

THE HERALD

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BALFOUR, former Premier of Great Britain, was elected to the House of Commons yesterday for the City of London by a majority of 11,340 over his opponent Thomas Gibson Bowles, Liberal Free Trader. Balfour himself was unwell; but Miss Balfour, his sister, appeared at the Guild Hall and thanked the electors for their support.

As our readers will remember, Senator Choquette, at the request of Sir Wilfrid Laurier, retired from participation in the Quebec city municipal elections and at the same time, retired from the direction of the Soleil newspaper. Choquette's exertions in the municipal fight were directed against the Liberal wing supporting the Parent administration. Now comes the intelligence that the municipal elections in the ancient capital have resulted in a complete overturn of the Parent faction and a turning out of the municipal regime which has been in office since before 1896. This was the Liberal wing that Sir Wilfrid patronized, and the complete ignoring of his interference has created no little astonishment. Choquette has had his revenge and Sir Wilfrid has been humiliated. What next?

On the evening of the 21st, inst., the Liberals of Ontario tendered a magnificent banquet to Sir Wilfrid Laurier in Massey Hall, Toronto. Nearly a thousand people sat down to the sumptuous feast and the Premier aroused the enthusiasm of his followers by his flowery rhetoric and his artistically modulated periods. On the following day, while the echoes of Sir Wilfrid's eloquence were still ringing in the ears of his admirers and they had not yet aroused themselves from the mesmeric spell which he had cast upon them, an election for the Provincial Legislature took place in the northern division of Toronto. Mr. McNaught was the Conservative candidate running as a supporter of the Whitney Government. He was opposed by Mr. Urquhart, Liberal, who, a short time ago had been Mayor of the city, and was regarded as a very strong man. While Mayor, he ran in opposition to Mr. Foster, when the latter was elected to the House of Commons for another division of Toronto. The contest resulted in the election of Mr. McNaught by a majority of 1,421 votes. The Liberal banquet was evidently ill-timed. The vacancy in North Toronto was caused by the appointment to office of Dr. W. B. Nesbitt, the former member.

THE election for the House of Commons, in the Maisonneuve district of Montreal to fill the vacancy caused by the death of Hon. Mr. Prefontaine, took place on Friday last, and resulted in the defeat of the Laurier candidate by about twelve hundred votes. The Liberal candidate, Mr. L. C. Grothe, a wealthy cigar manufacturer, is said to have spent \$200,000 in the election; but that did not save him. The successful man is Mr. Paul Verville, a labor candidate. The Conservatives did not put a man in the field, as the labor party were anxious to do so, and the Conservative candidate Mr. Bunbury retired in favor of Mr. Verville. The Conservatives voted and worked for the labor candidate and all the money of Mr. Grothe and all the influence and patronage of the Federal and Provincial Governments were unable to withstand the stampede. This is the biggest surprise the Laurier Government has had since it came into power, and it is quite a knock down blow for Mr. Brodeur who succeeds Mr. Prefontaine in the Marine and Fisheries department, who undertook the personal conduct of the campaign for Mr. Grothe, as well as for Mr. Lemieux and other prominent Liberals who took a leading part in the fight. This black eye, coming so close on the heels of the turning down of Parent's, and Laurier's favorites in the Quebec municipal elections, may well cause Sir Wilfrid to put his ear to the ground and listen for further ominous rumblings from Quebec.

Minard's Liniment cures Dandruff.

Courts and Judges.

(St. John Sun.)

There is much of speculation in legal circles as to the effect of the proposed reconstruction of the courts of the province by the legislation of which the attorney general has given notice. The measure itself is not yet before the country and it is not quite clear how far it goes. In explaining the bill the attorney general stated that it abolished the supreme court and the court in equity, so that it would become necessary to reappoint the judges of the courts to be constituted. The Sun has been informed that Dr. Pugsley expressed the opinion that all the judges would be re-appointed except any who might be entitled to retire on full allowance. But this statement is not given in the official report. It is well known that the power to appoint judges belongs to the Dominion, while the province has jurisdiction over the organization of the courts. Apparently the re-organization of the courts may deprive a judge of his functions, if not his office, and thus enable the federal government to appoint other men to the new court which is to take over the duties of the former tribunals. In the ordinary course a judge may not be removed from his position by any government, or other authority, except for cause and by impeachment. There is only one supreme court judge in this province entitled to retirement to a pension equal to his full salary. The observation attributed to the attorney general may have been a chance remark intended only to suggest that the Chief Justice might take the opportunity to retire. In the absence of information to the contrary it should be assumed that the proposed legislation concerning the courts would not be intended or expected to affect the status or hasten the retirement of any particular judge.

