POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JANUARY 11, 1899.

THE SEMI-WEEKLY, TELEGRAPH reasonable proposition, and one which it he wheat of Canada available for ex. THE INTERCOLONIAL AND THE

ADVERTISING RATES.

FACTS FOR SUBSCRIBERS.

This paper has the largest circulation in the Maritime Provinces.

Semi-Weekly Telegraph,

ST. JOHN, N. B., JANUARY 11, 1899.

THE SHNATE.

istance was to give such representation to each province as would prevent any injustice being done to any section by the house of commons. The four provinces that were to form the confeder-

and after that a full discussion of the Whole question of terminal facilities, presents 80,000 people, in Quebec 62,000 people, but in the maritime provinces only 36,000 people. No doubt it was this feature for the senate that the premier had in his mind when he stated, the other day, that a second chamber was a necessity. Still it would be difficult to point out any occasion when the senate took such a stand for the protection of local interests have not been seriously attacked, or it had a surplus as a surplus as a surplus as a positive has been another that a full discussion of the whole world could hear them. Then a surplus was a sign of their excellent financial management; now they have not been seriously attacked, or it had a surplus as a positive has been another that the traffic of the various competitive routes by means of which this might be accomplished. We quote:

Taking Cockburn Island, which is a point common to all these route, as the bodiers clarroing for dividends, could not handle this business from point out the various competitive routes by means of which this might be accomplished. We quote:

Taking Cockburn Island, which is a point common to all these route, as the theory of the traffic now that point by these different ways to the relation of the point out any occasion when the senate took such a surplus they crowed so loudly that the whole world could hear them. Then a surplus was a sign of their excellent financial management; now they have not been seriously attacked, or it has been able to the various competitive routes ways then handle the business from the various competitive routes by mans of which this might be accompliantly the various competitive routes by mans of which this might be accompliantly the various competitive routes as point to morn to all these route, as the point out the various competitive routes by mans of which the various competitive routes as point to morn to all these route, as the point out the various competitive routes by finance and they do it at a profi

merely dealt with as regards its effect surplus for the current year is likely to on the party. The best messure that be still larger than that for this year. ever was offered by a Liberal govern ment for the consideration of parliament would have no chance whatever in the sanate if it seemed likely to injure the Conservative party. Of the 81 members of the senate only about 20 are Liberals, and the Conservative part of that body is largely composed of men of no particular ability, who received

these provinces would be united.

is to be hoped the senate will not be so ill-advised as to reject.

TERMINAL QUESTIONS

The attention of the people of St. John for some years to come is likely to be closely directed to the question of providing terminal facilities for our rapidly growing winter trade. Every person in admires the great energy and enterprise St. John in constructing wharves and warehouses on the west side, by means of which the advantages of St. John as a winter terminus could be demonstrated.

project in all its stages now claim to others. This, perhaps, is natural,

nected with the construction of this wharf has been done it would not be very costly to construct, and its construct. very costly to construct, and its construction would almost double the capacity When the senate of Canada was cre-

