

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., APRIL 25, 1900.

Attempt to Destroy a Canadian Canal.

Toronto, April 22.—Two men attempted to blow up lock 24 of the new Welland canal at Thorold with dynamite on Saturday night. All four gates of the lock are badly damaged, but it is hoped to repair them in time for the opening of navigation Tuesday next. The explosion shook the ground in the vicinity like an earthquake and shattered hundreds of windows in the town. The dynamite was seen running away and constables started in pursuit. The Ontario government police at Niagara were notified and intercepted the dynamiters who were making an attempt to blow up the lock. The men were arrested and locked up at Niagara Falls. They gave their names, John Walsh, Washington, D. C., and John Nelson, Philadelphia, Pa. Subsequently a third man, Karl Dullmann, of Washington, D. C., was taken into custody. The police then searched rooms at the hotel where the men had registered several days ago, and found a quantity of exploding fuses. The government has sent detectives to investigate the canal dynamiting, which is supposed to be a Fenian plot.

Niagara Falls, April 22.—It is believed an attempt is to be made by Americans to recapture the prisoners. Troops are guarding the jail.

Ottawa, April 22.—A despatch was received here today stating that lock 24 of the Welland canal at Thorold, was blown up. It was learned at the department tonight that a despatch had been received from Mr. Thompson, superintendent of the canal, who said that the damage was caving and that there would be no delay in the opening of the canal on the 26th inst. He was sending down a diver to ascertain the bottom of the lock and ascertain the actual damage, but he was satisfied that it was not serious.

Hon. Mr. Blair was seen and said that he had two telegrams from Mr. Thompson. The last one said that the damage was trifling and that a diver was being sent down to make a full examination.

Buffalo, N. Y., April 22.—Niagara Falls special to the Express says: Chief Youngs, of the Dominion police, his force of about a dozen regular policemen, and 200 armed deputies are guarding the jail at Clifton, Ont., where are confined the three men charged with blowing up lock No. 24, at Thorold, last evening.

The extraordinary precautions taken for the guarding of the men is the result of a rumor that reached Chief Youngs this morning to the effect that 400 gain men were on their way here to liberate the prisoners. The militia of the district, the 44th Battalion, has been warned for service and some of the men have been sent to Clifton, Ont., where are confined the three men charged with blowing up lock No. 24, at Thorold, last evening.

It is said in Clifton tonight that the grain handlers of Buffalo had organized for the raid and that they would reach the Canadian town tonight. No knowing what to expect after such an unusual thing as the assault on the lock yesterday, the authorities determined to take no chances. It is believed that the force at hand will be able to repel any party that may attempt to release the men from jail. That such an attempt will be made is not generally credited.

Today Chief Youngs brought from Thorold to Clifton two men who positively identified the three men now in jail as the men who were seen around the lock and who were seen to run away from the vicinity of the lock after the explosion.

General and Mrs. Cronje Have Joined the Majority and Moved.

St. Helena, April 21.—Much excitement has been caused by the signalling of a French warship in Prosperous Bay on Thursday. The vessel was first seen close to the shore in San Jago, south of the island, where it remained until late in the day. It then steamed in the direction of Jamestown and has not been seen since.

Gen. Cronje and his wife and staff have been living in a nice little country house. Later they will move to a larger one. The transport Laika Erie has arrived with 284 prisoners, including 44 officers. The health of the prisoners generally is good.

Information from Responsible Sources Shows Them to Have Been Numerous.

London, April 22.—The London Marquis correspondent of the Times under Saturday's date says: "Information received from responsible sources shows that at one time the two republics had 100,000 men in the field including the colonial rebels. According to the same informant, they can still muster 80,000, of whom 50,000 are in the Free State, 10,000 in the Bitterberg district, and 15,000 in the districts of Fourteen Streams and Klerk's Drift. It is now believed that before the war the burghers lists were deliberately falsified in order to deceive the British intelligence department."

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and all kinds of substitutes for it; but none equal it. If your doctor recommends you to take Cod-Liver Oil, or you know yourself that you need it, get SCOTT'S EMULSION; it is the best Cod-Liver Oil in the best form.

