

MARCHING BACKWARD.

Plain Truths About British Trade.

By E. E. Williams, Author of "Made in Germany."

As citizens, also, it is largely your own fault that the foreigner beats you in that corporate capacity you call, lamentably, the manufacturer and the producer excuse for their stupor. They say, "What is the use of trying to hold the position against the foreigner, when the government, instead of adding us, as the foreigner does, to the ground for the enemy to march over, and allows all sorts of obstacles to be put in our path to obstruct us, and prevent our making successful exports?"

To be explicit, the British government has abolished all tariff restrictions on the import of foreign, and often bounty-fed imports, which, owing to cheapness of production abroad and cheap transport facilities, compete unfairly, and often irresistibly, against home products in their own market. No other country—not even Mr. Balfour's Turkey—strips its producers naked of government protection. On the other hand, the British government does impose a tariff duty on certain imports which do not compete with home production, which duty is in consequence paid by the consumer. This increases the cost of living in England, and

Indirectly hampers industry. Our European competitors are provided by their government with a magnificent system of technical education; many important industries are thus equipped with a powerful weapon in the fight for markets. There is a sort of something called technical education, which lurks in odd corners of some of our towns. Few people know much about it, and those who do are not warm in their expressions of approval; the system has no cohesion, is poorly endowed, and generally fails to make any impression worth the name on the mental equipment of British youth.

Foreign governments mostly work their own railways, and search carefully for the interests of their own industries by granting them every possible transport facility, particularly in respect of the export trade. The British government does not own the British railways, it grants railway companies monopoly power, and when the companies use their powers for the purpose of crushing home industries to shamelessly, and the public outcry because becomes too clamorous to ignore, certain half-hearted and mostly impotent measures are taken to hold the monopoly powers in check. Foreign governments subsidize their steamship lines, and take care that their people get good value for their money. The British government subsidizes the Peninsular and Oriental Company, even more lavishly than foreign governments subsidize their companies, and this subsidization comes properly within your purview of subsidies. I may, however, go into a little detail in connection with a point bearing on ocean freights.

There is a trade union among certain shipping companies which call itself a shipping conference; it is more usually known outside as the Shipping Ring. Now combinations for mutual assistance exist in all trades, and these perfectly legitimate functions of the Shipping Conference's operations are legitimate and desirable. The Peninsular and Oriental Company is the head and front of this institution. This company is important to bear in mind—is subsidized by the British government to the tune of £400,000 a year. As citizens, therefore, you can deal with it effectively, if you think it has betrayed its trust. It is an English company, remember, lavishly supported by the English government. Its bounden duty, therefore, is to do what it can for English trade. This is how it does it. (I am quoting a confidential report.)

"Confederate steamers carry American cotton goods from New York to Shanghai at 25s. to 26s. 6d., and out of this they pay the Atlantic steamer 6d., leaving only 17s. 6d. to 19s. 6d. for steamer from Liverpool to Shanghai. This is the same class of goods competing with the goods shipped from Liverpool, and paying the Conference steamer from Liverpool 17s. 6d. The same remarks apply to the shipping of machinery from the United States to China, the freight for which is about forty per cent. lower than that from British ports."

"It would not be hard to trace a connection between these facts and the cotton crisis. Here is another instance: The charges have now been altered, but this is how they stood not long ago. The P. and O. start a vessel from Antwerp and take Belgian iron destined for India at 10s. a ton. The ship then comes to London to load up British iron for the same Indian port; and the charge is 15s. 9d. per ton. No wonder the port of Antwerp is progressing so rapidly; and no wonder that Belgium's iron exports to India grew from 55,857 cwt. in 1884 to 1,176,178 cwt. in 1885, while England's in the same period declined from 3,473,219 cwt. to 1,666,721 cwt., and the Belgium's iron exports to India grew from 10,881 cwt. to 448,091 cwt., while England's only grew from 240,149 cwt. to 363,753 cwt. An identical game is played in the South African trade. The present of the South African Merchandise Association, quoting from Government blue books, has pointed out that 'the steamers from America are run by identically the same companies who own the steamships between Great Britain and South Africa. But the rates of freight from that country are actually lower than from the United Kingdom, and that notwithstanding the fact that the distance is longer, and there is absolutely no return cargo.'"

