

THE HERALD

WEDNESDAY, FEB. 27th, 1901.
SUBSCRIPTION—\$1.00 A YEAR,
PUBLISHED EVERY WEDNESDAY
JAMES MCISAAC,
Editor & Proprietor.

The Stanley escaped from her ice-bound position on Wednesday last and made her way to Georgetown the same evening. She did not enter Georgetown harbor, however, till Thursday morning, the 21st inst. The passengers and mail matter were St. John and Halifax papers of the 4th inst. The steamers are now making regular trips between Georgetown and Pictou. The mails are carried by the Capes route.

In the King's Court of Manitoba Chief Justice Killam, Justices Bain and Richards delivered judgment on the 23rd inst, upon questions submitted to them as to the validity of the liquor act passed at the last session of the legislature, which practically enacted local prohibition. The unanimous decision of the court is pronounced that the legislature exceeded its powers in enacting a prohibitory law, because it encroaches upon matters specially assigned to the Dominion parliament, and it conflicts with the British North America Act. The "liquor act" is therefore declared unconstitutional and ultra vires of the legislature.

DR. ALEXANDER ANDERSON, for many years principal of Prince of Wales College, has been appointed Chief Superintendent of Education for this Province in place of D. J. McLeod, L. L. D., resigned. S. N. Robertson, B. A., Dalhousie, for several years professor in the College, has been advanced to the Principalship to succeed Dr. Anderson, and Cyrus J. McMillan, B. A., McGill, has been appointed to the teaching staff to fill the vacancy caused by Dr. Anderson's resignation and Professor Robertson's promotion. Dr. McLeod, late Superintendent, has gone to Sydney, C. B., where he intends to make his home for the future. C. J. McMillan, B. A., is a son of

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From the Atlantic to the Pacific grit subsidized organs have published a fake report of the proceedings of the Conservative caucus held at Ottawa Thursday night, in which a deliberate falsehood was uttered and circulated. It was stated that the caucus had decided to support an increase in sessional indemnity, and had discussed the proposed increase in the premier's salary and the grant to the opposition leader. It has been ascertained on good authority that these statements were pure fabrications with the evident object of creating the impression that the Conservatives were endeavoring to force the passage of the latest Grit caucus schemes. Beneath the surface it is known that the Grits are very anxious to secure the increases, but are afraid to pull the chestnuts out of the fire.

The Palmerston Spectator man is down on the subscriber who lends his paper to his neighbor, and his remarks are of general application: A subscriber to the Spectator called at the office yesterday, paid the amount due on subscription, and discontinued the paper, at the same time expressing regret at having to do without it for a time, and stating that the only reason for discontinuing it was the intolerable annoyance caused every week by neighbors borrowing the paper almost as soon as it came, sometimes not returning it, and sometimes even sending it away to friends. It is a small matter, perhaps, but it is worth while reminding people who thoughtlessly make a habit of borrowing the neighbor's paper, that it is both an annoyance and an imposition. In the average family a weekly newspaper will lie around and be read at intervals for several days; often there is something in it they wish to keep; often they have not time to read at once and put it aside for a while. In any case, they are likely to be annoyed at having to lend it.

YESTERDAY'S advices from Ottawa indicated that the Quebec Liberal members had been out on strike since Friday. Every effort of the whips had failed, up to Monday night, to bring them into line. Even a division failed to bring them in. It is known that they are strongly in favor of the proposed extra indemnity, and are much disappointed with the reluctance of the Government to move in the matter. It is altogether

likely the Government will find it necessary to recognize their claim. Dr. Sproule moved for ten years bounty on beet sugar, and claimed that Canada could produce sufficient sugar to supply all her wants. Mr. Chas. Hackett supported the views of Dr. Sproule relative to the desirability of the establishment of the beet sugar industry, but he opposed the bounty. Hon. Mr. Fielding asked to have the matter stand over until his budget speech, when the Government would make an announcement as to their policy, and moved the adjournment of the debate. Wallace objected, and asked for an expression of opinion on the question from the Government at once. Mr. Fielding's motion was lost on a call of ayes and nays, and the Speaker having asked for a call of members, on a division the vote stood ayes 59, nays 50. Mr. Fielding had thus a bare majority of nine on the first division of the House this session. A close call. Very!

OTTAWA advices state that on Tuesday, the 19th instant, the Speaker of the House of Commons announced that he had received the certificate of the Judges who tried the East Queen's election case, declaring the said election void in consequence of corrupt practices. In addition the Judges made the following statement: "We are of the opinion that the enquiry into the circumstances of said election had been rendered incomplete by the action of the parties to said petition, and further enquiry as to the extent of such corrupt practices that prevailed is desirable." In consequence of the Judges report the Speaker announced that he had withheld his warrant for the issue of a writ for a new election, pending any action to be taken by the House in the matter. This relegates the whole matter to the House of Commons, whence the issue of a new writ shall be ordered. Whether or not the Commons shall at once order a writ of election, or have already ordered it, we know not. Whatever course the House, which in this case means the Government, may pursue we may be very sure their action will be such as in their opinion will be most advantageous to the Grit candidate, Mr. McKinnon.

