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SUN PRINTING COMPANY,  
ALFRED MARKHAM,  
Manager.

## NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one.

## THE SEMI-WEEKLY SUN

ST. JOHN, N. B., OCTOBER 4, 1902.

(From Thursday's Daily Sun.)  
ATLANTIC SHIPPING COMBINE  
AND THE CANADIAN SERVICE.

The announcement of Mr. Gerald Balfour, published yesterday, taken with the statement issued concerning the shipping combine organized yesterday in New Jersey still leave much to be learned about the association. We have the announcement that the Canadian service, to be subsidized by the Imperial government, and to contain two 24 or 25 knot ships, will be a subsidiary company. The capital of the larger organization, stock and bonds, appears to be already placed at \$70,000,000. This will pay for a considerable fleet of ships even at two or three millions each. Since it is intended to include both passenger and freight boats, the capital already provided for would control tonnage to be mentioned by millions.

In effecting this organization, Mr. Morgan was eminently practical. He saw on certain days passenger ships leaving New York or some European port overcrowded. A few days later perhaps two or three ships would depart with a fare that could have been handled by one. He observed freight carriers seeking cargoes where there was no freight, while goods in other ports were seeking tonnage. Freight rates were sometimes so high that business was obstructed and the market thrown into confusion, while at other times they were so low that the shipowner got no return. It was impressed upon his mind that with a proper and effective organization of the ocean transportation machinery both the freight and passenger business could be carried on with good profit for the shipowners, and at a lower average charge for freight and transport. The combination has therefore an economic basis.

The danger of monopoly in a shipping combine is probably less than in many other departments of activity. It can hardly be said that the capital in the enterprise is fixed. The mobile character of the plant enables competitors from all parts of the world to occupy the same field at short notice. There is no natural monopoly as there is in coal or iron mines or oil wells. The ocean is free. Freight ships may be built very quickly. Tonnage not engaged in one part of the world can move to another. There is always a reserve of irregular or tramp tonnage, ready at any moment to assemble on any route that promises large rewards. The result of this combination will probably be greater stability in freight rates, and consequently in market rates.

The statement made by Sir Thomas Shaughnessy at yesterday's meeting of the Canadian Pacific railway contains much that is interesting and full of encouragement. The president of the C. P. R. makes the first, authorized statement concerning the offer of his company for a fast Atlantic service. The twenty knot boats proposed are almost slow compared with the proposed new Cunarders. We should suppose that in view of the imperial arrangement with the Cunards the C. P. R. would propose to do something better than twenty knots.

The freight service which they offered in connection with the contract would be a very desirable addition to our tonnage for traffic. The railway company does not indeed make the establishment of a freight service contingent on securing the contract for the mail and passenger service. It has been found essential to the convenient and regular dispatch of the company's transportation business that the management should control the water transport as well as that on land.

# LEGAL MINISTERS AND LUMBER LEASES.

Some days ago, referring to the Muskoka lease scandal, the Sun observed that the government refused a transfer in one case where a member of the government had been retained by parties opposing a transfer, and granted one in another case where a member had been retained by the parties desiring the transfer. The Telegraph in a somewhat hysterical fashion demands the name of the ministers mentioned, and affirms its belief that the statement is "wholly false."

The statements made by this paper were made on information which was believed to be correct. If they are inaccurate the contradiction of the minister will receive all the publicity that the Sun can give it.

The instance in which the transfer was refused was that in which the Pulp Company at Chatham was concerned. It was understood by this journal that the leader of the government acted professionally for certain of the parties in that transaction, and that his clients were opposed to the transfer. This opinion was formed from the reports of proceedings in the courts in which the name of Mr. Tweedie appeared. The Telegraph says that this conclusion and our statement based thereon are "wholly false." From this it would appear that Mr. Tweedie never was retained in these proceedings and never appeared in courts as counsel for the parties concerned. We would like to hear from the premier himself on this point, and in the meantime would suggest to the Telegraph an examination of its own files for the report of the pulp company case before the courts.

The case in which the transfer was granted was that of the Muskoka Company, so called. This company applied for and obtained the liberty to transfer a lease, which under the law should have been forfeited some eight years before. That is to say, the privilege denied to the one company was readily granted to the other, though in the latter case the transfer meant a loss of \$200,000 to the province, while in the other the provincial treasury suffered by the refusal. Now the Sun has been informed by a Restigouche correspondent that Mr. Tweedie has on one or more occasions acted as legal advisor of the Campbell firm or company. If this information is correct, then every part of the Sun's statement is sustained. If our informant has been misled, and neither Mr. Tweedie nor any of his colleagues has acted for these parties, or has directly or indirectly received fee or reward for service from them, then that part of the statement should be withdrawn. On this point also the Sun is quite ready to publish an article containing contradiction from any person qualified to furnish one.

