

ADVERTISING RATES

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SUN PRINTING COMPANY.

ALFRED MARSHMAN, Manager.

THE SEMI-WEEKLY SUN

ST. JOHN, N. B., DECEMBER 4, 1901.

ST. JOHN AND PORTLAND.

Already the winter trade of St. John is showing excellent results from the abandonment of Mr. Blair's policy of obstruction. The season has opened with promise of a large export and import trade by way of this port.

The attitude of Portland business men is illustrated by the views of Hon. John Quinn, a former Massachusetts senator, who has large Portland interests and has made a study of the steamship and winter port question.

It will be seen that Canadian winter ports, and probably summer ports as well, have much to offer to the hope and to the light for Portland.

Mr. Quinn does not believe that in the long run, St. John, without great and continued assistance from the Canadian government, can stand up against Portland in a fight for commercial supremacy.

Just now a desperate attempt is being made to divert trade from Portland and the Grand Trunk to St. John.

Mr. Quinn believes that the harbor of St. John is not adapted to the winter business, while that of Portland is unrivalled.

The facilities here for handling freight are now good and will soon be practically perfect, and the Grand Trunk is in a position to move freight rapidly and safely.

Mr. Quinn believes that the danger of detention at St. John will finally turn the scale in favor of Portland and that while the hustling business men of St. John will do much, they will not be able to successfully fight against the natural advantages of this port.

It is therefore confident that the time will come when Portland will be the greatest winter port in New England.

Business, in his judgment, will go where it is sure of being promptly attended to and he believes that such a state of things exists here and does not exist at St. John or during the winter at any other Canadian port.

It will be seen that Mr. Quinn bases his expectations of the failure of St. John in the competition with Portland on two grounds: He supposes the harbor of St. John to be unsuited for winter business, and he considers that Portland is better equipped for the trade.

As to the natural position Mr. Quinn is all right. Some dredging is required to make the entrance available for the largest ships at dead low water.

This work certainly should have been done during the last four years, since Mr. Tarte promised Colonel Tucker that it would be attended to at once.

But even without this dredging the detention is only necessary in the case of ships arriving or departing at low water, and even then it is only a matter of two or three hours at the most.

When the Canadian government shall have dredged this channel the amount expended will probably be less than one-fifth part of the money which the United States government has invested in dredging to provide Portland with the "natural advantages" of which Mr. Quinn speaks.

As matters stand we have not been able to learn that the "detention" at St. John has been greater than at Portland.

The terminal equipment of Portland has been provided by the Grand Trunk Railway Company. It is more expensive and may be more complete than that provided at St. John by the city and the Canadian Pacific Company.

But the facilities at this port have been steadily enlarged and improved as the traffic has called for it. This gear it is understood that the Intercolonial terminal equipment will be available for winter port traffic even though it is not intercolonial traffic.

It may be safely taken for granted that no traffic will be lost in the future through a failure to keep the facilities equal to the demands. Mr. Quinn may

not have had opportunity to compare the Grand Trunk and Canadian companies in the matter of enterprise and energy. When he does carry his enquiries into that field he will discover that the system which has its terminus at St. John is not likely to be beaten by the one which carries its freight to Portland.

It must not be supposed that the port of St. John will this year or next year attain to its full possibilities in the way of handling Canadian traffic.

Few are aware of the amount of Canadian exports and imports which are transported by foreign routes. The total imports credited to the port of St. John in the last fiscal year, were valued at \$4,623,134.

This, however, does not include goods imported by way of St. John and officially entered at custom houses farther west. The value of goods imported into Canada by way of foreign ports was placed at \$20,971,513, of which more than half came from Great Britain, and a considerable portion from other parts of the world.

How much unrecorded freight there may be no one knows. In regard to exports the figures are clearer, for they are now supposed to be all credited to the Canadian port of final shipment, or if sent through foreign ports are so recorded. It is stated that the total exports of St. John last year were worth \$11,044,903.

