# THE HERALD

**WEDNESDAY, AUGUST 7, 1889.**

ALL matter for publication in the HERALD should be in this office by noon on Tuesday. Persons wishing their advertisements changed *must* advise us Saturday forenoon.

## IMPERIAL FEDERATION.

REGARDING Sir Charles Tupper's connection with the Imperial Federation League, a London despatch of the 31st ult. to the Montreal *Gazette* contains the following:

"Sir Charles Tupper has been elected a member of the executive council of the Imperial Federation League. The council has since elected him a member of the executive committee, by which, under Lord Roseberry, the League's movements are directed. This election is the direct outcome of Sir Charles Tupper's proposal for Imperial convention.

"Lord Salisbury's reply to the League's request for an interview with the Ministers is published here to-day. The Premier says the Government does not think it within its province to summon such a convention. If the colonies desire to consult together they can do so without any assistance from Her Majesty's Government. The intervention of the Government will only lead to misapprehension and would seem to imply that the Government had prepared and made the recommendations for a closer and more substantial union between the mother country and the colonies, or, at least, that the Government was fully convinced of the possibility of doing so.

This reply has roused much displeasure in federation circles. Lord Roseberry, replying, disputes Lord Salisbury's contention, and says that meetings of the colonies on the subject without the presidency of Her Majesty's Government should be deeply deprecated. He refers to the Minister's utterances pointing to Imperial unity, and earnestly asks a reconsideration. Meanwhile the deputation to the Ministers has been postponed till after the holidays."

From this it would appear that Lord Salisbury is not convinced of the possibility of preparing and submitting recommendations for a closer and more substantial union between the mother country and the colonies. After fuller consideration, however, he may be disposed to regard the question in a more friendly light.

## GRAND NAVAL DEMONSTRATION.

EMPEROR WILLIAM of Germany arrived at Portsmouth, England, on the 2nd inst., where the grandest preparations had been made to receive him. The following account of the naval demonstration on the occasion we take from the Halifax *Mail*:

"Of the magnificent proportions of this display a report says that the fleet will number 112 vessels, including thirty-eight torpedo boats, and will be manned by about 22,000 officers and men. With the exception of the *Bonbow* and the *Orlando*, which are abroad, all the ships of the admiral class and all the belted cruisers will be present—a splendid array of the latest additions to the navy. Among them will be the *Anson* and *Camperdown*, of 10,000 tons displacement each, and each built at a cost of about $3,600,000. Then there will be six belted cruisers of about 5,000 tons each, with 5,000 horse-power, and capable of a speed of eighteen knots. Besides these there will be in line the gigantic *Inflexible*, with its four 80-ton guns, the *Hercules*, the *Devastation*, the *Ajax*, the *Northumberland*, and nearly a score of other huge warships of the first rank, and scores of smaller fighting craft and torpedo boats.

"The fleet will engage in a series of manœuvres similar to those which took place on the occasion of the great jubilee review of two years ago. The forces will be divided into parts. To the former, consisting in part of twenty-seven ships under the command of Admiral Sir George Tryon in the *Hercules*, will be entrusted the defence of the coasts and commerce of Great Britain. It will be assisted by five smaller squadrons of cruisers, gunboats, etc., posted at strategical points about the coast. The other force will consist of a hostile fleet of twenty vessels commanded by Admiral Baird in the *Northumberland*. The naval bases of the defence fleet will be Milford Haven and Lamlash Bay in the Island of Arran, and those of the enemy will probably be Bantry Bay and Queenstown, on the Irish coast. On a certain day war will be assumed to have been declared, and for a fortnight afterward the first will be carried on, Admiral Baird endeavoring to do all the damage he can to the coasts, ports, fleets, and commerce of the country, while Admiral Tryon's object will be to drive him off, capture his ships, and possibly blockade him. Admiral Baird's plans will be known only to himself; and, as the defense will be compelled to prepare against surprise along the whole coast, the ships and crews will have an opportunity to test their training and capacity, under conditions approaching as nearly as possible to actual warfare."

## MORE SEIZURES IN BEHRING SEA.

A FEW days ago word was received from Victoria, B. C., that the sealing steamer *Black Diamond*, flying the Canadian flag, had been seized on July 11, in Behring Sea, about seventy miles from land, by the United States revenue cutter *Rush*. A despatch of the 30th ult. from San Francisco furnishes the following additional information regarding this and other seizures:

