THE HERALD

WEDNESDAY, MAY 9th, 1906.

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JAMES McISAAC
Editor & Proprietor.

Please send in your subscriptions.

COUNT Witte has retired from the Russian Premiership and is succeeded by Goremykin, who has formed a new ministry. The elections are over and the first Parliament opens to-morrow. The opening ceremonies will be on a magnificent scale. The Emperor will open Parliament in person and all members of the Royal family and all the ladies and gentlemen of the Court, and civic and military officers are expected to be in attendance. The new Parliament is made up of many parties; but the constitutional Democrats have a majority.

IN London, on the 2nd inst., Sir Thomas Shanghnessey, President of the Canadian Pacific Railway Company, created some stir by a speech made at the Canadian Club, in connection with the Canadian Pacific Empress subsidy. This subsidy is voted from the Imperial Treasury, and it was stated at this meeting by the Secretary for the Colonies, Lord Elgin, that it was to be continued for two years. Lord Elgin gave the impression that the continuance of the subsidy was only secured by himself and Lord Strathcona, Canadian High Commissioner, from the chancellor of the exchequer, with great difficulty. It is understood that both the Admiralty and the Post Office were opposed to the subsidy on their special grounds. The persistence with which Lord Strathcona insisted on the Impertal claims of the Canadian Pacific route, at length overcame the departmental obstacles. Sir Thomas Shanghnessey welcomed the announcement of the Colonial Secretary on the principle, that half a loaf is better than no bread. It was the outspoken way in which he commented, in the presence of the Colonial Secretary, on the neglect of British Ministers and permanent officials to visit Canada and become acquainted with the actual conditions of the empire they were sharged to govern, that attracted such special attention. Referring especially to the permanent head of the Canadian department of the colonial office, who was present, Sir Thomas expressed astonishment that he had never been in Canada, and should be the incumbent. A man holding such a position should spend at least three months in Canada every year (general cheers). It was recently stated in the Canadian senate that no minister while in office had ever visited Canada. These were conditions requiring attention. Sir Thomas continued as follows: "A few years ago, when trade questions were discussed between Canada and the United States we were treated with something in the nature of contempt. Are we going to permit the Rockfellers, Carnegies, Hills and other men to introduce the United States policy in Canadian trade relations, which may lead to most serious results in the future? Are we so supine as to let them determine Canada's future career? I do not know by what means we can prevent them from carrying their objects into practice, but whether by free trade or fair trade or a combination of free trade and fair trade, we must attempt to do it." Lord Strathcona in his speech was equally frank. As regards the new Canadian Atlantic service he said he was satisfied it would not not be satisfactory until the passage from land to land was made by Canadian steamships inside of four days. Plain speech of this kind may do those officials some good and rouse them to a sense of the obligation that should rest on them to become somewhat acquainted with the actual condition of affairs in the Greater Britain on this side of the Atlantic.

A score of boys confined in the Industrial School, Halifax, made a bold dash for liberty last Sunday night, and fourteen escaped. The boys evidently agreed upon their plans during the day, and when an opportunity offered they dashed from the building and into the wood. Most of the boys who escaped belong outside of the city. The police have been informed and efforts are made to round them up.

There was not a very large attendance at the market yesterday, and prices were little different from last week. Potatoes have made a little advance, as will be seen by reference to the list of prices. There was a large quantity of fish, herring and codfish. The codfish seem to be exceptionally large and fine looking. Herring were 10 to 12 cents a dozen, and codfish 4 cents a pound.

Ottawa Weekly Letter.

Endorsed the Cancelled Contract.

Government Majority reduced by two

A $340 Company.—Liberal advice concerning Barnacles.—Sifton's Belated Defiance.—The Senate and Liberal Platforms.

Mr. Fitzpatrick to leave the Government.

Elevators that do not elevate.—Death of Hon Peter White.—Aylesworth and the Postmasters.

OTTAWA, MPY 5.

The principal controversial themes of this week in the House of Commons, besides the North Atlantic Trading Contract were Senate reform and the dismissal of Post Masters.

A short and incomplete discussion took place on the question of Parliamentary indemnities and allowances to retired Ministers; progress was made with the Railroad Act amendments, the Fruit Marks Bill and several other measures, and something was done in supply.

BY 54 MAJORITY.

