THE HERALD

WEDNESDAY, NOVEMBER 9, 1887.

Legal Newspaper Decisions.

1. Any person who takes a paper regularly from the Post Office—whether directed to his name or another, or whether he has subscribed or not—is responsible for the pay.

2. If a person orders his paper discontinued he must pay all arrearages, or the publisher may continue to send it until payment is made, whether it is taken from the office or not.

3. The Courts have decided that refusing to take newspapers and periodicals from the Post Office, or removing and leaving them uncalled for, is *prima facie* evidence of intentional fraud.

All matter intended for publication in the HERALD should be in our office by noon on Tuesday of each week. Advertisers wishing to have their advertisements changed, should advise us on Saturday morning, in order to ensure the desired change on the ensuing week.

THE OPPOSITION CONFERENCE.

The Opposition press has much to say regarding the conference of Provincial Premiers recently held in Quebec. Of those papers which seem to be deeply interested in the matter, the Montreal *Herald* occupies a most prominent place. Among other things this journal expresses its regret that the Governments of Prince Edward Island and British Columbia were not represented at the conference; and it hesitates not to say that their refusal to attend is a betrayal of the trust reposed in them. Indeed, on what authority does our Montreal contemporary undertake thus to arraign the Governments of these Provinces? What was the object of this Conference, or who authorized it to be held? Certainly not the people of the several Provinces, at the polls. Neither did the different Provincial Legislatures clothe any of their members with authority to attend it as their representatives. It appears, then, that the so-called Conference partook more of the nature of a conspiracy on the part of a lot of dissatisfied politicians who have failed in every possible attempt to defeat the Government of Sir John Macdonald, and who have had recourse to this means as their last resort.

The Governments of Prince Edward Island and British Columbia have, no doubt, a higher appreciation of the "trust reposed in them" than to become parties to a meaningless secret conclave. The assertion that these Governments have been prevented from attending the Conference on account of pressure brought to bear on them from Ottawa, is as absurd as it is malicious. The Governments of Prince Edward Island and British Columbia have shown the greatest independence in their relations with the Dominion Government. When they had grievances they did not seek to have them redressed by a recourse to any secret conspiracy; they availed themselves of legitimate and constitutional means. The result has been that British Columbia has had her grievance redressed, and Prince Edward Island's case is now receiving attention.

The friends of those who attended the Conference say Provincial autonomy and the abolition of disallowance are among the subjects there considered. Both these questions are of vital importance to the Confederation. To demand complete autonomy for each Province, is to ask that the Dominion be resolved into its several constituent elements, each having absolute control of all its affairs. Taking from the Dominion the power of disallowance, is pulling down one of the props of Confederation. This is a safeguard, the preserving of which all the Governments of Canada have advocated. Mr. McKenzie, when in power, expressed himself in unequivocal terms regarding its necessity. It is most reasonable that the Parliament of Canada, composed, as it is, of representatives from all the Provinces, is a better judge of what would be to the best interests of the Dominion than a few interested individuals, who may have imaginary grievances; and the Parliament of Canada last session, by a large majority, irrespective of party, sustained the Government on a question, regarding which it has since exercised its privilege of disallowance, viz., the Red River Valley Railroad.

From all the evidence before us we must conclude that the late Conference had its origin in a desire to overthrow the administration at Ottawa, and in their desire to bring this about, the participants are willing to go to any lengths, even to the disruption of the Confederation. This is a most dastardly and unpatriotic work, in which the Government's of Prince Edward Island and British Columbia are unwilling to be participators.

Mr. Davies, British Vice Consul at Honolulu, now at Ottawa, had an interview a few days ago, with Sir John Macdonald and acting Finance Minister McLelan, relative to the extending of trade between Canada and the Sandwich Islands. A commercial treaty, which has existed for some time, between the Islands and the United States, has just expired, and there does not appear to be much probability of its renewal, unless on much more favorable terms. The chief products of the Island are sugar and rice, and with proper management a profitable trade with Canada could be established.

THE ANARCHISTS DOOMED.

Unless an unexpected extension of Executive clemency intervene, next Friday, the 11th inst., will be a most memorable day in the history of the State of Illinois. On that day the sentence of death, passed some time ago on the seven Anarchists of the city of Chicago, found guilty of murder, is to be executed. The decision of the Supreme Court of the United States, announced by the Chief Justice on the 2nd inst., dismissing the petition for a writ of error, dispells the last ray of hope which the efforts of the ablest counsel procurable could inspire in the breasts of the condemned men. It is true that the Governor of the State possesses the power to commute the death sentence to imprisonment for life; but it seems to be a generally received opinion that the nature and concomitant circumstances of the case are what would scarcely justify His Excellency in exercising his prerogative. The result of the final appeal to the Supreme Court of the United States was such as most people acquainted with the case expected. The crime of which these men have been found guilty, is a most atrocious one, and all the circumstances in connection with it are of such a nature as to demand a most vigorous enforcement of the law. For many months prior to their arrest, these lawless men had made the most violent attacks upon the rights of property and against the Government under whose flag they were living. The appeals which they made through the press, and at their open-air meetings aroused their followers to such a degree of violence that the whole community was in danger. This was the condition of affairs when, on the 4th day of May, 1886, the police undertook to disperse one of their meetings. The result proved that these desperate men were prepared to carry into effect the dangerous theories, in the advocacy of which they had been allowed too great license. The preservers of the law were met with a discharge of dynamite bombs, that caused the death of seventeen of their number.