"The *Rush* overtook the *Black Diamond* and ordered her to heave to. The captain of the *Black Diamond* refused and the commander of the *Rush* ordered the guns to be run out, which caused the schooner to heave to. Captain Shepard and Lieut. Tuttle boarded the English craft and asked for her papers. The officers of the *Black Diamond* offered no armed resistance, but refused to deliver up the ship's papers. Captain Shepard broke open the cabin, forced the hinges of the strong box and the captain's chest, securing the papers. A search of the vessel disclosed 103 seal skins taken in Behring Sea. Capt. Shepard placed a non-commissioned officer in charge of the *Black Diamond* and ordered the vessel to be taken to Sitka to await further instructions. The captain of the *Black Diamond* made the statement when in Victoria that he had been ordered to pay no attention in case he was overtaken by the *Rush* and requested to heave to. He said he would not have surrendered if the *Rush* had an inferior force to his own. On July 13th the schooner *Triumph* was boarded by Capt. Shepard, but no arrest was made, as the skins on board had been captured in the Pacific. A passenger on the *Dora* said: 'On the way from St. Paul's Island we saw six sealers, the *Rush* closely in pursuit. Undoubtedly by this time she has made additional captures'"

As might be expected, this act of piracy on the part of the United States created the utmost indignation among the people of British Columbia. The authorities at Ottawa were at once communicated with, and, on receipt of full particulars, the Dominion officials referred the matter to the Imperial Government for consideration.

It is to be desired that the home Government will take prompt and vigorous measures to have this difficulty regarding Behring Sea settled. We have more than once referred to the preposterous contention of the United States authorities that Behring Sea is a *mare clausum*, or closed sea. Their conduct on the Pacific coast is in marked contrast with their mode of procedure in the inshore waters of the Atlantic, and were our authorities to follow the same line of action in our coastal waters, all the United States vessels that come to pursue the mackerel fishery in the St. Lawrence would be liable to seizure.

The indignities which were heaped upon the captains and crews of former vessels seized in the Pacific waters are fresh in the minds of Canadians, and it is to be hoped a repitition of such conduct will not be permitted. Sometimes we are constrained to think that our neighbors across the border are disposed to turn over a new leaf so far as their dealings with matters Canadian are concerned; but our hopes are rudely shattered by such actions as this last seizure. It is, therefore, to be desired that matters will promptly be arranged in such a way that our vessels will no longer be at the mercy of those pirates.

## EDITORIAL NOTES.

AN Ottawa despatch of the 1st inst., says a large consignment of sugar, to the value of $20,000, has been seized at Hamilton for undervaluation.

IT is estimated that upwards of 100,000,000 cubic feet of white pine has been shipped from Quebec this year, which is far above what was shipped out of this place the last four years.

THE full Court of Manitoba dismissed the appeal of Martin Burke, the alleged murderer of Dr. Cronin, from the order of commitment made by Judge Bain, and the Minister of Justice has signed the warrant for his extradition. He is sent back to Chicago for trial.

IN the British House of Commons on the 2nd inst. Sir James Ferguson, parliamentary secretary for the foreign office, said that no authentic information had yet reached the government regarding the seizure of British vessels in the Behring sea by the United States government. He also said that no understanding had been arrived at in regard to the jurisdiction of Behring sea.

A WRITER in the Edinburgh *Review* somewhat gloomily disposes of the Suez canal as a British war route to the East. The canal could easily be blocked by an enemy in time of war and the transport or munitions of war rendered impossible. This conclusion has been reached before, and is not therefore new. Britain can afford to regard the Suez canal's ineffectiveness in this respect with perfect equanimity, for it will never be required as a war route. The best route to the East is now through British territory over the Canadian Pacific railway, and this is one of the great features of our national line which has lifted it in importance quite beyond the ordinary railway.—*Empire.*

SIR JOHN MCDONALD is spending his summer holidays at Riviere du Loup, and is in particularly vigorous health. He will not return to the Capital until after the sultry weather of August is past. The Conservative chieftain has always been a hard working man, and advancing years appear to have diminished but little his marvelous capacity for sustained toil. There are a few men in Canada who have worked so hard and retain so much of physical strength at 74 as does he. Even his vacation is filled with sufficient work to keep one or two secretaries employed; yet his thousands of friends will be pleased to learn that he is enjoying very much this comparative rest while breathing the invigorating sea air of the Lower St. Lawrence.—*Exc.*

AN Ottawa despatch to the Montreal *Gazette* of a few days ago says: "It has been decided by the government to withdraw the privilege long enjoyed by the French fishermen of St. Pierre, Miquelon, of landing their fish at Halifax and repacking in bond for future shipment. This subject was discussed at considerable length by the Maritime Province members last session, and General Laurie laid particular stress upon the injustice said to result to Canadian fishermen by reason of the fact that the French government allowed a bounty of $2 per quintal on all fish so exported by French fishermen, who were thus given an advantage over the Canadians." If this policy is strictly adhered to by the Dominion government it will prove very satisfactory to our fishermen.

SAYS a New York despatch of the 29th ult: Another consignment of silk and first crop teas, occupying over sixteen freight cars, has arrived in this city from Yokohama, via steamship to Vancouver B. C., and transcontinental rail route from Vancouver to New York, being one of the fastest shipments ever made between Yokohama and New York. It took the steamship *Parthia* thirteen days to make the trip from Yokohama to Vancouver. After nearly a day's delay in transferring the goods from the steamer to the cars, the Canadian Pacific railroad hauled them to Prescott, Ont., where they were floated across the St. Lawrence to Ogdensburg, N. Y. There the Rome, Watertown and Ogdensburg road took them to Utica. The New York, Ontario and Western brought them from there to New York, making the time from Yokohama 21 days. The distance is nearly 8,000 miles.

