

IT IS NOT TOO SERIOUS.

A HALIFAX MERCHANT TALKS OF STEAMERS.

And Says the Fact of Their Not Calling at That Port Would Not Make Such a Difference—His Statement Backed Up With Figures.

HALIFAX, Nov. 5.—The merchants and politicians of this city by the sea are considerably agitated over the threatened withdrawal of the weekly mail service by the Allan and Dominion steamship lines. For years Halifax has been fighting to be made the winter port of the Canadian Pacific railway and the terminus of the steamship service which goes up the St. Lawrence in the summer months and every possible known pressure has been, from time to time, brought against the government to allow the Grand Trunk a short line through New Brunswick into Halifax and thus put us on an equal footing with Portland as a distributing point and shipping terminus; but instead of accomplishing the object of their hopes and prayers the Halifax merchants are now called upon to submit to the pulling out of the thin end of the wedge they were so gradually inserting. Flying trips have been made to Ottawa by the leading conservatives in the hope of persuading the ministry to come to terms with the steamship people and guarantee the continuance of Halifax as a calling port, but little has been accomplished. The government is stubborn and the Allan's and Dominion line people maintain that they cannot afford to lose time and money by coming into this port simply to oblige the ministry.

The cause of the withdrawal of the steamers is a disagreement between the government and the steamships, which led to a withdrawal of the mail subsidy. The first arrangement made by the government with the steamers divided the total subsidy granted by parliament between the two lines, which maintained the weekly service. Postmaster General Haggart lately changed the *modus operandi* and now only allows the steamers fifty cents per hundred letters and five cents for other mail matter. In the summer time when the boats are running up the St. Lawrence it makes very little difference—they are at their destination and lose no time in landing the mails; but in the winter months they have to call into Halifax going to and coming from Portland, losing on an average ten hours each way—a serious loss of time on the trip across.

There are those who bemoan the withdrawal of the boats as a terrific blow to the business of the port. The opposition press are making lots of political capital out of it, and the government organs are silent. They fear to make excuses or know of none sufficiently plausible to hold water with the wrathful public.

Your correspondent had the good fortune to obtain some interesting facts and figures on the absorbing question from a gentleman identified with the steamship business and largely interested in the winter port question.

He laughs at the idea that the fact of the boats ceasing to call at Halifax for their way to and from Portland will be a serious, or even a nominal, financial loss to the port. He explains this by comparing the business three years ago when the lines were at loggerheads with Portland and made Halifax their American winter port, with the business of last year when this was simply a calling station where they ran in to put off the mails and hurried away again. In 1888-9 some of the boats landed as much as 1,700 and 1,800 tons of freight at the Halifax deep water terminus, which had to be handled and loaded on cars for the upper provinces and the west. One trip, the *Parisian*, the banner boat of the Allan Line, had 2,200 tons to land here. And the passenger traffic was correspondingly large. All the saloon and steerage passengers had to go from here to their destinations and as the work of handling so many cars as were necessary for the accommodation of the passengers and freight absorbed considerable time, these passengers and immigrants spent quite a penny in the town. The wharf laborers were constantly busy, and that during the most trying months of the year, and Halifax, benefited by the boats and the Long wharf, gave promise of becoming a Canadian castle garden.

The other view of the subject is best had from last year's business. Twenty-five steamers made calls here during the season. Some had as few as ten tons of freight for Halifax—a marvellous come down in two years. The general average of freight landed at the deep water terminus by the Allan and Dominion boats last winter was 45 tons. Those of the passengers who disembarked here hurried off to their destinations, as their presence in the city for the few short hours intervening between the arrival of the steamer and the departure of the train gave them little or no chance to even leave the wharf, and as the boats usually arrived on Sunday, when all the shops were closed, they left very, very little of their wealth behind them. The small amount of freight was easily handled by 25 or 30 laborers and the boats were often hurried off inside of eight or ten hours. Lots of the passengers with tickets for Montreal and the west preferred to go on to Portland to land, and nearly all the freight for the upper provinces was put ashore there.

"Why didn't the steamers land their Montreal freight here?" asked the writer.