The perpetrators of this heinous crime have been allowed a greater space of time between their trial and the execution of their sentence than they deserved; yet this is likely to have a good effect, as it will prove to those who may sympathize with the condemned, that, after all the excitement caused by such an atrocious crime has died away, the feeling that the majesty of the law must be respected has not changed, and that whatever may be the form of Government, the law which provides for the safety of all is not to be set aside.

The manner in which the friends of the condemned Anarchists receive the news of the non-interference of the Supreme Court, shows that there is need of most rigorous measures for the suppression of this dangerous class of men. Otto Fierstein, a New York Anarchist, says:

"We have formed a society composed of our most true and tried men sworn on pain of death to kill one hundred men for every man of our society that is killed, and in the event of one of us being struck down in the attempt to do so, there are ten others only too ready to take our places. The police know as little about our society, or about its object, or about our meetings, as they do about the man in the moon. They know of only a few men like Herr Most, men who talk but never act. Besides it will be surprising to you to know that we have a good many of those very police enrolled in our ranks who will notify us of every secret and every preconcerted arrangement at police headquarters."

Another New York Anarchist says:

"In the case of this decision the power of the Anarchists, their numbers and the influences they wield will become apparent and a most formidable menace to the stability of our so-called American institutions. The red flag will not alone be hoisted, but every man, woman and child identified with the prosecution of those Chicago Anarchists will require more police protection than did James Carey, the Irish informer, or Secretary Seward after the assassination of Abraham Lincoln. There are 10,000 Anarchists in this city alone ready to do and dare, and die, too, if necessary, to avenge the murder of those men, cost what it will. We believe in an eye for an eye and a tooth for a tooth."

OUR NATIONAL HIGHWAY.

The Boston *Herald*, of a recent date, contained a lengthy and very interesting article on the Canadian Pacific Railway. It is certainly gratifying to find that this gigantic enterprise is properly appreciated by the press and people of our neighboring country; and it brings more prominently before the reading public the unfairness and absurdity of the conduct of the Opposition, who, for party purposes, have scrupled not, through their press, to depreciate this great enterprise, and to slander those who encouraged it. In commencing its article the *Herald* says that "in the whole world there is but one transcontinental railway, and although that traverses the American continent only fragmentary portions of it are to be found in the United States."

Describing the country which the road traverses, it says:

"Here is a prairie region which, extending into Saskatchewan and Assiniboia, presents a continuous section unequalled in fertility and the conditions for wheat and vegetable raising, and which is capable of sustaining a resident population of 20,000,000 people and harvesting 100,000,000 bushels of wheat, with accompaniments of vegetables and roots, as readily as it the present year produced from 12,000,000 to 15,000,000 bushels of wheat. The representations made of winters of such severity that neither nature nor mankind can withstand their forces are the merest bosh! For natural reasons, the winters of the region between Winnipeg and the Rocky Mountains cannot compare with those of Minnesota, Dakota and Montana for severity, or for deadly influences. The peculiar winds forced over the mountain region during the winter season have a enfeebling quality which must be reckoned among the compensations in which Dame Nature inevitably deals. Ploughing in every part of this prairie region takes place in March, which cannot be said of any part of New England. The idea that the northern grasses of the grazing lands are cured by natural processes where they grow, and remain upon the ground throughout the winter; and vast bands of horses find ready access to them, and require no more care or attention during the cold months than does the dormouse in his woolly nest. And so, in nearly all sections, the result of natural products, or grand opportunities for the planting of some kinds of business enterprise, in connection with natural advantages, are to be met with. In Ontario the mineral wealth of the province is in the infancy of development. Iron, copper, gold and silver are among the products, and from the Georgian Bay and Lake Huron region, until Superior is passed, these deposits are to be met with. Around Port Arthur there is a very thriving section, and at Fort William a few miles from this place, the company has erected a grain elevator of 1,350,000 bushels capacity, the next to the largest in the world. Already coal in immense quantities has been discovered, and its working successfully begun on the western half of the main line, and this includes both bituminous and anthracite varieties. The first shipment by vessel of anthracite (a barque) was made from Port Moody the present month, and this was made to United States ports on the Pacific. The anthracite mines are in the Rockies, are of great extent and purity, and threaten to revolutionize at least a part of the coal business on the Pacific Slope."

