

LOUIS COSTE ON TRADE DEVELOPMENT.

Engineer of Canada's Public Works Department Delivers Hopeful Address Before Board of Trade—An Important Deliverance.

In the board of trade rooms Friday morning, Louis Coste, C. E., of Ottawa, addressed the members. His remarks in full were: Mr. President of the Board of Trade of the City of St. John, and Gentlemen: A question, probably of more importance than any other to the Dominion of Canada, and incidentally to the provinces of the St. Lawrence river and the Canadian Atlantic ports, is that of transportation. In this connection you all know that the eastern states and the provinces of the St. Lawrence river and the Canadian Atlantic ports, is that of transportation. In this connection you all know that the eastern states and the provinces of the St. Lawrence river and the Canadian Atlantic ports, is that of transportation.

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canals has been approximately \$65,000,000. The subsidies given to the railways by the Dominion government, the various legislatures and the municipalities total up a sum more than \$400,000,000. Are we deriving all the benefit that should come to us for this sacrifice of money? I, for one, say no, and will continue to say so so long as I see one pound of Canadian freight shipped in a port of the United States. I am glad to be able to tell you that steps are being taken to remedy this existing state of affairs, and that to render our canal system of the greatest possible value, works of magnitude are being constructed at the present time at the head of the Welland canal to facilitate the transfer of freight from the lake vessels drawing 14 feet of water, the maximum draught of the canal, so as to divert some of the traffic which belongs to us from Buffalo to Montreal and vice versa. This will be accomplished unless elevators and storerooms are also built in Montreal, or on some other port on the St. Lawrence to receive this freight.

French River Project. Another project for which I desire to enlist your sympathies is the improvement of the French River. You all know that the minister of public works has taken this matter in hand and that he is asking all business men to help him to carry it through. In a few words, the project consists in making the French River navigable between the Georgian Bay and Lake Nipissing for the deepest draught vessels trading on the Great Lakes, building a port at or near North Bay, and asking the railway to help him to carry it through. In a few words, the project consists in making the French River navigable between the Georgian Bay and Lake Nipissing for the deepest draught vessels trading on the Great Lakes, building a port at or near North Bay, and asking the railway to help him to carry it through.

Results of New Route Opening. Personally, I believe that the opening of the French River route will make the C. P. railway the arbiter on freight rates on this continent and increase many lines the carrying capacity of all the Canadian lines of steamers. It is certain that if the C. P. railway becomes a serious rival to the American railways in the transportation of grain east of the Great Lakes, it will necessarily also become a competitor for the transportation of all other merchandise, and will eventually become owner of a fleet of steamers on the Atlantic, and therefore make Montreal or Quebec the great emporium on this continent, and the port of St. John, which is the terminus of that line on the Atlantic coast and other Canadian ports, such as Halifax and Sydney, will benefit largely thereby, particularly so when we recall the closing of navigation is short, and a very large quantity of grain, and I repeat, in a short time, of general merchandise, would necessarily have to find its way to the best equipped ports on the Atlantic.

In my opinion, the Dominion government and, more particularly, the minister of public works, is doing a national work in endeavoring to increase our transportation facilities, and all business men, I repeat it, I repeat it, we cannot expect to do anything beneficial to Canada in this connection unless we create a fleet of our own steamers. You have all heard of the Canada Atlantic railway running from Depot Harbour on the Georgian Bay to Montreal, a distance of only 870 miles. Well, is it not a pity to see that more than one-half the business of that railway goes to Boston, simply because Montreal cannot handle it? And in this connection you may have seen lately in the newspapers that Dr. Seward Webb has approached the Board of Trade with the offer of his handsome sum of \$20,000,000 for the line. This is a doctor, one of the most acute in the world, and he is naturally the owner of this short connection between the Great Lakes and the east as a feeder to the railways under his control in the United States, unless Montreal or some other points on the St. Lawrence river will be able to offer him facilities at least equal to those offered by Boston.

