

THE ST. JOHN EVENING TIMES

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A TRADE CENTRE.

St. John is unquestionably growing in importance as a centre of the distributing trade. Its position with reference to the maritime provinces and part of Quebec is of course very advantageous, but its merchants are beginning to look farther a-field, and weigh the chances for the development of trade in the west. Fish we have been shipping west for years. Tea blended and packed in St. John is sold clear through to the Rockies. Other instances might also be quoted. And now the question of opening up western connections for trade in general groceries, provisions and lines of hardware is being examined very carefully by one or two large houses in this city. Of course such a trade could only be built up gradually, but the great and growing west has great needs, and supplying a portion of its needs may yet aid in building up great distributing houses in this city.

With reference to the growth of St. John's wholesale trade it may be stated that the best evidence is in the enlargement of premises occupied by leading firms. Take the tea trade, the grocery and provision trade, dry goods and millinery, the trade in furs, and some other lines, and it is found that despite enlargements and improvements made in the last few years there are only a few of the larger merchants who have as much room as their growing business requires. They are cramped for space. There are no good warehouses available for extension. Within the last couple of years three fine warehouses have been built on Mill street, and another, the largest single hardware building east of Montreal, is going up on Germain street. These are evidences of an expanding trade.

Another evidence is the increased number of travellers on the road for St. John houses.

It is not pretended that there is or has been a boom, but the fact is indisputable that there has been a gratifying growth. It is well to take note of these facts, since they tend to encourage those who have money invested or to invest in their own city.

The Times this week interviewed a number of leading merchants with regard to last year's wholesale trade, and was struck with the generally cheerful tone, and the evidence produced to show that the volume of business was larger than in 1903. It is not claimed that profits were larger, because there were some elements in the trade situation during the year, such as the depression in lumber, and the short crops in some sections, that tended to make collections more difficult in spots than during several previous years. But there was a large demand for goods, and on the whole the wholesale houses of St. John say they have very little cause for complaint. The markets generally were firm, which always operates favorably for both wholesale and retail merchants.

In one particular St. John is somewhat deficient. It is a trading city, but it needs to be on a larger scale a manufacturing city. There are quite a number of industries, and they are varied. But they are not large enough and there are not enough of them. Were all the money lost in alleged gold mines and the like invested in factories, some of it at least would have been yielding good returns to the investors. Factories pay in smaller towns, and there are factories in St. John that pay large dividends. Some day there will be more of them.

In the meantime, it is gratifying to know that commercially the city is improving its position and enlarging its field of operations.

DREADFUL SUFFERING.

Gradually the particulars of the awful conditions at Port Arthur are coming to light. Out of the original garrison of 35,000 it is said that 11,000 were killed and 17,000 were wounded or sick at the time of the surrender. Of the remaining 8,000, only 6,000 were in any condition to fight. It is stated that in his letter to Gen. Nogi, Gen. Stoessel said: "I have 8,000 men in the forts and 6,000 of these are able to fight. If you do not accept my proposal these men will die fighting, but it will cost you three times their number to kill them."

During the course of the siege men were wounded and in hospital as many as three or four times, returning to the forts as soon as they were convalescent. The number of officers killed was proportionately very great. Of 270 naval officers at Port Arthur at the beginning of the war, 180 have been either killed or wounded. Of the condition of the garrison, Gen. Stoessel wrote on Dec. 28th, four days before the surrender: "The position of the fortress is becoming very painful. Our principal

enemies are scurvy, which is mowing down the men, and the 11-inch shells, which know no obstacle and against which there is no protection. There only remain a few who have not been attacked by scurvy. We have taken all the possible measures, but the disease is spreading. The passive endurance of the enemy's bombardment, the 11-inch shells, the impossibility of replying for want of ammunition, the outbreak of scurvy and the loss of a mass of officers—all these causes diminish daily the capabilities of the defence. The tale of the losses of higher officers is an indication of the enormous losses we have sustained. Of ten generals, two, Kondratenko and Tserpitsky, have been killed, Rasnatovsky is dead, two are wounded, myself and Gannadire, while Gorbatsky is suffering from contusions. Of nine regimental commanders and colonels, Prince Matchabell Naumenko has been killed, Dourire and Glagolov have succumbed to wounds, and four others have been wounded. One lieutenant colonel has been killed and two are wounded."

On Dec. 29, General Stoessel wrote: "Scurvy is sensibly weakening the garrison. I have now under arms only 10,000 men, all sick. Generals Fock and Nikitina have been veritable heroes and admirable collaborators. Among the field artillery Colonel Irman was wounded; Colonel Peteroff was killed and six officers were wounded. Among the other high officers there was an enormous percentage of killed or several times wounded. Many companies are commanded by ensigns, and the companies only average sixty men strong. The Japanese, since Dec. 18, have refrained from assaulting the fortifications of fort No. 5, and about a score of hardy Japanese mounted the rampart, but were exterminated by bayonets and hand grenades. In revenge the Japanese bombarded all night long and all day long with 11-inch shells, especially the hospitals and ambulances, although knowing full well that there was no possibility of our wounded heroes joining the ranks of defenders. There are 14,000 sick and wounded in the hospitals, and the number increases by about 300 daily."