winter, which would bring'up our exp

trade to about \$20,000,000 a year. ation were divided into three groups, desire to place them on their own land, Ontario and Quebec each forming one and not on the property of the city. The Ontario and Quebec each forming one land not on the property of the city. The land north of the present city wharvee and Nova Scotia and New Bruns-land north of the present city wharvee land north of the present city wharvee and said that the government would do mond County Railway by the governunited another group, each repre. belongs to the city, having been obtainwhere united another group, each representation of the Board of Trade was thought that neither Quebec nor meeting of the Board of Trade so populous as Ontario, could suffer any on the authority of Mr. George Robertson, injustice while it had so many representate that the Canadian Pacific Railway Co. real as a grain centre are the best who has been vilified as if he was a crimthe British North America act were tional wharves the city would build. guided by the census of 1861, when Ontario had 1,896,091 inhabitants; Quebec, 1,111,566, and Nova, Scotia and New of the lessee undertook to keep the Brunswick, 582,631. Thus a senator from the lessee undertook to keep the whaves in good condition. Mr. Robertwharves in good condition. Mr. Robert only half as many people as one from Ontario or even Quebec. As it was expected that Prince Edward Island would come into confederation before many cussion of the subject that we can hope people as one from this point ought to be one into confederation before many cussion of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the distribution of the subject that we can hope paper is published in Thursday's issue the formula of the distribution of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday's issue the formula of the subject that we can hope paper is published in Thursday is such that the formula of the subject that we can hope paper is published in Thursday is such that the formula of the subject that we can hope paper is published in Thursday is such that the formula of the subject that we can hope paper is published in Thursday is such that the formula of the subject that we can hope paper is published in Thursday is such that the formula of the subject that we can hope paper is published in Thursday is such that the formula of th come into confederation before many cussion of the subject that we can hope paper is published in Thursday's issue of the Toronto Globe, and it presents what they had accomplished: maritime provinces held the four senatorships allotted to the Island until it became a part of Canada, and thus the quota for New Brunswick and Nova Scotia was reduced to twenty—ten for each province. In 1891, when the last census was taken, Ontario had a population of the Toronto Globe, and it presents the advantages of the Collingwood route in a very clear manner. Mr McCarthy maintained that it ought to be the policy of the government and of parliament to reconsus was taken, Ontario had a population of the Toronto Globe, and it presents the advantages of the Collingwood route in a very clear manner. Mr McCarthy maintained that it ought to be the policy of the government and of parliament to reconsus was taken, Ontario had a population of the Toronto Globe, and it presents the advantages of the Collingwood route in a very clear manner. Mr McCarthy maintained that it ought to be the policy of the government and of parliament to reconsus was taken, Ontario had a population of the Toronto Globe, and it presents the advantages of the Collingwood route in a very clear manner. Mr McCarthy maintained that it ought to be the policy of the government and of parliament to reconsus was taken, Ontario had a population of the Toronto Globe, and it presents the advantages of the Collingwood route in a very clear manner. Mr McCarthy maintained that it ought to be the policy of the government and of parliament to reconsus was taken, Ontario had a population of the Toronto Globe, and it presents the advantages of the Collingwood route in a very clear manner. Mr McCarthy maintained that it ought to be the policy of the government and of parliament to reconsus was taken, Ontario had a population of the advantages of the Collingwood route in a very clear manner. Mr McCarthy maintained that it ought to be the policy of the government and of parliament to reconsus was taken, Ontario had a population of the development o tion of 2,114,321, Quebec of 1,488,535, and with the C. P. R. and the government. the three maritime provinces 880,737. and after that a full discussion of the

have not been seriously attacked, or it evil, because it has been obtained may be that the members of the senate under a Liberal government. The Monchave been too much swayed by party ton Times announces that the surplus is considerations to care for merely local due to more taxes being collected from the interests. So far as the maritime prov-inces are concerned it is difficult to of the surplus need to be carefully eximagine any local interest on which all amined before they can be accepted the members of the senate representing The Times is certainly an object of sympathy, for after three successive Foster At present the senate is a mere party deficits it is really too bad that the machine, run for the benefit of the Con- Liberals should be able to announce a servative party. It is not pretended surplus. We fear, however, that its that any question that comes before that troubles are not ended, for it will be body is decided on its merits, but it is seen by our Ottawa despatch that the

