

The Union Advocate.

NEWCASTLE, MICHIGAN, N. B. Established 1867.

WEDNESDAY, JANUARY 6, 1892.

It is said that President Montt, the news of the Chile is friendly disposed towards the United States but has hesitated to give a cabinet that is eager for war with that country.

Editorial Notes.

United States soldiers stationed at Fort Niagara, at the mouth of the Niagara river, if late accounts are to be believed, are having a good time making money for themselves by smuggling Chinamen across the river from Canada. The customs officials stationed at Suspension Bridge say that half the soldiers in the fort have been engaged in ferrying Chinamen across the Niagara, which at the fort is very narrow, the Chinamen paying fifty dollars each for the service.

In referring to the railways of the United States the Railway Age in a recent issue says—that in 43 States and territories on 249 railroad lines and branches, to an aggregate of 4,168 miles. This increases the railway system of the United States to 171,000 miles. The only portions of the country in which no new track was laid this year are Delaware, Connecticut, Nevada and Mississippi. The States which added the greatest average are Pennsylvania, Georgia, Washington, South Carolina, New York, Montana, Virginia and West Virginia.

The London correspondent of the New York Times in commenting upon the policy of the present German Emperor says—No one who is interested in the many-sided problem of government can fail to find a subject for reflection in the whole economic history of the world since the reign of the Emperor William. The Emperor's interest in the economic life of the world is a striking and serious consequence to the Empire and causing widespread disaster, William called the mine owners together and practically bullied them into coming to terms with the workmen in the coal mines. The Emperor's interest in the economic life of the world is a striking and serious consequence to the Empire and causing widespread disaster, William called the mine owners together and practically bullied them into coming to terms with the workmen in the coal mines.

Trade Difficulties.

The Statesmen of the civilized nations of the world, have, at the present time, to meet and grapple with many questions that were never dreamt of by their predecessors of a few centuries ago. One of the most prominent of these are the commercial disturbances, which during the last fifteen or twenty years, have visited almost every country in Europe and America, taxing the ability of the ablest statesmen to find a remedy for the evil. The commencement of these industrial disturbances was in 1873 when a wave of commercial depression seemed to have swept over the whole civilized world, depressing the trade and commerce of almost every country besides producing the most injurious effects upon their inhabitants.

The first important feature of the disturbance was the construction of the Suez canal in 1869. This, in itself, a writer says, threw out of employment 2,000,000 tons of British shipping which were built expressly for the long voyage around the Cape of Good Hope and transferred the carrying trade of that country with India and China to steamers. This was a blow that was severely felt by the British ship owners as it threw out of employment the magnificent fleet of sailing vessels that had been built expressly to carry that trade.

Since the steamers make the voyage not only in shorter time but it takes fewer men to man them for many forty-eight men were once required to man a 1000 ton ship 28 men are now only required. The opening up of the canal destroyed the former business in Indian goods, which had followed in the wake of the steamship, and the extension of the telegraph system which did away with the old system of purchasing with its consequent business and profit to middlemen, and permitted importers to be in hourly communication with their agents in all the markets of the world.

Since 1873 many branches of business that gave employment to vast numbers of men appear to have died out and others altogether new have taken their place. Up to that time the workshops of the world seemed to be waiting ready for work, and now that they are completed they have produced all these changes. Whenever the working classes have struck against the introduction of machinery to do their work, and the manufacturers have offered large premiums for the invention of new and improved machinery that would do as much or more work than the men on strike, they invariably got what they desired.

The writers who have studied the causes that have been the means of

producing the trade disturbances that have been so prevalent the last few years have one and all made up their minds that they are due to the following causes—Over-production, discounting of employees, increase of prices, change in money values, and the constant endeavor of every man to outdo his neighbor in manufacturing goods of greater quality. Whenever the demand is greater than the supply, anybody who has machinery at his command at once sets to work to supply the demand. The inevitable result of this is over-production and a business crash, which is repeated time and again as the same conditions come to the surface.

Formerly these panics were local, but now they are universal because the world owing to telegraphs and railways is in such close communication that the influence felt in one place is brought to bear on another. At the commencement of the present century almost everything was done by handcraft, now everything is done by machinery. As machinery is costly it is the property of the capitalist and it is to him that the working man looks when he is in search of employment. Where machinery once destroyed handcraft now machinery is destroying machinery for mechanism of higher developing powers is replacing the old. Since 1873 prices throughout the world have been reduced 31 per cent and the cause of this has been over-production and the increased methods of distribution at cheaper rates.