A SPECIAL despatch from Washington to Ottawa announces that the United States government will no longer grant a refund of duty upon box lumber imported into the United States from Canada and exported in the form of boxes. This is a serious blow to the box shook factories established here. Hitherto, almost all the box shooks made in Ottawa have been purchased by the Standard Oil company of the United States, for use in making up packing of oil for exportation. On showing to the satisfaction of the United States customs authorities that the shooks so imported from Canada have been made up into boxes exported the company have been able to secure a refund of nearly the whole of the duty paid upon shooks when brought in from Canada. This drawback has enabled them to pay better prices for Canadian shooks than they could otherwise pay. Now that the full duty on an increased valuation must be paid the Canadian manufacturers of shooks will suffer. They may be compelled to move their establishments across the international boundary line or go out of the business.

## THE HALIFAX CARNIVAL.

THE Halifax Summer Carnival began on Monday last. A short account of the first day's proceedings will be found below. It was a beautiful morning here, and a few of the people of Charlottetown, as well as from some parts of the country, took passage by the steamer *St. Lawrence, en route* to Halifax. Among the limited number who went from this side, it was pleasing to observe that the farmers of the country were fairly represented, thus showing that, after all, times are not so bad among our agriculturists as the enemies of the National Policy sometimes tell us.

Among the passengers on the *St Lawrence* were: Rev. M. J. McMillan, of St. Theresa's; L. H. Davies, M. P., and Mrs. Davies; George Forbes, M. P. P., and Mrs. Forbes; William McLean, Cashier Merchants Bank of P. E. I.; A. B. McKenzie, M. L. C.; A. Horne, Esq., and Mrs. Horne; Henry Weeks and Mrs. Weeks; Maurice Blake, Esq., and son; Augustine McInnis, Esq., Gallas Point, etc.

The passage to Pictou was delightful, the genial captain, R. Cameron, assisted by Purser McDonald, making everything agreeable for those on board. After a delay of about two hours and a half at Pictou, the passengers from the Island started on the train for Halifax, and after stopping for a short time at Stellarton and Truro, arrived at Halifax about 8 o'clock, local time. After leaving Truro the train consisted of eight passenger cars filled with visitors to the Carnival. Halifax is *en fete* and is thronged with visitors. Unfortunately, however, the elements are unpropitious, as it is raining rather heavily. Following is a short account of the first day's proceedings of the Carnival:

The city presented a gay appearance Monday morning, all the principal stores and buildings being adorned with bunting. The sports of the day began with a cricket match between the Staten Island Club and a club composed of the Navy and Garrison. After playing some time the rain fell so heavily that the game was stopped and called a draw. The regetta was the most interesting event of Monday, the numerous steamships and vessels of every description all decked with bunting gave the harbor a very charming appearance. The first race was the

PROFESSIONAL SINGLE SCULL,

Three miles with a turn, prizes $100 and $40 and the championship of Halifax harbor. The starters were:

1—Peter Carroll, of Pictou.
2—John McKay, Dartmouth.
3—George Hosmer, Boston.
4—Richard Flemming, Ketch Harbor.
5—Louis Lovett, Halifax.

They started well together, but Hosmer and McKay quickly took the lead, which they maintained, rowed well together, and for a time kept neck and neck, leaving Lovett about one hundred yards behind; with Flemming and Carroll away in the rear. They turned the buoy in the order in which they rowed down the course. On the way home Hosmer and McKay made it a procession. The buoy (the inside one) which Lovett turned had drifted out of position, and thus gave him a greater distance to cover. Lovett rowed a good race. They passed the winning line in the same order, Hosmer leading by three quarters of a length in 20 ms. 40 secs. Thus the championship of Halifax harbor goes to a Bostonian.

This race was followed by one of Labrador whalers, a squid race, men of war dingi, men of war cutters, men of war barges, and professional slip flat race.

THE PROFESSIONAL FOUR OARED,

Three miles with a turn. Prizes, $200, $100 and $25. The chief interest of the events of the day centered in this race. The crews started well together; but the West End of Boston, and Bolyea of St. John immediately forged ahead. The Bolyea had the inside course and the advantage of the smoothest water. By bad steering the St. John boys went some distance out of their course. They made a spurt at the turning buoy, however, and were very little behind the Bostonians at the turn. On the homeward stretch both crews rowed for all they were worth, and at times there was not more than a length between them. Having previously rowed in single sculls, the Bostonians found that they had all they could do to keep ahead of their fresh St John competitors. They passed the winning line in 17 m. 40 sec., closely followed by the Bolyeas, with the Spain-Norris crew third.

The indoor amusements, consisting of athletic contests, military drill and a wrestling match, were but poorly attended. At night the Academy of Music was thronged.