The *Herald* continues this most interesting article in the following words: "Here is a transcontinental system indeed, extending fairly from the Atlantic to the Pacific, presenting the longest line of continuous railroad under one ownership, name and management to be found in the world. Here is a system costing upwards of $150,000,000, and comprising nearly 5,000 miles of finished and operated lines, that has sprung into existence substantially within far less than a decade of time, and that nevertheless takes place among the railway enterprises of the world as a marvel of construction, of unity and of ministration. The youngest among the American 'Pacific systems' must be regarded as the most complete, comprehensive and far-reaching of them all."

EDITORIAL NOTES.

To-morrow will be election day in Cumberland, N. S. The Opposition did not put up a man against Sir Charles Tupper; but a Mr. Bulmer, of Halifax, a prohibitionist, caused himself to be nominated. This same gentleman ran at the general election in February last, in Cumberland, and received about 200 out of a total of upwards of 5,000 votes. His chances at present are scarcely any better than they were last winter; it is therefore difficult to understand what his object is in causing an election.

A branch of the Intercolonial Railway, extending from Macoon to Jogginis coal mine in Nova Scotia, and called the Joggins Railway, was formally opened, on the 3rd inst., by Sir Charles Tupper. He was presented with an address by the coal miners, the concluding sentence of which was, "And our prayers are that long may you remain with us, Cumberland's chieftain, Nova Scotia's hero and Canada's idol." At a meeting held the same evening at River Hebert, George Hibbard, who ran against Sir Charles in 1874, addressed the electors and said the Liberal party did not wish to hamper Canada's representative on the Fishery Commission and has not offered any opposition to his re-election. He believed Sir Charles was the best man in the Dominion to represent Canada, and while he was opposed to his (Sir Charles') political principles, he desired to see him, on this occasion, returned with an overwhelming majority.

The late Mr. Justice O'Connor, who died at Cobourg, Ont., after a brief illness, on the 3rd inst, had, for many years, occupied a prominent place in public life. He was first elected to the Legislature of Ontario, for the County of Essex. After Confederation he was returned by the same constituency for the House of Commons, which seat he held until 1874. He was again elected to the Commons in 1878, and in 1872 he became President of the Council in the Government of Sir John Macdonald. He subsequently held the portfolios of Postmaster General and Secretary of State. In 1884 he was appointed a Judge of the High Court of Justice of Ontario. Judge O'Connor was born in Boston, Mass., in 1824, and four years later moved to Essex, Ont., with his parents, where the greater part of his life was spent. He was admitted to the Bar of Upper Canada in 1854. He enjoyed the reputation of being a man of talent, of indomitable will and of considerable force of character.

Chancellor Boyd, of Ontario, rendered a decision lately relative to telegrams, which is of much interest to the business community. An election petition against a member of Parliament was being tried in the court, and the plaintiffs obtained a subpœna for the agent of the Great Northwestern Company at Colborne, ordering him to produce in court copies of certain telegrams supposed to have been sent by an agent of the respondent to voters in Toronto. The agent consulted with the general manager of the company, from whom he received instructions to destroy the messages in question. When this was reported to the court, both the agent and manager were summoned to show cause why they should not be punished for contempt. After the case had been argued at some length, the Judge declared the action of the telegraph company a very plain interference with the course of justice, inasmuch as telegrams were in no sense privileged communications. Mr. Dwight, the manager, was sentenced to a fine of $100.

Hickey's Pier.

When at Fort Augustus last Wednesday morning, I noticed a number of men busily engaged in giving Hickey's Pier a very necessary repairing. This pier should always be kept in good condition, as it is the principal place of shipping for a very large section of country. The farmers in the vicinity have now a large quantity of produce ready for market. When completed, which it is are now, they will have a good wharf. They have also a complete, satisfactory wharfinger; so all they want is plenty of vessels and good prices to make them happy. Messrs. Cummiskey, Trainor and McNally are the shippers of the place.

FOLIO.

November 8, 1887.

Irish News.

O'BRIEN IN JAIL.

A Dublin despatch to the New York *World*, dated Oct. 31st, has the following:

The appeal of William O'Brien, the editor of *United Ireland*, against the sentence of three months' imprisonment imposed upon him by the Middleton magistrates, was heard to-day at Middleton before the Recorder, who decided adversely to the appellant, and confirmed the sentence. A most extraordinary scene took place in the court room as soon as the decision was announced. The police immediately surrounded Mr. O'Brien and attempted to arrest him. Mr. Harrington contended that the police had no right to arrest him until the usual legal procedure had been followed, and was supported in his argument by the ruling of the presiding judge, whose declaration was, however, treated with contempt by Capt. Stokes, the resident magistrate of the district, who ordered the police to proceed with the arrest. A struggle took place between Mr. O'Brien and his friends on one side, and the police on the other. The police displayed much brutality, and at length succeeded in effecting the arrest and in securing Mr. O'Brien, who was subjected to severe ill-usage. Mr. O'Brien reached Cork this morning from Dublin, and accompanied by Mr. Dillon, M. P.; Dr. Tanner, M. P.; and Mr. Harrington, M. P., drove out to Middleton. The whole drive constituted one immense ovation from the cheering crowd who lined the roads. On reaching Middleton the party made its way through another enthusiastic crowd to the court house. The proceedings were then opened by the Clerk of the Crown calling William O'Brien, appellant; the Queen, respondent.