Under this new order of things, in spite of all that may be said to be in ordinary seasons—the most productive and fruitful in the whole country. Among the most prominent workers who are taking an active part in the relief of the starving population of the famine stricken districts is Count Tolstoy, the famous novelist and author. In referring to the subject one of his letters he says—'With the hunger in the most productive region, the same happens as with a lever the fulcrum of which is removed without the longer arm to be lifted. The weight at the shorter end increased, but the power, at the longer end is diminished in proportion. If the one-third of Russia which provided food for the other two-thirds is stricken with hunger, there is hardly room to believe that we still have bread enough to last us until the next harvest.'

In describing the state of affairs in the afflicted districts he makes use of the following language—'Millions over whom the communal councils with petitions to let them have some grain from the communal stores for Christ's sake, for they have no grain and no flour and there is nowhere to buy had. There is some grain to be had at the rail-road depots and in the stores of great merchants in the cities, but this must be bought in large quantities, by the wagon load—in small quantities at retail there is none to be had. And even the big merchants withhold their grain from the market, waiting for higher prices. The only places to buy grain in small quantities are the markets and country fairs; but one must be on the alert if he wants to buy there, for the few cars or sacks of the grain which the well-to-do peasants bring thither are quickly bought up by the small merchants and middlemen, who in their turn sell them to the big merchants at a small profit.'

The men who most fiercely assail are the large merchants, who, for the purpose of adding to their wealth, are holding back the grain. The number of persons that he estimates will have to be supplied with food during the winter in the vicinity of 30,000,000. He also says that there is a great deal of hoarding and he is fearful that not only riots but grave political disturbances may occur before the spring is past. Many others who have visited the country concur in the belief that this is the greatest calamity that has ever visited Russia.

India's National Congress.

During the last eight or ten years a great change has been gradually coming over the People of India with respect to their feelings towards Britain. Previous to that they were anything but friendly disposed to British rule, but now they are beginning to understand and appreciate its benefits. A dispatch from Bombay, dated Dec. 29, says—'A dispatch from (Nagpur town of serpents) the capital of the central provinces of India a national congress opened in that city today. Eight hundred delegates are in attendance from various provinces. The chairman of the reception committee in welcoming the delegates spoke in the very highest terms of British rule in India. He said the keynote of the movement which had brought about the holding of the congress was loyalty to the British crown and attachment to the British people to whom India owes her rebirth.'

Effects of the Present Tariff War on Newfoundland.

QUEBEC, December 24, 1891.—The long standing difficulties arising directly from the French shore matter, and the intervention of the French government in the affairs of the colony, are temporarily cast into the shade by the indirect consequences of the harassing restrictions recently placed upon Canadian fishermen by the Newfoundland Government in its retaliatory policy and discriminating rates against the Canadian fishing industry. The importance of the tariff war may be judged of when it is shown that it threatens the entire destruction of the Canadian fishing industry in Newfoundland waters, which if the existing condition of affairs much longer continues, must pass entirely into the hands of the specially favored Americans and French fishermen, the difference between these

two latter mentioned peoples being that the French fishermen are favored by alleged treaty rights in defiance of the colonists themselves, and in spite of their oft-repeated and angry protests, while the Newfoundlanders, in retaliation for the treatment accorded them by Britain, France and Canada, have favored American fishermen in every possible way.

While it is projected by the island government to give the free run of their coasts for fishing operations to the Americans, even to allow them to seize their own herring—which is a hitherto unheard of privilege, and one that naturally causes great joy to the Gloucester fishermen—the restrictions placed upon Canadian fishermen are being not only rigorously enforced, but even increased. Capt. Hines of Halifax, chief of the best known Canadian fishermen engaged in the Newfoundland trade, paid the Newfoundland government last year \$200 for bait license, taxes and light dues on only one of his vessels, and this season when he put up an island port for bait, the authorities refused him the right to take it on any terms whatever, but exacted the light dues for his use of the port. These light dues are 24 cents a ton on every Canadian vessel entering a Newfoundland port, notwithstanding the fact that none of the most important lighthouses on their inhospitable shores are maintained by the Canadian government.