If you had your address we would send you a sample and a pamphlet telling more about it. SCOTT & BOWNE, Ltd., Toronto.

Peter Mangan and Charles Moore Went Fishing Saturday Strong and Vigorous and Found Dead Sunday in Their Anchored Boat off Bay Shore.

While the city was waking from its slumber to be greeted by the bright warm sun, a little boat lay anchored near the black tops of the Bay Shore, and with its every rise and fall resonant to the waving of the water, the bodies of two young fellows moved in and out. They had left their pretty Carleton home Saturday night as five specimens of manly as could be found even among the hardy St. John fishermen, they lay now in their tossing boat lifeless, while the church bells later pealed and people flocked to worship in the churches. What had caused their great life and strength to leave them none can say. The night had its mystery and had wrapped in its dark mantle a tragedy such as has not moved men here for long days.

The two unfortunate men were Peter Mangan, aged 28 years, and Charles Moore, aged 27 years, fishermen. Both resided in the past five years and during the latter part of last week was engaged at the house mending salmon nets, getting them ready for that fishing which comes later in the season. The gaspewack fishing now being on, and some very good hauls being made, Mangan has been at work early and late, as he owned a boat and nets for this business.

He had as his mate last week Charles Scammell, a west side fisherman, and both men have been working hard. Scammell was seen yesterday by a Telegraph reporter and stated that Mangan told him to never mind working on Saturday afternoon. Mangan was quite willing to take his place and for him (Scammell) to go home and have a good rest and be ready for work on Monday. Moore was quite willing to take Scammell's place in the boat.

The three men left Mangan's house Saturday morning about 10 o'clock for Sand Cove. They worked about the boat until afternoon and then rowed down the harbor. It was about 3 o'clock when they reached Point Breakwater and at this place Mangan and Moore placed Scammell ashore and proceeded to the Sand Cove fishing ground. At this time Scammell says the men were in good spirits, and he can assign no reason as to the cause of his comrades' death. It was remarked that Mangan had a quantity of money on his person, but Scammell told The Telegraph that he had about \$12 or \$13. The men had no lunch with them when they left.

Following by enquiry as best could be, the movements of Mangan and Moore a reporter learned that the two unfortunate fishermen reached the fishing grounds all right. There were also a number of other fishermen at work there. William McKee, of Jackson, one of the fishermen, told Scammell that he took up his nets at 9 o'clock Saturday night and that he and started for home, leaving Mangan and Moore at work with their nets. Both were all right at that time.

It appears that McKee was the last person to see the men alive. He was as deep a mystery to him as to the hundreds who have tried to effect its solution. Just what happened will probably never be known, but at present there is very little light on the subject, and diligent enquiries have been made.

On Sunday morning about 6 o'clock people living at the Bay Shore noticed a small boat apparently full of water and lying quite still near the shore. About 9 o'clock Edward Brown, John McBride and Charles McKill, young men, rowed out to the rocks. They found the boat full of water and were startled beyond measure to discover that the two men were dead. The young fellows waved their hats and cried out to the shore and Patrick Lemlin, accompanied by John Ward and John Quiller boat from North shore, came to the breakwater and rowed off to the scene.

The boat with its lifeless occupants, was lying at anchor near the rocks, and the bodies of the two men were seen in the water. The boat between the seats in a sitting position with his head out of water and resting near the gunwale was the form of Charles Moore, dead, and in the stern of the boat, his broad chest resting on the after thwart, of the boat, lay the remains of Peter Mangan. His face was in the water.

On neither body was their hat, coat or vest, neither was their sign of oars, sail, nets, stern sheets or the boards used in all fishing boats. Nothing but the boat, rising and lowering under the influence of the waves.

The anchor rope was cut and the boat was towed to the shore. The water was quite calm and the boat was found started and this was secured with a stone.

The sad word was sent ashore and Messrs. Lemlin and Ward started for Sand Point, towing the bodies in the form of Charles Moore, dead, and in the stern of the boat, his broad chest resting on the after thwart, of the boat, lay the remains of Peter Mangan. His face was in the water.

