

Winnipeg Free Press on Hon. Mr. Sifton's Reward.

The Winnipeg Free Press has published a long article on the subject of the reward offered to the discoverer of the interior of the continent, and has expressed its opinion on the subject.

HATHEWAY ARBITRATION.

Supt. Timmerman of the C. P. R. Called to Give Evidence.
After His Testimony Had Been Received the Arbitrators Adjourned the Enquiry Until Thursday Morning.

The Hateway land arbitrators met pursuant to adjournment in City hall at 10 o'clock on the 17th inst. All the arbitrators, the counsel engaged and stenographer Fry were present.

H. P. Timmerman sworn and examined by Mr. Skinner, testified that he was general superintendent of the Atlantic division of the C. P. R. The handling of through traffic over that road for winter export via St. John had naturally come under his observation.

The traffic extended as far as Minnesota and general cargoes were sent to Liverpool, Glasgow, etc. The returns cargoes consisted more of manufacturing goods. The exports were largely natural products.

There was no return business there as far as the Hateway was concerned. The railway, indeed, both were necessary to the sustenance of this trade.

Any port which might handle that traffic, outward or inward, was a competing port. Cheapness of handling largely decided the way in which the traffic should go.

Geographically considered, New York, Boston and Portland were competing ports with St. John. The city would scarcely be able to get the trade without the cooperation of the railway and steamship lines.

The shipper in most cases is quite indifferent as to the port so long as he can get his goods through cheaply and quickly; here was where the railway came in. By the city removing the harbor charges that would handicap that trade, a great deal is done.

In summer months the rail head is lessened. Montreal's distance from the sea coast. If steamships could get to Toronto, that city would get the trade.

It was 481 miles from St. John to Montreal, and about 576 from Montreal to Portland. Portland was thus practically 200 miles nearer Montreal than St. John.

THE NORTHWEST.

An Interesting Letter from an Old New Brunswicker.

Senator Perley's Advice to Eastern Farmers Who Are Not Satisfied With Their Lot. (For The Sun.)

A line from the Northwest just now might be interesting to the readers of your paper, particularly from a man who has always been regarded in his own country as a practical farmer.

The beds of public harbors not granted before confederation are the property of the Dominion of Canada. Holman v. Green (6 Can. S. C. R. 707).

The Dominion Supreme Court. IN RE PROVINCIAL FISHERIES. Canadian Waters—Property in Beds—Public Harbors—Erections in Navigable Waters—Interference with Navigation—Right of Fishing—Power to Grant—Riparian Proprietors—Great Lakes and Navigable Rivers—Operation of Magna Charta—Provincial Legislation—H. S. O. (1877), c. 24, sec. 47—S. O. (1887), c. 10, s. 5 to 13, 19 and 21 (O)—R. S. Q. Arts. 1375 to 1378.

Per Strong, J., and King, J.—A province may grant land extending into a lake or river for the purpose of erecting a dam, thereon a wharf, warehouse or other works, subject to compliance with R. S. Q., c. 92, and to his obtaining an order in council from the Dominion government authorizing the works provided it does not interfere with the navigation of such lake or river.

The Dominion parliament cannot authorize the giving of lease, license or otherwise the right of fishing in non-navigable waters nor in navigable waters the beds and banks of which are vested in the provinces under the B. N. A. Act. The province has the right to regulate and conserve the sea coast fisheries, under which it may require that no person shall fish in public waters without a license from the department of marine and fisheries; may impose fees for such license; and prohibit all fishing with nets, seines, and other gear, except as otherwise provided in the regulations.

The rule that riparian proprietors own ad medium filium aquae does not apply in case of the great lakes or navigable rivers. Where beds of such rivers have not been granted the right of fishing in public waters within the ebb and flow of the tide.

A provincial government may grant fishing rights in non-navigable waters within the ebb and flow of the tide. Such grant will carry with it the right of fishing unless the same is reserved or such right may be granted without a license.

The provisions of Magna Charta are in force in the provinces of Canada (except Quebec) and restrict the right of either the Dominion of province to tidal waters, or fishing rights in, tidal waters.