On Tuesday evening the House by a vote of 115 to 61 declared that the immigration contract which the Government has cancelled, was not injurious, improvident and absurd. It was a straight party vote except that Mr. Bourassa and Mr. Verville who are Liberals, supported Mr. Foster's motion condemning the contract.

Tuesday's debate, occupying the whole of the afternoon and evening until two o'clock in the morning, was warm and at times exciting. Mr. Miller on the Government side was followed by Mr. Lake the able Conservative member from Saskatchewan, now serving his first parliamentary term. Afterward Sir Wilfrid Laurier, Mr. Borden, Mr. Fisher and Mr. Stockton, of St. John, spoke in order, Mr. Bourassa, from his independent point of view, closing the discussion. Mr. Lake showed very clearly that the immigrants upon whom bonuses had been paid to the extent of hundreds of thousands, had come to the West without any assistance or inducement from the company. Settlers in the West sent their own money to bring out friends and relatives, and the Government paid favored but anonymous friends five dollars per head for watching them come.

THE PREMIER'S WEAK DEFENCE.

Sir Wilfrid Laurier's defence could hardly be called a defense at all. He argued that if the immigrants got here they were worth a thousand dollars each to the country and therefore five dollars a head was not too much to pay. He did not even attempt to connect the company which got the money with the immigrants who came, and failed altogether to explain why a contract so good as this was claimed to be, should have been cancelled. Beyond making the general statement that the contractors had failed to carry out their obligations, he could not be induced to explain what the company had failed to do.

Mostly his speech was declamation. The premier said that Canada was a great country and had become so in the last ten years. He asserted that ten years ago you could have counted on your two hands all men of consequence from the Mother Country who realized that such a country as Canada existed. In short, as Mr. Borden afterward observed, the Premier thought that Canada shone simply by his own reflected glory.

A QUEER COMPANY.

The Premier gave Mr. Borden an excellent opportunity for reply and the opposition leader rose to the occasion. He rehearsed once more the bad features of the contract showing that it was made in secret and without authority of parliament, that the company professed to be a body corporate chartered in Amsterdam, when it was not; that it used a false seal and when the fraud was discovered the contractors went for incorporation to the island of Guernsey, the only place in the British Isles which is exempt from penalties with regard to fraudulent and fictitious companies. Mr. Borden showed that the company had a paid up capital stock of only $340,47 although it had received $300,000 from the Dominion treasury. Last year Mr. Oliver promised full information concerning the contractors. This year he not only refused to tell who they were, but prevented his own officers from procuring the information from the committee. Last year he declared the contractors were responsible shipping agents. This year he does not know who they are.

BOGUS REASONS.

Mr. Borden declared that he did not believe that the excuses which the Minister and the Premier gave for cancelling the contract were the true reasons. The statement that the immigration from Norway, Sweden and Finland had recently fallen off, which was made the ground for the cancellation, was not true. There had been a greater falling off previous to last year, when the Minister voted down a motion to cancel the contract. Clearly the Government had some reason other than that given, and the reason was one which the Ministers were afraid to announce. The leader of the Opposition was especially severe in his critcism of Mr. Smart's conduct in burning papers and destroying evidence, and he would not take very seriously the promise of the Premier that if any wrong were discovered, the perpetrator would be punished. Sir Wilfrid had made the same promise with regard to the West Huron election frauds and the Yukon scandals. In one case he strangled the enquiry as soon as it began to reach the criminals, in the other he choked it off at the beginning.

A LIBERAL WARNING.

Mr. Bourassa closed the debate from the Liberal benches by some strong censure of the Government and sage advice to his leader. After declaring that Sir Wilfrid Laurier had made a great mistake in forming an alliance with Mr. Sifton, Mr. Bourassa warned the Premier of the dangers ahead of him. He said:—

"A few years ago, when the term of office of the Liberal Government in Toronto was coming to a close, sound advice was given by some of their best friends to the members of the Ross Government. That advice was that the barnacles upon the party ship should be treated with an iron hand. Sir, there are to-day thousands of independent Liberals, not only in Quebec but throughout the Dominion, who feel that if the precent Minister of the Interior (Mr, Oliver) had risen in this house, and stated that the good faith of this government had been abused by the great man from the west (Mr. Sifton) it would have made an entirely different situation. And this is not the last time it will be shown that a great mistake was made when this man was put into the government, that a great mistake was made in bringing (the premier) him to terms dictated by the hon. member for Brandon (Mr. Sifton). It will be found that those who not only to-day, but years ago, warned the government that the ex-Minister of the Interior would be the cause of the wreck of the Liberal party were among the best friends this government ever had."