"The steamers prefer to do business through Portland, where they get better freight rates. Now, for instance, on freight shipped to Liverpool via Portland, they get 75 per cent. of the rate collected by the Grand Trunk and Intercolonial into Halifax they get but 50 per cent. as their share, and the I. C. R. usually slice off 33 1/2 per cent.; so you see the difference in the steamer's freight receipts is largely in favor of Portland, and while they run on business principles we here in Halifax can never hope to compete with Portland unless indeed new railway facilities are forthcoming."

"It is said the Allan line will also discontinue the fortnightly service to Halifax," remarked the reporter. "Is that a fact?"

"They threaten to do so," said the steamship man "but that is a bluff to bring the

government to terms on the mail subsidy question. You see they have a good local freight business, which took them years to work up, and besides they receive a good fat subsidy from the Newfoundland government for carrying the Newfoundland mail. Now during the winter months boats of the size of the *Nova Scotian* and *Sardinian* cannot get into St. John's, so it has been usual for them to come to Halifax where they transfer the mail and what freight they have for Terra Nova to the steamers *Conscript* or *Volunteer* which finish out the trip for them. In fact to keep up that service they are compelled to come to Halifax. The small batches of freight brought over by the weekly boats will likely come by the fortnightly boats, which can also bring the passengers, and taking it all in all Halifax won't be so great a loser as would appear from first sight."

In the course of a ten moment chat with a leading member of the Laborers' Union, Progress learned that the stevedores expected to make up for the loss of the weekly boats by the increased number of freight lines which are expected to run here this winter. Among these are mentioned the *Donaldson*, *Allan*, *Furness*, and *Hansa*, which, together, should average two boats a week.

The butchers and grocers will be the most serious sufferers from the discontinuance of the boats. Many dealers in other branches will feel a shortage in their assets on this account also; but on the whole, anybody looking at the question seriously and without party bias must conclude with the gentleman whose opinions we give above, that the loss to the port will not be serious. MAC.

A NEW DROP CURTAIN.

Something For the Audience to Admire Between the Acts.

The act drop which is being now painted by Sydney Chidley, scenic artist of the opera house, consists of a combination of drapery and landscape. The upper portion has a deep lambrequin of crimson plush with a ball fringe of the same, surmounting another lambrequin of more important character. This has a field of pale buff diapered with a pattern of turquoise blue. Its lower edge is scalloped into three large tabs, one in the centre semi-circular, those on the sides, quadrants. The central tab contains a large trophy of Italian musical instruments and the masks of comedy and tragedy, suspended by sky-blue ribbons from a golden boss and surrounded by a chaplet of roses and two large palmetto branches. This lambrequin has a deep crimson plush border and ball fringe. Underneath the lambrequin are hanging draperies of light stone drap, bordered with two rows of turquoise blue plush. At the sides are lace draperies festooned with crimson cords and tassels. These draperies meet the massive richly carved moulding of a picture frame, enclosing a view of the Bay of Naples. At the left side of the picture is seen a flight of steps leading from the beach under an old archway, with figures of Italian peasantry. Two tall stone pines, the characteristic tree of a sunny peninsula, carry their shady heads into the sky on the right. On the right in the near foreground is a group of boats of the felucca rig common to the Mediterranean. The immediate foreground is occupied with a group of appropriate still life. On the left the city of Naples lines the sweep of the bay which ends with the rocky islet on which stands the burning mountain Vesuvius with the ruins of Pompeii at its base.

CYCLONES AND TORNADOES.

Two Different Phenomena and How People Get Them Mixed.

There are two terms used by meteorologists, as men who study the weather call themselves, which are often confused in the newspapers. These are "cyclone" and "tornado." It almost always happens that the former word is used where the latter is intended. The terrible whirlwinds that frequently cause so much destruction of life and property in the West and Southwest are really tornadoes, though it is rare to see them described, except in the writings of men of science, by any other word than cyclone.

A cyclone, properly speaking, is a storm covering a vast extent of country—some are one or two thousand miles in diameter—and having a system of winds which really blow spirally round, and gradually in, toward the centre of the storm, although, owing to the great extent of the storm, the wind at any particular place seems to be blowing straight ahead.

Near and around the centre, and especially ahead of it, for the whole storm advances generally toward the east or north-east, rain falls in greater or less quantities. At the centre the air is lightest, or the pressure shown by the barometer is least, and that is the reason the winds are all drawn in that direction. The spiral motion arises from the effects of the rotation of the earth. Almost every storm that we have, except summer thunder-showers, is a cyclonic storm.