## "EQUAL RIGHTS" PETITIONS.

At noon on the 2nd inst, Lord Stanley, of Preston, the Governor General, received at his quarters the deputation from Montreal, Ottawa and Toronto, who had come down to petition in favor of disallowance of the Jesuits Estates Act. The Governor-General met the visitors in his quarters at the Citadel and spoke as follows in reply: "It is not usual to receive a deputation like this, but it being a case of great importance, I am willing to set a precedent with the approval of my official advisers. I hope you will consider it no disrespect to those that have so well and eloquently spoken, should I fail to express either concurrence or disapproval with what has been said." The Jesuits Estate history, Lord Stanley further said, was so well known that he did not need to refer to it. He advised them to understand, however, that the Jesuit lands had been lying waste a long time, because no one cared to buy them with their doubtful title, and thus they were almost worthless to the government. He could not agree with the part of the petitions referring to interference of the Pope. "It is true the Pope was called upon to aid in the proposed division of the property to Catholics, but these had no connection with the Legislature of the province, but only with the division of the money after it had been awarded. There was, however, no reference in the body of the act to the power of the Pope, and he did not consider that Her Majesty's authority had been assailed; consequently he could not disallow the act on that ground. In regard to giving the money for ecclesiastical purposes, the act does not appear to do more than make restitution of property of which a certain body had been deprived without compensation. The government of Quebec recognized a moral claim of this kind, not as a matter of legal right but simply as a matter of grace." There are divers precedents of this to be found in the legal history of the empire, and the governor general remembered that such cases had occurred several times while he was connected with the treasury. The statements made in clauses five and six he would neither admit nor deny. He did not think it was right to hold him as a court of appeal against the official advisers of the government and parliament, and though that the ministers were right in refusing to send the matter to the privy council when they were in the right. As to the dissolution of parliament, that could only be done as a last resort, and there was nothing in this case to justify such an extreme measure. He ended by saying that he was unable to hold out any hope that he would disallow the act. Neither the government nor he himself could with any degree of self respect recommend the reversal of the allowance. Personally, he regretted very much that he had to return such an answer to such a deputation, and he had tried to make it as painless as possible. The government and all friends of the Dominion had flattered themselves that the country was on the path to great prosperity, that animosity of race and creed had disappeared, and he asked of them as friends of the country to try to live and let live, that they all in time to come might feel that they had promoted the main object of patriotism, the welfare and prosperity of the Dominion.

## LOCAL AND OTHER ITEMS.

THE steamer *Miramichi* has stopped running for a few weeks in consequence of having to go on the slip at Quebec.

AT the Rustico Tea Party Charlottetonians will be provided with a special dancing booth, that they may enjoy the agreeable whirling sensation of their fashionable dances.

THE steamship *Miramichi*, which arrived at Quebec on Saturday morning, struck on a rock three miles above Bic during her inward passage. After remaining on for an hour she came off with considerable damage.

AMONG the many attractions of the 15th inst. will be the popular election between L. H. Davies, Esq., M. P., and Hon. D. Ferguson. Politicians especially would do well to keep their eyes open and see that their favorite gets fair play. "Straws show which way the winds blow!"

A DESPATCH from North Sydney of the 2nd inst. says: "The body of Captain McDermott, of Montague, Prince Edward Island, in charge of a pink, was found in Vooght's Dock. He is supposed to have been drowned Friday night. An inquest was commenced yesterday morning and adjourned for further evidence.

THE Citizen's Band made their first appearance since the arrival of their new instruments on Queen Square last night, where for about an hour and a half they discoursed sweet music for the entertainment of a large number of people who were present. The manager of the band deserves much thanks for the amusement thus afforded.

IT has become a hazardous undertaking to kiss the famous stone at Blarney Castle. To get at it there is a danger of the kisser losing his balance and falling a distance of fifty feet. The other day a carpenter named Cornelius Cashill attempted the operation, and, falling, was picked up unconscious with a broken leg. The man who tried it previous to this accident lost his life.

THE Tea Party to be held at North Wiltshire on Saturday next promises to be a grand success. Already great preparations have been made and the grounds are in excellent condition. A new and somewhat novel attraction at picnics will be the games of Lawn Tennis, played by members of the Charlottetown Lawn Tennis Club. All who desire a day's healthful recreation and enjoyment should not fail to attend this Tea.

A MAN named William McPhee, of Brown's Creek, started for Montague last Tuesday morning for a load of lumber. While engaged in opening the gate leading to the road the horse, a young one, became frightened and attempted to run. McPhee caught the bridle, and notwithstanding the animal's struggles he held on until disabled. He then fell to the ground and the horse started, the wheel of the truck passing over his body. Although fatally injured he managed to walk home with the assistance of two neighbors, and expired at midnight. The deceased was a large, muscular man, between thirty and forty years of age. He was unmarried and highly esteemed in that section of the country. His remains were interred last Thursday and were followed to the grave by a numerous concourse.—*Pat.*

WHEN the I. C. R. express train from Quebec was near St. Lambert, on Saturday, a large quantity of fireworks on board, which was shipped from Montreal for the Halifax Carnival, exploded with disastrous effect. Express messenger Rogers was burned to death in the car. The baggage master in the other compartment is reported to have been quite seriously injured. A man who was in the express car with the messenger escaped by jumping. The explosion is supposed to have been caused by concussion. It created the greatest consternation among the passengers on the train, except those who were asleep in the pullman. The car in which the explosion occurred was totally destroyed by fire. It is supposed that the expressman made for the end of the car, when the explosion occurred, and was unable to reach the door which was in the side, and was thus imprisoned in the burning car.

