

THE HERALD

WEDNESDAY, JANUARY 25, 1888.

Legal Newspaper Decisions.

Any person who takes a paper regularly from the Post Office...

The Courts have decided that...

All matters intended for publication...

ATTITUDE OF THE POWERS.

LATE European advices would seem to indicate that a calm prevails among the nations which, but yesterday, appeared on the point of measuring swords with each other.

The only thing that can be considered as an actual change in the situation, having a tendency to peace, is the active resumption of negotiations between Count Kalnoky, the Austrian foreign minister, and Prince Lobanoff, the Russian ambassador at Vienna, for the settlement of the balance of power in the Balkan peninsula.

So far from a complete settlement of the difficulties being arrived at, the probabilities are that the negotiations on both sides, from their very nature, will tend to furnish such a definition of the demands as has not heretofore existed, and from which a good and valid excuse for war may be obtained.

In 1885 Canada's export of cheese amounted in value to \$1,497,700; ten years later, in 1895, it had increased to \$1,933,554, and in the year 1878 it had reached \$4,121,301, while in the last ten years there have been about doubled.

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The Crown has just bestowed on Mr. John Walter, publisher of the London Times, the grant of a hereditary peerage, the occasion being the centenary anniversary of the foundation of that journal.

Now a few words regarding the cotton manufacturing industry of the Dominion. According to information furnished, this branch of industry has, during the year just passed, been very satisfactory.

The principal cotton mills in Canada are situated in the Provinces of Ontario and Quebec, and are named the Hochelaga, Montreal, Merchants, Kingston, Stormont, and Canada Cotton Companies.

These negotiations are, no doubt, factors put forward by Russia towards other demands. The Russian ministers will know that, according to the provisions of the Treaty of Berlin, Russia has no power to actively interfere in the affairs of Bulgaria, and also that the mandate which she wants from the powers cannot be granted.

The presumption is that Russia is desirous of postponing war operations till spring, and with this end in view has proposed to the Austrian Government these difficult diplomatic questions, knowing that no little time will be consumed in their consideration.

The control of Bulgaria seems to be, ostensibly at least, the object uppermost in the mind of Russia, whenever her anger is kindled. It is impossible, too, that Russian strategists have some notion that the internal affairs of Germany are, at present, such as would not warrant her in assuming a warlike attitude, notwithstanding the fact that Bismarck has lately said they were prepared for almost any emergency.

Should Russia be baffled on the Bulgarian negotiations, she will probably raise a new question on Austria's retention of Bosnia and Herzegovina. These provinces were occupied under a temporary title, but are now practically annexed.

Austria will likely be called upon to evacuate them, and their future administration will, doubtless, be referred to a conference of the powers, and her refusal to divide the Balkans will most likely be an ostensible cause of war.

Meantime, notwithstanding what may be said to the contrary, war preparations are progressing on both sides. The arsenal at Warsaw is working day and night; extensive earthworks and detached forts are being constructed. Thousands of ambulance beds have been distributed to the army, and the art treasures in the Imperial residences in Poland have been removed to the interior of Russia. Soldiers are advanced to the borders in all directions, and it is said that Russia has three hundred and twenty-five thousand troops in the field, and over seven hundred guns.

The cavalry regiments stationed immediately on the frontier are supplied with rations on the same scale as during an active campaign. All this would seem to indicate that the Czar means to enforce his terms either by war or diplomacy.

The Grand Trunk Railway's statements of revenue for the last week of 1887 and the first week of 1888 show an increase from passenger earnings of no less than \$35,000.

The extraordinary advance was, doubtless, caused by the large increase of the holiday season.

CANADA'S INDUSTRIES.

Much useful and interesting information, relative to the progress of Canadian manufactures, can be gathered from the furnished reports of some of the branches of industry carried on within the Dominion.

Our country possesses immense mineral wealth, and other natural resources in such abundance as to leave no question as to its capability to sustain extensive manufacturing and other industries.

The development of these resources and the building up of great industrial centres is all that is required. These, of course, require time and capital, as well as skill and enterprise.

What is most noticeable in the case to which we shall here refer, is the fact that the greatest progress has been made during the last ten years; in fact, some branches had scarcely any existence a decade ago.

This shows that the National Policy was the chief means of fostering and developing them.

Reports of the dairy industry, recently published, show that this industrial branch has rapidly advanced in late years, particularly in the manufacture of cheese.

The rate of increase in the foreign market for this commodity during the past thirty years is given as follows: In 1855 Canada's export of cheese amounted in value to \$1,497,700; ten years later, in 1865, it had increased to \$1,933,554, and in the year 1878 it had reached \$4,121,301, while in the last ten years there have been about doubled.