A tornado, on the other hand, is a fierce whirlwind, whose path is generally only a few rods wide, although it may travel for many miles, destroying everything in its way. A black, tunnel-shaped cloud is always a feature of the tornado. This funnel is formed by condensed vapor and clouds of dust and debris in the very core of the whirlwind, and wherever it passes nothing but the solid ground can withstand it.

But while cyclones and tornadoes are different phenomena, the former appear to give rise to the latter. Tornadoes almost always break out, if at all, on the south-easterly outskirts of a cyclone.

Early in July of this year a cyclone swept up from the Gulf of Mexico into the lower part of the Mississippi Valley, and like offshoots from this great storm, a number of tornadoes accompanied or followed it, killing many people and cutting a path three hundred feet wide through a part of the city of Baton Rouge.

The exact nature of the connection between cyclones and tornadoes is not yet understood; but the distinction between them is so clear that nobody should ever bestow upon one the name that belongs to the other.

ON THE PACIFIC COAST.

NEW BRUNSWICKERS WHO HAVE STRUCK IT RICH IN HUMBOLDT.

A Blue-nose Colony in California—Money in the Lumber Business—Redwood and the Way It is Handled Described by "Progress." Correspondent.

The golden shore of California long ago attracted many of New Brunswick's noblest sons, some of whom returned to their old homes, but many of whom still remain and, together with the families they have now around them, they compose about one half the population of Humboldt county. It is essentially a blue-nose county. The leading business men, the monied men, and the county rulers, are nearly all maritime province people whose names would be familiar to many of your readers. California was and still is eager to adopt a blue-nose; and many of them prosper by their industry; but the older men who came here years ago invariably tell you they would have been as comfortable had they remained at home. More money is earned here and more is spent than in New Brunswick. The cost of living is much higher. The man who can make a living in New Brunswick had better remain there, for he will find no better home in the west. If many of those who are here had put up with similar inconveniences, and had worked half as hard at home as here they would have been wealthier men today, and New Brunswick would not lose her parliamentary representatives.

The richest man in Eureka is the mayor Mr. John Vance, whose father built ships at St. John some half century ago. It is said that Mr. Vance or "Old John" as he is called, landed at Eureka some thirty years ago, a day laborer looking for hard work of any kind. In crossing Humboldt bar, into the bay his arm was broken, an accident to which he says he owes his wealth. Whether it is as he says or not, he is said to be worth five millions. Wm. Carson, well known in Charlotte county is another of those energetic youths who left N. B. to win a fortune here, and his success is second only to that of Mr. Vance. The firm of Dolbur & Carson, of which he is a member, is one of the strongest companies on the Pacific coast. Mr. Carson is building a block in Eureka which will cost an enormous sum of money, and which contains an opera house, one of the finest buildings in the city. Like Mr. Vance he made his money in the Redwood lumber business, a short description of which important industry may be interesting.

Humboldt county contains about 500,000 acres of this lumber. There are single trees which yield 50,000 feet and single acres which yield a million feet. The size of the trees differ according to the locality, the largest being found in the valleys. This redwood is found on the western slope of the coast range of this state and in no other county. It is of a dark reddish color, soft, coarse grained and brittle. The butt log cut from a newly fallen tree will sink in water like a stone, but when dry it is much lighter than pine spruce or fir. The bark is very soft, fibrous, and free from resin or pitch, so that large fires which destroy our timber in New Brunswick have no effect on the standing redwood. Its durability above and under ground renders it well adapted for railroad ties and posts, and when a man covers his house with redwood shingles he considers his house is covered for life. It is largely used for tannery tanks as the wood resists the action of the tanning solution. Its principal use, however, is for outside and inside finishing of houses. Fifty per cent. of the lumber is without knot or blemish and can be sawed into planks of six inches thickness and 60 inches in width.

Most of the trees are now felled by sawing as it is found the trees jump the stump with less waste than when felled by the axe. The trees, after the felling season is over, are barked and when all is dry a fire is run among them to burn up the rubbish, there being no fear of fire affecting the timber. When all has cooled again the real labor begins. A wide road smooth as a turnpike must be made. It requires good engineering and hard work to build a good logging road in Humboldt county. When the road is completed comes the labour of getting the logs into it. Until recently cattle were used with tackle and blocks, double and triple, but the steam "donkey" is used for this purpose now, and cattle are used only on the road. No ordinary teamster can handle them. He must be a man of good judgment, skilful and exceedingly active. He commands a salary of \$150 per month.