A SAD drowning accident occurred at Richmond, Halifax Harbor, Sunday forenoon. Three boys named Gough, McInnis and William Orman were out bathing from a few peices of wood fixed up as a raft. Two of the boys got off the raft near the shore and by some curious manœuvre known only to those two boys, the Orman boy was left on the raft and the raft appears to have been pushed off into deep water. The poor little fellow, only seven years of age, got thoroughly frightened, jumped off the raft and made a grab at a chain that was hanging from the raft, and began to kick vigorously and quickly became exhausted. A man witnessed the affair from the shore, pulled off his clothes and swam to the little fellow, but life was exhausted by the time he reached him. The body was taken to the residence of the parents. An inquest was held and the jury returned a verdict of accidental death, and attached no blame to the boys. —*Halifax Herald.*

## AN OUTLAWS' CAVE.

A despatch from Sulligent, Ala., of the 2nd says. Reuben Burrows, a few years ago a respected citizen of this (Lamar) county, and later a train robber and then a murderer and haunted outlaw, is to-day hurling defiance at the whole civil and military power of the State, while twenty detectives are seeking in vain to earn the $6,000 reward offered for his capture. Burrows threatens to tear down the gaol of the county and release his father, brother and brother-in-law, who have been confined there since last Friday charged with aiding him in his last murder, the killing of Postmaster Graves at Jewell. Rube and his band of ten or twenty men, all perhaps as desperate as himself, are fortified in a mountain cave twelve miles from here. There is only one narrow approach to the cave, and those concealed within are well armed with repeating rifles. No one has yet been so foolhardy as to charge the outlaws in their lair. The people for miles around tremble at the mention of the dreaded outlaw's name if they are not his friends or the friends of some member of his gang. Vernon, twelve miles from here, is the county seat, and in the gaol there are Allen Burrows, father of Rube, John Burrows, brother, and Jim Cass, a brother-in-law. Sheriff Metcalfe, with a posse of seventy-five men, stood guard around the gaol last night. There were many threats of lynching the prisoners, and Rube, the outlaw, sent word that he was coming with his band to release his relatives. Sheriff Metcalfe is cool and brave but he asked the Governor for troops, the Birmingham rifles reached this place at noon. The preliminary trial of the three prisoners is set for to-morrow, and trouble is feared to-night or while the trial is in progress, but the arrival of the troops may prevent a battle. No one knows how many men are with Rube. The out-laws received sight repeating rifles and a supply of ammunition a few days ago.

HON. C. H. TUPPER, Minister of Marine, is now in the Maritime Provinces, making an inspection of the fishery protection fleet, on the Atlantic Coast. He will also investigate a number of other Fishery and Marine matters.

## POST OFFICE SAVINGS BANKS.

The statement of the business of the Post Office Savings Banks of Canada for the year ending June 30th has been issued by the Superintendent, Mr. D. Mathieson, whose staff display commendable energy in calculation and compilation in completing the intricate work so promptly. The aggregate amount standing at the credit of depositors now reaches the large sum of $23,011,422, showing an increase during the year of $2,322,390. Only a comparatively small portion of this amount, however, represents actual gain in deposits, the interest allowed at the rate of 4 per cent. accounting for $841,921 of the total increase, and $1,085,979 representing accounts transferred from the Government Savings Banks. At the time of Confederation the Maritime Provinces enjoyed a savings bank system operated by Government, and after the union these institutions were placed under the control of the Finance Department at Ottawa, where they continued down to last year. Looking to the possibility of effecting economy in management as well as uniformity in system and administration, the Government then determined to transfer the banks in the Maritime Provinces to the Post Office branch, the result being that up to this time 3,685 accounts for $1,303,364 have been so transferred. Thirty new offices of deposit were opened last year, bringing the number up to 463, and the number of accounts remaining open at the close of the period was 113,123, a gain of 11,430. The admirable character of the management of this institution is attested by the economy of its working and the almost absolute immunity from loss which has been sustained. The cost of the office was only $51,954 last year, including salaries, compensation to postmasters, inspection, printing, etc., and even this sum is larger than usual by reason of the expense entailed in the transference of accounts from the Government Savings Banks. The average cost of each transaction, in fact, was only one fifth of a cent. Although many millions of dollars are handled every year, so perfect is the system that on four occasions only have losses been sustained, and two of these were due to burglaries at country offices. To sum up the work of the year: 166,235 deposits were received, aggregating 7,926,634; 84,572 deposits for $7,532,145 were withdrawn; 38,049 accounts were opened and 29,582 closed; and since June 30th interest has been calculated on 113,123 accounts.