## AS SEEN BY HARPER.

The controversy between Mr. Tarte and his colleagues has begun to attract attention in other countries. It is a matter of great interest in the United States, where even the graver journals find it a theme worthy of discussion. Harper's Weekly says:

Canada is taking her part in the world-wide tariff question. The free-trade side of the controversy is championed by Hon. Mr. Tarte, while the able and energetic minister of public works, Hon. J. H. Tarte, stands for high protection, especially, indeed almost exclusively, at the expense of the United States. It looks as though the liberal-united section of Gladstone's days would be repeated in Canada; Mr. Tarte, a member of a liberal family, championing an extreme conservative and protectionist policy, seems almost certain to drift from his party allegiance, and lean to the conservative camp. Mr. Tarte, originally a high protectionist, has returned to his early faith for free trade, and at present follows a policy of opportunism, and leans to be driven back to free trade by the impetus of their opposition to the minister of public works. Sir Wilfrid Laurier's liberal government has been severely criticized for its lack of energy, initiative, and constructive ability. Its opponents call it a policy of inaction, that has inherited a policy and torn it to pieces, content to hold nothing to create, and to spend with policyless prodigality the easily gotten millions which it has not the ability to divert to the furtherance of any formulated scheme for the future upbuilding of the country. It is accused of having bungled its half-hearted tariff-thinkings, of having botched the fast-freight-line project, of defeating the British-preference scheme, and doing much to alienate the good-will of England by its attitude on the question of Imperial defence. Sir Wilfrid's passionate resistance to the attempt to draw Canada into the vortex of militarism, having practically blocked the ambitious plans of Mr. Chamberlain. As the one exception in this galaxy of mediocrity, Hon. J. H. Tarte is praised for his energy, his untiring industry and alertness, and, above all, for his "aggressive Canadianism." The quarrel is full of interest, and its outcome is of practical importance to this country.

Apparently Harper's does not understand Mr. Tarte's position as an anti-imperialist. The tariff situation seems to be pretty accurately represented, but it is far too soon to say where Mr. Tarte's journey will land him.

## MR. POWELL AND THE RAILWAY MEN.

Some lying paper in the Kootenay country charges Mr. H. A. Powell with having characterized the I. C. R. employees as "the scum of the earth." The Motion Transcript quotes the words, "Of course the Transcript knows, as every one else does, that Mr. Powell never gave such a description of a body of men, some recommended for appointment by himself." Mr. Powell has spoken freely in the west, as he has at home, concerning some of the persons for whom places have been found on the railway. Any friend of the intercolonial railway men might well resent on their behalf some of the additions that were made to the staff in recent years. It is true that Blair's friends have secured places on the road for many men of good character and ability. These will not resist bitter rather approval and privately commend Mr. Powell's reference. They know to whom it applies.

## A PRINCE EDWARD ISLAND DEAL.

The business men of Charlottetown are sternly critical of the meat packing contract which the provincial government has just made. Prince Edward Island has already a considerable business in producing bacon, packing and preparing meat. Private persons who have built up important trading and industries are rather startled to find that the government has passed them all by and made a large arrangement with outside promoters claiming to represent millions of acres closely connected with the Armours of Chicago. In spite of their great wealth these strangers are to receive a provincial guarantee of four per cent interest on \$100,000 of bonds. This means that the province is furnishing the capital for the new company to compete with local men providing their own capital. The Armours and other members of the beef combine in the United States are not at this moment very popular at home. Even on Prince Edward Island, where persons "closely connected with the Armours" appear as borrowers on the credit of the little province, the members of the board of trade appear to think that the government might as well back some Canadian who is in the meat business. Such an opportunity was afforded, for a firm which is already in the business offered to start local operations on a large scale. The weak point with the Canadian investors was that they did not want a guarantee to furnish their own money. The guarantee they asked was one from the farmers that they would furnish a certain number of hogs. The firm wanted to be sure of a sufficient supply to run the business profitably. Such a condition is not imposed by the Armours. Under their arrangement they get their interest paid by the government, so that the supply of hogs would be less important. The other concern having to earn its interest needs other raw material, than a complainant government and a provincial guarantee.

## BIRTHS.

ESTABROOK—At Springfield, N. S., Sept. 28th, to Rev. H. G. and Mrs. Estabrook, a daughter.

MARTINEAU—At Sydney, C. B., Sept. 28th, to Mr. and Mrs. G. W. Martineau, a daughter.

## MARRIAGES.

ARMSTRONG, CAL—At the rectory, Harcourt, on Tuesday, Sept. 23rd, by the Rev. Geo. B. Freese, B. D., Herbert, a strong of Moncton to Miss Miss Kate, Kent County.

BREEN-GILLEN—On October 1st, at the residence of the bride's mother, Wm. Gillette, 185 Paradise Row, by the Rev. H. Howard, B. D., Elizabeth R. Gillette to Mr. H. B. Breen, a daughter.

CHANDLER—At the residence of the bride's mother, Mrs. J. A. White, 71, Main Street, on Tuesday, Sept. 23rd, by the Rev. Geo. B. Freese, B. D., George A. Chandler, of Hartford, Conn., to Miss Alice B. Chandler, of Hartford, Conn.

COOPER-CHASE—At the residence of the bride's mother, Mrs. J. A. White, 71, Main Street, on Tuesday, Sept. 23rd, by the Rev. Geo. B. Freese, B. D., George A. Cooper, of Hartford, Conn., to Miss Alice B. Chandler, of Hartford, Conn.

CHARLES-HOVELL—At the residence of the bride's mother, Mrs. J. A. White, 71, Main Street, on Tuesday, Sept. 23rd, by the Rev. Geo. B. Freese, B. D., George A. Charles, of Hartford, Conn., to Miss Alice B. Chandler, of Hartford, Conn.

SCOTT-NICKERSON—At the home of the bride's father, on Sept. 24, by Rev. E. J. Perry, Harry W. Scott, of Summer Hill, New Brunswick, to Miss Alice B. Chandler, of Hartford, Conn.

WHITE-SHARE—Married at 36 Richmond Street, on the 2nd instant, by Rev. C. T. Sharpe, daughter of Robert F. Sharpe of this city.

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