This of course includes lumber shipments and all other exports shipped all the year round. Compare this sum with the exports by way of United States ports, amounting to \$38,822,096, or much more than the total Canadian exports of the year from all the ports in the maritime provinces, and the port of Quebec. Of this amount no less than \$31,585,804 was goods shipped to Great Britain, while nearly two millions went to other parts of the British Empire.

So far as can be gathered from the destination of the freight, not more than \$1,000,000 of this freight was shipped by Pacific ports. The bulk of it was forwarded by way of Portland, Boston and New York, chiefly Portland. While this \$37,500,000 of Canadian trade has been carried on through foreign ports the value of goods exported from the United States through Canada and imported by the United States through Canada was \$10,707,369.

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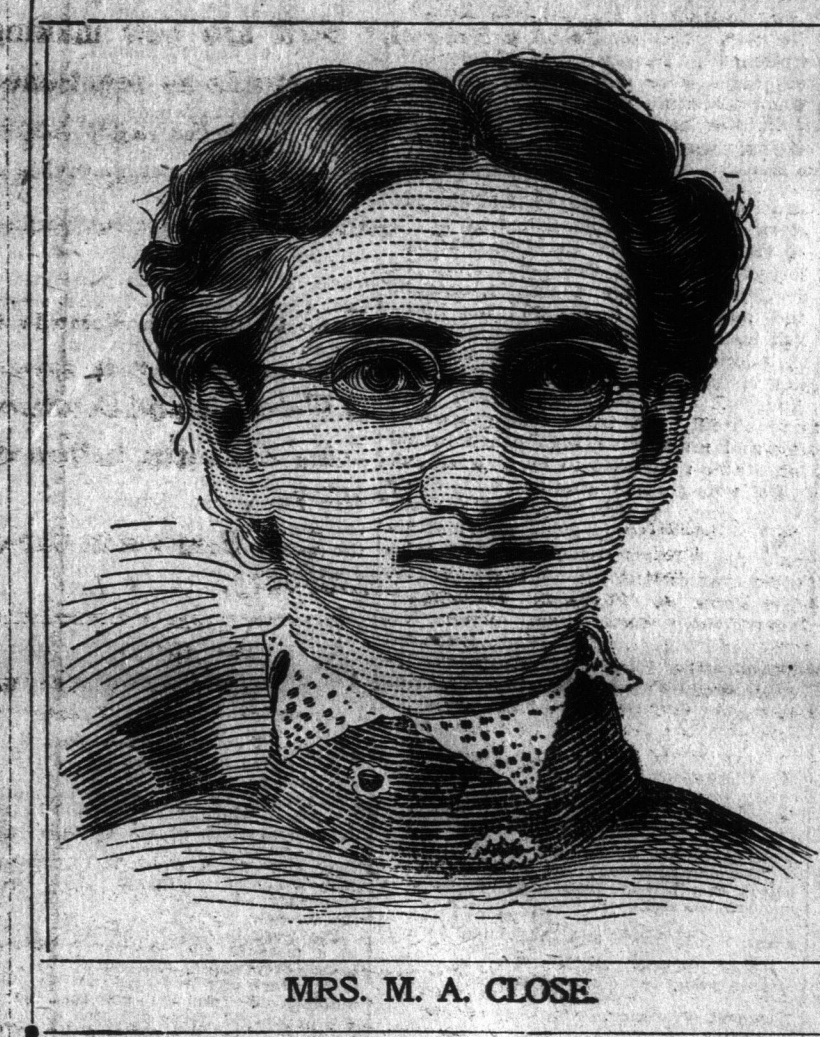
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THIRTEEN DOCTORS FAILED. Mrs. M. A. Close, of Nebraska, Was Cured of Incipient Consumption After All Medical Aid Had Failed--Read Her Letter.



MRS. M. A. CLOSE. Keosauqua, Neb., July 8, 1900.

Dear Doctor--I desire to express to you my sincere thanks for the interest you have shown in my case, and for the steady aid and advice which has effected a cure of my case of consumption as well as I imagined.