Mr. John Rourke, who lives in the house which was Mangan's home, was one of the first to learn of the awful occurrence and performed the sad task of breaking the news to the unfortunate man's sister. When yesterday afternoon Miss Mangan was almost prostrate with grief, but told The Telegraph that her brother left home as before stated and said he would be back about 11 o'clock that night. He left her for her to have a meal ready for him then. That was the last time she saw him alive. She says that when he and Moore left home they went in very good spirits and were good friends.

Mangan was unmarried. His parents are dead, but besides his sister, he leaves a brother, John Mangan, who is a fisherman and resides at Chatham, a few miles down the coast from this port. Moore is also unmarried and has no relations here. His father lives in Pennsylvania, but a more detailed address, Miss Mangan could not give when asked yesterday.

West side men who knew Mangan and Moore very well say that they were two of the ablest men on that side of the bay. They were good citizens, steady and very industrious, and their loss will be keenly felt.

The pretty two story frame building where they both resided was built and owned by Mangan and is indeed a credit to any hard working man. He came here from Dipper Harbor some years ago, and by hard work and pluck had established a comfortable home. His father lived with him for some years and died at his home last summer.

The rumor of foul play was in circulation yesterday and was freely discussed, but there is no evidence of any violence either on the men or on the boat, with the exception of a slight bruise on Moore's forehead, which was caused by the boat's gunwale.

Fishermen who are very well acquainted with the Sand Cove fishing grounds, taking into consideration that Saturday night and Sunday morning, the weather was extremely fine, can give only one reason for the death of the two men and that is that the boat was blown overboard in some places that when the fishermen pulled in their nets they were so heavy that the craft tilted and sank, putting the two men into the water, and the same time she was over turned, and nets, oars and sail with the other apparatus of the boat were lost. After righting the boat and getting into her, they died from Sand Cove, there is a very hard struggle in the water. Others claim that after getting sail on their boat Mangan and Moore started for home, but in their path a sunken reef close to the shore, that the boat may have struck this reef and quickly upset, throwing the men into the water and in this manner the anchor fell out, with the other things in the boat. All the fishermen who know the waters do not believe in any such thing as a "black tide" or "black water."

There has been a succession of casualties in the West End during the past six days. On Monday last Leland Parley, a ship loader, was killed while at work on the ship Canara lying at Sand Point, and a determined attack on a convict returning to South Rodney wharf, and on Friday afternoon last young Willie Crawford, son of Mr. Frank Crawford, was drowned while playing about the scows at South Rodney wharf. So the unfortunate death of these two hard working fishermen makes a total of five lives suddenly ended in Clifton within a week.

The Attempt of the Boers to Capture it was Foiled.

London, April 22.—A special despatch from Swartkop, Johannesburg, dated April 21, says: This morning 1,500 Boers made a determined attack on a convoy returning to Boshof. The British succeeded in repelling the attack and their fire became so heavy and well sustained that the Boers fell back with considerable loss. The British casualties were 10 killed and wounded. The convoy reached Boshof safely.

Both Report to President Kruger, but the Brigade was Photographed.

Pretoria, Friday, April 20.—President Kruger has received through President Steyn an official report sent by General Dewet under date of April 20, to the effect that the latter still has in his command 1,000 Boers, including 100 mounted men, and that he has captured eleven prisoners, including the British artillery officer. The report adds that the Boers are coming from the north and are destroying farm houses on the way.

The Irish brigades paraded yesterday in front of President Kruger's house. The president made a speech to them and the force was afterwards photographed.

A Report Has Been Received from Cape Town.

Toronto, April 21.—The Telegram's special cable from London says a report has been received from Cape Town stating that the following Canadians who have been on active service in South Africa are reported seriously ill: Pte. H. J. Martin, 2nd Regiment Canadian Artillery, Montreal, Que.; Pte. C. E. Finch, 7th Fusiliers, London, Ont.; Pte. O. Matheson, 12th Field Battery, Canadian Artillery, Quebec, Canada; Pte. L. McGivern, Queen's Own Rifles, Toronto, Canada; Pte. R. H. G. Agassiz, 2nd Dragoons, Winnipeg, "A" Squadron Mounted Rifles.

