

THE SEMI-WEEKLY TELEGRAPH.

Is published every Wednesday and Saturday at 11.00 a.m. in advance, by The Telegraph Publishing Company of St. John, a company incorporated by act of the Legislature of New Brunswick.

E. W. McCREADY, Editor.

ADVERTISING RATES.

Ordinary commercial advertisements taking the run of the paper, each insertion \$1.00 per inch.

Advertisements of Wants, For Sale, etc., 50 cents for insertion of six lines or less.

Notice of Births, Marriages and Deaths 25 cents for each insertion.

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Semi-Weekly Telegraph

ST. JOHN, N. B., NOVEMBER 13, 1903.

BUSINESS AND BANKS.

It is stated that one or two banks having branches in the lower provinces are withdrawing funds to invest elsewhere on the plea that better returns are available. Instances are given of men, the nature of whose business required considerable accommodation, being refused it recently, and being therefore compelled to secure long credit elsewhere or curtail their operations.

The contention of business men in regard to the matter, and it appears to be a perfectly reasonable one, is that a bank ought first to look after the business from which it ordinarily derives its profits. One can understand that there would be at times opportunities to take larger profits from other sources; but when a man finds his relations with a bank suddenly interfered with under such circumstances he would appear to have fair ground for complaint.

Moreover, taking it for all in all, it is probably true that local business pays best. Building in these provinces is conducted for the most part on fairly conservative lines—referring of course to the legitimate branches of industry and trade—and this fact is a pretty sure guarantee that the transactions of the banks will yield satisfactory returns from year to year. At all events, there has been no complaint on that score. The annual statements are invariably cheerful reading for the stockholders.

Doubtless the force of this argument is realized by most of the banks, as it is not stated that all of them are giving cause for complaint on the ground set forth in the first paragraph of this article. Fortunately there is no lack of banking facilities in the large centres, although one may readily understand that a refusal to loan under ordinary conditions in a small community, where there were perhaps only one or at most two branch banks, might cause some degree of embarrassment.

ENTHUSIASM IN HALIFAX.

The Halifax Chronicle anticipates a great future for that city in connection with the Grand Trunk Pacific railway, which, however, it does not recognize by that name. The National Transcontinental Railway is the name given by the Halifax paper. The appropriateness of the term "national" is open to question, since the G. T. P. is not a national work; but of course if the name Grand Trunk calls up visions of Portland nobody will object if a Halifax paper soothes itself with a little fiction. The Chronicle's enthusiasm is great. It says:

We have all clearly realized for a long time past what we have missed in not having the G. T. P. R. with us. The N. T. R. will be an even greater venture than the C. P. R., and we have only to stand by the government to secure it. Not only that, but with it here, the C. P. R. will be compelled to come in also. And together with these two great new railway corporations at work for our development, we shall still have the I. C. R., extended to Montreal as it has been by the present government, ready to extend still farther west at the opportune moment. Never before in all our history has such a magnificent opportunity been afforded us.

If the Chronicle is a prophet, and Halifax is to enjoy the great development which it envisions, St. John, with its "even greater" G. T. P. R., should enjoy the benefit of the line from Quebec to Moncton to be constructed. The sending out of a surveying party is not nearly so important as the report of the survey and the beginning of actual work. Besides, Hon. Mr. Fielding was in Halifax on Saturday, and the Chronicle would naturally like to serve up something nice.

HALIFAX WINTER PORT TRADE.

The visit of Hon. Mr. Fielding and the general manager and other officials of the I. C. R. to Halifax, to provide the terminal facilities and provide for improvements, indicates that the I. C. R. will provide a considerable amount of freight for the steamers at that port this winter. Saturday's Herald says:

"Mr. Fielding informed a Herald man last night that there would be considerable grain at Halifax this year for shipment to England, and there would be pretty heavy shipments of other freight as well."

Mr. Tiffin said to the same paper: "We are here looking over the terminal facilities to find what requires to be done, or rather what is most urgently

needed, and also to make final arrangements for handling the winter traffic at this port—a traffic which, I think, will be rather heavy, as compared with the past. There are 48,000 bushels of grain already on the way to Halifax, and we expect to handle a pretty large lot of it at Halifax, to be shipped by the Allan and perhaps also by other steamers."