The growth of the Post Office Savings Bank in late years has been remarkable. The institution was established in the early part of 1868, and on June 30th of that year there were 81 offices in operation, and $204,588 standing at the credit of depositors. At June 30th, 1873, the deposits had increased to $3,207,050, but during the ensuing five years, that memorable era of depression and decay, the balance fell back to $2,754,484. With 1879 a turn in the tide came, and since then the aggregate of deposits has steadily mounted to $23,011,422, at which it now stands. In ten years the number of depositors has risen from 27,445 to 113,123, and the amount of deposits from $3,105,190 to nearly eight times that sum. On October 1st the rate of interest paid is to be reduced to 3½ per cent., to bring the cost of this money more in accordance with the price of loans made by the Government in the London market, namely 3½ per cent. The fractional rate will enormously increase the work of the office, just doubling the calculations, but that of course is a minor matter if the public interest requires a 3½ per cent. rate to be paid. Our own view repeatedly urged is that the Government should fix the interest at once at 3 per cent. in justice to the public as a whole, and looking to the source of the deposits in the Post Office Bank, as well as the facilities afforded, we believe no serious drain upon the balances would follow.—*Montreal Gazette.*

## THE PETITIONING FARCE.

From the moment when those members of the Equal Rights Association who are more intent on striving to make political capital against the Dominion Government than advancing the principles for which the Association has been formed, committed the sincere and honest portion of the Association to the getting up of petitions, which, if successful, must subvert responsible Government in Canada. The Empire has pointed out the folly and recklessness of such a course, and from the number of names obtained to the petitions in the various counties, as now furnished by the Secretary, it is evident that the vast body of the electors have agreed with our view and refused to have anything to do with the petitioning business. We are very far from thinking that the names attached to the petitions at all represent the number of those who object, and object strongly, to the Jesuit Estates Act, but it is a hopeful sign that even in a time of excitement so few of the people of Ontario can be led into taking such a rash step as that of petitioning the Governor-General to set the constitution at defiance, and act contrary to the advice of his responsible Ministers and the expressed will of Parliament.

As we have before pointed out, if Government by petition was to take the place of Parliamentary Government in Canada, the result would be to introduce an era of anarchy and confusion and give the worst est blow to our constitutional system it has ever received. But from the meagreness with which the petitions have been signed after all the machinery that has been set in motion to obtain signatures, it is quite clear that the good sense of our people leaves us in no danger of such a calamity. What they are asking for is so contrary to constitutional usage that we don't believe a single member of the deputation now on its way to Quebec had any expectation that his Excellency would comply with their request, even had they been able to show reasonable ground for supposing that a majority of the electors backed up their demand; but when they go to Quebec without a single name in some counties, with less than one in a hundred of the electors in some others, and in no case approaching to a majority of the electors in any county, the utter absurdity of supposing that the Governor-General would accept such petitions as representing the voice of the people against their will expressed in the constitutional manner through their representatives in the House, must be very apparent.

We have all along contended that the movement for petitions was a farcical one, and the result has fully proved that the body of the people are exactly agreed with this view of the case.—*Empire.*

## AN AGED TRAVELLER.

James McMillin, of Bardwell, Ky., says a Cairo (Ill.) letter to the St. Louis Globe-Democrat, spent a few hours in this city recently on route home alone from Arkansas, where he had been visiting relatives. Mr. McMillin enjoys the distinction of being the oldest man known in this section of the country and probably in the United States. He was born in Botetourt county, Va., of which Fincastle is the county seat, in the historic year of 1776, and succeeded to his father's name without the change of an initial letter or alteration of orthography. His mother's maiden name was Diana Chitwood. His father died at 97 and his mother at 106 from natural causes.

When 17 years of age "Uncle Jimmie," as he is known to his friends, became one of a colony who, under those two noted Virginians, Peyton Randolph and Stephen Randall, started west "to grow up with the country." They settled in what is now east Tennessee. Subsequently he, with his faithful wife, emigrated to Nashville, Tenn., and engaged in merchandising, serving two terms as sheriff. Later, he located at the delta of Yazoo Pass, on the Mississippi, where he became an extensive planter, residing there 33 years. In 1881 he came to Bardwell, Ky., where he now lives.

He has been twice married and is a widower now. He is the father of 23 children, two of whom are living, and they are accounted quite aged. He is fond of tobacco, which he chews, but is opposed to liquor in any shape, and claims not to have drunk a drop in 85 years. As a souvenir he exhibits a copper coin of the date of 1776, which he has carried since he was 12 years old. He is in possession of documentary evidence with reference to his birth that places beyond doubt his claim to be 113 years of age. His fund of anecdotes is large, and his tales of 80 and 90 years ago are interesting and amusing. He is quite strong of limb, mental faculties clear, and travels alone.