For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Headache, Giddiness, Fulness and Swelling after meals, Distress and Drowsiness, Cold Chills, Flushing, Heat, Loss of Appetite, Shortness of Breath, Costiveness, Nervousness, and Sleeplessness, and all the various ailments arising from a disordered or impure condition of the blood.

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The London Daily Mail States Hinton Will Succeed.

London, April 21.—The Daily Mail makes the following announcement: "We learn that an arrangement is on the eve of conclusion permitting Viscount Hinton, the organ grinder, to become the late Earl of Poulter, the younger son by the late earl's third wife, abandoning his claim to the title, but receiving an annuity to be paid out of the estate."

The Ancient City Will Give Three Hundred Thousand Toward One.

Quebec, April 20.—The finance committee of the city council has decided to vote \$300,000 towards the Quebec bridge and the amount at 3 per cent, payable in 30 years. Forty per cent, only is to be paid on the engineer's report as the work progresses and in proportion to the city's subscription.

RED CHEEKS and bright eyes are often signs of lung disease. Better secure the beauty of true health by using Adamson's Botanic Cough Balm for all lung troubles. 25c. All Druggists.

Bill Introduced to Incorporate a Company Which Proposes Purchasing the Shore Line and Making it One With the Washington County Railway.

Ottawa, April 20.—In the House today in reply to a question Hon. Mr. Sutherland said that after an inquiry by cable to the high commissioner, the government had been informed that the embargo placed on Argentine cattle in England would not apply to cattle from the United States, and it was found that the American cattle which had the disease at Deptford had contracted it on the other side.

The budget debate was resumed by Mr. Henderson of Halifax who spoke until recess. After recess the bill respecting the Thousand Islands Railway Company was agreed to in committee.

Mr. Henderson continued his speech and was followed by Mr. Somers of Centre Wellington, on the government side. Application will be made this session for an act to incorporate a company, to purchase the Shore Line Railway of New Brunswick, and when purchased to vest in this company all the franchises, rights, powers, privileges, assets and property of the Shore Line Railway Company, also to connect the railway with the Washington County Railway in Maine, and for such purpose to construct a bridge across the St. Croix river at St. Stephen, New Brunswick. It is also asked in the application to extend the Shore Line Railway so as to connect it with other railways in New Brunswick and to purchase the said railways and when purchased, also the franchises, powers and privileges of the railways shall be vested in this company to purchase, amalgamate or consolidate the Shore Line Railway Company with the Washington County Railway Company. The usual powers to construct and maintain wharves, warehouses and elevators in connection with such railways and enter into traffic arrangements with other roads are applied for.

The debate was continued by Mr. Semple of Wellington, and Mr. Monk of Jacques Cartier. He moved the adjournment of the debate.

Russian Press Advises European Intervention—Turkish Minister Says There will be a Settlement.

St. Petersburg, April 20.—In discussing American-Turkish affairs the Novoye Vremya today says: "The Porte could easily avoid undesirable reprisals, by asking for the friendly mediation of neighboring European states. In the present international conflict friendly intervention is possible, upon the basis of the Hague convention, and such intervention would both serve the cause of peace and save Turkey from troublesome complications."

Washington, April 20.—Ali Ferrough Bey, the Turkish minister, said today that he probably would hear from his government in a short time concerning the American settlement of the Armenian question. He said that the settlement could be arranged and repeated his statement already published that in view of the high esteem in which he was held by the Sultan and the fact of his acting in a diplomatic character, Minister Straus was not justified in making the promise that the Sultan had broken his promise in regard to the settlement of the claims.

The Jump Made by a Woman Who Wished to End Her Life—Was Not Seriously Injured.

New York, April 20.—Miss Marie Dineo, of this city jumped from the Brooklyn bridge this afternoon and apparently sustained no serious injury. Miss Dineo, is the second woman who has ever attempted to end her life in this way. She is now in the Hudson street hospital. The physicians found that no bones were broken, but they say it is possible that she has sustained internal injuries. In the case of the first woman, who jumped from the bridge was found a brooch on which was engraved "M. Dineo, May 22, 1887," and she was also identified through papers on her person as Miss Dineo. She is about 30 years old and was formerly a patient in the lunatic asylum on West 42nd street. She stepped from a carriage in motion about 50 feet from the bridge tower on the New York side and dropped to the water below, striking, according to an eye witness, about 20 feet from the Clyde line pier which encloses the tower.