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EDITORIAL NOTES.

The steamship Soudan reached the harbor of Port-au-Prince, G. B., on the 24th of last month, after a voyage of thirty-six thousand nautical miles across the British possessions in all parts of the world.

In the Island of Lewis, Scotland, recently, the police attempted to arrest a number of cotters for destroying fences on the sheep farms. The result was that the cotters resisted, charged the police and finally routed them.

The Temiscouata Railway from River du Loup, P. Q., to Edmundston, N. B., was opened on the 7th, and the first train ran over it on the 10th inst. The train contained the contractor, J. J. McDonald, the president and directors of the company, the engineers of the Dominion and Provincial Governments, and the councillors and leading citizens of River du Loup.

A new system of heating cars, which has been in use on the United States railroads for some time, was recently tested on the Grand Trunk Express, between Montreal and Ottawa. It is called the Sewell Heating System, from the name of the inventor, and is so arranged that the steam enters at the forward end of the train, while one valve in each car is so placed that the direction of the current is determined. Under ordinary circumstances, when the train is in motion, the steam for heating the cars comes from the locomotive, but in the event of a car being detached, the heating is kept up by means of an auxiliary boiler supplied for that purpose.

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THE CANADIAN PRODUCER.

The Canadian producer would not therefore materially profit by the abolition of the American duty, so long as Canada yields a surplus crop, and the American demand controls the market price.

The only gain to the Canadian producer by the abolition of the duty would be a chance to compete in New England with the potatoes of Illinois, Iowa, Michigan and Wisconsin, and other potato producing States of the middle and west. In case of such free competition the Maritime producer could only profit in case the water freights to the New England market were less than railroad freights in the United States from the centres of production to the New York markets. In ordinary years respecting the potato crop, the American market is less than six and a half days, while the Halifax and Montreal boats are much slower, as will appear from the fact that the average length of the voyage to Halifax during the winter months is ten days, 16 minutes, and from Halifax to Liverpool 9 days, 1 hour and 45 minutes. In the summer time the average length of the trip to Montreal was 8 days, 1 hour and 45 minutes, and to New York 9 days, 1 hour and 45 minutes.

The speed of the New York boats gives them a great advantage over Canadian lines in competing for passenger traffic, but nevertheless the returns by the Canadian route show that its passenger travel is capable of great expansion. The number of passengers arriving at Halifax by the steamer from Liverpool last winter, from November 1886, to May 7, 1887, was 6,730; and at Quebec from the 21st April, 1887, to November 17th, 1887, or a total of 21,384. The total number of east-bound passengers during the same period was 5,882.

At a time when the United States propose to grant annual subsidies aggregating five million dollars toward promoting their Atlantic mail and passenger lines, it is not surprising that our own Government should be backward to follow up any advantage which we have not attained by the opening up of the Sault Ste. Marie route, and which will be further enhanced by the approaching completion of the short line from Maine to the Maritime Provinces.

At the meeting of the Maritime Provinces, held at St. John's, N. S., on the 17th inst., of reading frequent and extensive speculations, predictions and opinions respecting the progress and result of the fishery negotiations now proceeding at Washington. The writers having no information on the state of affairs, imagine or invent a situation, and then proceed to express their opinion about it. So far as we have been able to observe, neither the British or American commissioners have violated the first and most important rule of negotiation, which was to keep secret the proceedings until some result was reached, or until the close of the conference. Nothing whatever appears to be known outside, although a few persons may think they know something, and a number are anxious to make their thoughts so.

Mr. J. V. Ellis has been again heard from on this subject. He takes the present opportunity to explain that Canada has no case, and that a threat in the senate or in the House, has been conceded, that in consequence a large demand was made upon the Canadian provinces to supply the deficiency in the United States domestic production. But what are the quantities available in the several provinces? We have no statistics upon the subject except those of the year 1885. In the previous year the potato production of the provinces was as follows:—

Table with 2 columns: Province and Bushels. Includes Nova Scotia, New Brunswick, Ontario, Quebec, and Total for Canada.

Total for Canada, 55,688,227. In that year Canada's potato export to other countries was only 1,423,415 bushels, leaving over 53,000,000 bushels for home consumption.

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In certain years the markets of Great Britain and Germany are of greater importance to the producer than the markets of the United States and Canada.

In 1886 the potato production of Canada must have been considerably in excess of that of 1885; and the surplus of bushels available for export to the United States and Germany, and the balance to St. Pierre, West Indies and Guiana.

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