THESE WITNESSES WILL NOT COME.

Meanwhile the investigation into this contract goes on. It has been found as was suspected before that Lord Strathcona never favored this contract. A letter has been received from him making this statement. Superintendent Scott of the Immigration Department has stated an oath, that he knows nothing of any recent failure of the company which justifies a reversal of government policy. Mr. Sifton's former secretary, Mr Gollier, who is now said to be in the Western States, is wanted to give evidence, and so is a lady who was formerly a stenographer in the department, and is now said to be abroad also. As it seemed necessary to protect these witnesses from arrest should they return, members of the committee prompting the enquiry asked for a safeguard. The government majority refused this and this evidence will not be obtained.

Mr Sifton has been away since the enquiry into the contract began. People have almost forgotten that he is still a member for Brandon, but he dropped in on Wednesday, the day after the vote was taken and at once began to defy everybody to make charges against him. It is not expected, however, that he will give much help to those who want to know who got the money.

SENATE REFORM.

A resolution was moved by Mr McIntyre, a government supporter, seconded by another liberal, in favor of Senate reform. They advocated the abolition of life senatorships and appointment for three parliaments, or fifteen years with an age limit of eighty. The most interesting parts, of their address were quotations from the Liberal platform and certain Ottawa Convention speeches from Sir Richard Cartwright, Sir Oliver Mowat and other leading Liberals, in favor of Senate reform. After they were heard, the Premier spoke vaguely on the subject, asking his friends to kindly withdraw their resolution, and promising to lay the matter before a conference of provincial ministers at the close of the session. Sir Wilfrid suggested the election of senators by the provincial legislatures in such form that each party in the legislature would be represented according to its numbers, Nobody seemed to think that this proposition was serious, and Mr Borden intimated that the Premier would no doubt accomplish as much in the way of Senate reform during the rest of his short term in office, as he had done in the last ten years."

THE SPOILS SYSTEM.

Probably Mr Aylesworth is sorry now that he dismissed the Post-master of Cannington on the ground that this officer had someinterest in a small grocery, which interest the Postmaster denied. Mr Aylesworth himself is gaining thousands of dollars in outside practise in addition to his $9,500 income and he can hardly show good cause for this treatment of a $900 official. About a score of members during the afternoon told him about liberal postmasters with much larger salaries that the Cannington man, who are carrying on private business most of their time. Finally Mr Aylesworth took refuge in the plea that all the postmasters held office only at the will of the Minister and had no grievance if he should dismiss them at any time. This rather startling announcement may be found interesting in the future when a change of government takes place.

THE THIN RED LINE.

A Committee of the Commons, with Mr Aylesworth in the chair, is revising the election and franchise laws. Bills amending existing Acts have been referred to this committee, which includes some of the leading lawyers in parliament. It was thought that in order to find a remedy for election frauds the character of the offences should be understood. For that purpose witnesses and papers concerning the Red Line case were brought to the committee room. Here is the story as partly presented to the Committee:

Previous to the General Election of 1904 the printed list of voters for Selkirk constituency, Manitoba, was forwarded to the riding by the King's Printer. This list was posted in post offices and public places, and was the only one seen by most of the electors before polling day. But when the polls opened it was found that the returning officers had been supplied with an official list in which many names in the original document had been crossed out with a red line. At the Beausejour poll 41 names had been marked off and transferred to other polls in the district. This red line list had been prepared and marked in the local Liberal committee room. Private notice was given to Liberals transferred to other polls, while Conservatives had no public or private information and went to the polls assigned them in the posted list. Ballots were refused them, but no one could tell them where they had a right to vote, even if there had been time to get to the place. At Beausejour, according to Henry Gibson, who testified the polling officer accepted the ballots conditionally, placing them in a separate envelope. When this envelope was opened it was found to contain sixteen Conservatives and two Liberal ballots. The witness said that one Liberal had arrived from Ontario too late to be sent to the poll assigned him. The other vote was cast by a Conservative who made a mistake in marking his ballot. The twenty-three Liberals who had been transferred knew where to go and got in their votes at the proper place. Such was the information given to the elections laws committee. The attempt to follow up the inquiry was discreetly headed off by the Government supporters in the committee and by the Minister in the chair. They did not think it relevant.

CABINET CHANGES.