Sec. 4 and other portions of R. S. Q., c. 95, so far as they attempt to confer exclusive rights of fishing in provincial waters, are ultra vires. Gwynne contra. Notwithstanding the provisions of Magna Charta, the Dominion parliament can grant the exclusive right to fish in public harbors, and in waters in unreserved Indian lands; B. N. A. Act, c. 91, Item 4.

THE BOSTON SUBWAY.

The Great Harper in Boston, which is to carry the street cars underground through the congested district, and to relieve the intolerable pressure upon street traffic, has now been under construction for nearly two years.

The character of the work varies according to the radically varying conditions of the different sections of the route, but in general it is a method of construction. At intervals along a given section of the projected subway, trenches about twelve feet wide and excavated across the street, to a distance and depth corresponding to the size of the subway.

This excavation is bridged over flush with the street pavement by strong beams and timbering. These beams are used to support the street railway tracks as well as the ordinary traffic. The width of the excavation being only twelve feet, the water mains, gas-pipes, etc., require to be displaced, and they are not to be removed, but where they extend very near the buildings it is made as much narrower than twice the width of the excavation.

By this means a small portion or slice of the subway is completed in each trench. In some cases the trench is properly joined to the contiguous slices. The contractor for a given section is required to have at all times as many trenches under excavation, being filled with masonry, and being back-filled with concrete, as will be required to support the street traffic.

As regards the depth of the soil and climate it is much the same all over the district, but in every case it is the distance from the surface to the water table, or the level of the tide, that is the important factor. In that regard all the good land near the railway that was open for home-lands has been taken up, and all that is now left is the old numbered sections owned by the railway company. I would much prefer buying land from the railway company near the railway than to get a free homestead farther off.

In this particular I am stating what I did myself fully and carefully thinking the matter over, and I do not regret it, but rather have repeated the act by buying more land and making the station this year. The marketing of your products is a matter of importance, but the same may be long or short but it is the number of our farms we can draw two loads with ease and three if necessary in a day to market. This is a great advantage, as you may see, and it is much easier on ourselves and more in being exposed to long and cold drives, and besides you are in a position to take advantage of the storms. I therefore would say, as the railway company are offering their lands on reasonable terms of payment, it would be much better for a person to buy land from the railway company, so that he could make a trip to market easily in a day, rather than to take free homesteads further off.

In conclusion, I would say to every person in eastern Canada who has a poor farm, or who is about starting in the farming business, or to the Northwest, and I am certain you will make a better and more comfortable home and living for yourself and family. than I have done.

W. D. PERLEY. Wolsley, N. W. T., Nov. 9th, 1896.

THE DISTANCES. Between Canadian and Trans-Atlantic Ports. (Chatham Advance.)

In response to a request of Senator Snowball, Cap. W. H. Smith, R. N. R., has furnished a revised table of distances between British and some other European and Dominion ports, St. John, N. B., which is more full than any yet published.

London to Quebec via north of Ireland and Belle Isle	2633
London to Quebec via west of Ireland and Cape Race	2601
London to Halifax via north of Ireland and Cape Race	2526
London to Halifax via south of Ireland and Cape Race	2488
London to Halifax via north of Ireland and Newfoundland Bank	2478
London to St. John via north of Ireland and Cape Race	2738
London to St. John via south of Ireland and Cape Race	2728
London to St. John via south of Ireland and Cape Race	2643
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THE BLIND TO SEE.

Edison's Latest Experiments by Means of the Cathode Ray.

New York, Nov. 17.—Thomas A. Edison has verified his experiments reported to have been made in San Francisco which by means of the cathode ray a blind boy has been enabled to distinguish light. Edison experimented last night on two subjects, both blind, from Newark, N. J. Many tubes were tried, each with increased strength, and finally the subjects were able to distinguish flashes. One of the men was able after a time to say when the light was turned on and off. The most successful result was obtained with the aid of a red globe, and it is Edison's intention to continue experimenting in this line until much more satisfactory results are arrived at, which he confidently predicts will be soon.

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DOMINION SUPREME COURT.

IN RE PROVINCIAL FISHERIES.

