

NEWS FROM OTTAWA.

Gold Prospects in the Kootenay Country Very Bright.

Looking After an Extension of Time for Chignecto Railway.

No Change in Immigration Policy—Messrs. Joly and Paterson are Not Pleased.

Ottawa, Oct. 13.—Although several ministers are out of town today, a cabinet council was called for the purpose of conferring with the Manitoba delegation of the school question. The meeting lasted until 11 o'clock. The basic of settlement were talked over with Hon. Mr. Cameron, provincial secretary, who was invited into the council chamber. Negotiations will be in progress two or three days, and by Friday, when a full meeting of the council is to be held, the terms of settlement will probably be reached.

The meeting was presided over by Mr. Cameron, and the chief feature of the day was a discussion of the school question. The Manitoba delegation, headed by Mr. Cameron, was in full view of the school question. The Manitoba delegation, headed by Mr. Cameron, was in full view of the school question.

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Although today's decision of the supreme court on the fisheries reference was expected, undoubtedly to case will be carried to the judicial committee of the privy council for final settlement. The questions submitted to the court arose in the case of the Queen v. Robertson, decided by the supreme court of Canada in 1882.

That was a case where the right of the minister of marine and fisheries to give a lease of a portion of the Miramichi river for the purpose of fishing was challenged by C. A. Robertson, who was interrupted in the enjoyment of his fishing. The court held that the general power of regulating and protecting the fisheries is in the parliament of Canada, but that the license granted by the minister of marine and fisheries was void because the law only authorized the granting of leases "where the exclusive right of fishing does not already exist by law."

Practically the judges are in accord in favor of the provinces, except inasmuch as it confirms the judgment in the Queen v. Robertson in respect of non-navigable waters and extends the same rule of law to all navigable rivers and great lakes, the beds of which are wholly in the provinces, the right of fishing therein being a public common right, subject to provincial legislation.

By the judgment today the dominion is confined to the powers of conservancy and regulation of fisheries. The dominion has power to enact the imposition of a general license upon all persons fishing, but such licenses cannot be restricted to any particular locality. The dominion power is general and cannot give a license for any particular lake, river, or other water.

In the case of public harbors, the judgment of the supreme court in the case of *Horsman v. Green* is recognized, the lands thereof belonging to the dominion and as a consequence the right of fishing therein also belongs to the dominion. The dominion has also control of waters upon the Indian reserves. The dominion has no power to grant a lease, that is covering a certain area of water for fishing in any part of the dominion. In tidal waters neither the dominion nor province has any power to restrict the public right of fishing. The Ontario Fishery Act is legal, except it may interfere with the dominion power regarding the conservancy of the fisheries, but the Ontario act will be good unless the dominion has legislated in that particular case, and finds that the Fishery Act of the dominion, except in a few unimportant matters, is ultra vires.

The customs department warns collectors to scrutinize closely the invoices of a New York needle company which is in the habit of supplying false invoices to its customers. Hon. John Costigan left for New Brunswick today on a two months' hunting trip. Ottawa, Oct. 14.—John Costigan, M. P., president of the Ottawa Gas Company, who spent many years in Australia, and is thoroughly conversant with the gold mining districts there, has returned from the Kootenay country. He says the gold prospects there are very bright.

Mr. Harris thinks some newspaper men ought to accompany him to the Northwest to see what public works were really required there. The Ontario list in the supreme court will be taken up next Tuesday. The New York state hatchery has again applied to the dominion government for fish ova, tribute to the tenantry of our hatcheries. There was no meeting in connection with the school question today owing to the absence in Montreal of J. H. Russell of Halifax.

Tourist Travel.

Some Valuable Suggestions from J. F. Masters of the D. A. R.

The St. John River is Not Sufficiently Advertised—How is Travel to be Created?