Announcement is made of the retirement of Chief Justice Sir E. Taschereau on a pension equal to his full salary. It is expected that Mr Fitzpatrick, Minister of Justice, will succeed him, and that Mr Aylesworth will leave the Post Office Department to become Minister of Justice. This change will remove from the cabinet the strongest colleague of the premier, and who has been of the greatest assistance to Sir Wilfrid in parliament. Mr Fitzpatrick easily commnads the attention of the House and has helped the premier out of many difficulties. He will be succeeded in the Justice Department by Mr Aylesworth, who has helped the premier into many difficulties.

THE LATE MR. WHITE.

Genuine and hearty expressions of sorrow came from both sides of the House when word arrived of the death of Hon Peter White, the Conservative member for North Renfrew, and former Speaker of the Commons. It was the fortune of Mr White to occupy the chair during a time of considerable stress, and members who were in the seventh parliament with him did not wait until their Speaker's death to say that he was a model presiding officer. He sat in six parliaments and was one of the old guard who surrounded Sir John A Macdonald when he was leader of the Opposition. In brief addresses Sir Wilfrid Laurier and Mr Bodren paid high tribute to the character of their late colleague.

NOT MUCH DOING.

A fine illustration of how not to do it is afforded by the Intercolonial grain elevator at St John, N B. This structure cost the country $160,321. It has a capacity of 500,000 bushels. In the fiscal year 1905, 480,000 bushels of grain passed through this elevator, or not quite enough to fill at once. The total quantity which has been in the elevator in the six years since 1900 is 255,000 bushels, or about half enough to fill the bins. There are other elevators in St. John, not built by the government, which cost much less, and are handling millions of bushels of grain annually. But the government elevator stands empty and idle.

Montcalm Coming.

In the Dominion Senate Thursday, Senator Ferguson brought up the question of communication between P E Island and the Mainland. This, he said was a vital matter to the commerce on the Island. The people on the Island has been led to believe that the vote of $175,000 passed last session was to be spent in obtaining a new and more powerful ice-breaking steamer to be placed on the Northumberland Strait in winter, by November, 1906, and to have horse-power of not less than 3,000. Hon Mr Scott said that he believed the Island service was being reasonably performed by the steamers Stanley and Minto. In addition, during the coming winter the ice-breaker, Montcalm, would be taken from the St Lawrence route and put on Northumberland Straits.

Used Wine for Fire.

An incident of the fire in the Latin quarter on the slope of Telegraph Hill, San Francisco, is worthy of note The only available water supply was found in a well drug in early days. At a critical moment the pump suddenly sucked dry, and the water in the well was exhausted. One who was not on that hill in the circle of flame cannot even imagine the situation. "There is a last chance boys," was shouted and Italian residents crashed in their cellar doors with axes and, calling for assistance, began rolling out barrels of red wine. The cellars gave forth barrel after barrel until there were fully 500 barrels ready for use. Then barrel heads were smashed in and the bucket brigade turned from water to wine. Sacks were dipped in the wine and used for beating out the fire. Beds were stripped of their blankets, and these were soaked and hung over the exposed portions of the cottages, and men on roofs, drenched the shingles and sides of the house with wine, and the wine won. All Friday afternoon and until Saturday morning those lads on the hill carried on the fight, much of the time using wine instead of water. They saved their homes and went thirsty to save the wine to pour on the fire.

Pacific Turbiner.

Marine men and others are awaiting with much interest the arrival of the Madeno of the Canadian-Australian line, now on her maiden voyage from Sydney, Australia, to Victoria, B. C. She is the first turbine liner to cross the Pacific, and furthermore is one of the most magnificent vessels to engage in the Pacific trade. She is elaborately fitted out for passengers, of whom she carries 223 first class, 116 second and 60 third. On her official trial trip to the Madeno attained a man espeed of 17.5 knots.

Remarkable Man Dead.

The death is announced of Herr Hans Fromm, a hotel proprietor of Willenberg, East Prussia, who enjoyed the reputation of being the heaviest man in Europe. Herr Fromm turned the scale at nearly 600 pounds. He stood 5 feet 8½ in. in his socks, and measured 72 inches across the chest by 79 inches around the waist. He always enjoyed a magnificent appetite and was of a very happy disposition, although, owing to his vast bulk, locomotion soon became troublesome to him. He seldom left his house. The last time he showed himself in the public streets was six years ago, when he went to inspect a new railway station, and this was quite an event for the inhabitants of Willenberg. At one time there was some talk of Herr Fromm accepting an engagement on the music hall stage in Paris, but the project fell through as there was not a railway carriage that would accomodate him, and he refused to travel in a freight car.