Intercolonial Railway Extension. Further, speaking for myself alone, I hope that the Intercolonial railway will be extended as far as North Bay, not to compete with the Canadian Pacific Railway, but to share with it the immense traffic that must come to that point and distribute it in some or all the Canadian ports on the Atlantic. Until the Intercolonial railway reaches the Great Lakes, the very heart of the great province of Ontario, it is not worthy of its name. Of course we have heard a great deal lately that the St. Lawrence route was not safe and that the rate of insurance is 3 to 4 per cent more to Montreal than it is to New York. This is practically true, but with a comparatively small expenditure, the St. Lawrence channel can be lighted, buoyed and made absolutely safe. All that is wanted is energy and uniformity of action on the part of our public men.

Cost of the French River Work. I forgot to mention that the total cost of the works required to make the French River navigable to Kingston is estimated not to exceed \$5,000,000, an annual charge of only \$150,000. When this work is completed and the St. Lawrence end of the line is properly equipped with elevators and permanent storerooms, I see no reason why the Canadian Pacific Railway should not handle 40,000,000 to 50,000,000 bushels of grain from Chicago, Duluth, Port William and Port Arthur, and land that grain in Montreal on board ship for the eastern ports, at a saving of 3 cents on every bushel. The average rate at which grain from these points was placed on board ship at New York last season was 7 cents. This will mean a saving of more than \$1,000,000 annually to our western farmers; it will mean an increased activity and prosperity all along the line from the Georgian Bay to the Atlantic. I have inspected the French River from one end to the other, and I pledge you my word that there are no engineering difficulties in the way, and that the

climatic conditions are such that navigation will be possible during the same length of time that it is to Buffalo. Mr. President, I came to St. John prepared to address the board of trade of your city on this important question of transportation, and I have therefore left many things unsaid. I came here at the request of Mr. Geo. Robertson to consult with him in reference to dry dock affairs, and I am glad to see that the business men of the city are unanimous in their desire to see this important work constructed. I hope that within two years you may see a large number of steamers in your port, and that they will occasionally require the services of my friend, Mr. Geo. Robertson.

President Jarvis thanked Mr. Coste and invited those present to question him. To Mr. Maxwell, Mr. Coste pointed out the route now taken by grain to reach the seaboard, and the proposed French American grain centres at Port William and Port Arthur the Canadian centres. The bulk of the grain is distributed from Buffalo, 350,000,000 bushels going there annually. At present the Canadian Pacific is not a factor in the grain carrying trade eastward and the scheme is to make the road a grain carrier by landing the grain to them at a point where it can be handled. The great necessity is facilities for the grain carrying business in Canadian ports. The government is now fitting Port Colborne as a transfer station. In answer to questions of W. Frank Hatheway, Mr. Coste said if the C. P. R. took up the business they would carry all possible through Montreal, but St. John lies in the canal, etc., Mr. Coste spoke of the difficulties the Canada Atlantic had to contend with in the grain business. Owing to lack of facilities at Montreal, the Canada Atlantic's profit earned last year from this trade was but \$400,000, instead of from \$1,000,000 to \$2,000,000, as it would have been had Montreal been properly equipped. W. Frank Hatheway moved a vote of thanks to Mr. Coste. The motion was seconded by Mr. Osborne and tendered by Mr. Jarvis.

port, relieving the municipality of the burden. Mr. President, I thought it proper for the board of trade to know that Canada has a minister of public works who has given the matter of transportation so much study. He thought it his duty to go to board and the city council to uphold the minister. Mr. Hatheway suggested that the 33.13 per cent rebate be allowed only on imports through Canadian ports. Superintendent Osborne endorsed the views of Mr. Coste and felt that the government should assist in building up the harbors of Canada so as to handle the trade at Montreal, Quebec and the Atlantic ports. George Robertson, M. P. P., moved that the question of the French River route be referred to the consideration of the freight and transportation committee, they to report. This carried and the board adjourned.

Canadians Handled But Small Part. Reports from official sources show that a total of 28,433,035 tons of freight were moved from Lake Superior during last season, as against 8,880,750 tons in 1891, and 1,567,741 tons in 1881; but of these 28,000,000 tons—only one-tenth—were moved through the Canadian channel, and the great bulk of that one-tenth was carried in American vessels, the Canadians for several years past having taken

less than 4 per cent of the whole of this traffic. I wish to emphasize this statement, that the Canadians moved only about 4 per cent of this enormous quantity of freight, and that, in spite of the fact that we have the best system of canals from the lakes to the port of Montreal. Why is our proportion of this immense traffic so small? The reason is simple one. We are so far behind the United States in the transportation of the western traffic because we have unfortunately, for one reason or another, neglected to increase the shipping facilities of our only summer outlet—the St. Lawrence.

