

Londonderry Iron-Right.
FRIDAY, AUGUST 16, 1889.

The *Eastern Chronicle* and its subordinate contemporary the *Halifax Chronicle*, takes objection to our article of a late issue, relative to our iron industry, and with their characteristic inconsistency and unfairness endeavours to show that the manufacture of water pipes here is an injury to the country. But their articles are really an advertisement for the Londonderry Iron Company.

In the first place it is not long since the *Morning Chronicle* was whining about the duty on iron not increasing the price of the manufactured article, and it cited the fact that bar iron could be purchased for a lower figure than before the duty was placed on it. We remember noticing a reply to the *Chronicle's* then position, on the duty in the *Halifax Morning Herald*, which said that was the grounds the advocates of the duty always took and referred to the reports of the duty on hard coal to substantiate their argument. Now it (the *Chronicle*) endorses the statement of its great leader, the *New Glasgow Chronicle*, that the price of pipes is advanced by this duty. Why would the duty affect these two classes of iron so differently. One would naturally suppose that if either were increased in price it would be the one upon which the greater amount of labour had been expended, viz. the bar iron. From this anyone can see the value of the *Chronicle's* argument about the duty increasing the price. At one time it argues that the duty is no good, as the price is not increased, and at another it is ready to weep over the iniquitous tariff that increases the price of the same article. This is the consistency that the *Chronicle* has been so distinguished for. Now can it expect its readers to have any faith in its own argument when they undergo such a change in a few months.

Again the estimate made is most unfair as it is made upon the article that pays the highest duty and then applied to the entire output as though pig iron, bar iron and water pipe all paid the same duty. The tariff is graduated according to the amount of labour expended in the various classes of iron, which requires the greatest amount of labour to produce it, pays the highest duty, and is the largest part of the iron Co's production. The duty on which is not near one half what our contemporary place it at. Now we ask is it fair, is it an honest agreement to take and apply the duty recoverable upon the smallest part of the iron productions here to the entire output, even supposing the argument were valid?

Again suppose their argument were valid why should all the increase be upon water pipes. We should think the greatest part should be upon what the company produce the greatest quantity of, viz pig iron, but this would spoil their argument as it would reduce their figures above 60 per cent. It has ever been that the enemies of our iron industry misrepresent it when they attempt to attack it.

It is a fortunate thing that all American diplomats are not as sensitive as the Persian minister at Washington, who left his post disgusted at the fun poked at his sovereignty, the shak, for if they were the Yankees would have to muzzle themselves. Dr. Yow, of the Chinese Legation, is one of the most agreeable men who has been among us, and he is what the Persian certainly is not—a man of the world. One evening last winter this sociable celestial invited some of his neighbors in to spend the evening. The invitation was an informal one, and those thus honored never for a moment thought they were asked for more than a cup of tea and a sociable hour or two, so they went dressed accordingly. The man of the family was, of course, in evening costume, while his wife went in her home dress, toilet, a pretty house dress of some dark silk, cut high in the neck. This good lady was much surprised on the evening in question to learn from the arrival of the guests in full evening toilet that she had been invited to a ball. Turning to Dr. Yow she pressed her charge that she should have paid the invitation so little honor as to have come in her modest dress, and explained that it was because she did not understand they were asked to anything so formal. "Oh, do not be in the least distressed," said the gallant attaché, "but if it will make Mad. Amos more comfortable, pray go up stairs and lay aside your dress."

Washington Letter.

The order issued by Postmaster General Wanamaker fixing the rate which shall be charged by telegraph companies for transmitting Government messages at a figure which makes a reduction of 1,000 per cent, is generally regarded as far from an ultimatum on that subject. A vexatious question which has come up as a possible contingency before the controversy ends, is whether the company will have the legal right to refuse to send Government messages if they base their bills on not duly settled the order of the Postmaster General having laid up such bills until a rate of compensation is determined upon.

Department officials seem to be convinced that Mr. Wanamaker's order fixing the rates for the companies which in past times have objected to the rates established for carrying the mails, in every instance of this kind they having been obliged to except the official ruling, however unjust they might regard the action.