"Peruna and Manalin have done what thirteen of the best physicians in the country have failed to do. For more than three years I doctored for consumption, and spent thirteen weeks in a Pulmonary Sanitarium at Milwaukee, Wis., but finding myself getting worse, as a last resort, I came West where I was advised for many weeks, and the physicians which my husband called gave no hope but said, 'I should think you could not possibly live more than a few days.'"

"I took Peruna, I doctored them all, in an incredibly short time after I began to take Peruna the hemorrhages stopped, I began to move slowly at first, but the improvement became more marked, and now I can truthfully say that there is not the slightest trace of my old complaint."

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AN OLD COLD Is Catarrh, and Catarrh Leads to Consumption.

The tendency of catarrh of the head is to pass downward through the bronchial tubes to the lungs. Any one who has had catarrh of the head for a year or more finds the disease gradually progressing downward. In some cases the progress is rapid, and in other cases it is slow; but sooner or later if catarrh is allowed to run, it will go to the lungs and set up the disease known as consumption. It is doubtful if consumption is ever caused by anything except catarrh.

The catarrh usually begins as a cold in the head or throat, and is neglected until it becomes chronic; then it begins to dawn on the victim that he has catarrh. Unless he is very foolish indeed he will not rest easy until the catarrh is entirely cured. Thousands pay no attention to it until it is too late.

Mrs. J. Priest, Lee, Mich., writes:--"I think there is no medicine on earth that excels Peruna. My husband won't take any other. We have tested it and it worked. A great change in my husband's health last spring when we thought he was going into consumption. We gave him only one bottle and he was all right. I tell everybody about how much good it has done us. My husband says he can't do without it. As for myself it saved me seven years ago from going blind. I could not see to read one word for six weeks. I thought I should surely lose my sight. I commenced taking Peruna and by the time I had taken one bottle I could see to read as well as ever. We think it is a grand medicine."--Mrs. J. Priest.

Use as Much as Needed. If Peruna is used a cold never becomes chronic, and hence catarrh is prevented. But after catarrh has become thoroughly established Peruna will cure it, but it will take much longer. Even in cases where catarrh has attacked the lungs and the symptoms of consumption have shown themselves, the Peruna will cure. A great many cases of genuine consumption have been cured with Peruna after the patient had been given up to die, as in the case of Mrs. Close.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

Address: Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

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WINTER PORT.

Every Berth at Sand Point Contains a Steamer.

All the Monmouth's Horses Now Here in Excellent Condition--Arrivals and Sailings.

(From Monday's Daily Sun.)

The 781 horses which are to be shipped to South Africa by the Elder- Dempster steamer Monmouth, for the use of the British troops, reached Sand Point Friday night and Saturday morning, as the Sun announced they would.

The animals, were accommodated in the spacious stables of A. C. Smith & Co. and the cattle sheds at Sand Point. They are a fine looking lot of horses, being small but well put up. Hundreds of people on Sunday had a look at them, and the unanimous verdict was that they were the finest lot of horses ever seen here.

Dr. Frank V. S., who saw them, declared that the animals one and all were in excellent condition. It is intended to begin the work of loading the horses at 10 o'clock this morning, and it is thought the job will occupy three hours. If it be, the Monmouth will go to sea this afternoon. The work of fitting the steamer up for the accommodation of the horses has been considerable money in St. John. Doctor McLean has the contract, and he has done the work in a way which reflects credit upon himself and the port of St. John.

Col. Dent seems well pleased with the job. The Monmouth has been fitted throughout with first class lumber, and stalls have been built so that each animal will have a stall of its own. A covering has been built over the spar deck and accommodation has been provided for three foremen and 25 men who will go out to look after the horses. In all between 175,000 and 200,000 feet of lumber was used, and a great portion of it was tongue and groove. A slight delay was occasioned by a strike which occurred Saturday afternoon. Mr. McLean gave experienced men 15 cents per hour and new hands 13. The novices kidded, and Mr. McLean had to soothe to their demand. There were forty of them.