POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MARCH 18, 1899.

Is an 8-page paper and is published every Wednesday and Saturday at \$1.00 a year. in advance by THE TELEGEAPH PUBLISHING COMPARY Of Saturi John, a company incor-porated by act of the legislature of New Brunswick: THOMAS ICUNNING, Business Manager; JAMES HANNAY, Editor.

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less wreck on Gannet Rock. BULES FOR CORRESPONDENTS

Se brief. Write plainly and take special pains with There are a great many people in

A since. Write on one side of your paper only. Attach your name and address to your symmunication as an evidence of good faith. Write nothing for which you are not pre-swred to be held personally responsible, Canada who are anxious to have the above question answered in a satisfactory manner, and perhaps their wishes

This paper has the largest sirculation in the Maritime Provinces.

Semi-Weekly Telegraph,

ST. JOHN. N. B., MABCH 18 1899.

have been done. The Gazette holds THE LOSS OF THE CASTILIAN. that the disaster was due to unknown No explanation has yet come to hand currents, but perhaps it is best to quote that will serve to account for the strand- what it says on this subject :-

ing of the Castilian on Gannet Rockmeke this next of the Atlantic nartion

seems anxious to place the blame for the

accident on the dominion government

because they have not been proceeding

with the investigation into tides and

currents as rapidly as it thinks should

THE SECI-WEEKLY TELEGRAPH struck, he had to cross what is called to the front and are accepted as re- most of which was incurred to make the importation and sale of liquor there wick ports in the lace of this the German Bank, which is fully 15 sponsible for the disaster. road better fitted to carry heavy freight must be a strong body of public opinion discrimination. One Lordon firm writ-For many years two lines of steam- trains. If we add the last amount to the in its favor. The government think that ing to a firm of shipbre kers here say, in miles in width and on which the depth of water varies from 27 to 34 fathoms. It ships have been running from Boston to sum expended on the New Brunswick the voice of 23 per cent of the electorate a letter dated the 25th Jenuary, that is evident that the captain was so con- Halifax, and they have never met with portion of the line we shall have a total is not such a strong body of public they find difficulty in getting tonnage fident of his position that he did not an account of currents. Two of \$643,078, nearly every dollar of which opinion as would justify them in enact- owing to the "difficulty which under-

spirit towards St. John recently that mits that the night was clear, but noth ing is said in regard to the lights, which the skill of an accomplished engineer of the section for the section

WHY WAS THE CASILLIAN LOST? yet she went on the rocks in spite of nected with this city.

> them. OUR GREAT TRANSCONTINENTAL BAILWAY.

The people of St. John must ever feel Naval Reserve. The Montreal Gazette enable this city to become the winter great outlet for the products of our growport of Canada. After the shameful ing dominion in the winter sesson. with reference to the Intercolonial Bail- reason to be satisfied with the position seemed hopeless, and when our towards them and this port, and in Mr. people felt that it was useless to struggle Timmerman, the general superintendagainst the influences that had com- ent of the Atlantic division, St. John has bined to check our progress. But the moment the through train of the Sutherland and Mr. Notman are like what it eave on this subject:--The loss of the Castilian is seemingly due to those "auknown currents," which, the manual appearance here, a new deservedly so. We are glad to see the

Crainary commercial advertisements of the paper:-Each in-divertisements of Wants, For Sale, etc., Struction of Elines or less. Struction of Elines or le the most dangerous water in the world knot current to help them on their way. Canadian Pacific Bailway was reasonable man who looks at this sub- far been unsuccessful, owners being

The only currents in the Bay of Fundy are the tides, and the people of Portland and Halifar to the miscarriage of letters alleged to the miscarriage of letters alleged to this office, we are the tides, and their strength is well to so by post office order or registered letter, in which case the remittance will be at our tag. n remitting by checks or post office orders two ports work together, an attempt will found elsewhere-does not throw much We need not say, for the whole world voted for it, and also that many thou- guines per cent. at least for be made to minimize the affair and at- light on the subject. There is nothing knowe, how much of this success has sands of whickey-soaked individuals summer monthe we must give up the The Theorem by the be make them payable be made to minimize the sfiair and at-the best tribute it to other causes than the true shall letters for the business office of this share Portice interest of the state of the state