Mr. Carson—I appear for the Crown in this case. This is an appeal brought by Mr. William O'Brien.

Mr. O'Brien—I am the appellant in this case, and I am sorry that I was not in court before the recorder.

"Oh, not at all, Mr. O'Brien".

Mr. O'Brien—If you allow me to make a short statement I shall greatly abbreviate.

The Recorder—If you wish to do so, Mr. O'Brien, you may.

Mr. O'Brien—I had instructed counsel to appear for me, and I was very anxious to obtain the opinion of an old-established equity firm of lawyers upon the proceedings of the court below, which, to my mind, is a court of very novel and despotic jurisdiction. Unfortunately events have occurred which have forced me to abandon that expectation, and to reconsider my opinion. If you will permit me, I will refer very lightly indeed, and, I trust, without acrimony to those events. I do so because I find it absolutely necessary for me to do so. A gentleman who is well known as an English judge went—

Mr. Carson—I really must interfere If the case is to go on it must go on in the usual course.

Mr. O'Brien—I am accustomed to be treated in this way by this gentleman It seems to me that the gentleman assumes the demeanor of a gentleman who treats the tribunals under this act as if they were almost subordinates.

The Recorder—I think that the case should be settled in the ordinary way, and as you are not represented by counsel, Mr. O'Brien, I shall give you the fullest opportunity of making any statement you have to make afterwards. I came here with a perfectly unprejudiced mind. I want to hear the case against you, and I want to hear it supported by evidence. It is the usual course for the crown to make its case. Mr. Carson may not be able to make his case; but if he does, then of course I shall give you ample opportunity of making any statement.

Mr. O'Brien—Of course I shall accept your suggestion. I think I should have spared the public time by making the statement now.

Mr. Carson then proceeded with his statements.

Mr. O'Brien followed and explained in a short speech that, in consequence of the eulogium passed upon Baron Bramwell by the Recorder, and in consequence of the statement with reference to his case while the appeal was pending, made by Baron Bramwell, he could not expect a fair trial of his appeal.

The Recorder—Do I understand you to withdraw your appeal?

Mr. O'Brien—I have said, sir, what I thought necessary to defend my own action. You, I am perfectly sure, know what the intention of the impugned act was.

The Recorder—Well, I do. Go on with the case.

The formal proofs were then handed in, and the Recorder in a short speech confirmed the decision of the court below, namely, three months' imprisonment.

Mr Carson was proceeding to open the second case, namely, that of Mr. Mandeville, and was reading Sergt. Condon's evidence, when Mr. O'Brien rose and proceeded to the body of the court, evidently about to leave. He was at once seized by District Inspector of Constabulary Creagh and a number of policemen. He struggled to get away, asserting that there was no warrant for his arrest. Mr. Harrington rose in court and said that he was counsel for Mr. O'Brien in the court below, and that he wished to draw the Recorder's attention to the fact that Mr. O'Brien, against whom there was no warrant, was being prevented from leaving the court by a number of constables.

The Recorder—If Mr. O'Brien wishes to retire to the magistrate's room he may go.

District Inspector Creagh—Yes, your Worship, but I cannot allow him to leave court.

The Recorder—I am not afraid.

Capt. Stokes, the resident magistrate—Take Mr. O'Brien into custody.

The constables, who had been preventing Mr. O'Brien from leaving, then arrested him. Mr. O'Brien struggled with the policemen and managed to get to the Solicitor's table. He said: "Allow me to speak. I don't know, sir, whether I am entitled to ask your opinion on a question of law. My legal rights are very few. But I would like to know whether I have a legal right to leave the court, and whether I should be assaulted when I attempted to do so?"

The Recorder—I am very sorry that you should have been assaulted, but you may retire to the magistrate's room.

Mr. O'Brien—I propose to leave the court.

The Recorder—I am afraid you cannot.

Mr. Harrington—There is no warrant. The certificate of the confirmation of the appeal must be signed by the petty sessions clerk of the district, and the petty sessions clerk must summon the resident magistrate who imposed the sentence, and it will be the latter's duty to make out the order of arrest.

Capt. Stokes, to the petty sessions clerk—Get the certificate.

Mr. Harrington—I contend that it was never heard of, in a case of this kind, that the magistrate who had originally imposed the sentence was present with the petty sessions clerk in the court of appeal in order that the warrant might be then and there signed. The invariable practice is that when the court of appeal has upheld the decision of the lower court, the certificate is made out by the registrar to the effect that the sentence has been confirmed. The certificate is then addressed by him to the petty sessions clerk of the district where the sentence was originally pronounced. The petty sessions clerk then calls the magistrate who has imposed the sentence, and the latter makes out the warrant.

Mr. Carson argued that Mr. Harrington's contention was incorrect, and that in the Police Courts a man when sentenced was immediately placed in custody.