Back from the Indies.

The schooner Corona, Capt Anderson, arrived here last Friday night from Barbadoes with a cargo of molasses for Carvell, Rattenbury & Messervey. The Corona since leaving here September 17th last, has covered quite a portion of the globe. From here she went to Pictou and Sydney, from Sydney to St John's Nfld, from there to Pernambuco, Brazil, thence to New York, arriving January 23rd, 28 days from Pernambuco. She then sailed to Cayenne, French Guiana, arriving there on March 8th. She sailed from that port for Barbadoes and arrived on the 30th. On April the 10th she sailed from Barbadoes for Charlottetown, arriving here at ten o'clock last Friday night. She experienced two solid weeks of heavy weather, with head winds and heavy rain during which it was found necessary to have the vessel kept "hove to" at different times for quite a while. Very heavy seas were running and it was feared that the cargo would be damaged but the Corona made good and finally reached her destination safe and sound. She will likely load a cargo of produce in a few days for the West Indies.

Bavarian Abandoned.

On the 1st, inst, Mr T N Armit, representative of the British East Coast Salvage Company, who, with two Scottish divers, completed an investigation of the position of the Allan passenger steamer Bavarian, on the rocks, opposite the Grosse Isle quarantine station, in the St Lawrence He reported the steamer on an irregular bed of very rough rocks, with many spaces between them, by which a diver can crawl well underneath the broken bottom on both sides The driver reported many breaks in the bottom plating which he could repair and several that he could remove by explosives. Mr Armit said he could float the steamer, although it would be an undertaking of great magnitude. It would require three months and would necessitate his bringing out from Glasgow, his own wrecking steamer and plant and forty experienced wreckers. He was ready to commence if the underwriters so ordered. On Friday last he received a cablegram advising him that the underwriters had decided to abandon the vessel unless he would undertake to raise her at his risk. Mr Armit, who estimates the cost of floating the vessel at $100,000 and a further sum of $500,000 to reconstruct the ship, would not undertake the risk, feeling that his task would be problematical, and he does not care to risk such a financial obligation, consequently he returned that afternoon to Scotland via New York.

The Empress of Britain.

The new Canadian Pacific liner Empress of Britain sailed from London Saturday, on her maiden voyage to Quebec with a big complement of passengers, including Sir Thomas Shaughnessy, president, and other officials of the Canadian Pacific Railway. The steamship was given an enthusiastic send-off. Thousands of spectators assembled on the landing stage and cheered as the vessel moved into mid-stream. Those present on the deck included officials and directors of the company and a number of members of the engineering staff. The Empress of Britain, with her sister ship, the Empress of Ireland, which is to make her maiden voyage next month, is a decided acquisition to the Canadian Pacific fleet which already numbers sixty vessels, including the new Empresses and other craft under construction—thirteen steamships on the Atlantic, six on the Pacific Ocean, thirteen on the Pacific Coast service, fifteen on the inland waters of British Columbia, and three on the Upper Lakes. The Empress of Britain is the largest and fastest steamer on the Atlantic route to Canada. In her trial off Liverpool last month she developed 19¾ knots speed and may be counted on to complete the passage to Quebec well within a week, thus marking a distinct advance in the Canadian steamship service. The actual measurements of the Empress of Britain are: length, 550, feet, breadth, 65 feet, and depth to the upper deck, 40 feet. Her registered tonnage is 14,500 and displacement about 20,000. There are many new and interesting features on the steamship, among them ventilation and heating by the thermo system, completely changing the air in each compartment every ten minutes; submarine bell signal, telephones, wireless telegraph apparatus, superb fittings and accommodation, dining saloons, ladies' saloons, smoking rooms, library music rooms, cafe and children's saloons; several suites, consisting of bedroom, sitting room and bathroom, and horseshoe shaped tables fitted in the dining room for small parties.

The Pleague Spreads.

