \$5 00, \$6 00, \$7 00, \$7 50, \$8 00, \$8 50, \$9 00, \$9 50, \$10 00 to \$14 00.

Alterations when necessary made by competent workmen on the premises free of charge.

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

MANY HUNGRY IN LOWELL, MASS.

A Picture of Destitution and Suffering Among Strikers' Families.

CHILDREN STARVING.

Families Are Seeking Assistance from Poor Overseers—A Typical Appeal—Many Operatives Want to Return to Work, But Agitators Won't Let Them.

Lowell, Mass., May 13.—Destitution is staring Lowell in the face. Impartial investigations can lead to no other conclusion. Mothers and children are actually crying for bread, knowing not where to get the next meal, but rather than plead for help many of them abandon their homes in quest of work. The payment of rent on property occupied by strikers is virtually suspended, by kindness of the landlords, and where it is insisted upon it results in eviction. One constant here has record of twenty evictions due to strikers' inability to pay rent, but he has secured other tenements for the families and in some instances paid the expenses of moving.

Many Anxious to Work.
There is one of the numerous letters sent to Mayor Howe and which correctly describes the conditions of many a home visited by the Transcript representatives:—
Lowell, May 9, 1903.
To the Mayor of Lowell:
Honorable Sir—I write you a few lines to let you know my, and many others' position today regarding our idleness on account of this strike of ours. I tried hard to keep the wolf from our door, and succeeded until now. I am laid up, and also four of my children that worked in the mills and were earning enough to live paid my rent and am staring misery in the face. How is it that we want to work and cannot work on account of a few trying to run the mill. I mean to go and get the names of those who have families, and go down and see you, and find out if it is you, honorable sir, who is running this city, or if it is a few for eggers from Europe that want to raise a rebellion and trample down Old Glory, which floats for peace and happiness. We cannot live on air alone, and we cannot see ourselves beggars altogether. I am writing alone, but I know of hundreds and thousands that think like myself, and that are tired and sick of this hunger and interruption of labor and commerce.

Discontent Among Strikers.
Discontent among the strikers is growing stronger with every day that adds to the misery of their homes. Much of this is provoked by the way in which the unions distribute the money which comes to Lowell, for the impression has gone abroad that the unions either hold this money back or give disproportionately large sums to the spinners in order that they may be able to stay out, because they control their departments in the mill rather than any other class of operatives. Mill agents acknowledge that they cannot run their establishments without trained male spinners, and loom fixers. Hence the unions among the great masses of the women and children and unskilled help in general, are of less consequence to the managers of this strike than the rights of the comparatively few skilled hands who have been organized for years and paid dues which entitle them to a fair share of the money which is being distributed during the strike. The strikers who, forced by necessity, are clamoring for help overlook the fact that there are thousands who cannot live on air alone, and who cannot see themselves beggars altogether. I am writing alone, but I know of hundreds and thousands that think like myself, and that are tired and sick of this hunger and interruption of labor and commerce.

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