Children Cry for Pitcher's Castoria.

## GENERAL NEWS.

Within a fortnight eight persons, mostly young children, died at Canning, a small Nova Scotia village, of cholera, and thirteen others were sick of the same disease. The epidemic is attributed to the milk from cows which pastured in a field where the only water supply was a frog pond.

The report that Dr. Brown-Sequard's life giving elixir makes old men young again, is calculated to create consternation in the Grit ranks, which have been kept together so long by the hope that Sir John McDonald may soon retire from this earthly sphere. Should the grand old man's strength fail, an injection of the elixir will put him all right again. —*Moncton Times.*

The anniversary of the emancipation of slaves in the British West Indies in 1834, was observed on Friday in New Bedford, Mass., by the colored people, who had a procession which included the Boston fife and drum corps, veteran association, camp of sons of veterans, many representative colored men from Boston and vicinity in carriages, and military and civic bodies belonging to this city.

Sir Somers Vine, secretary of the Imperial Institute, had a lengthy conference the other day with Sir Hector Langevin, Hon. Mr. Bowell and Hon. Mr. Haggart on Imperial Institute matters. Sir Somers urged the importance of the proposed permanent exhibition of commercial collections of economic and industrial products. He asked that the Government appoint some one to furnish information on these matters to the Institute for publication in the proposed Imperial Institute journal.

Assistant Secretary Trichnor was taken suddenly ill in his office in the Treasury department, Washington, on the 1st inst., and had to be conveyed to his home for treatment. He has been in bad health for a long time, and has worked a good deal harder than his friends think he should have done. Since his return from New York he has undertaken to dispose of all the tariff problems which have been presented since the change of administration. In his debilitated condition the task proved too much for him.

A despatch from Ripley, Ohio, of the 3rd inst., says: At 2 o'clock this morning fire broke out and entirely destroyed every manufactory in the city. It started in the furnace room of the Ripley mill and lumber company, entirely destroying the mill and the lumber company's property, Phœnix foundry, Rody's piano manufactory, the entire inside of the Ohio valley piano company and all but six dwellings on the square. The loss is estimated at $200,000. Three hundred men are thrown out of emyloyment.

A despatch from Mount Sterling, Ky., of the 3rd inst., says: One of two men arrested for the murder of John A. Rose here last July has confessed. They killed Rose and were paid $500 each for committing the deed by one Combs, a relative of Dr. Hall, who was killed by Rose in the encounter with him a year ago. Great excitement is caused by the confession. The parties interested are influential and wealthy, and it is feared the affair may lead to another of those desperate bloody factional wars that have disgraced the name of Kentucky. Hall was Rose's son-in-law, and abuse of his wife led to his shooting by Rose.

On Saturday night Sergt. Covay and Officer Corbett arrested two men on Paradise Row, St. John. They had to let one go but were mobbed before they got away with the other. They had their man handcuffed and run him in, but had a hard fight. Stones and sticks were freely used and many windows were broken. Sergt. Covay was badly cut on the head. At last both officers drew their revolvers and fired several shots over the heads of the crowd, who then took to flight. Several arrests have been made and more will follow. The crowd were drunk. It was the worst street fight in the city for years.

Unusually severe storms occurred in the vicinity of New York on the 30th ult. Goddington's dam on Stony brook, at Plainfield, N. J., gave away, washing away many barns and other buildings. Somerset street, Plainfield, is completely flooded. Many small buildings are demolished. The post office and several other buildings were carried away at South Orange. In Orange Valley the water is up to second story windows. No lives are lost as far as known. Orange water reservoir dam is considered unsafe. Beneath it people are preparing to move to high ground. A cyclone struck Ellis Comers, Ulster county, destroying a large amount of property and injuring a number of persons. The damage in Essex county, N. J., will exceed $100,000. Reports from Morris county intimate greater damage there.

Columbus O. D. Lee, of Hoffman, Lee & Co., was a passenger on the steamer Alliance, from New York for Rio. In a letter from the latter place to friends in Baltimore, he gives a graphic account of a fire on shipboard. They left Pernambuco on Sunday, July 7th. On the following night fire was discovered between decks, near the engine room, in one thousand bales of cotton and four hundred barrels of rum, the first intimation being an explosion of rum. Bahia was reached on the 9th, the crew being kept at work throwing overboard the cotton and rum, and the coal-heavers were kept there at the point of the pistol. A hole was drilled through the iron partition and the carpenter held the water pipe, with the result that he has become blind. The passengers behaved splendidly, not a man, woman or child betrayed the least fear. Eight hundred and four dollars were contributed to the officers and crew.