Canada is rapidly becoming a great their appointment to the senate population, and no country has so bril. Toronto can compete with advantage? a large export business, all of which \$262,334,482, so that there was an inmerely because they were good partiliant a fature. The wheat crop of Cansans. Sir Wilfrid Laurier's suggestion ada for 1898 may be set down at 65,000,for a reform in the constitution of the | 000 bushels, so that after making an senate, is one that has the merit of being ample allowance for our own consumppractical, and which, if adopted, may be tion, and for seed, there will be from the means of perpetuating the life of 30,000,000 to 35,000,000 bushels available that body. It is that where an import- for export. It may be safely stated that

port will probably rise to 80,000,000 or 100,000,000 bushels. Under these circumstances and baving regard to the needs of the future the attention of the government of Canada for some years to come will be directed to the question of carrying the surplus crops of our great west to the seaboard in the most expeditions and economical manner. Their aim will be to send every ton of Canadian demand greatly increased facilities for Canada who is familiar with the fac's freight to market through the ports of the carriage of grain and other articles, Canada, and as much American and when the present means of transthat have been shown by the people of freight as can be obtained besides. It was in accordance with this far seeing Take, for example, the grain crop of policy that the Hon. Alex. Mackenzie, Manitoba and the Northwest. The milwhen premier of Canada, began the lers, who have excellent means of judging work of deepening the canals along the estimated it at 37,500,000 bushels. This line of the St. Lawrence to 14 feet. This is 1,125,000 tons of grain, and it would work was carried on in such a languid require 75,000 fitteen ton grain cars share in the applause which St. John manner by the late government that the to move it. These cars, if placed tois receiving and speak as if they them- work of deepening the canals was not gether, would extend in a line upwards selves had taken a large personal share completed when they went out of office, of 700 miles. Now this is merely the bein the work which was so well done by of railways and canals he determined to Manitoba and the Northwest will be although those who bore the burden and push the work to completion as rapidly doubling their wheat product in the although those who bore the burden and heat of the day feel some surprise at finding their opponents claiming to have being limited to a draft of nine feet or being limited to a draft of nine feet or market in Europe by way of the Atlantic The west side wharves are now built in part, according to the plan prepared by the city engineer, and the city has four steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with an elevator and an admirable set of the steamship berths connected with the steamship to the steamsh four steamship berths connected with an elevator and an admirable set of warehouses. But these four berths, even with the C. P. R. berth added, have this winter proved barely sufficient to do the work required of them, so it is clear that work required of them, so it is clear that the crop of connected intimately with these canals can be employed and the rate of transportation reduced to a corresponding degree. Connected intimately with these canals in our winter connected intimately with these canals can be employed and the rate of transportation reduced to a corresponding degree. Connected intimately with these canals is not less than 75,000,000 bushels. work required of them, so it is clear that any very large increase in our winter trade cannot take place without increased facilities. The complete plan of Mr. Peters contemplated a wharf to the northward of the present city wharves on the west side, some 1,500 feet in length, and therefore capable of accommodating three large steamships. As mousting three large steamships. As pable of storing enormous quantities of 90,000,000 bushels of wheat, there will be most of the dredging that would be con-

of the present system. Indeed, with eight good berths at Sand Point, we would be able to discharge and load would be able to discharge and load great norts of the maritime programs. It is useless to grow grain if it cannot be sent to market, and this fact is the key to the present government's attitude tofrom 160 to 200 steamships during the will also be increased by the same means, for a great deal of the grain held ised its responsibilities in conover at Montreal will be seeking ship- nection with this question. Sir But the question at once arises, who is to complete this plan of wharves. The coming winter. Hon. Mr. Fielding in of their policy when he said at the open-Canadian Pacific Railway, if they have his speech at the Liberal demonstration ing of the St. John exhibition in 1897 to build more wharves, will naturally at Montreal the other evening, reminded that he would never be content until the desire to place them on their own land, his hearers that Montreal was not the ports of Canada did all the export trade something for both places. The present goes to American ports. For this the situation and the certain future of Montjustifications of the wisdom of the minis- inal by "scalwag" journals like the Sun. ter of railways in carrying the Inter- whose abuse is the highest tribute that a

Making ...

The Parry Sound route:— From Cockburn Island to Parry Sound. By rail, Parry Sound to Coteau...... Coteau to Montreal, by water......