In reply to a question as to the changes contemplated, Mr. Tiffin said:

"More track room is required, the round house needs improvement or reconstruction, and there are other requirements. The road is to be double-tracked to Windsor Junction, and the section to Rockingham is well under way. That section will afford a great deal of storage room this winter, and will contribute to a removal of the congestion at the terminals."

We may assume that when the officials have completed the work of inspection in Halifax they will come to St. John, although it has not yet been stated that the I. C. R. will bring either grain or "pretty heavy shipments of other freight" to this port.

VENEZUELA AND TRINIDAD.

The attention of Canadian exporters has been called to the very serious effect produced upon the trade of Trinidad by the action of Venezuela. President Castro, the fighting president of Venezuela, on May 28th last, declared the ports of Ciudad Bolivar, Cuno Colorado and Guiria closed against the traders of Trinidad. This action is thought to have been in retaliation for the move made by Great Britain and other countries to enforce an adjudication of the claims of their subjects against Venezuela. It is true that Trinidad has always been to some extent a mecca for South American revolutionists, when driven from their own country, and there has perhaps been a suspicion that arms and ammunition went in by way of Trinidad. At all events, ever since 1882 there has been a differential surtax of 30 per cent. on goods going into Venezuela by way of Trinidad, and in May last President Castro closed the three ports which were of most importance to the trade of Trinidad. Trade between the two countries is now almost impossible. Goods imported into Venezuela now pay twice as much in duties as under normal conditions, even at the ports which are not closed.

The Trinidad Chamber of Commerce has forwarded a protest to the Colonial Office, and has also asked for the aid of communities with which its trade is carried on. Halifax has already joined in a protest. New York is also interested, for its merchants have a large trade with Trinidad. The New York Evening Post gives the following very clear statement of the conditions, which certainly call for some action, the more so that Castro's course is said to be in violation of existing treaties:

The commerce between Trinidad and Venezuela is known as the transshipment trade, that is, the merchandise and foodstuffs brought in New York by Trinidad merchants are shipped to Port of Spain, the capital of the island, and are then transshipped by British merchants to Trinidad and what are known as the "ports of Occidente," the very ports that President Castro has closed. During the five years from 1887 to 1901 this trade averaged more than \$2,500,000 annually (exclusive of bullion), but it is now practically at a standstill. Consequently, the merchants of Port of Spain have large stocks of goods on hand for which they can find no market, and the condition of their affairs is reflected in the practical cessation of the export business between this port and Trinidad. A dozen large New York firms are suffering from the embargo, as Trinidad has drawn liberally upon this market for supplies for her Venezuelan customers.

It is probable that the Venezuelans are suffering quite as much as the merchants of Trinidad. In the republic there are a large number of small merchants unable to compete with the large importing firms because they have neither the capital nor the credit to obtain direct importation of the comparatively small quantity of goods they consume. For generations such merchants have purchased their wares in Trinidad or other West Indian islands, at the reasonable prices which there obtain, and by this means have been able to compete with their more powerful rivals, thus adding to the general wealth and revenue of the country.

In the ports of the Occidente the volume of trade lies in the hands of the small merchant, and he has bought liberally of goods, merchandise, and foodstuffs, such as beef, pork, lard, flour, etc. Light-draught river boats, built for the purpose by Trinidad merchants, have plied the various streams that make up the delta of the Orinoco River, carrying merchandise down to the great markets, and bringing back a species of gum, and other products of the tropics. The cattle business between Trinidad and the Orinoco, upon which Trinidad mainly depends for its meat supply, was a great source of revenue to the Venezuelans, but this, as well as all other trade, has been wiped out by the decree of President Castro.

WONDERFUL WINNIPEG.

The wonder of the year, in Canadian development, has been the growth of the city of Winnipeg, which this year is spending no less than \$6,000,000 in new buildings.

"The 1903 expenditure will exceed \$6,000,000."

"In nine months 1,128 dwelling houses were erected, at a cost of \$2,611,455."

"Sixty-five great stores were erected during the season."