Canadian Life Insurance.

Ottawa advices of a recent date say there is going to be a government inquiry into the conditions of Canadian insurance. The minister of finance, who is still confined to his house as the result of his accident, has made an important announcement of the subject. Hon. Mr. Fielding said the officials of the finance department have been closely following the inquiry that has just been brought to a conclusion in the United States into the operations and methods of the United States life insurance companies. The reason the inquiries have been followed in Canada has been that this country might profit by the experience of the United States in the amendments which it is proposed to make to the insurance act of Canada at the coming session. During the current year the inspection of Canadian insurance companies by the inspector of insurance and his staff has been very rigid. The information which has been gathered might be sufficient to enable Mr. Fielding to prepare the insurance legislation which he regards as necessary. However, he is of the opinion that the recent widespread interest in insurance developments make it desirable that a general investigation of an open public character shall precede the submission of insurance legislation to parliament, so that an opportunity may be afforded for an inquiry into any matter in which policy holders are interested. It is not assumed that there are irregularities in connection with insurance in Canada. But it is thought that in view of the unrest created by the investigations in the United States the Canadian public would like to be assured that the insurance system of the dominion is sound. Any defects which are developed by the inquiry can be promptly remedied by legislation. Within a few days the commission will be appointed and the inquiry will begin. It is expected that it will have been completed before the session is far advanced so parliament will be in a position to enact, before prorogation, whatever legislation may be deemed necessary for the protection of public interests. Later advices from Ottawa states that the Government has passed an order in Council appointing the investigating Commissioners. The Commission will be: Judge McTavish, Ottawa, chairman; J. W. Langmuir, Toronto, Managing Director of the Toronto General Trusts Corporation, and A. R. Kent, Kent & Turcotte, accountants, Montreal.

Thief With a Bad Memory.

(The following incident is reported from Moscow: Late at night a civil servant was wandering his way home, using, as he thought, the safest streets. Suddenly a highwayman appeared before him who demanded, with drawn dagger, his money of his life. The victim offered his gold watch as a ransom, which was promptly accepted, and he was allowed to go, only to be overtaken again by the same thug, who demanded that they should exchange coats, his own, as he said, being rather shabby. Objections were clearly out of place, and the despoiled one meekly obeyed. The unfortunate official was lucky enough to find a cab at the next street corner and hastened home. Upon arriving, he was agreeably surprised to find his own watch, the highwayman's dagger and too rubles in gold in the pockets of the assailant's overcoat, which the latter had forgotten to empty after making the exchange.

Two Digby Men Drowned.

Heber Prime, aged 21, and William Prime, aged 24, were drowned in the Bay of Fundy late Thursday afternoon. They had been visiting their lobster traps, and were returning in a sail boat, when a sudden squall broke over them off the north shore of Long Island. Lobster fishermen on the shore saw one man thrown out of the boat as she turned over. The other man clung to the wreck, she finally righted herself and filled with water. The wind was blowing a gale from the northeast and the sea was a nasty one. The waterlogged boat continued to drift towards the shore with its half drowned occupants, but just as it neared the surf three huge waves washed Heber Prime overboard, and he went down in sight of those on the rocks. Two of the men on shore plunged into the surf, and nearly lost their lives in a vain attempt to rescue Prime. The boat came in shore and was smashed to pieces. Willie Prime was married and leaves a wife, who formerly resided in Annapolis county, and a little child five months old. He was a son of Deacon and Mrs. George Prime, and is survived by his parents, three brothers and three sisters. He was highly respected in his native village. Heber Prime was single, a son of Mr. and Mrs. John Prime, and leaves besides his parents, several brothers and sisters. He was a general favorite with everybody. Digby Co. loses a large number of lobster fishermen who risk their lives at this time of year in the rough weather endeavoring to supply the American market during the season of high prices.