Room No. 44 at the Ebbitt House was the scene of a number of politicians last night, and especially the room was Congressman William J. McKinley, one of Ohio's foremost statesmen and a candidate of the Buckeye State for the Speakership of the next House. Major McKinley was "at home" to all who called during the early part of the evening, and when any correspondent put in an appearance he was surrounded by a number of his constituents, who are temporarily in the city, and one or two local admirers.

"I am in the city for a few days only," said the champion of protection to American industries, as he turned from his group of callers for a few moments. "I have been spending the past few weeks at a Pennsylvania mountain resort, have not seen the newspapers, and hence am not posted on political affairs."

In response to a query as to the Speaker's office in the next House, he replied: "Now you have got me, but the major could not suppress one of his most innocent smiles as he continued: 'I am not making the least effort in that direction, feeling that if I am wanted for that place my colleagues will make their desire known without my advice from me.'"

"There is a story going the rounds to the effect that the President has decided to call an extra session of Congress and has sent for the candidates for Speaker, that he may make known his decision and consult with them, thus giving them all a fair show."

"That's a good story," The Ohio Congressman laughed heartily this time. "And I suppose I am the first man on the ground, according to the same authority. Well, if there is any arrangement like that I am very much afraid that I have been left out in the cold. I know absolutely nothing concerning the plans of the administration in this respect."

The reported seizure of the English sealing vessel *Black Diamond* by the revenue cutter *Rush* has not caused the amount of excitement among the officials of the State, Navy, and Treasury departments that such an incident might be expected to create. Beyond the brief dispatch of Tuesday from the command of the *Rush* reporting the seizure of the *Black Diamond*, the Treasury Department has received nothing concerning the matter. Within the past few days a dozen letters have been received from the commanders of the revenue vessels on the sealing grounds, but none of these give any information concerning the movements of masters or the condition of matters about Behring street. Some of these letters were dated as July 1. They relate to working but routine business matters.

Chicago Ship Railway.

AN ARCHER GIVES A DESCRIPTION OF THE WORKING OF THE LINE.

Engineer H. G. U. Ketchum, of this city, the builder of the ship railway, now under construction between the Bay of Fundy and Straits of Cansu, has been giving a description of the working of the railway, in a speech delivered at the end of the line.

Mr. Ketchum said the line runs on a straight line from the shore to the water, and is a mile long. It has a double track, and is a mile long. It has a double track, and is a mile long. It has a double track, and is a mile long.

The process of raising the vessel by hydraulic power is continued until it is brought up to the level of the rails when it is locked securely to the rail, and is then raised by a solid block, supported by a double track. The vessel is then raised by a hydraulic capstan and placed upon the track, the rails of which coincide with those of the railway. The extreme weight proposed to be raised is 3,500 tons, including the vessel and the estimated weight in vessel and cargo which may be carried is 2,000 tons.

The railway will be a double track, measuring eighteen feet from centre to centre. The rails will be about double the size and weight of any used in this country, and will weigh 110 pounds to the yard. The rails will be supported on stone piers, supported by a double track. The vessel is then raised by a hydraulic capstan and placed upon the track, the rails of which coincide with those of the railway.

After a vessel is raised across the locomotive will be hauled out of way by a travelling shunt, and it will then only be necessary to lower the vessel to the water. The mode of operation is at this end directly opposite to that at the other. Here we operate, there we have to build out to sea, build a wooden dam, and rig up in the form of a horse shoe, as a support of the vessel, being put up dry. We expect the time here to be probably in steamers. The *Maurolo*, which flies between St. John and Annapolis, can be easily transported as a schooner. The vessel is 200 feet in length, and will accommodate two schooners at once.

If that lady at the house, whether high or low, says that her husband would remove himself, improve his hair, and die away a day.

Signature of a British Columbia Sealer in Behring Sea and her Escape.

Britain's Big Flotilla.

THE GREATEST NAVAL REVIEW THE WORLD EVER SAW.