The Difference Referred to is that between 25s. 6d. to 26s. 6d. on the British goods, and 25s. 6d. on the American. The P. and O. company

is not content to ruin its country's trade for the benefit of the foreigner; it buys off opposition, and has paid the Austrian Lloyd and the Rubinsidino lines, two foreign companies, to join in its miserable policy. This is how the money goes which you English citizens allow your government to give to the P. and O. Attempts have been made to break down the tyranny by competition, but the competing lines, if it cannot be bought off, is choked off. Thus, the Tata line, running from Bombay, reduced its rates on cotton, yarn and opium to twelve rupees a ton. The P. and O. replied by reducing theirs to 1-12 rupees; and then, as if that were not enough, offered to carry cotton to Japan free of charge, that so they might effectually crush opposition!

There is one other matter in connection with shipping which should be tabulated. The London Dock charges are so numerous and so high, in comparison with those of Hamburg, Rotterdam and Antwerp, that much of our entrepot trade, particularly drugs, is leaving us for the continent. This, rather than the operation of the Merchandise Marks Act, is the explanation of the loss in London's merchandise.

I have reached the end of my space. I have but barely touched on many important causes of England's retrogression, which are open to remedy in this handsome new structure. I think I have said enough to convince you, as citizens and as business men, you have largely yourselves to blame for the success of the foreigner.

BRUNEST E. WILLIAMS.

LEFEBVRE BRIDGE.

An Address Presented to Premier Emmerson.

The Formal Opening of the Bridge—Description of the Structure—The Speeches.

COLLEGE BRIDGE, Nov. 23.—Today was a gala day at College Bridge, being that set apart for the formal opening of the new steel bridge. Long before the hour set for the opening a large concourse of people had assembled.

The government party, which consisted of Premier Emmerson, Surveyor General Dunn, the minister of agriculture, Mr. LaBillette, Hon. A. D. Richard, W. W. Wells, M.P.P.; L. P. Foss, M.P.P.; Mayor Robinson, M. P. P.; Mr. Moore, accompanied by Judge Landry, A. R. Wetmore, government engineer; A. E. Killip, William Kitchin, builder of the substructure; Mr. Peters of the Record Foundry; Mr. Haines, superintendent of bridge work, and many others arrived by 12 P. M.

After the party had made an inspection of the bridge, the premier mounted the platform and announced that by this great opening he and his wife to the public the new bridge, but before doing so he would ask Mr. Wetmore, the engineer, if the structure was safe. Receiving a reply in the affirmative from the gentleman, he spoke of the great pleasure it afforded him to open the new bridge.

In the course of his remarks, he stated that the first bridge had been opened by a former student of St. Joseph's College, Mr. Justice Landry, who was then minister of public works. He also remarked that as a former student of St. Joseph's, and as present minister of public works, it afforded the greatest pleasure to open this handsome new structure. He then paid a glowing tribute to the late Lefebvre and the good he had done the province by founding the college that was situated on yonder hill.

In recognition, he said, of the good done by this great opening he and his wife had decided to dedicate the new bridge as a monument to his memory. He therefore would christen it "Lefebvre Bridge." Pronouncing these words he threw back a large flag which hung over the end pillar of the bridge, and exposed to view a large nickel plate, which bore the following inscription:

Lefebvre Bridge, Erected 1897, by Province Hon. H. R. Emmerson, Chief Commissioner. A. R. Wetmore, C. E., Government Engineer. William Kitchin, Builder of Substructure. Record Foundry and Machine Co., Builders of the Bridge. In commemoration of the fact that one good quality of the bridge was the material had been obtained in this country, and therefore it was christened as a monument to the noble bearing of the late Lefebvre, and in honor of the noble spirit which he brought to the province.

The chief commissioner then remarked that one good quality of the bridge was the material had been obtained in this country, and therefore it was christened as a monument to the noble bearing of the late Lefebvre, and in honor of the noble spirit which he brought to the province.

Dr. E. T. Gaudet, then stepped forward and read the following address on behalf of the people of Dorchester parish:

COUNTRESS OF LATHOM KILLED.