A despatch from Helena, Montana, of the 1st inst., says: A ghastly discovery, indicating a deed of wholesale murder, was made on the Sun River last week. A family of Flathead Indians left their reservation a few months ago, crossed the mountains and went into the Sun River county to hunt. They were seen by one of their relatives, a half breed, living on Sunny River, when they first arrived. This half-breed last week found one of their ponies in the possession of a white man, who claimed he had purchased the animal at Sun River. The half-breed was satisfied that something was wrong, and at once began search for his relatives. After hunting two or three days he found their camp, which had been burned, and the charred remains of his relatives, a family of three or four. There is no doubt that they were robbed of their horses and outfit, and murdered. The half-breed at once notified the authorities, who are looking for the perpetrators of the fiendish act.

One of the sailors of the bark Thomas E. Marshall was struck suddenly blind a few days ago, shortly after the arrival of the vessel in Montreal, and the captain had him immediately conveyed to the Notre Dame hospital. During the course of the evening several other sailors on board complained of dizziness in the head, but they considered it was due to over-exertion during the day and that they would sleep it off. The following morning the captain was informed that some more of the men had lost their sight, and on hastening to the forecastle he found four of the hands, named Frederick Norfelt, A. Mulgulfnoff, E. Manfough and C. Lenerson, in a great state of excitement, and pleading to be taken to a physician. They were hurried off to the Notre Dame hospital, and owing to the good treatment received they are recovering their sight slowly. The case is a remarkable one and cannot be accounted for, though one theory of the physicians is that as the ship has just come from the Philipine Islands the sudden change from the excessive heat to a colder climate would cause a blindness for some days. Again eating an over quantity of salt pork might account for it, but the captain claims that they did not use it very much. Dr. Foucher, specialist of the hospital, is in attendance on them.

Children Cry for Pitcher's Castoria.

## TELEGRAPHIC NEWS.

ISHPEMING, Mich, Aug. 1.—A man was picked up insensible beside the Duluth, South Shore and Atlantic Railway at Beaumont Junction and brought to Champion hospital. He rallied from unconsciousness on Wednesday night long enough to say that he boarded the train at Nestoria and was struck in the face with a coupling pin by a brakeman and then thrown from the swiftly moving train. His injuries bear out the statement. He gives his name as Joseph Fearing and his home as Allanville, Ont. He was going to the post office to remit his wages to an aged mother when the maltreatment occurred. His employers, Gibson & Heath, of Nestoria, vouched for Fearing's honesty and sobriety. Dr. Freund says the man will probably die. If so, it will prove a case of wanton and cold-blooded murder.

PORTSMOUTH, Aug. 2.—When the German imperial yacht Hohenzollern with the emperor on board was sighted, the Prince of Wales on board the royal yacht Osborne started down the harbor to meet the emperor amid salutes from forts and warships. When the Osborne approached near the Hohenzollern the Prince of Wales signalled hearty greetings to the Emperor William, who responded. The two yachts then passed through lines of ironclads and proceeded to Cowes. All the war vessels were trimmed with bunting, and as the yachts passed the yards were manned by seamen. On reaching Cowes the emperor landed at Trinity pier, where the Prince of Wales, who had already landed, bade him welcome. The emperor and suite and the Prince of Wales then entered carriages and accompanied by a military escort were driven to Osborne where the emperor was received by the queen. The emperor will be entertained at a family dinner in the palace in the evening.

CAIRO, Aug. 4.—Gen. Grenfel engaged the Dervishes near Loski on Saturday, completely routing them. The Dervish leader was killed. The Dervish loss is 1500 killed and wounded. Gen. Grenfel in his official report of yesterday's battle says the Darvishes made repeated and desperate charges upon his men, but were met by the infantry supported by the 20th hussars and the Egyptian cavalry. The Egyptian horse artillery did excellent service. The Dervishes numbered 3000 fighting men. The British troops will now return to Cairo.

Latest advices give the Egyptian loss at 17 killed and 131 wounded. One thousand Dervishes were made prisoners.

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## FASTEST ON RECORD.

Capt. Lindall, of the Dominion line steamer Vancouver, claims to have made the fastest voyage on record from Liverpool to Montreal. The steamer left the English port on Thurday, July 18, at 4 p. m.; Moville (Ireland) the following day at the same hour, with 109 saloon, 76 intermediate and 136 steerage passengers. They had moderate weather to within 200 miles from Belle Isle, when they encountered much fog and icebergs. The steamer passed Belle Isle at 5 p. m. on Wednesday; July 24, at 5 p. m., encountered hundreds of icebergs in the straits; entered the Gulf of St. Lawrence same night; had strong head gales with rough sea; passed Heath Point, Anticosti, at 4 p. m. on Thursday; signalled operator, who answered, "Communication broken down," passed Magdalen Island on Friday at 4 a. m.; Martin River at 7 a. m., and reached Rimouski at 3 p. m., where the mails, despatches and several passengers were landed; left at 4 p. m., arrived at Quebec 3.20 a. m.; Saturday, landed passengers and 150 tons of cargo and arrived at Montreal at 7 p. m., same evening, the passengers leaving by train and reaching Toronto on Sunday morning. Notwithstanding the delay of nearly eighteen hours by ice and fog the trip is held to be the fastest on record to this port by several hours. The time from land to land, Tory