WHY THEY ARE MUZZLED.

The Russian newspapers have been very outspoken since the fall of Port Arthur. The Russ, which has since been disciplined by the government, bluntly attributed to the effect of the muzzling regime under the late Minister of the Interior von Plehve the fact that the nation was not fully warned beforehand of the real conditions to be faced at the opening of the war. The Novoe Vremya said: "The unpreparedness of the fortress, which now stands confessed before the world, reads as a lesson on what Russia must do and how she must change her methods to achieve victory." Still another, a liberal newspaper, makes this striking comment: "Port Arthur has fallen. The terminus and mainstay of our colonial policy in the far east, created with a milliard of roubles taken from a beggared people, washed with the blood of tens of thousands of young lives, and encircled with sunken ironclads, has been wrested from us by a more gifted, better prepared and freer enemy. The wretched survivors of the formidable and 'invincible' legions, worsted in an unequal duel, have laid their furled standards at the feet of the victor."

The National Cotton Association has called meetings of farmers in every county seat in Texas for Jan. 11, to pledge a 25 per cent reduction of cotton acreage this year. A syndicate has been organized to take care of the surplus crop of this year in Texas, advancing \$25 per bale to prevent its being thrown on the market. In Georgia also steps are being taken to hold the surplus rather than sacrifice it at present prices.

"The journalism of the future," says Norman Hapgood in Collier's Weekly, "belongs to the independent press." This writer also says that the people are becoming politically more independent, and in that respect, too, favor independent journalism.

Says the Montreal Gazette of Wednesday: "Parliament meets a week from today. There will be a chance that it will be able to get through its business without sitting through the hot weather."

It is stated that the British War Office is making arrangements to take remounts from Canada during the next ten years at the rate of 500 each year.

Canada has six thousand miles of wires, says the Quebec Telegraph, and schemers enough to pull twice that quantity.

The population of Winnipeg is now estimated at 95,000. The Federal census of 1901 made it 42,340.

Mrs. Higgins—Yes, my husband used to think me an angel. Mrs. Jinks—And doesn't he still think so? Mrs. Higgins—No, but he sometimes wishes I was one.

ST. JOHN LUMBERMEN ONCE MORE PROTEST

Against Violation of the Ashburton Treaty by Maine Operators Near Van Buren—A Committee Appointed—The Facts of the Case.

For the past few days the question of the lumber business and obstructions to the traffic along the St. John river, has been receiving the attention of millmen and lumbermen not only in this city but along the river generally. A few days ago, a meeting of parties interested was held at John E. Moore's office and a committee was appointed to take some steps to prevent the placing of obstructions in the St. John river to the detriment of the lumbermen's interests.

A short time ago, a St. John lumberman in conversation with The Times said: "The St. John Lumber Co., who have erected so many piers in the St. John river at Van Buren, about which there has been a good deal of trouble are, it is said, preparing to erect several more piers in the river. The New Brunswick government has already taken some steps in regard to this matter last winter as the Ashburton treaty forbids any obstruction in the St. John river where it is the boundary line. This company have piers connected with booms all along the middle of the St. John river from Van Buren to a point almost five miles above. This is claimed to be a violation of the treaty and the announcement that the company intends putting in more piers is creating considerable interest."

"The parties forming this company are the same people, who, it is alleged, a few years ago attempted to dam the river at Winding Woods, but their application for a charter for that purpose, not having been successful, they, it is said, have attempted to attain the same object, that is the holding of their lumber by monopolizing about one-half of the width of the river with piers and booms for a distance of five miles."

The committee appointed to deal with such matters met yesterday afternoon at John A. Moore's office and discussed the situation thoroughly, but no definite action was taken and a further adjournment was made until next week. One of those directly interested was interviewed by a Times reporter this morning. He said the worst obstructions are between Van Buren and Grand Isle. At the latter place there is a boom which turns logs out of the river behind the island. On one occasion the whole drive is alleged to have been turned out behind the island, and as a consequence lay on the bed of the river all winter. After the logs were assorted the water fell so low that the drive could not be taken to Grand Falls.

The navigation of boats, logs, rafts and everything that floats down the river is greatly interfered with and navigation generally is handicapped.

The excuse given for the building of these piers and obstructions is based on the following act passed by the Maine legislature which is as follows and is entitled:

"An act to authorize the St. John Lumber Company to build piers and booms in the Saint John river in the town of Van Buren. Be it enacted

by the senate and house of representatives in Legislature assembled as follows:

The Saint John Lumber Company a corporation organized and existing under the laws of the state of Maine, its successors and assigns are hereby authorized to build and maintain piers and booms in connection therewith in the Saint John river at a point near to the mills of the said Company in the town of Van Buren and thence from the mainland to or near to the foot of island number three in said town and nearly opposite the upper end of island number four to said island number four and also at any other point or points between the lower end of island number three and the upper end of island number four aforesaid as may appear necessary or convenient in the carrying on of the business of said company in holding and manufacturing lumber."