The Recorder said that he thought Mr. Harrington's contention was right, and that Mr. O'Brien was at liberty to go.

Capt. Stokes then called out loudly to the police: "Arrest that man! I authorize you to do it on my own authority! I will be responsible for the consequences."

Mr. Harrington then shouted: "This is how justice is done! Why, even the judge's authority is set at defiance!"

The police under District Inspector Creagh then dragged Mr. O'Brien out through the crowd towards the door of the court. Mr. O'Brien resisted with all the power at his command. Mr. Dillon, M. P., Mr. Harrington, M. P., and Dr. Tanner, M. P., at once rushed to Mr. O'Brien's assistance, and a scene of indescribable confusion and excitement arose. Several ladies in the court fainted and were carried out. Mr. O'Brien resisted with all his might; but the force of police was overwhelming and he was dragged out to the cells in the rear of the court house. In the collision not only Mr. O'Brien, but Mr. Dillon, Mr. Harrington and Dr. Tanner were roughly used. The excitement among the people in court was intense, and when the news of what was going on inside spread among the people outside it would have been impossible to prevent a disturbance but for the exertions of the Rev. Father Keller and other clergymen. Dr. Tanner returned into court and said that he had reason to believe that Mr. O'Brien had been injured. As a medical man he asked that he should be allowed to see Mr. O'Brien.

The Recorder—Certainly

Mr. Dillon came back into the court and proceeded to address the recorder upon the illegality of the proceedings that had just taken place.

The Recorder—I won't hear you.

Mr. Dillon—Then you had better send me into custody if you persist in this.

Mr. Dillon—Then I will be heard.

Mr. Harrington called Mr. Dillon off to his side of the court and they held a consultation, in consequence of which Mr. Dillon said no more.

The court then proceeded with the appeal lodged by John Mandeville, chairman of the board of poor law guardians of Mitchelstown, who had been jointly indicted with Mr O'Brien for using seditious language at the Mitchelstown meeting, and sentenced to two months' imprisonment. Mr. Carson handed in the depositions made in the case at Mitchelstown. Mr. Mandeville said that he intended to adopt the same course as Mr. O'Brien.

The Recorder—Have you other no defense?

Mr. Mandeville—It would be useless.

The Recorder—Then this sentence is confirmed also.

When Mr. O'Brien was removed from the court to the Bridewell, which is situated at the back of the building, he looked very much exhausted from the injuries he had received during the struggle in the court between himself and the policemen. Happily, however, his injuries are not serious, although he was very roughly used. Later on Mr. O'Brien and Mr. Mandeville started from Middleton for Cork under a strong escort of hussars and police. At 5 o'clock they arrived in Cork and were lodged in the county jail. As Mr O'Brien's carriage passed through the county from Middleton to Cork loud cheers from the people greeted them, and by the time the city was reached quite a procession of cars followed Mr. O'Brien's carriage. The streets were thronged, and the cheering and waving of hats were continuous. At the jail entrance a force of mounted police prevented the people from approaching nearer than a hundred yards of the prison. When Mr. O'Brien and Mr. Mandeville stepped from the carriage and entered the portals of the jail there was loud cheering, and cries of "God save Ireland!" rang through the air. The police then cleared the streets, and the demonstration passed off without any serious breach of the peace.

General News.

GREAT STORM IN ENGLAND.

A gale prevailed throughout England on the 1st inst. Telegraph wires were broken, chimneys blown down, and trees uprooted. Seven vessels were wrecked at Cardiff and many wrecks are reported at other places. The dock and dam at Ardrossan were washed away; also a railway embankment at Holyhead. A score of vessels in the Mersey broke from their moorings and drifted broadside up the river. There was one serious collision.

MYSTERIOUS EXPLOSION.

A terrific explosion occurred in a store in St. Louis, on the 1st inst. The grocery and two adjoining two story-brick buildings were demolished, and twelve persons who lived in the houses were buried in the ruins. It is not known how many were killed. The cause of the explosion is a mystery. Some attribute it to the criminal use of dynamite and others to the accidental explosion of gasoline.

The Newman family, consisting of Mr. and Mrs. Newman, and five children were all killed. Four other bodies have been recovered.

Besides those injured in the building many persons in the neighborhood were more or less cut and bruised by flying splinters and bricks. For several blocks the concussion shattered the windows and in the immediate vicinity on the opposite side of the street the fronts of buildings were smashed in by the terrible force.

The financial loss will not exceed twenty thousand dollars. Mrs. Deassely, one of the victims, is dead. Nellie Newman, reported dead, is still alive at the hospital, but there are small hopes of her recovery.

PUMPING OUT A FLOODED COAL MINE.