In all..... Of which by rail there are.
The Collingwood route:—
Cockburn Island to Collingwood.
Collingwood to Toronto, by rail.
Toronto to Kingston.
Kingston to Montreal.

grain the 555 miles, of which 341 miles is by rail, but via Collingwood the disthe Welland Canal route, the saving in distance is over 300 miles, and the questhan 400 miles by water (or, to be exact,

TRANSPORTATION PROBLEM.

The people of Ontario and Quebec are thinking more about the problems conpolitical question, and the people of the maritime provinces are equally interest ed with them in the matter. The time crease in the products of the West will portation will be utterly inadequate. ment and of private enterprise will be The trade of Montreal will be greatly taxed to find an outlet for the crop. It

Railway of a true friend.

channels, and also to attract as far as trate an enormous carrying trade at possible the trade of a portion of the United States. He then proceeded to deepened to twenty feet, so that the large vessels engaged in the grain trade may enter safely and discharge their cargoes. Elevators would also be required at Toronto, and I have no doubt, knowing the public spirit and enterprise of that progressive city, that capital would be fortneoming for their erection, Let me tell you what has been the result in two important in the calls the "astonishing spectacle" of an increase in the debt from \$326,000,000 to \$240,000,000 for the lithest resident. work of deepening the harbor was made. Arnprior & Parry Sound Railway Comtance is only 40 miles more, but of the pany, had not sufficient water at Cotego.

594 miles via Collingwood, only 20 as
I gave dredging there, and with the imagainst 341 miles is by rail. There are proved facilities they have handled the same number of transhipments in about 15,000,000 bushels of grain at that

hence when the Intercolonial is handling distance is over 300 miles, 2.11 the data to the distance is whether the grain can be carried except Halifax and St. John Canada has in two years and four months, er at the 90 miles by rail with an additional no ports properly equipped for a large rate of \$1,775,000 a year. The net inthan 400 miles by water (or, to be exact, 390)? This is a matter for practical men, but from the inquiries that I have near future. The prospects of the mariwere in power, was \$118,135,563 or at

Solid Comfort.

It is not enough to have rubbers keep out the wet. If the fit be not perfect they will draw the feet. It costs money to employ skilled pattern makers, in order to turn out rubbers in all the latest shoe shapes, but the Granby Rubber Co. do it and the result is that



Granby Rubbers W Overshoes

are known to be right up-to-date. The thick ball and heel make them last twice as long; while the thin rubber used in the other parts makes the whole very light. Insist on seeing the Granby Trade Mark on the sole.

GRANBY RUBBERS WEAR LIKE IRON.

We Have a Large Variety Goat Robes.

Alaska Robes.

Horse Blankets, Sleigh Bells,

Driving Harness,

Team Harnesss. Horse Collars.

> Everything for the Horse and Stable at Lowest Prices.

Horton & Son.

11 Market Square, St. John, N. B.

THE LATE MR. W. R. CAMPBELL. A great many people in St. John and throughout the maritime provinces will hear with deep regret of the death of Mr. W. R. Campbell, general manager and secretary of the Dominion Atlantic Railway. Mr. Campbell died on Sunday in London after a brief illness. He was a man of much energy and ability and the present fine condition of the railway which he controlled, is the best proof than can be offered of the success which has attended his efforts to advance that road. He was a man of decided literary tastes and the practical side of his character was not more developed in its strength than his love for what was best in books. The railway will greatly miss his strong guiding hand, and those who had the pleasure of becoming acquainted with him during his visits to this side of the Atlantic will feel that his death has deprived the business world of an able leader, and the employes of the Dominion Atlantic

THE DEBT OF CANADA.