De Wetten in Canada's would speedily bring about a settlement of the Alaska boundary question. All Canada needs is to take a hand in tariff rates in order to bring the United States to terms. Mr. Wallace asked if it was the intention of the Canadian government to offer another contingent for service in South Africa, but Laurier refused to answer unless a formal notice of question was given. Mr. Wilmut asked several questions concerning Hon. Chas. Burpee's appointment to the senate. The answers were, appointed February 19th, 1900, resigned 19th Jan., 1901, appointed commissioner of the Paris exposition, home office 19th of August, 1900, salary \$2,500 per annum, and \$250 per day expenses. Mr. Fowler received information to the effect that Peter Campbell has received a contract for the erection of a station at Passakeg at \$500. The site has not yet been determined. Also that at the instance of Lieut. Col. Donville, John E. Mackay was dismissed from the postmaster's office at Lower Mill Street, that a petition was circulated for Mackay's re-appointment, but Donville recommended Henry A. McPhee, the present incumbent, and informed the department that the petitioners were non-residents and that Mackay was a political partisan without investigation.

The report of the department of railways and canals was brought down Monday, showing that during the year ended June 30th, 17,824 miles of railway was in operation, an increase during the year of 408 miles. The increase in paid up capital is \$63,568,200, making a total of \$995,268,404; gross earnings, \$70,740,270; increase, \$6,406,486; net earnings, \$28,040,472; increase, \$1,502,805. Number of passengers carried, 21,500,175; increase, 2,306,910. During the fiscal year in the capital account of the Intercolonial \$1,790,138 was expended, in addition to \$1,457,000 paid for the Drummond road. Gross earnings of the Intercolonial were \$4,552,071; increase, \$818,740; working expenses, \$4,431,406, including \$164,604 repaid for depletion into Montreal. A surplus of \$120,667 was realized. The passenger traffic is responsible for \$2,912,750, an increase of \$664,668. The earnings per mile were \$8.462. The number of passengers carried was 1,561,764.

The house got down to serious business on the 19th for the first time on MacLean's motion to remove the Government railways from political influence. Mr. MacLean used much the same arguments as when he first brought up the question a few days ago, but he added to his observations on that occasion many quotations from newspapers, government and opposition, supporting his nationalization scheme. He advocated the leasing of the C. P. R. or G. T. R. by the government, but before doing so he would like to see political interference removed. He was informed in Ottawa that \$300,000 could secure control of the C. P. R., while \$20,000,000 would have the same result in the G. T. R. Compensated men could be had to run the road to the advantage of the people and the country. He pointed out at length the evils of the political control of the Intercolonial. Mr. Borden (Halifax) followed and thought the thanks of the house was due to the member for East York for bringing up the question. He (Borden)

was not willing to go as far as MacLean, but he was surprised that the government did not seem ready to take it up. He favored the removal of political influence from the Intercolonial, particularly as the government was brought into competition with others in the department. He thought the minister of railways should be the first to move in the matter. Mr. Borden pointed out the success of state railways in Australia, and thought the government should have the same policy in this case. He had been surprised at the worthy objects. Action should be prompt and earnest. Mr. Blair, replying, pooh-poohed the idea that the Intercolonial could be removed from politics. He could not conceive of such a situation. Concerning the nationalization of the railways, he submitted that Mr. MacLean's proposal was not practical. Mr. Blair pointed out with the statement that the arrangement in Australia and New Zealand had been a success. He intimated that a return to state control had been decided upon in preference to the administration by a commission. Mr. Heyd (South Brantford) made a typical grit oration in which he condemned everything Tory, on general principles. Then came Mr. Monk, who, in an erudite speech showing dispassionate and calm consideration, asked the house to treat the great question as one of national import. A great danger threatened Canada and should be met by parliament, with those powers which it has at its disposal. Everybody knows that if the Americans secured the roads they would use them for selfish purposes, and every effort should be made to prevent a bargain which meant the sacrifice of Canada's trade to Portland. Mr. Monk expressed surprise at the sentiment expressed by the minister of railways that it was impossible to keep the railways free from political influence. In Europe it was managed to have politics apart from such matters, and such a practice was feasible here. He closed with an earnest appeal for interference on the part of the government. Mr. Bourassa took up the debate and denounced MacLean's proposal, for his neglect of Canada's interests. Although he (Bourassa) differed with Mr. MacLean, he agreed with Mr. Monk and asked for consideration of what he deemed to be the greatest national question of the day. He had no objection to foreign capital, but he wanted to see such capital used for the advancement of Canada. He wanted the government that neglected this question would not be tolerated by the Canadian government. Clark Wallace and Mr. Hughes followed in support of the motion which was lost, however, by almost a straight party vote. Supplementary estimates brought down include: \$30,000 for the Paris Exposition, and a like amount for the Pan-American exposition. Other amounts for public works make a total of \$120,000. On going into supply, the amount for management of debt was voted. Mr. MacLean's motion was carried by a majority of 10.