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DEWET AGAIN ESCAPES, BUT LORD KITCHENER MAKES RECORD CAPTURE.

Why Boer Slipped Through Lines Under Cover of Cattle Stampede—Twenty-three Columns Had the Boer Leader Enclosed.

London, Feb. 9.—From Wolvehok Lord Kitchener has today telegraphed a long description of a combined movement of numerous British columns with the object of securing General DeWet. Lord Kitchener says the advance began the night of February 5, the whole force moving from various directions and forming a continuous line of mounted men on the west bank of the Liebenberg's Vlei, from Frankfort as far south as Fanny's Home, and thence to Kaffir Kop. The line then advanced to the west and the following night the British entrenched with their outposts 50 yards apart. They held the line from Holland, on the Heilbron-Frankfort blockhouse line, to Doorkloof, of the Kroonstad-Lindley blockhouse line to prevent DeWet's crossing. The advance was continued February 6, and DeWet was seen in the enclosure, but realizing his position, he ordered his men to disperse and seek safety during the night. DeWet himself, with some men and a number of cattle, made for the Kroonstad-Lindley blockhouse line, and at 1 o'clock in the morning, by rushing his cattle at the fence, broke his way through the line mixed up with the cattle, and losing three men killed. Many attempts were made to break through the line on the night of February 7, reports Lord Kitchener, the line of outposts being attacked at various places. But very few escaped, and then dead Boers were picked up in the morning near Heilbron. If we do not get exact details of the Boer casualties," continued Lord Kitchener, "but as far as I have ascertained they consist of 283 killed, wounded and prisoners, as well as about 700 horses and many cattle. "Our casualties are only ten." Lord Kitchener's great plan, which he has been elaborating for months past, failed by the escape of DeWet, but was successful in the greatest single capture of Boers since Lord Kitchener arrived in South Africa. Altogether 23 columns were employed in an immense irregular parallelogram formed by the lines of blockhouses and the railroads between Wolvehok, Frankfort, Lindley and Kroonstad. It is estimated that DeWet's forces amounted, roughly speaking, to 2,000 men. Lord Kitchener personally superintended the final preparations for the expedition and the great move was made over a front of 40 miles, with the object of driving the Boers against the railway lines where armored trains were patrolling and repeatedly in action, shelling the Boers to prevent their crossing the railroad. DeWet succeeded in slipping through the lines to the southward. The whereabouts of Mr. Steyn is unknown, though one report says he is with DeWet.

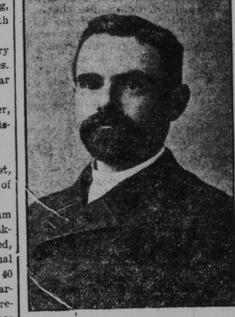
CARLETON METHODIST CHURCH IN ITS SIXTY YEARS OF GOOD WORK.

Church Building Decided On in 1840, Completed and Dedicated Towards Close of the Next Year—Rev. Mr. Rice the First Pastor—Those Who Have Since Had Spiritual Care.

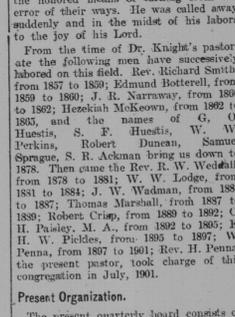
From Smith's History of Methodism in the Lower Provinces it is learned that the church here by the Rev. William Allen, who has also joined the church triumphant. The next pastor was the Rev. Robert Cooney, who was quite a noted man in his day, an excellent preacher, a man of high literary habits. He removed to the Canadian conferences, but died in comparatively early life. He was followed by the Rev. William E. Carly, who held an important place in the Methodist church for many years and died in 1896, after having been 67 years in the ministry. He was succeeded by the Rev. H. W. Piddell, who followed, and who was remembered as a devoted, earnest minister, and especially by many whom he had the honored means of turning from the sinfulness and the midst of his labors to the joy of his Lord. From the time of Dr. Knight's pastorate the following men have successively labored on this field: Rev. R. W. Weidell, from 1878 to 1881; W. W. Lodge, from 1881 to 1884; J. R. Narraway, from 1884 to 1887; Thomas Marshall, from 1887 to 1888; Robert Crisp, from 1888 to 1892; H. H. Piddell, from 1892 to 1895; F. H. W. Piddell, from 1895 to 1897; W. W. Piddell, from 1897 to 1901; Rev. H. Penna, the present pastor, took charge of this congregation in July, 1901.