Mr. F. P. Provan, M. P., is here again in connection with the extension of the time for the Chignecto Ship Railway Co. E. Dawson, chief tidal officer of the marine department, has just returned to the capital. During the season just closing, the northeastern arm of the Gulf from Anticosti to Belle Isle has been under examination, and through it there passes all Atlantic traffic which takes the Belle Isle route. This arm of the Gulf has an area as large as the English channel and to ascertain the nature of the current in such an area, even in a general way, is a good season's work.

The steamship Landsdowne of the marine department has now returned after spending three months in this service. The report cabled from London that the government has decided upon a change in its immigration policy and is already moving in that direction, meets with a denial here. There are a dozen different moves ascribed to the new government matters which have never even been discussed in council and the above is one of these.

The immigration policy will be dealt with when the minister of the interior takes office and not before then, as it is a matter in which his opinion would have particular weight. The mounted police department was advised today of trouble among the Blood Indians near MacLeod. Yesterday one Indian was killed by another and an attempt was made to murder Farm Instructor McNeil, but the latter escaped with slight injuries. There is considerable comment in political circles over the absence from Ottawa of Hon. Mr. Joly. It is said that he is greatly annoyed because Mr. Paterson and he were not made full fledged ministers at the recent session, as promised by Premier Laurier when the ministry was formed.

The controller of customs will not likely promulgate any more decisions of the customs board in view of the prospective changes in the tariff. It is currently reported that the provinces will make further substantial claims as a result of the recent decision by the supreme court on the fisheries reference. A rumor is afloat tonight that Hayter Reed is to be superannuated and replaced by A. E. Forget, assistant Indian commissioner. Hon. Mr. Davies leaves for P. E. Island Monday to bring his family here to Ottawa. He has rented a house.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

AMHERST.

Judge Henry Hearing the Case of A. D. Taylor and T. S. Rogers Against Amelia Black.

The Case of Richard Soy Against E. D. Woodlock Withdrawn—A Coming Wedding.

Amherst, Oct. 14.—The supreme court opened here yesterday, Judge Henry presiding. The first case tried was that of A. D. Taylor and T. S. Rogers against Amelia Black. J. M. Townshend, Q. C., and Hon. A. B. Dickey, Q. C., appeared for the plaintiff; W. T. Pipes, Q. C., and W. B. Ross of Halifax for the defendant. The action is to compel the defendant, Amelia Black, the executrix of the late Eliza Embree, to carry out a contract entered into by said Eliza Embree for the transferee of certain properties in the town of Amherst to the plaintiff, A. D. Taylor. The principal offence is that the plaintiff exercised undue influence over the mind of the late Eliza Embree in executing the bond which forms the basis of the contract. A very fine point of law as to the admissibility of evidence showing the state of mind of the late Eliza Embree with regard to the disposition of the certain property is involved, and the greater part of yesterday afternoon and this morning was spent in hearing arguments of counsel in reference to the admission of this evidence. Judge Henry finally decided to admit the evidence subject to objection, a decision considered favorable to the defence, but which may furnish grounds for an appeal to the privy council.

The case of Richard Soy, policeman, against E. D. Woodlock of the Central Hotel, Fugwash, an action for malicious prosecution, was withdrawn, both sides agreeing to pay their own costs. The action was the outcome of a Scott act raid made by Soy on Woodlock's premises, after which Woodlock had Soy arrested on a charge of stealing a sum of money from the till in the bar room while making the said raid, but of which charge Soy was on trial acquitted.

A pleasant event this afternoon at the residence of Humphrey Tuttle, East Leicester, was the marriage of his daughter, Bertha, to Albert, son of Ralph Doncaster, West Leicester. Rev. Mr. Knowlton, Baptist minister, tying the nuptial knot. Another event of interest was the marriage yesterday by Rev. J. H. Macdonald of Miss Grace Soutar to John Egan, both parties being residents at Seckville.