Seven years ago, on the 12th of November, the fatal explosion took place at the "Foord" pit at Stellarton, N. S., by which 40 lives were lost and a valuable mine closed for five years. It will be remembered that the East River was turned into it in order to extinguish the fire. Some idea of the quantity of water contained in the mine could be obtained by imagining a canal 12 feet deep, 18 feet wide and 24 miles long full of water. Two years and three months ago the owners commenced to pump the waters out by the perpendicular shaft, which is over 900 feet deep, by means of two large iron boxes, which contained several hundred gallons each. They are run by the "big engine," one of the two largest stationary engines in Nova Scotia, of 200 horse power, its counterpart being at Sydney. One of the boxes descends as the other ascends, the end falling out automatically at the surface. The workers are now within 70 feet or less from the bottom, where they expect to meet the greatest obstruction. A large quantity of pressed hay was thrown into the pit to smother the fire. Some of it was taken out, and the balance will be got at in a short time. The fate of the pit, it is learned from reliable authority, depends largely on the state in which the bottom of the shaft is found. The roof, the same authority tells, had never been very good, and the force of the terrific explosion must have shattered it considerably.—*Halifax Chronicle.*

LAUNCH OF AN ALLAN LINER.

Messrs. D. & W. Henderson & Co. launched from their yard at Meadowside, Partick, on Thursday, a steel screw steamer built by them for Messrs. Jas. & Alexander Allan, owners of the Allan line of steamers, as an addition to their already large fleet which trade between this country and the western continent. The vessel, which is named *Monte Velaun*, is a duplicate of the *Rosarian*, also built by the Messrs. Henderson, and launched about two months ago, and is intended, like her, for the River Platte trade. Both vessels have been built to the highest class at Lloyd's, and are constructed of Siemens-Martin steel, made by the Steel Company of Scotland. The dimensions are: Length, 330 feet; breadth, 41 feet 9 inches; depth, 28 feet 3 inches, the gross register tonnage being about 3,000 tons, and the dead-weight carrying capacity 4,300 tons. Engines of the triple expansion type will be fitted on board, the indicated horse-power of these being 1,400. The high-pressure cylinder is 22½ inches in diameter, the intermediate 36 inches, and the low pressure 61 inches, the stroke being 48 inches. While intended for cargo carrying the vessel has been built so that, if required, accommodation can be provided for 600 third-class passengers between decks, and 20 first-class in the cabin, in the after part of the ship. The vessel when leaving the ways was named the *Monte Videan* by Mrs. R. G. Allan, wife of one of the partners of the firm of owners. The *Rosarian* and *Monte Videan*, with the two Monarch lines recently purchased, make an addition of 16,000 tons to the Allan line of steamers.—*Shipping Telegraph, Oct. 22.*

SIR JOHN SPEAKS.

The Montreal *Star* published an interview with Sir John Macdonald, from which we take the following: The chieftain said that the new Conservative paper, the *Empire*, would be issued about Christmas, $170,000 being subscribed; that unless the unexpected happens, Parliament will meet the last week in January; that there was no probability of cabinet changes until Tupper returned from Washington; that it is possible Sir Charles will be head of the new department of trade and commerce; that the Government are perfectly satisfied with the results of the new iron tariff, and would not propose any increase of duty, and that the possibility of compromise with the Manitoba Government was not being considered. The conversation then turning upon the hostile and unpatriotic resolutions now being made upon Chamberlain by some of the Canadian newspapers, Sir John said: "I am sure Chamberlain will faithfully and efficiently represent the interests of Canada and the Empire, but," he added, "did you ever know a Grit paper to be patriotic? They not only attack the Conservative party, but they run down the country. Canada has suffered more from Canadian Grit newspapers than from any other single cause. I should not like them to cease their attacks upon me. I should feel that I was a very insignificant individual, indeed. That reminds me of an illustration I think I have used before. When boys used to go apple stealing they always used to pick the tree that had the most sticks and stones lying under it. That's the tree that bears the best apples," concluded the Premier.

OUR BOUNDARY LINES.

A glance at the map of the United States shows that its boundary adjoining Canada follows, the larger part of the distance, an irregular water line formed by the Great Lakes and their outlets. Thence from the Lake of the Woods, on the north of Minnesota, a more direct course is taken through the wilderness and over the mountains of the wild West to the Pacific Coast. This boundary between the countries is marked at regular intervals by pillars of wood and iron, earth mounds or stone cairns. Beginning at the Lake of the Woods, cast-iron pillars have been placed alternately by the English and United States Governments one mile apart, and reaching the Red River Valley. They are a hollow casting of a pyramidal form, eight feet in height, having a base eight inches square, and octagon in shape one inch in thickness, with a top four inches square, surmounted by a solid cap. In those hollow posts are fitted well-seasoned cedar joists, with spikes driven through apertures made for the purpose in the casting. One-half of the length of the pillar is firmly embedded in the ground, so that the inscriptions on their sides, in raised letters two inches high, face the north and south, the first reading "Convention of London," the latter "October 20th, 1818." Beyond the Red River earth mounds and stone cairns seven feet by eight generally denote the boundary line. Whenever wooden posts are used, they are of the same height as the iron pillars, and painted and above the ground. Through forests a clearing has been made a rod wide, so that the course is plainly indicated. Where bodies of water are crossed, monuments of stone have been raised several feet above high tide. Over the mountains shafts of granite like grim sentinels guard the way. Altogether the fixing of the boundary marks was expensive, but it was well done.—*Moncton Times.*

DIED IN A PULLMAN CAR.