the greatest sympathy for them in their ought to have been seen long before the the executive ability of a great railway gantly expressed it, of putting the gov. ica, and £4 4s more if after the 1st Octoheavy lose, for the Castilian was not in- ship struck. Pease's Island light, on manager, and the far-seeing eye of a ernment"in a hole." if this had been done we believe the light, 56 feet above high water mark, The people of St. John are glad the last dominion election" is simply lent to 5s per standard on a boat of ordisuip would now be proudly sailing the and can be seen eight miles; the former to know that the president childish, because there is no similarly nary carrying capacity. The rate excan be seen twelve miles. It is a flash of the Canadian Pacific Railway is so whatever between a general election acted from some firms of £2.23 would light, red and white, alternate, each thorough a believer in the future of St. and a plebiscite for the purpose of as therefore be equal to 10s per standard color showing for 15 seconds. These two John that he has invested a large part certaining the views of the people with exirs, while the winter rate of £4 4s lights were in front of the Castil'an, and of his fortune here in enterprises con regard to a particular measure. In a per cent, would be wholly prohibitory.

general election the persons receiving a The practical effect of this discrimina-The people of St. John have also plurality of the votes polled must be de- tion sgainst the ports of Canada will be another good friend in Mr. T. G. clared elected, because there is no other to give Bangor and the other ports in Shaughnessy, the vice-president of the way of dec'ding the question, no matter the State of Maine an advantage Canadian Pacific Railway, whom we are how few in number the votes polled of from 52, to 10s. per standard will be gratified after the official inquiry a deep interest in the welfare of the health. Whatever Mr. Shaughnersy can gard to prohibition or any other ques- or more after the 1st October. Such is ended, always provided that it is not Canadian Pacific Railway, because it do to advance the interests of this port tion, there is no alternative, and the is the solemn decision of Lloyds which held before Capt. Smith of the Royal was the first to lend us a helping hand to will be done for he recogn'ses in it the government have a right to let matters gives Canada a slap in the face as a reremain as they are if they think turn for Canadian discrimination in that the expression of public favor of Great Britaia.

manner in which St. John was deceived The people of St. John have good opinion in faver of the measure voted THE TELEGRAPH was the first paper in upon is not sufficiently strong. In this the dominion to announce to the people way, there was a lorg time when its attitude of the Canadian Pacific Railway case the government have, we believe, of Canada the astounding news of the used their discretion wisely. They gave action of the English underwriters, but the prohibitionists an opportunity of now that the facts are made public, we showing their strength and the result is trust that there is no paper in that only twenty-three per cent of the Canada that will not make its electors of Canada could be induced to voice heard in regard to this cast their ballots for prohibition. The subject. The matter is one that present government is the first that has may well attract the attention of When the ship went ashore she was less than thirteen hours from Portland, Me. so that she must have been traveling at the prate of 14 knots an hour from the se grateful to the government ne trade of Canada Dy such an act of friendsbip towards them. body of capitalists on the other side of On the contrary, Mr. Spence declares the ocean. The attempt will fail bethat "the prohibitionists of Canada will cause the people of Canada can not only strongly resent the action of the govern- insure their vessels and cargoes but ment." They will strongly resent the they can own the tonnage necessary to action of the government because the carry the goods of Canada to market.and government cannot see that the wishes no doubt in the end the result would be of 23 per cent of the electors of Canada to advance our interests instead of rethe 5th of April next they will have bers of the Alliance, and by violent should prevail to force upon the country a tarding them. In the mean time our prohibitory law. Mr. Spence evidently trade must necessarily suffer, and our does not think that the government have sense of the wrong inflicted on us will done the prohibition party any service; not be lessened by the reflection that indeed, he may be of the opinion the blow was struck by those who pre-

the rate of 14 knots an hour from the hour she left Portland until she struck, for the distance from Portland to Gannet Rock is 180 nautical miles. As the speed of the ship is 14 knots, it is clear that the statement 'which that been made that she was moving very slowly when she struck could only have referred to a very brief period before that event took place. She may have been running slow for a very fow min-tor been took place are y fow min-tor been took place ates, but not for any lengthened period, licesly with the aid of compare and log line. This would be a comparatively or she would not have been able to go line. This would be a comparatively este method of procedure if the run of such a distance in so short a time. the currents were accurately known. Probably the captain slowed down when he heard the breakers, but there is acting to show that he was feeling his he heard the breakers is accordingly. But when they are not known, and still more when they are

Now this captain, who was in charge of the largest and finest boat of the Allan line, was 25 miles north of his course at possible, under the circumstances. It least, and 30 miles north of it if 'e had was so in the case of the steamship Ms. turbances which prevailed during nine couraging a prohibition agitation against praise the government for granting it. glad to learn that these are the desired to give Seal Island and Cape riposa loss in the Galf of St. Lawrence mon hs of the year, but mainly by the them. For the true temperance man we high water. For the next four hours she would be crossing an ebb tide, if we as-sume that the influence or in draught of the Bay of Fundy can extend so far as the Bay of Fondy can extend so far as the time.

counted for in some other way.