Dominion Parliament.

After routine in the House of Commons, on Monday the 18th, Mr. Clark introduced "an act to amend the act to restrict the importation of indigent aliens." Mr. Hackett was told that tenders were invited for construction of the Tignish breakwaters and the contract awarded to J. H. Myrick for \$2,458, to be completed by October 31st, 1901. Mr. Bourassa brought up his contingent questions and was informed that the Canadian government had not been asked for and had not given any opinion since June 30th on the South African question. Also, that Canadian officers from headquarters staff, commanding officers and mounted police officers, together with Capt. Fall and others, were engaged in recruiting men for Baden-Powell's force at regular service pay. Mr. Monk's questions re the government of the Grand Trunk agreement brought out the following facts: Amount contributed by the government for the completion of the Victoria bridge, \$500,000; annual rental paid by the government for the use of the bridge, \$40,000; for use of the Grand Trunk from St. Joseph to St. Leobard terminal facilities at Montreal per annum, \$61,500; that government could not prevent Grand Trunk from making Portland its shipping point to the exclusion of Montreal. Mr. Taylor was informed that the total expenditure at the Paris exposition to February 1st, 1901, was \$296,165 less a refund of \$10,800 over charge for space. Sir Chas. H. Tupper moved for the returns in connection with the construction of the Yukon telegraph by Charleson, and protested vigorously against the systematic blocking of the enquiry, as practiced last session by Mr. Tarte. The latter objected and used language which Sir Hibbert repeated vigorously, stating that he made no charge against Mr. Charleson, but imputed to Tarte any blame in the matter. Mr. Clarke brought up the question of pay of the part of the men of C battery from whom the Canadian grant has been withheld owing to the payment of the Rhodesian bounty of five shillings per day. The minister of militia stated that the statute only provided for seventy-five cents per day to C battery privates, the difference between that allowance and the imperial pay to be made up to the Canadian government. The minister interpreted the Rhodesian allowance to be an imperial grant. The opposition, backed by British government officials, protested that the men should receive full pay, as the married men of the battery who assigned their pay have already done. Mr. Borden, Halifax, gave his opinion that the Rhodesian pay was not imperial pay. Papers covering the case will be brought down. Mr. MacLean called attention to Russia's action in meeting the increased

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In South Africa!

A special despatch from Pretoria, dated Feb. 20, says: Eight hundred Boers yesterday passed Pienars river moving in the direction of Nylstroom, a point about 75 miles north of Pretoria, on the railway between Pretoria and Pietersburg. It is supposed they were deserting and surrendering. They were in a deplorable state. Their clothing was in rags. Many were riding donkeys, while others trudged afoot. All appeared to be in the greatest distress. Despatches to the Daily Mail report a Johannesburg rumor that Commandant General Botha is suing for peace. Lord Kitchener, it appears, has issued instructions that no goods of any description are to go forward by the Delagoa Bay line until further notice, with the exception of urgent military and hospital supplies. This order is supposed to indicate a big move eastward. The war office has received the following from Lord Kitchener: "Klerksdorp, Feb. 21.—Methuen's force marched here, having cleared the country through Wolmarstad. At Haartsbeestfontein, fourteen hundred Boers, under Generals DeVilliers and Liebenberg, opposed him. They held a strong position obstinately, but were turned out after severe fighting, in which the Yeomanry, the Victorian Bushmen and the Lancashire distinguished themselves. Our casualties were three officers and thirteen men killed and five officers and twenty-five men wounded. The Boers left eighteen dead on the ground and suffered severely." Despatches to the London Daily Mail locate Gen. DeWet in the angle between the Brak and Orange rivers, with the British forces across the base of the triangle. "Gen. DeWet evidently tries to re-cross the Orange river," says one correspondent. "He is greatly depressed by the dogged pursuit, and he wept when told of the British approach." On the other hand, an official statement issued in Cape Town says it is expected that Gen. DeWet will cross into Griqualand West, and that Col. Plumer is in close pursuit. A Port Elizabeth despatch gives the text of a proclamation being circulated in Cape Colony signed by Steyn and DeWet, threatening reprisals for destruction of Boer property in the Transvaal. The document declares the war is not over, and that the burghers are well organized and equipped for continued successful resistance.

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VALUABLE ALMANAC FREE!

We have received a copy of the new almanac for 1901 published by the Royal Baking Powder Co. It is an artistic and useful book and will be of interest to housekeepers. A noteworthy feature of the almanac is a prediction of the weather for every day in the year, by Prof. DeVoe, who correctly prophesied the great Gales of cyclone and other important meteorological events. We are authorized to say that any woman reader of this paper can secure a copy without cost by sending a request to the Company, at 100 William St., New York.

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