A Pittsburg despatch of the 28th ult. has the following: A pathetic story was related this morning by the Pullman conductor of the Pan Handle limited from Cincinnati. A beautiful and refined young lady, travelling alone from Cincinnati to her home at Xenia, O., had suddenly died during the night. A few moments before the train left Cincinnati yesterday she, with a bevy of young ladies, came to the train. She had been on a visit there for several weeks, and her friends expressed regret at seeing her leave. They kissed her farewell and wished her a safe and pleasant journey home, all promising to return her visit in a short time. The lady was provided with a seat in one of the parlor cars. She sat reading a magazine for an hour, and then engaged in a conversation with a number of lady occupants of the car. She was so handsome and so pleasant and attractive in her manner that she soon drew the attention of almost every person in the car, and her journey was being made in a very pleasant one. "It was a jolly crowd. Everybody seemed in a good humor," remarked the conductor, and when I last passed through the car I noticed that the young lady was having a gay time. A moment later she threw up her arms, gave a slight shudder and was dead. Her body fell from the chair before her fellow-passengers could realize what had happened. The scene of gayety was suddenly changed to one of mourning. The ladies cried bitterly; some of them fainted, and the gentlemen wiped the tears from their eyes. The train sped on, and the body of the young lady was not cold when we arrived at Xenia. The young lady's father was at the station to meet her. One by one he watched the passengers stepping from the train, expecting to see his daughter next. He then stepped up and asked if his daughter was aboard, giving her description. "I told the old gentleman that her body was in the car; that she had died while *en route*," said the conductor. "The old father was horror-stricken, and so prostrated by grief that he had to be assisted into the station. The body was removed and our train pulled out. I could not learn the lady's name."

Telegraphic News.

Toronto, Nov. 3.—Mr. Justice O'Connor who was holding assizes at Cobourg, was taken suddenly ill on Tuesday night with hemorrage of the stomach and died about eleven o'clock this morning. He was raised to the bench on September 11th, 1884, and was 63 year old. This leaves three vacancies in the superior court here.

New York, Nov. 3.—A London special to the *Evening World* says: "An attempt was made yesterday afternoon to blow up the Carlton Club. An explosion in the basement blew out all the first floor windows and injured four persons. Carlton Club is on Pall Mall and is considered the most beautiful club house in London. The members include most of the Conservative members of the Houses of Lords and Commons. The streets are filled with excited people. The police are driving all from the ruins."

Ottawa, Nov. 3.—Rear-Admiral Heneage, who is en route to take charge of the North Pacific squadron, being asked whether he would interfere in case he saw a cruiser seizing a British sealer replied "most decidedly. If she was within the three mile territorial limit I should do nothing, but if she was outside and on the high seas. I should not allow her to be interfered with and the Government at home would back me up." The admiral is of opinion that the British Commissioners will insist on the settlement of the Behring Sea matter at the coming convention. It is the general impression here that the strong protest against the Alaska Fur Company's monopoly made by Governor Swineford in his official report, will do much to facilitate a settlement. The fears entertained by Governor Swineford of possible bloodshed in the Yukon district, owing to a collision of authority between Canadian and United States officials, illustrates the wisdom of the Dominion Government, who last year proposed to provide for a joint survey to establish the Alaskan boundary. The proposal was, however, declined by the Washington authorities.

New York, Nov. 3.—At a meeting to-day of the Chamber of Commerce resolutions were adopted favoring a peaceful settlement of the Canadian fishery question. A committee was appointed to investigate the possibility of the material expansion of our commerce in this direction by inviting arguments for and against Commercial Union with Canada, and documentary evidence as to the prospects of trade between the two countries and to report such recommendations as will enable the chamber to contribute its influence to an early adjustment of the fishery question, and the procuring of such legislation as will promote the interests of the commerce of the country, should such action be deemed desirable.

Montreal, Nov. 3.—Judge Taschereau has just rendered an important judgement for shippers of cattle and owners of vessels. In July, 1885, A. J. Thompson and other western cattle dealers placed on board the Allan steamship *Norwegian*, at this port, one hundred head of cattle, to be shipped to Glasgow. The cattle were embarked at daybreak with the understanding that the ship would start in the early morning. She only left about 4 p. m., however, and as the day was exceedingly warm twenty-one cattle took sick and died from its effects, some in port and others after leaving. An action of damages was subsequently taken by the shippers with the result that the court has granted $100 damage for the loss of each head of cattle, a total of $2,100, attributing the death of the animals to the negligence of the company's agents in not complying with the terms of the contract.

Montreal, Nov. 3.—At a meeting of the Board of Trade yesterday a letter was received from Premier Sullivan of Prince Edward Island, acknowledging the receipt of the council's memorandum regarding the desirability of uniform insolvency legislation and stating that the proposition will be duly considered by the Provincial Government.

