

THE HERALD

WEDNESDAY, AUGUST 24, 1887.

Canada's Premier.

SIR JOHN A. MACDONALD, Premier of the Dominion of Canada, who has recently paid a short visit to the Province of New Brunswick, was everywhere received with a hearty welcome and such manifestations of unqualified esteem as has never fallen to the lot of any public man in the Maritime Provinces. This is not to be wondered at, if we, for a moment, take into consideration the place the veteran statesman has filled in the history of Canada, during his long and extraordinary public career. He is now past his three score years and ten, forty-three of which he has given to the service of his country. During all these years of public life he has had to grapple with projects of the greatest magnitude, and has submitted to his consideration the most intricate international questions, whose solution required a profound knowledge of diplomacy and statecraft. But in every case he has proved himself to be possessed of such firmness of purpose and such vastness of resources as to earn for himself the reputation of the foremost statesman on the American continent.

Sir John's public life is so closely intertwined with the history of Canada for the past forty-three years that one cannot be written without the other. A correct life of the aged Premier would be the truest history of our national institutions. Taking a glance at our country's record, over a quarter of a century ago, one of the most prominent figures we come in contact with is John A. Macdonald, then Attorney General of Upper Canada. This was in the time long prior to Confederation. Subsequently, when the question of Union began to receive attention, we find this brilliant statesman taking a foremost part in moulding public opinion on this new and difficult question. He had a prominent place in the meetings held in the different Provinces to discuss this subject; and it was at the Quebec conference, where it was finally agreed that the question be submitted to the consideration of the people, he was the central figure.

During the twenty years which have elapsed since Confederation, he has, with the exception of five years, been Prime Minister of the Dominion. During that time what gigantic public works he has not inaugurated and successfully carried out; what apparently insurmountable obstacles he has not overcome!

At the time of Confederation the Canadian Provinces were sparsely settled, little known to each other, and had but very imperfect means of inter-provincial communication. Sir John's wise foresight saw that, in order to bind more closely together the different members of the Confederation, and to open up to European settlers the vast and fertile country in the Northwest, a great transcontinental highway was needed. A work of such magnitude to be undertaken by a country of Canada's population would appal most men; but Canada's gifted Premier knew no such word as failure when there is a question of his country's advancement, and he successfully pushed to completion, in a marvellously short space of time, the Canada Pacific Railway, for which he has earned the praise of all civilized nations.

Now that, in the ordinary course of nature, his life work must come to a close, he can see around him monuments more enduring than brass or marble, that will perpetuate his memory so long as Canada occupies a place in the world's history.

The Colonial Conference.

Two voluminous blue books have been issued, containing the proceedings of the recent Colonial Conference in London. The work accomplished and the questions discussed are reviewed by Sir Henry Holland, Secretary of State for the Colonies, in a despatch prefixed to the first volume. The importance of the conference is derived, not so much from any great results reached by those present, for in they were a consultative assembly more than anything else, as from the fact that it was the first occasion on which representatives from every portion of the vast Empire assembled for the consideration of questions common to and affecting the welfare of the whole. It afforded an opportunity for the delegates from the four quarters of the globe to make a practical demonstration of the devotion and loyalty of their respective colonies to the Imperial throne under whose flag they are all proud to have fought.

Masses, Allan, of the Allan Line of steamers, have recently acquired two new, large and efficient steamers, formerly owned by the late Monarch Line, and have changed their names from the *Grecian Monarch* and *Asiatic Monarch* to the *Pomeranian* and *Tyrolia*, respectively. The former of these vessels has a gross tonnage of 4,364 tons, and the latter has a measurement of 3,970 tons. They have also each capacity for about 1,000 passengers, inclusive of intermediate and steerage. Besides these, the *Monarch*, *Allan*, and *Asiatic*, are at present under construction, by D. & W. Henderson, of Patrick on the Clyde, two immense steamers, 330 feet long, for the River Plate route, which are to be ready about the end of September. The *Asiatic* will be built of iron, and will be the largest of any class ever built in this country. It will be 330 feet long, and will have a gross tonnage of 4,364 tons. It will be built by D. & W. Henderson, of Patrick on the Clyde, and will be ready about the end of September.

Sir John's Movements.