She was picked up by the crew of the tug Tacoma, which was moored near by. The fact that she had no money and had ordered herself driven to a place in Brooklyn where she is not known, led the police to believe that suicide was planned.

Michael Whelan Given Thirty Days for Smashing Plate Glass.

Chatham, April 20.—About 10.30 o'clock last night Michael Whelan, while intoxicated, broke one of the plate glass windows in Hon. J. B. Snowball's store and was removing some hats to the sidewalk when Policemen Eddy arrived and escorted him to the lockup. Whelan was tried today and sentenced to 30 days in jail to pay damages.

During the heavy thunder storm last night Mr. Daniel Chesman had a narrow escape. While returning home about 9 o'clock lightning struck his house about four feet from him. Mr. Chesman received quite a shock.

Rivers Swollen as Never Before—Bridges Carried Away.

Quebec, April 20.—Rains and warm weather have caused floods on nearly all the rivers of the district. The Chaudiere river has risen four feet higher than the previous highest mark. The iron bridge of the Drummond Railway at Chaudiere has moved eight inches on its pillars. The star wooden bridge at St. Romold has been carried away.

The Quebec Central bridge at St. Anne on the Etchemin river, a fine structure of steel, has also been carried away and as a result no trains are moving on the Quebec Central.

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Prince of Wales Home Again.

London, April 20.—The Prince of Wales arrived at Dover this evening on his return from his visit to Copenhagen, and there he met his mother, the Queen, and his father, the King, who were both accompanied by the Duke of York. The Prince of Wales was met by the Duke of York at the station and they were both accompanied by the Duke of Devonshire and the Duke of Cambridge. The Prince of Wales was met by the Duke of York at the station and they were both accompanied by the Duke of Devonshire and the Duke of Cambridge.

The return of the Prince of Wales was made the occasion for a spontaneous demonstration of enthusiasm by persons who thronged the Charing Cross Railroad station and its approaches, waiting patiently to show their respect to the Prince of Wales. The Prince of Wales was met by the Duke of York at the station and they were both accompanied by the Duke of Devonshire and the Duke of Cambridge.

When the Prince of Wales stepped out of the train, he was affectionately greeted and congratulated by his son and the visiting sovereign and then, amid tremendous cheering, he was escorted to the residence of the Prince of Wales, where he was met by his wife, the Princess of Wales, and their children.

After pointing out that the French were far from forming a majority in the dominion parliament, Mr. Tarte said: "It is quite possible that in their hearts 90 per cent. of the French-Canadians disapprove of the war and think that Canada could have put the money spent to more practical use. Yes, it is quite possible. But as good citizens we have to submit to the opinion of the majority, for Canada is in reality a republic, and unless the minority gives way, the majority must rule. Let me be understood to remember that we are loyal to the British Empire. We are obliged to be for all sorts of reasons, economic and social. This will be easily understood by every Frenchman who has lived in Canada. Moreover, it must be admitted that the British Empire does not worry us. It leaves us full liberty to keep our language and social organization."

"Besides," Mr. Tarte, "Canada has sent troops against the Transvaal. She has only authorized the enrolling of volunteers intended for the campaign. She has clothed and transported these volunteers. That is not quite the same thing."

The German View.

Berlin, April 20.—The news regarding the friction between the United States and Turkey has caused little comment in Berlin. The Tagblatt says: "We do not believe the European powers would apply the Monroe doctrine to Turkey. Nevertheless a large American naval demonstration in the Bosporus waters would be a fact which continental powers could not regard without serious attention."

Steamer Sold to Sydney People.

Pawtucket, R. I., April 20.—The steamer Pawnee, owned by the Pawtucket Steamboat Company, has been sold to John A. Young, of Sydney, N. S. The Pawnee was formerly the steamer built at Sydney, N. S., in 1890, gross tonnage is 105, 115.5 feet long; 23.5 feet breadth; 5.7 feet depth. She was rebuilt and lengthened in 1895, at which time her name was changed. The price paid was made public.