New York, Nov. 4.—Advices from Trujillo, Peru, Oct. 1, say that on Sept. 27 a mutiny broke out in the barracks of Zepita. A battalion and two companies escaped after mortally wounding the captain on guard and killing the sentry officer. It is said the soldiers mutinied owing to their receiving only three paper soles per day as ration money. The movement was led by a sergeant implicated in about twenty murders, some of the most barbarous. He plotted the affair and got all the privates to join. They were to let the criminals out of prison and sack the town. The attack on the prefecture was only slight, followed by a running fight, the police driving the mutineers before them. The authorities followed the mutineers out about three leagues into the country. There a fight took place and fifteen or twenty were wounded and killed. The ringleader was subsequently caught and shot. He confessed that he had committed fourteen murders and gave the names of his victims. Up to the present time fourteen mutineers have been caught and shot.

London, Nov. 4.—Lord, Salisbury, Matthews, Home Secretary, and Sir Charles Warren, Commissioner of the Metropolitan police, held a conference to-day in reference to the condition of the unemployed of London, and the means to be employed to prevent serious riots on Lord Mayor's Day, the 9th inst.

London, Nov. 4.—Mr. Balfour attended the first annual meeting of the Midland Conservative Union at Birmingham to-day accompanied by a detective and Chief Lamington of the police at Birmingham. Armed detectives were posted at the depot to watch suspicious characters. Mr. Balfour received during the day a hundred addresses from Conservative associations He gave assurance that the Government resolved to proceed boldly and firmly with the work in hand in Ireland and bring it to a good conclusion.

Ottawa, Nov. 4.—During the last fiscal year Canada exported goods to the United States to the value of thirty-nine and a half million dollars. The imports were thirty-five million dollars, showing a balance of trade in favor of Canada of four and a half millions. Of the trade last year the Maritime Provinces imported two millions four hundred thousand dollars and exported four millions nine hundred thousand. Of the foreign trade of the United States during the past year, Great Britain absorbed 38 per cent, Germany 10 per cent., France 9 per cent., the West Indies 7 per cent., and Canada 5½ per cent.

Montreal, Nov. 4.—It is officially announced that Judge Clark, of Coburg, has been appointed Chief Solicitor of the Canadian Pacific, Vice Hon. J. J. C. Abbot, who it is understood will shortly join the board of directors.

Miss Boudreault has taken action for $10,000 damages against Dr. Bessey and the corporation of Montreal, alleging that she was compelled by that officer to submit to vaccination during the small pox epidemic, and that grevious illness followed from the effects of which she has not yet recovered.

Alberton, Nov. 5.—The schooner *Hugh M.*, of Annapolis, stranded during last night's gale, on North Bar, near the entrance of this harbor. The vessel's bottom is gone and she is sanded up and full of water. The vessel is owned by Messrs. Delong & Seaman, of Boston.

The schooner *Spy*, bound for Chatham, got ashore yesterday at Tignish. The cargo of produce and the vessel are a total loss. Both crews are safe.

London, Nov. 5.—It is reported that Lord Hanley, of Preston, will succeed the Marquis of Lansdowne as Governor General of Canada.

London, Nov. 5.—The Governor of Tullamore Jail has been ordered to compel Editor O'Brien to wear the prison garb and perform prison labor. It is stated that O'Brien has been reduced to bread and water, to be starved into submission. It is feared a mob may harm the jail. It is said O'Brien will resist to the death.

Ottawa, Nov. 6.—The Minister of Customs is receiving special reports from the principal ports throughout the Dominion, with a view to the superannuation of all customs officers who have reached sixty-six years of age. The Minister expects in this way to effect a large saving without impairing the service.

Chicago, Nov. 6.—The cells of the condemned anarchists were searched to-day. In Lingg's cell six dynamite bombs were found. Most of the men were removed to new cells, and all privileges denied. Special officers will watch each man till the execution.

Winnipeg, Nov. 6.—A disastrous accident occurred on the C. P. Railway near Rat Portage about 1 o'clock last night. Two heavy freight trains ran into each other and rolled down an embankment. Engineers Jamieson and Kendall were probably fatally injured, and fireman Emerson and two forward brakemen were also badly injured. The accident was caused through a blunder of the despatcher.

Ottawa, Nov. 7.—Capt. Warren, who has been nearly ruined by the American system of piracy in Behring Sea, is here for the purpose of bringing his claims to the notice of the Government. Capt. Warren is a native of Prince Edward Island, and has been for thirty years engaged in the fishery trade on the Pacific Coast. He is the owner of five of the seized sealers, and estimates his loss at $150,000. He states that four of the five vessels were steamers, and that the boilers are now useless owing to the neglect of the United States officials, and it is therefore impossible to remove the vessels, even if they should be released.

Children Cry for Pitcher's Castoria.

A Sad Contemplation.—It is sad to contemplate the amount of physical suffering in the world. How many weary, broken down invalids there are to whom life is burdensome. The nervous debility and general weak