London advices of the 1st. inst., say: Medical science seems powerless to steam the progress of two terrible scourges, the plague and the sleeping or beriberi. During March in India the plague increased rapidly in every province, and reappeared in a district from which it was supposed to have been banished. Bengal has been reporting 5,000 deaths a week, and Calcutta had forty deaths in one day in March. Bombay has 150 deaths every day. Matters are equally bad in the central province, in spite of the splendid efforts to crush the disease by segregation inoculation, etc. The sickness is proving equally deadly in Africa, and has now reached the west shores of Lake Mweru and Tanganyike, where the natives are dying by the thousand. British Central Africa is threatened, and there is every reason to fear that the diseased in time will reach the thickly populated country. Mr. Whyte, chief of scientific department of the Colonial Office, thinks the spread of the disease is chiefly due to the increased facilities of transport under British rule. The natives are now constantly moving, whereas in the old days of tribal wars they did not move far from the native villages. Then a man who was attacked with the disease was taken to a forest and killed. A similar reason is given for the rapid spread of the plague in India, where the railway, which is used more and more by the natives, enables the plague to spread a hundred miles in a week, where formerly it took two or three years.

DIED

In this city on the 5th May, inst., Matilda, daughter of Martin and Mary Jane Walsh, aged 15 years. May her soul rest in peace.

At New Perth, on Friday, May 4, Mary Jane' beloved daughter of John and Mary Anne Curran, aged 25 years. R. I. P.

In this city, on Tuesday, May 8th Peter Martin, beloved son of Moses and Matilda Martin, aged 22 years, after an illness of over a year which he bore with Christian patience to the Divine Divine Will. R. I. P.

At Glenfinnan on the 8th, inst., Donald A. McDonald, aged 86 years. He leaves to mourn three sons: Rev. J. J. McDonald, Kinkora; David, at Glenfinnan and William, at home; also one daughter, Eliza, at home. Interment takes place tomorrow at Fort Augustus. May his soul rest in peace.

At Lakeville, on April 20th, Columba John, eldest and dearly beloved son of Æneas B. and Mrs. Campbell, aged fifteen years. In January last, he contracted a cold and despite the best of medical skill, and the careful nursing of devoted parents and kind friends, he quietly passed away, as above stated. Deceased was a youth of amiable disposition and manly conduct, and his demise in the springtime of life is deeply regretted by his numerous friends, and the recollection of his many noble qualities will serve to keep his memory green in the community in which he lived. He bore his sufferings with Christian patience and submission to the Divine will, and died perfectly resigned and in the hope of a glorious immortality. Notwithstanding the very bad condition of the roads, his remains were followed by a large concourse of mourners to St. Columba's cemetery, where he was laid to rest. May his soul rest in peace.

Minards Liniment Cures Distemper.

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THE NEW DRESS GOODS AT STANLEY BROS.

Notable Display.

All the fashionable fabrics represented in this stock.

If you like to see dainty designs, neat patterns, fine goods, and all in the best approved and most modern makes, just have a look through our magnificent assortment.

32c. and 50c a yard.

25 pieces double widths in plain and spotted lustres, Navy, Cardinal, Black and Brown. Fine check Mohairs for shirt waist suits, Wool Serges in Navy, Red and Black, worth fully 25 per ct. more.

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A large assortment Mohairs, tweed effects, wool checks, serges and venetians, in all the good colors and black, 5c. yard, worth fully 25 per ct. more.

50c. PER YARD

Homespuns 70c, 80c, $1.10 and $1.25 yard.

Cream goods in Mohairs, Cashmeres, Albatross Cloth, Venetians and fancies.

35c to $1.55 PER YARD

Mail orders promptly attended to.

Samples sent to any address. Just drop us a postal and by return mail you shall receive a full range in each line.

Stanley Bros.

Immigrants Shun the Golden West.

Report of Western Passenger Association shows that most Foreigners remain in Larger Cities to work in Factories.

New Sections unable to attract future citizens.

States which are bidding for Colonists do not appeal to newcomers as do the overpopulated Districts of the East.

The comparative annual report for 1904 and 1905 of the immigration bureau of the Western Passenger Association. given to the public yesterday, shows that while 1,053,575 immigrants were landed at the various ports of the United States, only a small proportion of them reached the agricultural districts of the country. The report shows that more than half of the newcomers remained in the larger cities of the country, where they were able to obtain employment in the mills and factories.