"Winnipeg spent \$175,000 on buildings for religious and educational purposes in 1903."

"Sixty-two thousand dollars worth of cut stone from local quarries was used in Winnipeg buildings this year."

"No less than fifty warehouses, factories, banks and office blocks, and sixty-five new

retail stores have been erected, at a cost approximating \$1,800,000."

The above quotations are from the Winnipeg Free Press of Thursday last, which devotes 16 pages to an illustrated story of the growth of that city in 1903.

The totals, aggregating \$6,000,000, are the totals of the estimated cost as declared in the applications filed at the City Hall for building permits, and the Free Press points out that it is hardly necessary to say that these figures are under, not over, the mark.

The present population of Winnipeg is said to be 70,000, and the total assessable property, real and personal, is \$30,273,400. Last year's building operations in Winnipeg were considered to be large, but only totalled \$2,500,000, compared with \$6,000,000 this year; and the Free Press expects to see an equally remarkable growth next year over the figures of 1903.

A remarkable fact stated by the Free Press is that during the season of 1902 there were 32,883,947 bushels more of wheat shipped at Winnipeg than at Chicago. Of course the business will increase every year, and we can readily conceive what a great future lies before the Manitoba city.

In order to realize the marvellous growth of the Canadian west in thirty years we have but to quote a couple of paragraphs from the Free Press of Nov. 9, 1872. Speaking first of the population of the infant city, the initial issue of the Free Press said:

"The population was three hundred in the fall of 1870, and we find it to have increased to seven hundred in the fall of 1871, or an addition of four hundred persons. The first day of November shows a population of fourteen hundred and sixty-seven."

Further on in the article we read:—"Of these 1,467, we found 1,019 males and 448 females, a disparity noticeable at first in those western towns, and is here explained by the fact that few immigrants are accompanied by their families, for whom they first secure a home and then return or send, as well as because so large a proportion is made up of young men."

Passing to the building operations of 1872, we read:—"The number of houses erected during the building season of the present year to the first of November, those so nearly completed as to ensure their fitness for occupancy before winter close in were included, of which there are, of stores, dwellings and warehouse of one story, 34; of one and a-half stories, 33; of two stories, 56; and of two and a-half stories, 1. Total, 124—equal to the total number of buildings within the same limits one year ago."

Coming back to the Winnipeg of today, one finds in Thursday's issue of the Free Press a page of views of the splendid business blocks and private residences erected this year. On one page is a plan of certain city properties for sale. They are offered at \$1,000 per acre, for a limited time only. This is simply prairie land in the city limits.

Over 100 large buildings for wholesale and retail trade were erected this year. Private residences range in value from \$15,000 down to the small shack on the outskirts of the city. A number of large industrial establishments were erected, showing that manufacturing is making progress in the city. The Canadian Pacific railway is constructing repair shops that will cost when completed \$1,500,000. There are to be eleven shops, nine of which are now under construction. The company has new stock yards completed at a cost of \$30,000. The Canadian Northern Railway is also making an expenditure of \$100,000 on round-house and yard improvements. Four splendid new school buildings were erected during the year.

From the above general statement it will be plain to every reader that the city of Winnipeg deserves all that has been said of its growth and prospects by persons who have come and talked with enthusiasm of what they saw and learned while in the great west. Such development in a single year seems almost fabulous to St. John people, who are glad to see the city's list of buildings. All Canadians will rejoice in the growth of the west, and the realization of that promise and potency of which they dreamed in the years before a railway made possible the development of that region.

THE GARBAGE QUESTION.

There is no Orange street dump in the city of Toronto, for that city pays \$8,000 for the burning of garbage. And yet the city is not satisfied. It sees a possibility of disposing of garbage in such a way that

Dr. Wood's

Norway Pine Syrup

Pure, Healthful, Cures Croup, Asthma, Whooping Cough, Etc.

It stops that itching in the throat, is pleasant to take and soothing to the lungs. Mr. E. B. Brand, of the well-known "The Garden" writes:—

"I had very severe attack of sore throat and tightness in the chest. Some times when I wanted to cough and could not I would almost choke to death. My wife got me a bottle of DR. WOOD'S NORWAY PINE SYRUP, and to my surprise I found great relief. I would not be without it if it cost \$1.00 a bottle, and I can recommend it to everyone bothered with a cough or cold."