Then, if a Canadian vessel goes over to St. Pierre, only 15 miles distant from Newfoundland, either for shelter or trade, she is mulcted for 34 cents a ton every time she enters that port. This tax is in retaliation for Newfoundland's refusal to let the French, who there by punish all British vessels for Newfoundland's conduct.

United States fishermen are taxed less than half this sum, while in Newfoundland ports American fishing boats which are free of light dues or any other tax, are seen sailing into their harbors and wharves, and for want of which they are well nigh crippled.

Nor is this all, for Canadian fishermen having business in Newfoundland ports, are charged full duty on the boards and scowlings which they bring in their holds to make freighting tables on their decks, and also upon the salt which they take with them for dressing herrings which they never land or intend to land. In fact, vessels have been known to pass through the straits, and then, on their return, to have to pay duty again on the very same salt, which they had never taken out of their holds.

The Canadian government is studying this question with a view to taking further reprisals against the Newfoundlanders by placing a duty on their fish, and by prohibiting them, after their fishing on the Canadian-Labrador coast or from getting bait in Canadian waters. This retaliation will work some injury to the Newfoundlanders, but by no means equal to that caused Canadians by the island government. Meantime Americans will reap the advantages denied to Canada, and there cannot but result from the tariff war between the latter and Newfoundland, and from Britain's harsh treatment of the islanders, a decided weakening of the very fragile bond connecting Newfoundland with the remainder of the Empire.

Death of An Old Resident.

The Menesine Democrat has the following notice of the death of a resident of that place. Mrs. Robert Pengilly died at her residence in this city Nov. 23, 1891. The deceased was born in New Brunswick and came to this city in 1854. She was married to Robert Pengilly the following year. In 1858 they came to Menesine and Mrs. Pengilly has lived in this city continuously since that time. Mr. Pengilly died in the year 1874. He was well known and very highly esteemed, and his death was deeply deplored by a large circle of friends and acquaintances. Mrs. Pengilly enjoyed the best of health until three years ago when she suffered from an attack of dropsy and from which she never fully recovered. She had been severely ill for a week or so, and the fatal culmination of the disease occurred Monday afternoon at five o'clock. She breathed her last quietly and peacefully as a babe killed by a snake. Mrs. Pengilly was well known and beloved in Menesine. She had many friends and acquaintances who heard of her demise with heartfelt sorrow. She had by her kindly acts and generous deeds endeared herself to all she came in contact with. She was a faithful member of St. John's Catholic church, and here more than elsewhere did her death create sorrow, as it was among the members of this flock that her kind and lovable nature manifested itself in its fullest sense. Her body was interred Thursday morning, service of a most solemn character being held at St. John's church at half past one o'clock. There was a profusion of floral offerings by the friends of Mrs. Pengilly, testifying to the love and esteem in which she was held.

A Great Improvement.

The Halifax Herald has been changed to an eight page sheet and with a new dress throughout and a new Eckerson perfecting press will no doubt become a greater favorite than ever among its reading people. We wish the Herald continued success and a universal acknowledgment from the people for its enterprise. The Halifax Chronicle has also been enlarged to an eight page daily and the Maritime provinces has come to naught. We have no doubt the people of Nova Scotia will show their appreciation of a largely increased subscription list. The Halifax Mercury of January 2nd gives the following particulars—'From day to day the two morning dailies will beget paper, and the engagement being equal to an increase in space of about ten of the former columns. The Halifax dailies have not been quite up to the times in the matter

of form and dimensions, but it is to be hoped they will now proceed to make up for their backwardness in this respect. The new presses are quite an acquisition to the printing machinery of the city. The Chronicle's new press is an established favorite with printers, being of a pattern that has been in use for 15 years. It is a more modern type, printing both sides of the paper at once from a roll, and delivering them complete from the attached folder. The machine was erected here under the personal supervision of the inventor and has late improvements that are now put into use for the first time. Its speed is claimed to be 4,000 per hour and the proprietors of the Herald are happy over the possession of the most modern press obtainable. They began to look for a new press a year ago, and purchased one in England, which was on its way to Halifax when they heard of the more desirable machine to be obtained in the United States and determined to secure one. The only other press of this particular pattern yet erected in this part of the world was at the works of the manufacturers for the purpose of proving its perfection. The one brought to Halifax is understood to have cost \$5,000.

Masonic.

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