*ctal loss.

many years to come. tion of the Canadian Pacific Railway Company is now seen in a winter import THE GOVERNMENT AND PROHIBIand export business, which although only in its infancy has already assumed very large proportions and is constantly increasing in volume.

When the shareholders of the Cana. duce a prohibition bill, has been met by dian Pacific Railway Company meet on protests from Mr. Spence and other membefore them a most favorable report of abuse from the Sun, the Montreal Star the operations of the road for the past and other extreme Tory papers. In dealyear. The gross earnings of the ing with these two classes of objectors railway for 1898 were the to the policy of the government a very largest in the bistory of the different tone ought to be adopted, for in that they have done it an irjury by tended to be our friends. company being \$26,138,977 against the first case we are dealing with honest \$24,049 534 for the previous year, while men who are devoted to the cause of closing its weakness. It is a remarkable nothing to enow that he was beening the way catiforely, so as to approach the shore without accident. Now this captain, who was in charge of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the leverest and finest boat of the Allan of the success invest and finest boat of the Allan of the success invest and finest boat of the Allan of the success invest and finest boat of the Allan of the success invest and finest boat of the Allan of the success invest and finest boat of the Allan of the success invest and finest boat of the Allan invest asked for it, and thus they invest asked for it, and the success intervent and finest boat of the Allan invest asked for it, and the success intervent and finest boat of the Allan intervent and the success intervent and finest boat of the Allan intervent and the success accounted for in part by the rate dis- annoyed and perhaps weakened by en- lieved themselves of any obligation to that that success may continue. We are

desired to give Seal Island and Cape sable a wide berth. How did he con-trive to get so far astray in so short a
believed that there was a current of two
bel trive to get so far astray in so enort a time? Let us look a little into the facts of the case which are known. The Cas-tilian lef: Portland at 1 p. m. on Satur day which was about two hours after bible wetar. Bound at 1 p. m. on Satur day which was about two hours after bible case which are known. The Cas-tilian lef: Portland at 1 p. m. on Satur day which was about two hours after bible case of the case of the road was bible case of the road was case to case the c

cluding interest on land bondr, their views.