The present quarterly board consists of H. Penna, chairman; Joseph Rouillon, C. E. S.; J. K. Taylor, Joseph Rouillon, Captain George Holder, Solomon Long.

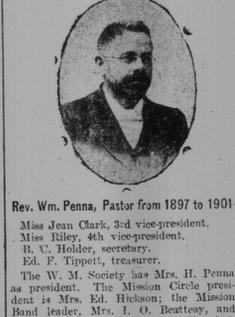
George Rowley, W. D. Baskin, H. J. Olive, Charles Brown, Dr. Day, Andrew Baist, William Johnston, Beverly Belyea, John Lister. The trustees are H. Penna, chairman; H. J. Olive, secretary; W. D. Baskin, Jos. Rouillon, Robert Taylor, Beverly Belyea, John Lister, Enoch Thompson, William Johnston. The school is under the supervision of Enoch Thompson, who has an efficient staff of officers and teachers co-operating with him in the school church work. The Epworth League of the church are: Maria Beattie, president; Miss Perry, 1st vice-president; Miss Holter, 2nd vice-president.



Rev. Henry Penna, Present Pastor.



Rev. Wm. Penna, Pastor from 1897 to 1901.



Miss Jean Clark, 3rd vice-president.

Completion and Dedication of Church. After the exterior of the new church had been completed, William Beattie, who was also deeply interested in this work, was asked to prepare plans for the interior. It was toward the close of 1841 that the present church was completed and dedicated. Since then the church has undergone many changes, the interior has been modernized, making it a place of worship very neat and comfortable. On the 13th of May, 1842, a Sabbath school was organized with 83 scholars. In three months the number increased to 173 under the superintendence of the late Robert Salter, who held that office for many years.

The Pastors. The Rev. Samuel D. Rice, who afterward became one of the foremost men of the Canadian conference, and president of the general conference of the Methodist Church of Canada, was the first pastor of the church. His ministry was honored by a work of grace which added greatly to the membership. Dr. Rice, after a most honorable and useful career, has gone to his eternal reward. He was assisted in

the church here by the Rev. William Allen, who has also joined the church triumphant. The next pastor was the Rev. Robert Cooney, who was quite a noted man in his day, an excellent preacher, a man of high literary habits. He removed to the Canadian conferences, but died in comparatively early life. He was followed by the Rev. William E. Carly, who held an important place in the Methodist church for many years and died in 1896, after having been 67 years in the ministry. He was succeeded by the Rev. H. W. Piddell, who followed, and who was remembered as a devoted, earnest minister, and especially by many whom he had the honored means of turning from the sinfulness and the midst of his labors to the joy of his Lord. From the time of Dr. Knight's pastorate the following men have successively labored on this field: Rev. R. W. Weidell, from 1878 to 1881; W. W. Lodge, from 1881 to 1884; J. R. Narraway, from 1884 to 1887; Thomas Marshall, from 1887 to 1888; Robert Crisp, from 1888 to 1892; H. H. Piddell, from 1892 to 1895; F. H. W. Piddell, from 1895 to 1897; W. W. Piddell, from 1897 to 1901; Rev. H. Penna, the present pastor, took charge of this congregation in July, 1901.

A PLEA FOR PROPER TREATMENT OF THE SAILOR BY HIS CAPTAIN.

Master Mariner Writes from Buenos Ayres—Instances Dishonest Methods by Which the Man Before the Mast Loses—Nova Scotia Vessels the Worst—What Happened on St. John Ship.