New York, Aug. 6.—The Herald's London despatch says:—The greatest naval review that England or any other country ever saw took place yesterday at Spithead. The place shone upon a sea of brilliant flags and changing craft. In the wide water picture there were thousands of moving vessels, great and small. There were big ocean steamers, steam yachts, tow boats and shanty steam launches, all brilliant with tauting of all colors. There was a great fleet of sailing yachts, five hundred of them and more, dancing along over the bright green surface under a crisp, fresh breeze. There were three or four lines of battle ships. It was the greatest fleet of war ships that has ever gathered together—greatest in number by far the greatest in power. The ships made an impressive sight that compelled every observer to stop and think. There were thousands of people afloat, visitors from London and from other cities, towns, and villages, and a heavy contingent from Southampton, Portsmouth, Gosport, Ryde and Cowes. There were one hundred thousand people on shore, the whole of England being represented. Her Majesty, miles away, looked from the round tower of Osborne. The Prince and Princess of Wales and their sons were on the water. There were hereditary lords and naval lords and famous commanders, there were admirals and captains, and commanders galore and there was as guest visitor the centre of all eyes the young monarch of the foremost military kingdom of the century, William, the Second of Germany. The Emperor wore a cocked hat and the full uniform of an admiral of the fleet; the Prince of Wales wore the same. The Emperor had a telescope which he was constantly using, he inspected all the ships minutely and with great interest. He was constantly in motion, ever in conversation and took a business like interest in a ship which was extremely afforded him much gratification. On occasion he took off his hat. Whenever the royal yachts passed one of the battle ships, every tar on board joined in a cheer which went ringing away to seaward with a hoarse enthusiasm truly British. The commanders on the bridge uncovered and the Emperor uncovered also. The Emperor takes off his hat very often and does it extremely well for a king. After the presentation of the commanders, the following signal was hoisted from the royal yacht: "The Emperor and the Prince of Wales on behalf of the Queen, wish to express to the admirals, captains, officers and men of the assembled fleets their highest approbation of the appearance and efficiency of the magnificent fleet assembled." The condition of the Prince of Wales is attracting much attention. On Sunday he was compelled to rest while the German Emperor conducted his inspection of the fleet. It is not understood he may not take an active part in the inspection of the manoeuvres at Aldershot on Wednesday. The prince is troubled with a gouty affection of the eye, and the inflammation of the leg, which he has had more or less since his attack of typhoid fever in the winter of 1871. Emperor William has telegraphed to the Duke of Saxe-Coburg that he is extremely gratified by his reception here. He also refers to the naval review, and expresses admiration of the British fleet.

At a meeting of millers held in Peterborough yesterday, a resolution was passed unanimously that the millers of the district to revise the differential scale of rates, as their interests to a large extent are identical, to sign a petition to the government to revise the differential scale of rates, wheat and flour. Another resolution pledged themselves to buy wheat by test; both on an and spot.

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World in Brief.

T. Moore, lately a clerk in the Kingston post-office, and charged with unlawfully opening letters, was tried yesterday and fined \$25 and costs.

The two hundredth anniversary of the massacre of the Indians was celebrated at Montreal this week by a popular demonstration.

In starting out to sea yesterday from the schooner *Black Prince*, a heavy and favorable breeze came into collision of Spithead, and both were much damaged.

Hon. John Robson, provincial secretary, was in the city as a guest of British Columbia on Saturday. Theo. Davis, brother of the deceased premier, has been appointed adjutant-general, and C. E. Pooley, speaker of the council.

Bishop Williams, of Quebec, on his recent visit to Lake St. John, returned to Montreal, and is to be succeeded by the Rev. J. J. O'Connell, of the same diocese.

George Bickel, a trimmer on the steamship *Texas* from Montreal, fell from aloft during his passage down to Quebec and broke his back. He was landed and placed in the Marine hospital.

In connection with the buglarie committed by boys in Montreal, a warrant was issued yesterday against a dealer on Notre Dame street for selling a revolver to a child ten years old.

Joe Lamarch and Eugene Manry, carrying on business in Montreal, were the victims of a robbery on the 12th of March, yesterday at the instance of J. R. Wilson. The liabilities amount to about \$11,000.

In the Maybrick trial on Saturday a witness testified that the deceased took arsenic habitually. A chemist testified that Mr. Maybrick had purchased "pick-me-up" from him which contained arsenic.

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