Invitations are out for the marriage on the 21st inst. of Miss Belle Millmore, daughter of W. C. Millmore of Westmorland point to Robert Dobson of Joliveau, now residing at Southampton. Also for the marriage on the 28th inst. at the residence of Joseph Dixon, Point de Bute, of his daughter, Miss Demeter Dixon, to Dr. Edgar M. Copp of the same place.

Mrs. W. B. Andrews of Amherst died yesterday, aged 33 years. The deceased was a daughter of John C. Lusby, and leaves a husband and two young children—boys. She was sister to Mrs. Wm. Dowlin of Amherst, Mrs. Goodwin of Kaslo, B. C., James, John and Blair Lusby of Amherst.

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THE GRAND TRUNK.

Annual Meeting of the Company in London.

General Manager Hays Charged With Favoring Americans.

President Wilson Defends the Management—The Portland, Me., Elevator.

London, Oct. 14.—The Grand Trunk yearly meeting today was called to order with a large attendance. In his address, the president and chairman, Sir Charles Rivers-Wilson, said the Grand Trunk Railway Company expected the Canadian government to increase the road's allowance. As to business conditions, he said there were symptoms of returning confidence in trade, both in Canada and the United States. This would be increased when the presidential elections were over. He laughingly denied a charge of personal extravagance, and defended himself against reporting the new president's car. The old car, he alleged, was reported unsafe. In fact, the attack was a result of the picturesque imagination of the Canadian reporters, who had dwelt upon the beauty of the new conveyance provided for the president.

Next Sir Charles turned to the Grand Trunk's changes in its staff. In this respect he saved \$50,000 a year. The company had in C. H. Hays probably the best man to be found. As to the charge of Americanizing the Grand Trunk, it was a gross exaggeration. "It," said Sir Charles, "the company committed an error in taking on Mr. Hays from the United States to Canada, I wish in the interests of the company that they could commit many such errors."

A few of the new officers were from the United States, the president continued, but the Grand Trunk was in a certain sense an American line. The natural terminus was Chicago. He would remind his hearers that the board, too, had their personal feelings, but would never allow such sentimental considerations, however respectable and commendable, to override the best interests of the company. It was a fact that the mass of employees would be entirely recruited from Canada and England.

The board's policy must be a waiting policy, pending expected improved conditions. The present period must be an experimental one. He was convinced the existing conditions were exceptional and transitory. In accordance with this general conviction, the speaker announced that no scheme for the reconstruction of the capital of the company had been considered. Some people asked how the accumulated debt balances were to be dealt with. His reply was that when the company had earned the fixed charges, the board would be prepared to submit a proposal to remove the incumbrance, in conformity with certain precedents of the Grand Trunk.

Sir Charles Rivers-Wilson said that he had discussed the coal question with the Canadian statesmen, and had great confidence that the duty would be removed. Mr. Jefferey, an ex-director, and some of the other speakers urged, in view of the recent strained relations between Great Britain and the United States, that it was unwise to let the Grand Trunk road, built with British money on British soil, be managed so largely by Americans, appointed over the heads of Canadians and Englishmen.

Mr. Baker then moved an amendment to the directors' report, refusing the sanction of the grain elevator at the Portland, Maine, grain elevator. Mr. Baker's amendment was then rejected. It was the only one. The motion supporting the report was adopted unanimously and the meeting then adjourned.

HE SENDS IT FREE.

Physician's Prescription for Cure of Weakness in Men.

When a man has suffered for many years with a weakness that blights his life and robs him of all that really makes life worth living; when after years of doctoring with all sorts of patent medicines and alleged remedies, he discovers a remedy that brings back to him the power and physical energy that seemed to him lost forever, he naturally feels generous. He wants his fellowmen to know about it. He feels that his mission on earth is to get out of his fellow men who are today suffering with a shattered nervous system, just as he did, men, who by their own secret follies, are suffering a mental torture that words cannot adequately describe.