LONDON, Nov. 23.—The Countess of Lathom, while returning from a shooting party today, was thrown out of a trap and killed near Wigton, Lancashire. The countess, the second daughter of the fourth Earl of Clarendon, the Earl of Lathom is the lord chamberlain of the household of Queen Victoria. The countess was driving a pair of spirited ponies. Suddenly the countess, and the countess, with three ladies who were with her in the trap, were thrown out. She fell into a ditch full of water and the trap fell on top of her. When the ladies were rescued, they found the countess lying motionless. Her body was carried to Lathom Hall. The deceased countess was immensely popular in Lancashire and prominent in every charitable work.

It is not generally known that taking a teaspoonful of vinegar will often cure hiccup.

DR. CHASE'S SYRUP OF LIMESEED AND TURPENTINE. SOOTHES THE THROAT. QUIETS THE COUGH. ALLAYS INFLAMMATION OF THE LUNGS AND BRONCHIAL TUBES. PRICE 25¢

MR. CHAS. BAILEY, of Close Ave., West Works, Manchester, Eng., says: "I consider Dr. Chase's Syrup of Limeseed and Turpentine the most wonderful mixture I ever used. This medicine cured me of a severe attack of L. Grippis very promptly. My wife and child were cured without this preparation in the house."

GOLD ON TOBIQUE.

The Lost Giberson Mine Discovered by One Bailey.

Will it: Tobique Start the World With a Klondyke?

PORT FAIRFIELD, Nov. 22.—George Bailey has returned to town with specimens of gold ore that he claims were taken from the famous "lost Giberson mine." For months Bailey has been searching for this place. The mine has for years been partly a myth, but now Bailey's return seems to establish the fact that Giberson really told the truth. Under these circumstances Port Fairfield and the Tobique region near by in the province is having a little Klondyke excitement of its own.

Nearly a score of years ago one Giberson was a lumberman on the St. John river. He explored his own tract, and after he had bought some land in the Tobique region, which is not far from the eastern Maine border, he went over the tract carefully in order to locate the streams and the woods and searched carefully for "gold veins," so-called. He was engaged in this task that he discovered the gold mine that his reports made famous in that section. Giberson was alone on his exploring trip, but he mined enough at the spot to discover that the mine was rich and extensive. He brought out bags full of samples that he collected over quite a wide radius. These he carried to St. John and had them tested.

The ore was tested, and it was pronounced to be of the best quality, and large profits to any one who chose to mine it. In fact the assayers were enthusiastic over the quality of the specimens that so Giberson assured him. He proposed to operate the mine, but he did not want to start out under any misapprehension.

With the earnest assurances of the assayers behind him, Giberson hurried off up the river with supplies, intending to start right in and work his new property. But in his haste to reach the place he rode on a train loaded with fresh arrivals from the old country, and from them caught "spring fever," so-called. He was not ashore, and in a few days died of the disease. He never disclosed the location of the mine to any one.

Within a month from the time of his death dozens of parties went into the woods and searched carefully for the Giberson mine. But the track is a broad one, and it is pretty certain that few of those who hunted knew much about geology or about locating gold mines. Some of them brought back some ore, but no one ever succeeded in finding the real deposit that Giberson had described to the few he had taken into his confidence.

Mr. Bailey is a practical geologist, not exactly a scientific one, but a natural one, who has in the past found many valuable deposits in the region along the St. John. For some time now he has been diligently searching for the lost mine. It was not until last winter, but will crack the deposits had been most cunningly hidden away by nature. Mr. Bailey's final discovery of the mine was made in a rather singular fashion. He had shot a duck near a small pond, and in dressing the fowl for his dinner he discovered in the crop some unmistakable traces of gold. He resolved to hunt that particular section over more carefully than he had done in the past, and he went all over the ground again, and at last came across the work that the unfortunate Giberson had accomplished in getting out his samples.

As soon as Bailey was certain of his find he came out to Port Fairfield and made preparations to spend the winter at the mine. He went in last week with supplies for several months and took a companion with him. They do not expect to do much in the way of mining this winter, but will crack off what they can and will endeavor to locate leads and otherwise prepare for active operations in the spring. Along with his other supplies Bailey took a liberal stock of dynamite and proposed to open the ledge in every direction so as to be at the heart of the deposit and to discover its extent.