Commodore Stewart, of the Chatham World, appears to be very much impreseed by the protest said to be signed by fifteen hundred alleged farmers of the counties of Huntington and Chateauguay against any further increase of the debt of Canada, and he quotes the following extract from the document in ques-Your petitioners view with anxiety

the continued increase of the public debt, which means to them additional taxation and a heavier lien on their real

That instead of, as we fondly hoped would be the case, the debt being re-duced, or at least kept at a standstill, under your administration, it has risen from 326 million dollers to 340 millions; That having regard to their own solvency, and the future of their children. your petitioners regard it as imperatively necessary that there be no more loans, The gallant commodore mingles his

stances of harbor improvement: For to \$340,000,000 In the "short period of years primitive methods were employed at Kingston, so that little progress in the indeed be remarkable if the statement were correct, but not more remark-I sent to that city one of our modern dredges from the St. Lawrence, and soon able than an increase in the debt have been handled there. The Ottawa, under the Liberal government, supposing the farmers' figures to be correct. the gallant commodore can dry his eves of Canada on the 30th June 1896 was The soundness of these views will be \$258,497,432; the net debt on the readily admitted two or three years 30th November last, the last date for which we have returns, was would otherwise have gone to foreign crease, not of \$14,000,000 as the "farmports. When it is remembered that ers" tried to make out, but of \$4 137,051 except Halifax and St. John Canada has in two years and four months, or at the export trade it will be seen how large crease of the debt of Canada from ant measure has been rejected by the senate it be considered by both houses sitting together and, if carried by a magintary vote, shall become law. This is a completed its first decade in the industries that I have seen as time ports are brilliant indeed, and this is largely due to the energy with which the government is dealing with the jurity vote, shall become law. This is a completed its first decade in the cheapest and best, in the prospects of the magintary in the prospec net debt by upwards of \$12,000,000. The Hood's Pills care Liver Ills; easy to take

work of the Liberals in debt making looks small and paltry compared to this grand Conservative showing.

MMMMMMMMMM

You say you are not "well." Of course—how can you be well if you are not healthy? ABBEY'S SEFFERVESCENT SALT will invigorate your system and keep you in perfect health. It has done it for others it will do it for you. Wherever Abbey's Effervescent Salt has been introduced it has received unbiased recommendation. All druggists sell this stand-

ard English preparation at 600 a large bottle; trial size, 250 THANANANANANANAN S

Horrible Accident.

DORCHESTER, Jan. 9-The most horrible accident which has occurred in thse parts for some time took place at Rockport last Wednesday. Joseph Tomer, a resident of Rockport, while trying to fall a tree lodged on a windfall had occasion to climb upon the windfall. There was a small fir tree about an inch in diameter directly under him. This he cut away to give himself a better chance to work. Then he tried to free the lodged tree with the result that it gave way. He was thrown directly on the sharp point of the small fir, the same entering his body for a distance of five or six inches, pierced usarly to his kid-neys. He then fell sideways, breaking off the end of the tree. He was imme-diately conveyed to his home and medical assistance summoned, but nothing could be done for him. He died Friday morning.

FRIENDS PREVAILED A Nervous Toronto Woman Walked

the Floor During the Night for Hours at a Time-She Malkes a Statement. TORONTO, ONT .- "I was troubled with nervousness. It; was impossible for over me during the night I had to get up and walk the floor for hours at a time My blood was very p for and I was subject to bilious attacks. My feet would swell and I was not able to do my own housework. I treated with two of the bust physicians here but only received relief for a time. I because discouraged One day a friend called a: d advised me to try Hood's Sarsaparilla. I laughed at the ad vice but I was preva led upon and procured one bottle. I efore I used it all I began to feel better. I took several bottles and also several! oxes of Hood's Pills. Now I can eat and drink heartily and sleep soundly. Hoo l's Sarsaparilla has entirely cured me and also strengthened me so that I now do all my own work. I cheerfully recommend Hood's Sarsaparilla to all sufferers from nervousness, weakness or general debility." Mrs. H. F. PARM, Degrassi Street.