Applications Must be Made Soon.

Ottawa, April 20.—(Special)—Applications to attend the examination for entrance to the Royal Military College, to be held at the headquarters of the military district, in Kingston, May 11, must, in order to be in time, reach the headquarters not later than Monday, the 30th inst.

A Footlight Favorite's Escape.

Newport News, Va., April 20.—Clay Loftus, the English music hall artist, who is residing at Old Point, had a narrow escape from drowning last night. While walking on the pier he suffered an attack of vertigo and rolled overboard. Coxswain Deism, of the United States training ship Montauk, leaped into the water and effected a rescue, bringing the lady safely ashore after she had twice gone down.

Artilleryman Drowned.

Toronto, April 20.—The Telegram's special cable from London says: "The war office has received a report stating Driver Bradley, of the Royal Canadian Artillery in South Africa, was accidentally drowned on April 17." Driver Bradley belonged to Ottawa and was first reported fatally kicked by a horse.

German Officers for the Chinese Army.

Berlin, April 20.—The semi-official Hamburg correspondent makes the following statement: "German officers in Wu Chang, province of Hon-Tee, have induced the Chinese governor general of the province to engage other German officers as army instructors in lieu of those dismissed."

Chief of Police Clark received a letter recently from Chief Mellor of the Winnipeg police. The latter writes that he is constantly doing his duty in the city, but that he presides and asks Chief Clark for information as to how he runs the St. John department. Chief Clark has replied, giving the information desired. He says this is not the first time that such requests have reached him from the heads of the police in other places.

Some of the Railway Subsidies Which Were Promised by the Late Government to Keep Themselves in Power—Could Not Deliver the Goods.

Ottawa, April 19.—Yesterday added two more speeches to the budget debate, those of Mr. A. Campbell of Kent, Ont., who made a good speech on the side of the government, and Mr. Nicholas Flood Davis, who delivered a bad one for the opposition. Mr. Davis has become the bore of the House of Commons and as soon as he begins to speak the reporters' gallery becomes empty. For the greater part of the time he was speaking last evening there was not a solitary reporter, either Liberal or Conservative, in the gallery and for the rest of the time only one or two. The Hansard men, unfortunately, cannot escape Mr. Davis's eloquence, and so he will fill many columns of that publication, but no newspaper will publish his speeches which are mainly made up of abuse. Mr. Davis has ability enough to become a good member, but he has descended to the condition of party hack who does the scavenger work for the Conservative leader.

Attacking Mr. Tarte.

The determination of the Conservatives to make a personal campaign against Mr. Tarte was again shown very plainly in the House yesterday. This time Mr. Tarte, of Jacques Cartier, was the attacking party. He quoted a speech made by Mr. Tarte in London and an interview with him published in Paris and sought to show that Mr. Tarte had spoken one set of sentiments in London and another in Paris. The London speech was made before the Society of Arts and reported in the Canadian Gazette of April 15th and it expressed the strongest feelings of loyalty and attachment to the British flag.

The Alleged Interview.

The interview alleged to have been had with Mr. Tarte in Paris was published in Le Journal de Paris, and in this interview Mr. Tarte at first did not wish to express any opinion on the South African war. "Frank declarations might cause the susceptibilities of the English without satisfying the French." The interviewer, however, insisted, expressing the painful surprise that Mr. Tarte, a Frenchman, should be so reticent. Mr. Tarte then said that the French were far from forming a majority in the dominion parliament. Mr. Tarte said: "It is quite possible that in their hearts 90 per cent. of the French-Canadians disapprove of the war and think that Canada could have put the money spent to more practical use. Yes, it is quite possible. But as good citizens we have to submit to the opinion of the majority, for Canada is in reality a republic, and unless the minority gives way, the majority must rule. Let me be understood to remember that we are loyal to the British Empire. We are obliged to be for all sorts of reasons, economic and social. This will be easily understood by every Frenchman who has lived in Canada. Moreover, it must be admitted that the British Empire does not worry us. It leaves us full liberty to keep our language and social organization."

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French Interviews and Affidavits.