He has obtained control of the tract by purchasing from the Canadian government the mining rights as provided by law of that country. Mr. Bailey when he went in had not decided whether he would come out again this winter or not, and so it may chance that no news will come from the lost mine until spring. But under the circumstances every one in this region is keeping his eye on the Tobique Klondyke.

OUR NEW STORY.

The Third Installment of "Napoleon Smith" appears in this Issue of the Weekly Sun.

Napoleon the Great was a great source of wealth and fame to numerous folk who lived subsequently to his demise. Of his numerous descendants none are more entertaining than

"NAPOLEON SMITH,"

whose adventures are told in a fascinating manner by a well known author. The life and history of this modern descendant of the great French warrior and statesman are full of incident, and pointedly illustrate the ups and downs of "the Field, the Camp and the Grove" in a fashion that will keep every reader of the Weekly Sun interested from the first line to the last of this great serial.

The search for the millions left by Bonaparte to Napoleon Smith, the thrilling events of his army life in America and France, his double wedding, and a psychological incident make up a story of surpassing merit.

"Napoleon Smith" will run for several months. Now is the time to subscribe for the Weekly Sun, the people's paper. Only one dollar per annum in advance.

THE BULLY BOYS.

Sixty Years Ago Joe Medill Played Football in St. John.

(Chicago Paper.) We trust that our esteemed Father makes the speech of his, and eating his ordinance making football a crime he will not respect to pay a tribute to the venerable humanitarian who for sixty years has been jumping on "football" in the little tender footies. In the early thirties Mr. Medill, "Joe" they then called him for short, was the full-back of the Carmarthen street "Bully Boys" as they called one of the football elevens of St. John, N. B. He was renowned for his great drop kicks, which he executed with either foot with equal dexterity. It was said that he could kick the pigskin sixty yards with one foot, and simultaneously land the other in the pit of the stomach of a March Bridge tackle. It was this simple and ingenious trick that earned for young Medill the sobriquet of "Football Joe," the terror of the Back Bay boys, and frequently turned all his love for boyish sports to hate.

One day when the game between the inveterate rivals of Carmarthen street and the March Bridge was under way, Back Bay man with great sphere was passed to Medill for a try at the goal from the field. Swift and sure his big right toe impelled the ball to its destination, and at the same instant his left foot was embedded below the disapproving of the oncoming rusher. For an instant there was joy amid the ranks of the Bully Boys, and the hoars of March Bridge could scarce withhold their cheers. But disaster soon followed, yells for victory, for "Football Joe" lay writhing in the mud. He had used both feet once too often. In executing his dual play he had calculated on landing on the soft and plastic mud. Instead he had landed on one of the pinacles of rock on which his native city is founded.

His spine was dislocated. His recovery was a miracle of science and of his nature's tenacity of life. But never from that hour has he been able to hear of a game of football without being thrown into convulsions.

For sixty years Mr. Medill has preached and exhorted against the brutality of football or slugging or bloodball or any sort of ball he may call it in his insane crusade, but never to this day has he called it by the name of "football" that gave him his sobriquet in the brave days of old when his veins were full of blood. We are pleased to know that all of Mr. Medill's bright grandsons play football with manly enthusiasm, but they avoid their grandfather's mistake of trying to kick with both feet at once. That is tabooed in the Medill family.

Yorkville Fire Station, Toronto, March 27, 1897. Dear Sirs—Having used Dr. Chase's Pills for Constiveness, I am pleased to say that I consider them superior to any pill I ever used, as they have perfectly cured me of the trouble.

THOMAS J. WALLACE. Fireman.

COMPETITOR.

They Reach New a Horrible Of the Prosecutions E of the Spanish

Burned and Unmerciful paper Correspond

NEW YORK, Nov. 23.—The crew of the Spanish steamer, which was captured in the Bay of Pigs, arrived in Havana. Although in a deplorable condition, the crew of the Spanish steamer, which was captured in the Bay of Pigs, arrived in Havana. The men were taken to the hospital, and during the whole of the day the five men were taken care of. The men were taken to the hospital, and during the whole of the day the five men were taken care of.

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