Price 50 Cents.

there may even be a profit in the transaction.

About a month ago the representative of the Edison Reduction Company, of Cleveland, made a proposition to the city, asking that all the garbage be turned over to his company free at some specified point in the city; they would then erect a plant and dispose of the refuse without causing any nuisance whatever. The city did not accept the offer, but instructed its street commissioner to visit Cleveland, inspect the reduction plant there, and report. He has now submitted his report, and is very enthusiastic over the prospect, believing that it would pay the city of Toronto to buy a plant of its own. The garbage, by the Edison system, is treated in digesters, hermetically sealed, and the products are grease and non-odorous fertilizer. In describing the process, the report says:

The digesters are large steel cylinders, made of which is a chamber formed by a steel lining. There is also a steel pipe running through the centre from top to bottom. The materials intended for treatment are hauled to the top story of the building, and are dumped into the top of the digesters, which are then sealed so as to exclude the air. Steam is then turned into the chamber, and also into the centre pipe, by which the materials are "cooked."

When thoroughly cooked, the contents are expelled into a revolving circular sieve, the action of which breaks the mass into small particles, and furthermore, by an automatic process, separates foreign substances such as pieces of tin, etc., which may have been mixed with the material originally. Having gone through the sieve, the residue being fertilizer. The materials are never handled from the time they are dumped into the digesters until they leave the precoolers, when the process is completed.

In view of the fact that the question of an incinerator or some other means of disposing of garbage is now being considered by the St. John city council, the experience of Cleveland is well worthy of attention. St. John would not want nearly so expensive a plant as Toronto, and might not want this particular plant at all; but there is no danger of the council being overpersuaded with information.

THE MONTREAL DELEGATION.

The unfortunate event which prevented the St. John delegation from having a satisfactory conference with Sir Thomas Shaughnessy would not have been foreseen, and the people of St. John will sympathize with Sir Thomas in his bereavement.

Under the circumstances it would not be expected that the delegation would return with a definite understanding. It was made clear when Messrs. McNeill and McIlwain were in St. John some weeks ago that no satisfactory arrangement could be made with them. We may take it for granted, however, that the conference of the St. John delegation with those gentlemen will have a good effect, and that when Sir Thomas comes to St. John an agreement will be made which will be satisfactory to all parties.

Some people may be disposed to say that the story of this delegation is the same old story, but there is no warrant for such a conclusion. Until we have positive evidence to the contrary we must assume that the president of the Canadian Pacific Railway meant what he said to Messrs. Thomson, Thorne and Robertson. He gave them a message to the city, stating that his company, while it would not undertake to construct wharves, would be glad to co-operate with the city council to the end that the necessary facilities should be provided.

While it is true that there is no time to lose, and that if we are to have additional berths for 1904, there must be prompt action, the citizens will reserve criticism until Sir Thomas Shaughnessy has had a fair opportunity to discuss the whole question with the city council.

It is of course taken for granted that he will come to St. John at an early date.

A FORMER INSTANCE.

A New York paper recalls the fact that the government of the United States is now not dealing for the first time with a revolt in Panama, although the action then taken was quite different from the present course of President Roosevelt.

In 1894 a rebellion broke out on the Isthmus, and the rebels in 1895 seized Aspinwall, which is now called Colon. They seized a Pacific mail steamer, which had on board a contingent of arms for Colombian troops, and made several American prisoners. Among them was the American consul. The Cleveland administration took prompt measures. Commander Kane, who was at Colon with the Galena, was ordered to protect American interests, and other vessels were ordered to join him. Kane landed marines, drove the rebels back, took the mail steamer out of the harbor, and anchored the gunboat in her place, with guns trained on the town. The rebels set fire to the town and fled, but the Americans fought the fires. The

Clothing for Growing Boys.

From the little tot just out of dresses, to the big 17-year-old fellow who can scarcely get trousers long enough to cover his knees—it takes a wide range of styles and sizes to keep up with such a procession, but we are doing it.