Approved March 18th, 1903. An abstract from the Ashburton treaty applying to the same will no doubt be read with interest. It is as follows:

Ashburton Treaty.

ARTICLE III.

In order to promote the interests and encourage the industry of all the inhabitants of the countries watered by the River Saint John and its tributaries whether living within the Province of New Brunswick or the State of Maine it is agreed that where by the provisions of the present Treaty the River Saint John is declared to be the line of Boundary

between the said Province and the said State, the navigation of the said River shall be free and open to both parties and shall in no way be obstructed or impeded by any dam, dike, or other works, or by any log jams, boards, staves, or shingles or of agriculture not being manufactured grown on any of those parts of the State of Maine watered by the River Saint John or by its tributaries of which fact reasonable evidence shall be required to be produced shall have free access into and through the said River and its said tributaries, having their source within the State of Maine to and from the seaport at the mouth of the River Saint John and to and around the Falls of the said River either by boats rafts or other conveyance; that when within the Province of New Brunswick the said produce shall be dealt with as if it were the produce of the said Province; that in like manner the inhabitants of the Territory of the Upper St. John determined by this Treaty to belong to Her Britannic Majesty shall have free access to and through the river for their produce in those parts where the said river runs wholly through the State of Maine; provided always that this agreement shall give no right to either party to interfere with any regulations not inconsistent with the terms of this Treaty which the Governments respectively of New Brunswick or of Maine may make respecting the navigation of the said River where both banks thereof shall belong to the same party."

Be it enacted

C. P. R. APPOINTMENTS.

Hayter Reed has been appointed manager-in-chief of the new hotel department which has just been inaugurated by the C. P. R. Mr. Reed has been manager of the Chateau Frontenac for some time. He will now have control of all the hotels operated by the company from coast to coast. His office will be in Montreal. Mr. Major will be transferred from the Place Viger Hotel to the Frontenac, while J. Phillips, chief clerk of the latter, will become manager of the Place Viger Hotel.

L. O. Genest has been appointed general storekeeper for all western lines of the C. P. R. with headquarters at Winnipeg. The whole line was formerly under W. H. Kelson. The latter resigned some time ago, since when J. H. Callaghan has been acting general storekeeper. Mr. Genest, who was storekeeper for western lines under Mr. Kelson, now has complete charge of that territory, while Mr. Callaghan will look after the eastern lines.

ST. JOHN AMONG THEM.

J. Hammond, the well-known artist, is at present executing a commission for the C. P. R. to paint six great pictures which are to be hung up in the new London offices of the company, in niches specially prepared for them during the erection of the building. These will include views of St. John, Quebec, Montreal and Winnipeg, while the other two will be devoted to Rocky Mountain scenery. Mr. Hammond has another picture just finished—a picture which will be hung in the New York office of the company, which is eighteen feet long, and which, when presented in an adequate light, will produce a great impression.

A FATAL COLLISION.

New York, Jan. 6.—One man was killed and half a dozen persons seriously injured in a rear-end collision in which the trains crashed together on the Ninth Ave. elevated railroad structure at Horatio and Greenwich streets, during the rush hours early today. The dead man was a railroad workman, who was repairing a truck on a broken down train. The injured were passengers.

WEDDINGS.

Lobb—Brown.

An interesting event took place last evening at 8 o'clock at the residence of John A. Brown, 119 Guilford street, west end, when his eldest daughter, Bessie Marie, was married to Rola W. Lobb, of this city, by Rev. H. D. Marr, in the presence of the relatives and friends of the contracting parties. The bride was dressed in white crepe de chine, trimmed with chiffon lace. After the ceremony a wedding supper was served. The groom's gift to the bride was a handsome gold watch and chain. Mr. and Mrs. Lobb will reside at 21 St. David street.

MEDALS FOR U. S. VETERANS.

Washington, Jan. 5.—Secy. Taft has forwarded to the House the draft of a resolution, causing the President to authorize medals to be struck and presented to officers and soldiers and others who served in the Spanish war, China relief expedition and Philippine insurrection.

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Don't forget that you can assist the doctor greatly in getting the best results from his prescriptions by having them filled properly. You make sure of this in bringing them here. We can afford you absolute security both as to quality of drugs and accuracy of compounding.

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Marked Down January Sale.

Women's Felt Congress, 60c., were 75c. Women's Felt Slippers, 40c. were 55c. Women's Felt Shoes, 90c. were \$1.00. Women's Jersey Waterproof Overboots, job lot, all sizes \$2. Women's Croquet Rubbers, job lot, sizes 2 1-2, 3, 3 1-2, 20c. Women's Storm Rubbers, job lot, sizes 2 1-2, 3, 30c. Men's Waterproof 2 Buckle Overboots, job lot, all sizes \$2. Men's Felt, laced and elastic Boots all sizes, \$1.35, were \$1.75. Men's Felt, leather foxed laced Boots, \$1.50, were \$1.85.

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