The Bank Merger.

The meeting of the shareholders of the Merchants Bank of P. E. Island to ratify the sale to the Canadian Bank of Commerce will be held on Monday, the 10th of April. After the meeting of the shareholders four weeks' notice of the sale will be given in the Canada Gazette in accordance with the law, and when that time elapses the Merchants Bank of P. E. Island will be out of existence. Notices of the meeting will be sent to the shareholders and the notice will advise the shareholders of the figure at which their stock has been disposed of by the Directors of the bank. One hundred and ninety-two dollars in cold cash for each hundred dollars of stock held, is the way the shareholders will be treated, and some of the stock-holders who bought when the stock was below par will considerably more than double their money—money on which they have been receiving eight per cent. in half yearly dividends for a good many years in succession. Those who may invest their proceeds now in such a manner as to give them equally good returns should certainly have no kick coming.

Monroe Doctrine for Canada.

Sir Frederick Borden put himself on record recently as being opposed to any contribution from Canada for the purpose of naval defense of the Empire. The occasion was the fourth anniversary extension lecture by Prof. Leacock of McGill University, his subject being Naval Defense, winding up with an earnest appeal for Canada to bear her part in this respect. In the discussion which followed, Sir Frederick said that in approaching a question of this kind, political aspect could not be overlooked—it met them at the very threshold. It was not a question whether the people of Canada were willing to pay their fair share towards the maintenance of the British navy; it was a question whether the people of Canada were going to tax themselves and contribute money to be expended by a committee in which Canadians would have no part. He did not think the people of Canada were prepared to take that step nor did he think they could be charged with niggardliness because they assumed that attitude. In considering defense of the empire they could not separate naval defense.

They were absolutely inseparable. Then if that proposition were sound was it not possible by a fair understanding between different parts of the empire that one portion should pay that attention to army and land defense while another part would devote that attention to naval defense. Canada for this reason was doing her share of the defense of the empire by strengthening herself on land and by developing her wonderful resources at an expenditure of millions of dollars. Dissenting from the view taken by the lecturer on the Monroe doctrine, Sir Frederick said behind that doctrine were the guns and warships of the United States and the whole power of eighty million souls. Surely if that doctrine meant anything it meant that Canada was safe from foreign aggression. It meant that neither Germany nor Russia nor any other foreign power would for one moment, whether England were strong or weak, be permitted by the United States to place a hostile foot in this country. That might not be the law of nations, but it was the law of power and there was no disguising the fact that the United States had told the world that that was their policy.

Before Canada contributed to the British navy she should be given representation of some kind in an imperial council which would have power to declare war and determine what was to be done with warships, the cost of the construction of which Canada would be called upon to contribute. Prof. Leacock, in reply, said that if Canada was going to depend on the United States for her defense, then in common decency she should contribute her share of present per capita tax of \$1.20 paid by the people of the United States for the maintenance of their navy.

Britain Guards the Seas—Better than Ever. London, Feb. 24.—A scheme for the protection of British merchant shipping which has been elaborated by the admiralty, will be put upon its trial during the grand manoeuvres of the present year, in which every British man-of-war will take a part. It is confidently expected that the scheme, if approved by the naval authorities, will tend to reassure the commercial world on the subject of the adequacy of the fleet to guarantee freedom of movement of the mercantile marine, even when war is actually in progress, and thus enable steam vessels carrying food and raw material to England to ply with little risk. If expectations are realized, a naval council in which the country is involved will be robbed of some of its dangers, and the last will be heard of the schemes for establishing national granaries, since there will be no ground for alarm in the price of food, the great inducement to keep running, and British ship owners will be under no temptation to transfer their vessels to a neutral flag.

Threatened Revolt in South Africa.