A cute little tot yesterday was trying on one of those Russian suits in red with bloomer trousers for \$4.00 and he was as proud as a peacock when he looked at himself in the mirror. Another boy a little older had one of the sailor suits on at \$6.00.

Over on the other side of the store was a High-school boy putting on a fine big overcoat made of good tough Frieze, well-tailored—and it cost only \$6.50.

Double Breasted Suits,	\$2 00 to \$6 00	Russian Suits,	\$3 50 to \$6 00
Norfolk Suits,	2 50 to 6 00	Sailor Suits,	75 to 12 00
Three Piece Suits,	3 00 to 10 00	Boys' Overcoats,	3 75 to 8 50

P. S.—Boys are notoriously hard on trousers, and we have the main seams of all our boys trousers double stitched and taped. Sizes up to 10 years Soc to \$1.75.

Men's Overcoats, Winter Weights,

Ready! From \$5.00 to \$25.00—and such fine-looking lot you never saw.

"This will be the banner seller," says a salesman.

"No, this one will," says another.

"Both wrong—here's the star coat," chimes in a third.

And so it goes—all the styles so good that no one can pick the best.

The cardinal principle here is, give the biggest value possible.

Men like it, and pass the news on. We like it, too. Word of mouth advertising is very much to our liking.

Good warm Coats and Stylish, \$5.00 to \$25.00.

Mail Orders.

We have a list of shoppers by mail. If you are not already on it, we would like to have your name added. Hundreds of men from all over the provinces buy their clothing at this store by mail with the most satisfactory results. Suppose you try it, and if what we send you is not satisfactory, you may return it. Samples and information cheerfully furnished upon request.

GREATER OAK HALL,

KING STREET, ST. JOHN.  
COR. GERMAIN.

SCOVIL BROS. & CO.

SAVE MONEY

AND BUY A

PIANO BY MAIL.

It is an acknowledged fact that the average cost of selling a Piano in the country through a traveller is from \$50 to \$75. This expenditure is made up in railway fares, hotel bills, salaries, etc. We have sold scores of instruments by mail, every part of the Dominion, and in every case have given perfect satisfaction.

Just one example of the extraordinary Piano value which we are offering the public:—

LAYTON BROS.' Style 1, new UPRIGHT PIANO, largest size, containing all the latest improvements including three pedals, full swing desk, etc., powerful tone. Our Mail Order Price only \$195 00.

Other new Pianos ranging from the above price to \$1,500. Used instruments by Steinway, Chickering, Hazelton, Steck, William, Warren, Estey, Evans Bros., Layton Bros., Karn, Heintzman, Mason, Hamlin, Cornwall, Doherty, Uxbridge, Knabe, McCammon, Ladd, Mallett & Davis, Morris, Russell, Herbert, Broadwood, etc., etc. Prices from \$25 to \$295, on easy payments. All instruments thoroughly repaired.

SATISFACTION GUARANTEED OR MONEY REFUNDED.

Pianos and Organs shipped on approval to any point in Canada on trial for 10 days, and if not satisfactory can be returned at our expense.

Write for Illustrated Catalogue and Prices.

LAYTON BROS.,

144 Peel Street,

MONTREAL.

My sympathy and support for the scheme. I was assured that if I raised \$80,000 the government would give me the ship. I have got \$47,000 pledged, but this is \$33,000 short, and I don't like to go begging any more. The government should pledge its contribution, and then with such a guarantee, the rest could readily be raised. I am an enthusiastic owner of the project as ever, but with a family to support, I cannot forever devote my time and money to this project. One thing is sure, and that is that some of these fine days the Americans will march off to the pole and take possession and get ahead of us." The Countess of Minto, who has been

touring Japan with her two daughters, the Ladies Ellen and Ruby Elliott, and Captain Bill, A. D. C., returned to Ottawa this afternoon. The city council tonight decided to make a reduction of ten per cent in the water rates. This will mean an aggregate lowering of \$13,000 a year in taxation.

NOTE AND COMMENT.

Deputy Mayor McGoldrick reports progress. It is to be hoped that Mr. McNeill has taken the trouble to inform himself fully with reference to the Sand Point situation and previous negotiations since he last visited St. John.