THE RIGHT HONOURABLE SIR JOHN A. MACDONALD, Premier of Canada, who has been visiting Sir Leonard Tilley at St. Andrew's, N. B., arrived in Fredericton on the 15th inst., and was royally welcomed. The following account is from the *St. John Sun*:

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It is satisfactory to find that some of the United States papers take a sensible view of the Fishery dispute. Among these is the *St. Paul Pioneer Press*, which, in no uncertain tones, rebukes those journals which, with a view to political embarrassment, have called upon President Cleveland to proclaim the retaliatory measure passed at the last session of Congress. Among other things it points out the fact that to place an embargo upon commercial intercourse between Canada and the United States, would be very much like cutting off one's nose to spite his face, and that in the North-western States the enforcement of a retaliatory policy would do infinitely more harm to business interests than could find compensation in any possible partisan gain. Speaking of the incidents arising out of the operation of the treaty of 1818, it goes on to say:—

"Nor has there been any denial, as far as we have seen, of the Canadian position that the vessels apprehended were actually engaged in fishing within the treaty line. Inasmuch as this Government has inasmuch seized two vessels in the Behring Sea, acting on a theory which it repudiates with reference to the North Atlantic, it will be difficult to see how it can justify to both our policy and our facts before we proceed to violent measures."

Judging by these expressions, it is evident that this journal takes a common-sense view of the controversy, and these are, no doubt, the views of all Americans who are not actuated by a base, dishonest and partisan spirit.

The Department of Marine and Fisheries at Ottawa received, a few days ago, the official report of the seizure, in Behring Sea, of a schooner of the Canadian schooner *W. H. Seward*. The account differs somewhat from the account given by the American authorities, which says that the seals found in the vessel were caught in Behring Sea, while the mate of the *Seward*, who in an affidavit forwarded to the Canadian authorities, says that all the seals were caught in the Pacific Ocean, north of Vancouver Island, and that not one was taken after the vessel had entered Behring Sea. From the mate's evidence it appears that the schooner sailed from Victoria on the 18th of May, on a sealing voyage, carrying a crew of seven men and sixteen Indian hunters; that a good deal of fishing was done in the Pacific Ocean, off Cape Scott, at the north end of Vancouver Island, and that when the vessel entered Behring Sea on the 2nd of July, she had on board 479 fur seals; further, that after entering Behring Sea no seals were taken, as the weather was foggy. The vessel was captured on the 9th of July by the United States revenue cutter *Zook*, while about forty miles from the nearest land, and taken to Ounak, Alaska, and thence sent to Sitka, where the officers were held for trial on the 22nd of August. The crew were allowed to remove nothing from the vessel except their clothing, and the Indians were left to find their way back as best they could, being about seven hundred miles from the villages. On the report of this information the Department of Fisheries took immediate steps to bring the facts before the notice of the Imperial authorities.

EDITORIAL NOTES.

FRANCE FERDINAND, recently elected to the throne of Bulgaria, has issued a manifesto announcing his acceptance thereof, which has created some little excitement in diplomatic circles. The North German *Gazette* says the Prince's declaration in this matter, is equal to a declaration of Bulgarian independence, and is an aggravation of the breach of the treaty of Berlin, of which he has been guilty, and it further says that Germany cannot approve of Prince Ferdinand's course. Russia, too, is opposed to Ferdinand's elevation to the Bulgarian throne. The poor Prince finds himself peculiarly situated among them all, and it is difficult to say what the end may be.

Corner Stone Laying at Sturgeon.

THE CORNER STONE of the new church in honor of the Blessed Virgin Mary, in course of erection at Sturgeon, was laid on Tuesday, the 18th inst., in the presence of a vast concourse of people, of all creeds, from the adjacent parishes and surrounding country. The ceremony was performed by His Lordship Bishop McIntyre, assisted by the Rev. William H. Grant, D. D., of Charlottetown, and F. X. Gallant, of Georgetown, as masters of ceremonies. The other clergymen present were Rev. James Phelan, P. P., Yarmou River; William Phelan, P. P., Sturgeon; and John Corbett, P. P., Montague West. Rev. James Phelan presided on an appropriate and eloquent sermon. The Rev. preacher explained, in clear and forcible language, the meaning of the ceremony which had just been performed, and its necessity. Its symbolic meaning, he said, was a figure of Christ, who is the corner stone of the spiritual edifice.

In a cavity in the corner stone

was deposited a copy of the *Charlottetown Herald*, daily *Advertiser*, several coins, and a gem, containing the following inscription:—

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