To the Editor of the Telegraph: Sir: Will you kindly, through the columns of your well read paper, let the public know what a sailor's life is out here in Buenos Ayres. We hear sometimes of the deterioration of the British sailor, but this is nothing to be wondered at if what happens here mostly every day is true in other parts of the world. The only combination between captains and lodging house keepers to fleece and demoralize the sailor is only an instance of the conduct of these masters who cause in it. I don't want to say that they do all, but the majority do it. The other day I was speaking to a captain about it and he told me that masters were so ill paid that they had to have recourse to some means to have pocket money; he also told me that he had received from one of the sailors' pockets, a savings of \$10 a head for shipping his crew which meant for six men \$60 for which he had absolutely no claim whatever and all came out of the sailors' pockets. There have been cases lately of captains, after sending their men plenty to eat at sea, suddenly putting them on the bare allowance in port and biscuit to replace the soft tack which they were accustomed to have at sea, and the mates were told to hustle the men and keep them working in the port and into the till they got tired out and were forced to desert, some leaving a good balance to their credit as much as \$60 to \$80. Where does that money go? Do the owners get any thing out of it, or does the captain appropriate the balance, by making false accounts on paper to the owner that they were paid off of the ship as they were useless or left behind at the hospital. As a rule, Nova Scotia vessels are the worst. I think good Christian owners ought to enquire on the arrival of the vessel how the men had left and what balance of wages they left behind and the money be used on behalf of sailors' widows and orphans instead of being spent in port by the master for his own pleasures. One cannot call that money by any other name than blood money.

Another instance of a St. John, N. B. vessel. One man was shipped in St. John to be sent on board where the vessel was loading. He was told the vessel was near 400 tons, the crew consisted of five A. B.'s or nine all told. Two that were shipped at some other port were told that six before the mast was the crew, and if they did not know sailor's work the mate would do for them. When the vessel was ready to leave it was found out that only two A. B.'s and two O's was the complement. Certainly they complained to the master who quickly promised them something extra which they never had and also told them that his boy who appeared on the ship's articles at \$14 a month was one of the crew and that he had been two years at sea, though at the time he was only five years of age. The sailors agreed not to detain the ship. During the passage the ship sprang a leak and the crew had to continually be at the pumps. The captain's boy did absolutely nothing, kept

no watch, insulted the men, swore as hard as the father, threatened the men with belaying pins, the father certainly abetting. After a sailor has been a passage on board such a vessel can you wonder how it is that the British sailor is deteriorated? Where is our board of trade? Where are our sailors' friends? Why is going to make the first forward move towards keeping our merchant sailor from total degradation? Some talk of reforming the sailor. First reform the master and officers; the sailor will reform afterwards. A sailor is God's creature as well as the master and some are less brutal than their masters, who, professing to be members of churches, really are only deep sea hypocrites and not worthy to be called human beings. Give the sailor good quarters to live in and have some good literature (a sailor is fond of reading) and some good sensible arguments; give them good healthy food, than I can guarantee that if properly handled they will do their duty thoroughly. I speak from experience, being a master mariner of old standing and large experience in handling large crews.

During my career of more than 25 years as master I have had only one case which needed the casual intervention and strange to say it was for a boatwain who, though given his Saturday afternoon to wash his clothes, persisted in washing on Sunday against the rule on board. Good Christian masters have no trouble with their crews; good discipline and firmness in handling sailors is all that is required and if you have an unruly one or a ringleader who disobeys your law off on the first opportunity. Do not allow the officers to curse and swear at the men; call the men by their proper names and, last, though not least, have a service on board on Sunday, plenty of singing and some Bible reading and prayer, because its use is being a Christian on shore and a heathen at sea. When in port and near a seaman's mission let them go as often as practicable and show them a good example by going yourself. I have done it and some heeded, but a gentle reminder and a little encouragement brought them around and they were glad after the first time to be told they were one of the best behaved crews in the harbor.

For God says that as you have done it unto one of the my children ye have done it unto me. I am, sir, yours truly, BERNARD VINCENT, Master Mariner. Buenos Ayres, Nov. 1st, 1901.

Found a "Strad" Violin. Sullivan, Ind., Feb. 5.—A genuine Cremona violin was found today at the home of County Commissioner Gambill. The instrument has the name of Stradivari and the date 1727. Mr. Gambill purchased it for a small sum. He did not know its value.



Carleton Methodist Church, Guilford Street.