There is nothing very terrible in this interview, even if Mr. Tarte had been correctly reported, nothing that would lead to Sir Charles Tupper's recent Quebec speech in which he declared that Canada would not consent to a closer union with the mother country or contribute to Imperial defence. But Mr. Tarte has been misreported and his enemies in Canada are trying to have him condemned. Nothing is more notorious than the unreliable character of French interviews, and until Mr. Tarte admits his truthfulness, his interview will be regarded as the work of the imagination, the same as his alleged interview with Dr. Leyds, whom Mr. Tarte never saw. With regard to a public meeting so that there can be no question as to what he said, yet Mr. Tarte receives no credit from the Conservatives for the noble and patriotic sentiments contained in it.

A Few of the Straws.

A question which was answered by Mr. Blair in regard to the railway subsidies given or promised by the late government on the eve of the last general election, produced some singular revelations. It appears that Sir Charles Tupper and his colleagues, promised railway subsidies in the most lavish manner, without the slightest regard to the finances of the country or the merits of the railways themselves. The answer of Mr. Blair, however, speaks for itself. It is as follows: "The minister of railways and canals, in replying to questions 2 and 3, I would say as to question 2, it is difficult to answer this question. If by the inquiry the hon. member desires to know what was the amount of railway subsidies voted by parliament in the first session of 1896, I would answer him, none, but if he means promised on behalf of the late government by members of the cabinet of that day, I would be justified, from the evidence in possession of the government, in saying that the amount was over \$8,000,000 in the session of 1896, covering grants to the amount of \$2,772,284, but these do not appear by any means to cover the sums that had been passed upon by the government of that day, if the evidence which is at hand is to be accepted. On the files of cabinet of April 28, 1896, there is a list of subsidies amounting to over \$8,000,000, but there is no record or entry in council approving this list, nor is any of the actually introduced, attached to this list of subsidies is a letter bearing the signature of the Hon. Mr. Dickey, ex-minister of justice, dated April 28, 1896, addressed to the Hon. Mr. Prior, a member of the government of that day. The letter of Mr. Dickey is in the following words: "Office of the Minister of Justice, Ottawa, April 25, 1896. Dear Col. Prior, I am sorry to hear the inclosure will meet the case. It will be necessary to fill in the name of the railway and possibly the mileage. You might consult the department about this. I am, &c., A. R. DICKEY. The Hon. E. G. Prior. The circular referred to in the above letter is as follows: "Dear Sir,—Owing to the persistent objection of the opposition, the government felt that it would be quite useless to bring down, as they had intended, a resolution with regard to subsidies for railway projects, amongst which would have appeared a subsidy of \$3,200 per mile for the . . . about which you wrote me. I have every confidence that the elections will leave the Conservative party in charge of the affairs of the country, and that the event, the policy which was thwarted last session by obstruction will be carried to a conclusion and parliament will be invited to grant the subsidies which I have mentioned. I am, yours faithfully, JOHN HAGGERT. The Montreal and Province Line Railway, which the ex-minister of railways stated the government intended to subsidize, is not mentioned in the list of railways the railway resolutions introduced by the government during the first session of 1896, but is included in the list of railways granted in 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, and 1904. In 1894, the subsidies granted amounted to \$8,000,000, but in the other years the amount would not be so great as that. The amount of cash subsidies voted in 1894 was \$4,697,300. There were, in the years 1894, 1895 and 1896, special subsidies granted. That granted in 1894 was \$230,000 a year for twenty years, and one in 1895 of \$80,000 a year for twenty years. Besides these, there were various land grants. The statement would be too lengthy to read, but if the hon. gentleman (Mr. Deane) will move for a return, I will furnish the particulars of subsidies, both in cash and in land. The Russians are Pushing Their Line as Rapidly as Possible. Washington, April 20.—Minister Conger reports that the Russians are working vigorously to finish the railway between Moukden and Vladivostok, the eastern terminus of the Siberian railway, and he says the belief is that Russia's two great strategic points in the far east, Port Arthur and Vladivostok, where she is said to have garrisons variously estimated at from 120,000 to 200,000 men, will be connected by rail not later than August of this year."

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