One of the large trees is cut into logs about 12 feet in length, and when several of these are in the road they are fastened together to make a train and the cattle are "hooked on." Once started the train must not stop. Along the road are stationed men, men of water and as the load moves, a man runs along beside it and "slings" water under the logs that there may be as little friction as possible. This water "slinger" must know his business well, and possess good judgment, for a surplus can of water on a slight incline, and sixteen oxen would be killed at once. The loads they haul are almost fabulous. A. A. Marks, a Charlotte county man, with ten oxen hauled a train of seven logs which contained 22,500 feet of board measure merchantable lumber. These logs are hauled to a railway where they are loaded on cars and dumped into Humboldt bay mill pond to be sawed into lumber. About forty mills are occupied, the largest sawing from 75,000 to 80,000 feet per day. There are many other useful and ornamental purposes to which redwood is adapted, but I fear my letter has already taken up too much space. I could tell your readers much more about the redwood forests but must defer it until another day. NEW BRUNSWICKER.

Thanksgiving, 1891. Thursday, the 12th inst., has been proclaimed a general holiday for Canada. Celebrate the beautiful harvest by a feast of the good things—New Raisins, Currants, Figs, Oranges, Sweet Cider, Mince Meat, Nuts, Biscuits, etc., from J. S. Armstrong & Bro., Grocers, 32 Charlotte street.

A Strange Custom.

The ways of English and Americans are still appalling to the more indolent and less cleanly Southern nations, who have had for many decades large opportunities for studying these race peculiarities and yet have never ceased to wonder. When Mr. W. D. Howells was Consul at Venice, an attempted burglary in the place occupied by him gave occasion for the following suggestive incident:

"In my account of this affair to the commissary of police, I said that the burglary occurred one morning about daylight, when I saw the head of the burglar peering above the window-sill, and his hand extended to prey upon my wardrobe.

"Excuse me Signor Console," interrupted the commissary, "how could you see him?"

"Why, there was nothing in the world to prevent me. The window was open."

"The window was open!" gasped the commissary, "Do you mean that you sleep with your windows open?"

"Most certainly."

"Pardon," said the commissary, suspiciously, "do all Americans sleep with their windows open?"

"I may venture to say they all do in summer," I answered. "At least it is the general custom."

Such a thing as this indulgence in fresh air seemed altogether foreign to the commissary's experience, and but for my official dignity I am sure I should have been effectually browbeaten by him. As it was, he threw himself back in his arm-chair and stared at me fixedly for some moments. Then he recovered himself with another "Pardon!" and turning to his clerk, said:

"Write down that, according to the American custom, they were sleeping with their windows open."

But I know that for all his politeness, he considered this habit a relic of the time when we Americans abode in wigwags.

CONDENSED ADVERTISEMENTS.

Announcements under this heading not exceeding five lines (about 35 words) extra 25 cents each insertion. Five cents extra for every additional line.

SLEIGH ROBES.—PARTIES intending to buy Sleigh Robes, this fall should examine these comfortable ones manufactured by WILLIAM PETERS, 240 Union Street.

CABINET PHOTOS. OF THE Presentation of the "Young" Monument to the City of St. John. Price, by post, 25 cts., Two for 40 cts., at 98 King st., J. McCLURE, 11-7-10.

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BARGAIN. A SPECIAL LINE of Tweeds—all wool, dark colors, will be made up for \$14.00 a suit.—A. GILMOUR, Tailor, 72 German Street.

PHOTO. OF QUEEN VICTORIA, cabinet size; very handsome. Sent by mail for 50 cts. in coin or stamps.—H. V. MORAN & Co., Box 21, St. John, N. B.

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ENERGETIC CANVASSERS, men or women, wanted to work in this city or suburbs. A splendid chance for the right people to make money easily. For further particulars address O. K., Drawer 21, St. John, N. B. Oct. 10-11.

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EVERY WEEK THERE ARE BRIGHT boys in towns and villages where there are no agencies, sending to secure the right to sell PROGRESS. There are scores of small places where the people would be glad to take PROGRESS every week, if any boy could be found who would deliver it, and collect the money. There is enjoyment in it for them, and money for the boys.

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