An interesting feature of the report is the fact that only nine states had more than 20,000 immigrants, and that the total for these nine states is 874,080, or four-fifths of the entire number. The states are as follows:

	1905	1904
New York	317,541	282,509
Pennsylvania	222,298	131,467
Illinois	79,139	52,678
Massachusetts	71,514	62,447
New Jersey	58,951	43,387
Ohio	51,242	28,853
Connecticut	26,872	18,974
California	21,166	23,046
	874,080	643,341

NEW SECTIONS ARE IGNORED.

The newer sections of the country, where land is cheap and where there are especial efforts being made to obtain settlers, seems to hold no attractions for the average immigrant. They prefer to remain in the older districts, where they may obtain employment at wages which to them appears almost fabulously large, leaving the opportunities of the so-called golden regions for those who have learned the ways of the new world.

This is shown by the number of immigrants that went to these newer regions. The report gives the following:

	1905	1904
North Dakota	6,353	4,718
South Dakota	3,052	2,655
Texas	4,884	2,952
New Mexico	416	254
Arizona	938	663
Oklahoma	270	273

MINNESOTA IS ONE EXCEPTION.

The only exception to the rule is in Minnesota, where there were 18,343 immigrants received last year, as compared with 13,712 the year before. This is explained by railroad men as being due to the heavy movement of Scandinavian people into Minnesota which has been going on for years. While the report does not attempt to trace individual nationalities, it is declared that a large percentage of the Swedes, Danes and Nowegians who came to this country last year finally settled in Minnesota.

The immigration bureau of the Passenger Association seeks to facilitate the handling of immigrants, and its figures are absolutely correct. Every immigrant who arrives in the country is listed by the bureau, and if he goes to another section of the country upon his arrival a record of his destination is kept. The figures of the bureau thus afford excellent data for basing a study of the immigration question—Chicago Inter-Ocean, April 8th, 1906.

The Prices.

Butter, (fresh)	0.24 to 0.25
Butter (tub)	0.00 to 0.20
Calf skins	00.0 to 0.8½
Ducks (per pair)	0.80 to 1.00
Eggs, per doz	0.14 to 0.15
Fowls (per pr)	1 00 to 1.25
Chickens (per pair)	1.00 to 1.25
Flour (per cwt.)	2.30 to 2.40
Hides	1.00 to 1.25
Hay, per 100 lbs	.45 to 0.48
Mutton, per lb (carcass)	06½ to 0.07
Oatmeal (per cwt)	2.50 to 0.00
Potatoes (buyers price)	0.22 to 0.25
Pork	0 08 to 0.8¾
Sheep pelts	0.75 to 1.00
Turnips	0.10 to 0.12
Turkeys (per lb)	0.00 to 0.00
Geese	0.00 to 0.00
Blk oats	0.38 to 0.40
Pressed hay	0.00 to 9.00
Straw	0.00 to 0.25

Mortgage Sale.

To be sold by public Auction, at the Law Courts Building, in Charlottetown, Thursday, the seventh day of June, A. D. 1906, at 12 o'clock noon; All that tract, piece and parcel of land situate lying and being one portion thereof in Township number twenty-eight, in Prince County, in Prince Edward Island, and the other portion on Township number twenty-nine, in Queen's County, in said Island, bounded and described as follows, that is to say:—Commencing on the west side of the road from Victoria to Tryon at a certain dyke fence, and running thence westwardly along said dyke fence, and continuing the same course thereof crossing the County Line to the east Boundary line of land in possession of George Nicholson; thence north on said boundary line to the aforesaid road: thence following the course of said road eastwardly and southwardly to the place of commencement, containing about thirty acres of land a little more or less.

The above sale is made under and by virtue of and pursuant to a power of sale contained in a certain Indenture of Mortgage dated the twenty-first day of December, A. D., 1898, and made between John J. McLeod, of Crapaud, in Queen's County, aforesaid, Merchant Tailor and Catherine McLeod, his wife, of the one part, and Anne Warburton, of Birch Grove, Roscrea, Tipperary County Ireland, Spinster, of the other part, and assigned by Indenture of Assignment of Mortgage bearing date the twenty-first day of November, A. D., 1904, and made between the said Anne Warburton of the one part and the undersigned of the other part.

For further particulars apply to McLean & McKinnon, Solicitors, Charlottetown.

Dated the ninth day of May, A. D., 1906.

CORNELIUS LOWTHER,
Assignee.

May 9th, 1906—4i

WANTED.

A girl for general housework. Highest wages will be paid to a suitable girl. Apply to the King Edward Hotel.

Ch'town, May 9th, 1906,—tf