Portland. At 5 p. m. the tide would be. The above would be an entirely satis- This has enabled the directors While we cannot at all agree with Mr nation of 25 per cent. in the rates of duty gin to flow and the flocd tide would con-tinue antil 10 o'clock or thereabouts, at Castilian were it not for two or three last a dividend of two per cent. on alliance in their views of the result of not ask anything in return; the gift was which time it would be high water on awkward facts which militate against it. preference stock for the half year, and the plebiscite, we feel that a great deal one which we were glad to make to the the Nova Scotia shore in the vicinity of The Castilian was not proceeding slowly, also a dividend of two per cent on or- of allowance should be made for the mother country as an acknowledgment Trade and Common Council should not Yarmouth. As the ship struck at 3.40 when she struck, "feeling her way," for a. m. she must have been ranning across she had been going at the rate of 14 amounted to \$1,535,546 and after they study of th's question a life work, and the flag. The government of Great an eb tide setting out of the Bay of knots an hour ever since she left Port. were paid a surplus of \$2,588,870 re- who have been brought face to face with Britain fully appreciated the motives of lic question. For that reason it is to be Fundy for nearly six hours land. There was no fog so that there mained. A second half yearly dividend the monstrous evils of intemperance. Canada in making this concession; the regretted that the mayor and a majority when the accident occurred. This was nothing to prevent the light houses of two per cent on both preference and They have thought on this subject so press of Great Britain was not slow to of the council should have taken the tide, according to the chorts, runs from being seen, if any person had been ordinary stock has been declared and earnestly, and they discern the wrongs recognize its value and to speak of it in stand they did with regard to the Board at the rate of from half to three- on the look out for them. She was not will be paid on the 1st April. When and sorrows which arise from the was of flattering terms of praise, but there is one of Trade thereby preventing that body quarters of a knot an hour for the last in the Bay of Fandy much of the time this is done a surplus of \$1,051,718 will strong drink so clearly, that it is not surfour hours of the seb tide, and would unless we are to include all the water remain from the earnings of the year prising they see only one side of the seems to have made no impression; we therefore be more powerful than any between Cape Sable and Portland in the available for other purposes. This surely question, and wholly refase to believe refer to the underwriters who cluster the views of its members on any public that there are two sides to it. But under the shadow of Lloyds. A few are therefore forced to the conclusion to expect a two or three knot way much of which is through a country statesmen in whose hands have weeks ago we directed the attention of question are entitled to the most respectbeen placed the interests of the country our readers to the statement made by a ful consideration. that the loss of the Castilian was not due current against him for there was no that is comparatively undeveloped. to any fide or current, but must be accounter of that strength; neither is there is there is the canadian Pacific Railway Comany proof that there was any current pany owns or controls 9,618 miles of line narrow standpoint, but must regard it as that Lloyds proposed to discriminate in One report says that the ship's com- with him. The current theory by which of which 371 miles are under a practical question first as to whether a its insurance rates against vessels going a teacher on the subject of passes were wrong, but it is difficult to it is attempted to show that the ship construction. During the year it prohibitory law could be carried out, and to the ports of Canada. This threatened compulsory education. We believe believe this story. The Castilian was was carried out of her course is a purely has added to. its milesge the second as to the effects of such a law on discrimination has since been carried that the time has come wh that the latest modern gratuitous assumption, and there is not Crow's Nest Pass line which is 393 the revenues of the country. The figures out, and now all policies, which will be the public feel that no class in the comequipment by means of which com-passees can be kept right, and her sfter-us see what this cursent would have to Western Railway 100 miles in length. of the electors of Canada lest than 23 at Lioyds, will contain a clause exclud-their children up in ignorance. The mast was of wood and had one compass do to carry the Castilian as far out of Large sums have been expended not per cent, or a trifle over one fifth, voted ing the ports of British North America city and province pay large sums to attached to it so as to be absolutely her course as she was when she struck? only in construction but in repairs and for prohibition, while almost an equal from the list of ports to which these ves. maintain the schools, and they are free secure against any attraction and al- The vessel was less than 15 hours out of renewals and what has been done on number voted sgainst it The persons sels will be parmitted to sail. In other to all. There is therefore no excuse for ways reliable. As for the captain and Portland when she went on Gannet the Atlantic Division of the great rail- who voted for prohibition numbered words, the ports of B itish America, parents who refuce to send their children navigating officer they were well looved Rock, and she was 30 miles north of her way may be taken as illustrating what 278,487, while these who voted against it that is to say all the ports of to school, and if New Branew & should after. The bridge of the vessel, on proper position at that time. To account has been done all over it. On that part numbered 264,571. The total electorate Canada are boycotted by Lloyde and no enact a law enforcing atter ance at which they were supposed to be station- for the accident by "unknown currents," of it formerly known as the New Bruns- of Canada to whom the question was ship insured by its underwriters will be school it would be merely known as the New Brunsed, was described as being as high as a we would have to bring ourselves wick Railway \$346,299 was expended submitted numbered 1,233,849, so that permitted to come to any Canadian port example of Great Britain and work most of house, so that they were "se- to the belief that there is a during the year of which \$58,371 went 690,791 voters were not heard from at unless on payment of an extra premium. every distraction in work- current running north at the rate of two for wharves at St. John; \$115,787 for the all. Making the most ample allowance This is the first practical British return

Yet the ship went ashore miles an hour from Portland towards the new elevator at this port; \$39,266 for for deaths and duplication of names, the we have received for our tariff discrimi-'ese precautions and will entrance of the Bay of Fundy. Such a additional sidings and semaphores; fact remaine that more than half of the nation in favor of British goods. supposition is utterly ridicalous. We \$31,158 for permanent bridges, and electors decline to express any opinion tal loss. been carefully taken sclosed to the captain he was out of his been portland and Yarmouth the value of the value of the heavier relia been carefully taken the value of the value of the heavier relia the value of the the value of Seal Island, Cape who will say that there is any such cur- laid and the lighter rails re- inference is that if they had been strong. Seal Island, Cape first point he ing from Port-d at least 60 teel. But to his yessel big test, big test, big big test these unknown currents come his yessel big test, big test,

TION. The reply of Sir Wilfrid Laurier to the

Dominion Alliance, declining to introbringing on the plebiscite and thus dis-

we have received for our tarm discrimi-nation in favor of British goods. That this determination of Lloyds city housekeeper this is not necessary, b en to prevent any chartering being comes now in cans, a pound in a can.

The Montreal Gazette says that it is From all this we can glean some idea of views of the Gazette for we hold work together. If Portland could succeed in absorbing all the winter trade of Canada it would soon be siming to win the summer trade also.

> There does not seem to be any good reason why committees of the Board of

We publish elsewhere a leiter from

The country housekeeper has a num.