Johannesburg, Feb. 23.—Many are the parallels which South Africaners are today pointing out in American history as throwing a flood of light upon the situation here. First of all is the statement, openly made in some of the local papers, and taken up in detail by the London Daily Telegraph, to the effect that Great Britain is abusing her South African colonies over a century ago, and that she deserves to lose them as she lost the thirteen original states on the west shores of the Atlantic a century and a quarter ago. The injustice of the situation is apparent, just as it was apparent to the people of the new world in 1776. The people of South Africa are complaining that they are obliged to pay the taxes and do the work of the upbuilding of the Empire here, and they really have no more say about immigration and kindred subjects than did the people of New York and Boston and other cities and towns who raised the no taxation, no representation cry. With nations as with individuals sometimes he laughs best who laughs last, and the people who were smiling at the threats of a new declaration of independence and the formation of a new United States of Africa are the Boers. For no matter what might be said for or against them—their excessive taxation demands for franchise, their monopolistic treatment of questions like those of the sale of dynamite and gunpowder—they never depended upon a general election in a foreign country for the settlement of internal questions. Their cry always was that of South Africa for the South Africans, and they never would even have thought of stopping or attempting the stopping of the importation of Chinese labor, provided it was needed in the economic development of the country. Hence many of the mine owners are today wishing that they were back under the rule of the Boers. "We are sick of the present form of government—it is a farce," said one of the leading mine owners of this city in a recent interview. "Money is wasted in thousands, and development by railway—a necessary expense—is ignored. If this country is going to be made a political center by the practice at home, everything will go to the dogs, and English as well as the Dutch will be thinking of seceding from the old country. It is already spoken of by intelligent Englishmen everywhere." Meanwhile mass meetings are being held to protest against the manner in

which the South African colonies have been treated. The principal meeting of this kind was held the other night at the Wanderers' hall. This meeting revealed at least two strong and growing movements of public opinion among the whole British community. The first is a desire to express an emphatic protest against the wanton calumnies levelled at this country for party purposes by liberal candidates at the recent general election in England. The monotonous nature of these calumnies has only been recently appreciated to the full, and the indignation that has been aroused is shared even by the small remnant of unbelievers in Chinese labor as such. The mayor of this city, who personally was for long the stoutest opponent of the importation of Chinese, received a petition signed by over 500 leading citizens not connected in any way with the mining industry, and finally consented to preside at the Wanderers' hall public meeting of protest. There is no question about the strength of the feeling of bitterness which has been stirred up, and it is directed rather against the leaders of the campaign than the general body of the electors, who are regarded as dupes.

Government's Bad Record (Montreal Gazette.) In 1896 the government railways of Canada—the Intercolonial and Prince Edward Island—had cost for construction and improvement \$59,017,699. They earned \$3,104,116. It cost to operate them \$3,237,965. There was a loss to the country over and above the interest charged on the capital cost, of \$133,859. In 1906 the roads had cost for construction and improvement \$84,211,040. They earned \$7,000,802. It cost to operate them \$8,877,531. There was a loss to the country over and above the interest charge on the capital cost of \$1,876,729. The Liberal government has these years spent \$22,225,468 in extending and improving the properties, and as a result showed a loss in operating them fourteen times as great as that of 1896. The Liberal government has brought one of the finest railway properties in America to a condition that on one section it costs \$1.25 in operating and maintenance expense to earn \$1 cent in traffic, and on the other section it costs \$1.70 to earn a dollar. There is no administrative record like this outside of Turkey. The Laurier passes should go.

Prince Rupert.

The above caption is the euphonious and appropriate name which the Grand Trunk Pacific has adopted for their terminus on the Pacific coast. The people of Canada were given an opportunity of naming this city, which some day will become one of the greatest seaports on the Western coast of America, and 1200 different names were submitted by those who took part in the contest. A name has been chosen that is significant of Canada and one that was prominent in the early history of the country, when nearly the entire area of British North America was known as Prince Rupert's Land. Under the terms of the competition that the name should contain not more than three syllables, nor more than ten letters, the name which complied with the conditions and most nearly resembled that selected was Port Rupert. This name being suggested by Mrs. John Orme, of Connesther, Ontario, and by Mr. R. Kirkwood, of Copperell, Ontario. The judges, however, decided that "Prince Rupert" was a more pleasing name and more appropriate, and awarded the two hundred and fifty dollar prize to Miss Eleanor A. Macdonald, of Winnipeg, Manitoba, who was the only one who submitted this name. The Grand Trunk Pacific, however, recognizing the spirit of the contest awarded the same amount to each of the two contestants who submitted the name Port Rupert.