The world has come to look at such sufferers in a different light from former days. It now regards them as unfortunate, not criminal. They have lacked moral courage. They may be victims of inherited passion, or they have acquired secret habits from evil associates. But whatever may have been the incentive that causes a man to degrade his being and isolate himself from society he needs a friend. He needs the right hand of fellowship and good cheer. It is wrong to denounce him for his folly, and it is wrong to advise him to give him advice. He must have the hungry man's bread, not a stone, offered him. That is why I send the prescription which made me a man among men, free to any one who writes for it. It is the answer to the prayer of suffering men, and I have the assurance of publicity, and I, therefore, send the prescription to any man who sends me ten cents, to say how glad they were to get this prescription, and every mail brings encouraging reports of severe cases of physical debility cured, and unnumbered cases restored to natural strength.

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A Floating Island. Middlebury, N. Y., Oct. 12.—After a year's anchorage on one side of Memphris Island, a floating island, containing about two acres of land, better her friends. Words cannot express the indignation felt towards the ministerial company, which will show its wisdom in not including Woodstock in its next tour.—Press.

FREDERICTON.

House of Henry Estabrooks, Lower Burton, Destroyed and Two Lives Lost.

Fredricton, Oct. 14.—Two people were burned to death and the dwelling house of Henry Estabrooks destroyed by fire about two o'clock this morning, was the report which reached here about noon today. Later advices confirm this and there is now little doubt of the truth. Mr. Estabrooks is a well-to-do farmer, residing in Lower Burton, about two miles above Upper Gasquetown. During the gale last night his dwelling caught fire, how is not known, and when the family awoke they had difficulty in escaping with their lives, some being forced to jump from the upper window. In the confusion at first none were missed, but soon it was discovered that the hired man, Sylvester Wright (colored), about thirty-five years old, and Amelia Appleby, a domestic, missing and could not be found. Then it was impossible to reach them, and in a few minutes the shrieks of the unfortunate people were heard above the roar of the wind and flames. Their charred remains were found among the ruins this afternoon. Mr. Estabrook's loss is estimated at \$2,500 to \$3,000; insurance, \$1,200. It is also said that \$175 in cash was burned with the rest. A suitably nothing was saved from the building, the company and a guest, Miss Simpson of Gasquetown, barely escaped with their lives, clad in their night clothes only, and had to be cared for by neighbors.

Wm. Hawthorn of Upper Kent, Carleton county, employed at the Aberdeen mill, stumbled this morning and cut his foot badly on a rotary. A very successful reception was held at the University this evening to the freshmen class.

MATABELE TROUBLE OVER.

Buluwayo, Matabeleland, Oct. 13. (delayed in transmission)—Ceil Rhodes, Earl Grey, administrator for the British South Africa company, and other chief officials, have held a final indaba with the Matabele chiefs. Mr. Rhodes announced to them that after yielding up their arms and those of their number who had been guilty of murdering whites, the Matabele must locate themselves in specified districts of the country. A few principal chiefs would be held responsible and would receive monthly salaries from the British Chartered South Africa company. The chiefs all agreed to this proposition, and it is considered that the whole Matabele trouble is now at an end.

THE CAPES ROUTE.

(Amherst Press.)

The government has purchased a specially constructed steamer, which it announces will be placed on the route between Cape Tormentine, N. B., and Cape Traverse, P. E. I., during the coming winter for the conveyance of passengers and mails to and from Prince Edward Island. In the past this service has been performed by a steamer running from Georgetown, P. E. I., to Pictou, and by iceboats between the capes, but it has been thought that a steamer could run as well over the latter route as on the former and the cost and time would be greatly lessened. During the past few years reliable observations have been taken by Capt. Strang of Cape Traverse, and he is of the opinion that in an average season the ice is as favorable for crossing between the capes as between Georgetown and Pictou, and that rarely would a crossing be impossible and frequently for the greater part of the distance, nine miles, the water is open water. Should the capes route be practicable it will not be rare to have St. John papers delivered at Charlottetown by nine o'clock in the evening, where under the old arrangement it took two days. At any rate the experiment is worth the trying.

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