Canadian Waters—Property in Beds—Public Harbors—Erections in Navigable Waters—Interference with Navigation—Right of Fishing—Power to Grant—Riparian Proprietors—Great Lakes and Navigable Rivers—Operation of Magna Charta—Provincial Legislation—H. S. O. (1877), c. 24, sec. 47—S. O. (1887), c. 10, s. 5 to 13, 19 and 21 (O)—R. S. Q. Arts. 1375 to 1378.

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HOME COMFORT.

ROLL OF HONOR.

THREE GOLD AND ONE SILVER Medal The World's Industrial and Cotton Centennial Exposition, New Orleans 1884 and 1885. HIGHEST AWARDS Nebraska State Board of Agriculture, 1887.

DIPLOMA Alabama State Agricultural Society at Montgomery, 1888. AWARD Chattahoochee Valley Expo., Columbus, Ga., 1889.

HIGHEST AWARDS St. Louis Agricultural and Mechanical Ass'n, 1890. SIX HIGHEST AWARDS World's Columbian Exposition, Chicago, 1893.

HIGHEST AWARDS West's Fair Association, London, Can., 1893. GOLD MEDALS Midwinter Fair San Francisco, Cal., 1894.

SILVER MEDAL Toronto Exposition, Toronto, Can., 1895. ABOVE HONORS WERE RECEIVED BY WROUGHT IRON RANGE CO. 70 to 76 PEARL STREET, TORONTO, ONTARIO. FOUNDED 1864. PAID UP CAPITAL \$1,000,000.

TWELVE LIVES LOST. The Memphis of the Elder-Dempster. Line Goes Ashore on the Irish Coast.

Montreal, Nov. 18.—Word was received by cable today that the str. Memphis of the Elder-Dempster line, bound from Montreal to Avonport with a heavy cargo, was put ashore on the Irish coast and was not only a total wreck, but had lost twelve of her crew. The Memphis was built by Harland & Wolff at Belfast in 1890, and shortly afterwards entered the Montreal and Montreal trade of the Elder-Dempster company.

SAINT JOHN DYE WORKS. 86 PRINCESS STREET. Ladies and Gentlemen's Clothing CLEANSED OR DYED at Short Notice.

E. H. PICKETT, B.O.L., ATTORNEY, NOTARY ETC. Commissioner for Province of New Scotia. Barnhill's Building, - St. John, N. B. Accounts collected in any part of Maritime Provinces. Remittances.

RAISINS. California 3 and 6 Crown London Layers. Malaga London Layers. California Loose Muscels. 50 lb. Boxes. Extra Fine Quality. Very Low Prices at W. F. HARRISON & CO'S, SMYTHE STREET. INTERCOLONIAL RAILWAY. On and after Monday, the 12th October, 1896, the trains of the Railway will run daily (Sunday excepted) as follows:

DR. J. COLLIS BROWNE'S CHLOROZYNE.

THEIR ILLUSTRATED LONDON NEWS, of Sept. 23, 1896, says:

"I have used which single medicine I never before took, and which I should say I shall use as long as I live, and the general applicability to the relief of a large number of simple ailments forms its great recommendation."

DR. J. COLLIS BROWNE'S CHLOROZYNE. THE GREAT SPECIFIC FOR DIARRHŒA, DYSENTERY, CHOLERA, CATARRH, CHOLERA, ETC. Every bottle of this well-known remedy for COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHŒA, etc., bears on the Government Stamp the name of the inventor.

DR. J. COLLIS BROWNE. Sold by all Chemists at 1/4d., 2s. 6d. Above 4s. 9d. SOLE MANUFACTURER J. T. DAVENPORT 55 Great Russell St., London, W. C.

EPP'S COCOA. ENGLISH BREAKFAST COCOA. Possesses the Following Distinctive Merits: DELICACY OF FLAVOR, SUPERIORITY IN QUALITY, GRATEFUL and COMFORTING to the NERVOUS or DYSPEPTIC, NUTRITIVE QUALITIES UNRIVALLED.

Prepared by JAMES EPPS & CO. Ltd. Homoeopathic Chemists, London, England. 1894.

CASTORIA.

THE FACILE FACILIS.

"Why didn't the fight come off?" "One of the pugilists had an attack of writer's cramp."—Judge.

CASTORIA. The Facile Facilis. It is in all the drug stores.

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