But why Prince Rupert? What had theashing young cavalry leader of the cavaliers nearly three hundred years ago to do with Canada? Prince Rupert was really the first British Canadian business magnate. He was a promoter of the Hudson's Bay Company, and its first Governor in 1670. In that year Charles II. granted a charter to the Prince and seventeen other noblemen and gentlemen, incorporating them as "The Governor and Company of Adventurers of England, trading into Hudson's Bay," and securing to them "the sole trade and commerce of all those seas and straits, bays, rivers, lakes, creeks and sounds in whatever latitude they shall be, that lie within the entrance to the Straits commonly called Hudson's Straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, etc. aforesaid, that were not already actually possessed by or granted to any of our subjects, or possessed by the subjects of any other Christian Prince or State. The first settlements of the country thus granted, which was to be known as Rupert's Land, were made on James Bay and at Churchill and Hopley River. Prince Rupert was born in 1619, the son of Frederic V., Elector-palatine and Elizabeth, eldest daughter of James I. of England. He was a man of impetuous bravery, but at the same time showed lack of caution. When only 13 years old he took part in the siege of Rheinfels, and at the age of 18 commanded a regiment of cavalry in active service. At the beginning of the civil war in England he was placed at the head of a regiment of horse and took part in several battles. Notwithstanding a serious error at Marston Moor, he was soon appointed Commander of all the Royal troops. After the defeat of Naseby, on June 14, 1645, he retired to Bristol, but surrendered that city on August 22. The King thereupon deprived him of his commission. In 1648 he was, for want of any competent man appointed to command the fleet. He was blockaded by Blake, in Kinsale Harbor, and in October, 1649, forced his way out and steered for Lisbon. Blake pursued him and he was only saved by assistance from the King of Portugal. He subsequently escaped to the West Indies, but after the restoration of Charles II. he was made a Privy Councillor, and served under the Duke of York against the Dutch. He was afterwards Governor of Windsor Castle, where, during the last nine years of his life he devoted himself to scientific and artistic pursuits. He died November 23, 1682.

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The second movement is due to a well-founded fear that the liberal government contemplates tampering with the essential principles of the Transvaal constitution promulgated last fall. The meetings that have been held here, at Pretoria and elsewhere, are serious demonstrations of feeling which the imperial government though flushed with the triumph of recent elections in the United Kingdom, will hardly care to fail to recognize. Even Sir Percy Fitzpatrick, who is quoted as declaring his eternal loyalty to the empire, said: "We have started a snowball and mean to continue until we get self-government and equal rights."

I. C. R. Workshops Destroyed by Fire.

The greatest conflagration in the history of Moncton and one of the costliest which the province has ever experienced, the splendid Intercolonial shops, an immense establishment which gives employment to over one thousand men, were entirely destroyed on Saturday evening. The loss is about one million dollars. The fire broke out about nine o'clock and in less than two hours everything was wiped out. One life is known to be lost and others are missing. The unfortunate man is Abraham Jones, an employee of the paint shop, where the fire is believed to have originated. The paint shop, freight car shed, old electric light station, boiler room, brick car shop, brass foundry, and master mechanics office were burned. In the car shop were a large number of passenger cars. Some were saved, but the dining car Yamaska, valued at \$17,000, the Pullman car Caspescadia \$18,000, General Manager Pottinger's official car \$15,000, and three first class cars valued at \$10,000 each were destroyed. Six second class, postal and colonist cars were burned, valued at about \$3,000 each. Without the railway shops the city of Moncton would be but a hamlet, and great anxiety is expressed lest the Government will not rebuild there.



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