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A REAL CASE OF "DRIVING."

La Verite, a leading French organ of Quebec, takes strong ground against the interference of the Dominion of Canada in the Transvaal war. It declares that the Government were "driven" by the British Governor-General to do what they have done by the threat of dismissal from office, and that this is the prelude to a new struggle by the French race in Canada for constitutional liberty.

Of course such language is the merest nonsense. No attempt is ever made by the Crown in any land ruled upon British principles to coerce a Ministry in one way or another. The only time a Government was dismissed in a British Province was the high hand of a Governor was when in the French Province of Quebec the Deboucherville Cabinet was thrust out by Lt.-Governor Letellier de St. Just, an act of political injustice, which was atoned for by the dismissal of Letellier from his position.

What La Verite is after is, by lies and misrepresentation, to arouse an anti-British feeling among the French people of Quebec, by inducing them to believe that they are the victims of oppression. It is the work of a dastard hand. Premier Laurier dare not assert from his seat in Parliament that he stood under any other form of coercion than that of an uprisen and importunate public conscience.

What the Premier was "driven" to do, however, after the contingent was organized was to make some provision for the men and their families at the public charge. This was not the coercion of a Governor-General, but the energetic force of example put upon Sir Wilfrid by the Opposition leader, Sir Charles Tupper, who forestalled the Government by securing an insurance upon the life of every man in the contingent to the amount of one thousand dollars.

No doubt such patriotic methods have the effect of "driving" when those who are officially bound to take action have an aversion to it. But it detracts not a little from the merit when a Government performs such an act of grace rather than neutralize the credit of the Opposition leader than from an honest public sentiment and sympathy with the cause in which the soldiers of the Queen are so gallantly engaged.

A USE FOR OUR WATERWAYS.

A cry comes from Buffalo that the interests of that important port are in danger from the possible diversion of the grain trade to the St. Lawrence route. The superior advantages of this waterway are spoken of with an appearance of candor which may deceive a few Canadians. The "milk in the cocoa" nut, however, lies in a few words which conclude the despatch. It is said that the diversion of the grain trade and the ruin of the elevating business at Buffalo may take place unless the Federal Government at Washington shall take control of the Erie Canal, and pay the expense of its enlargement to meet growing needs. Here is the whole case briefly. The canal has been neglected by the State of New York, under pressure of the railroad companies, which have of late years competed for the grain carrying trade by cheapness of rates. To improve the canal so as to meet the wants of modern business will cost nine or ten millions of dollars to begin with, not reckoning, of course, the incidental stealings. This cost the Legislature is not inclined to incur. Hence the appeal to Washington, and the attempted "scare" of a diverted commerce unless the Federal authorities "come down hand-some-ly." Canadians must not be led by this line of talk into the expectation that the waterways on which we have expended seventy millions of dollars are so soon to realize the result suggested. While the St. Lawrence route is the shortest and best to Europe, while it remains available, which is for about five or six months in the year, it is not the cheapest, for the reason that it does not afford so many competitive opportunities as those of New York and Boston.

The Buffalo story seems to have originated with a gentleman named Connors, who has conceived a notion to build up Montreal in the grain business in return for a concession of certain privileges on the water front. He estimates that his own city of Buffalo handles 300,000,000 bushels of grain annually, while Montreal handles only 30,000,000. The whole water front of Buffalo is lined with elevators, while Montreal has but three, two owned by the C. P. R. and the third by Mr. Ogilvie, a wealthy miller. Connors has pondered over this great disparity in grain handling between Buffalo and Montreal, and in the unselfishness of his nature he generously offers to divide this business with Montreal and give that city a chance to compete with Buffalo. But there is a condition attached to it, and thereby hangs a tale.

The Buffalo Express of Friday tells the story in a despatch from Montreal. That city has a harbor commission of eleven members, six of whom are appointed by the Dominion Government, and the other five represent the local commercial and shipping interests, including the mayor. Some months ago Mr. Connors, on behalf of a syndicate, of which he is the head and front, made a proposition to the harbor commissioners to turn over to this syndicate certain valuable water front privileges "for handling grain and other commodities, which will make Montreal one of the very first class in point of dispatch." There are some obstacles in the way, however, which

the syndicate suggests to the commissioners, "such as wharfage, canal tolls, and some other matters of minor detail," and these must be removed in order to make the plans of the syndicate successful. As Mr. Connors suggests that "it would be idle to begin except upon a large and progressive scale," he modestly asks that the commissioners turn over to him on a lease of 99 years about 1,200 feet of the Windmill Point wharf, including the space between the canal and basin on one side and the Windmill Point Basin on the other. But this is not all. He also wants "2,000 feet on the opposite or southerly pier of the Windmill Point Basin, with sufficient depth back from the water line for necessary structures." The commissioners are also to build solid the foundations of the piers. This water front the syndicate modestly asks for has already cost the Dominion Government millions of dollars. The Government would have to keep the harbor dredged at its own expense so that deep-water vessels could go into the syndicate's wharf and tie up. As the Government is now spending \$600,000 more at Windmill Point, beside building a dike wall costing over \$1,000,000, the modesty of the Connors syndicate will be the more appreciated when it asks that all of this be given to them without cost on a 99 year lease; and to show still further Connors' liberality he says to the commissioners, "We do not ask anything in the way of subsidy or financial assistance." All he asks is for the commissioners to turn over to him for 99 years valuable property worth from \$8,000,000 to \$12,000,000, and if they will do that he will not ask them for a cent "in the way of subsidy or financial assistance."

In a Nicaragua seaport town, says the St. Louis Globe-Democrat, no carriage meets the traveller at the wharf. He walks to the hotel, where a white-faced monkey tries to crawl up his leg as he registers, and the proprietor genially points out an ant-eater chained to a cage containing two huge snakes, adding that there was a third box constrictor, but it escapes, and is hiding under the hotel. The baggage comes up in a cart with two large wheels and drawn by a mule. When the cart stops the driver is compelled by law to wrap his lines around the mule's fore legs. The animal is then supposed to consider himself secured. There are practically no other conveniences.

One of the scientists of Columbia University has reached the conclusion that between the time of a fatal shock of electricity and death there is a brief, painless period, during which the victim can be resuscitated by an injection of fresh human blood in the veins. Should this prove to be true the discovery may provide a safeguard of inestimable value for the dangers attending the general and constantly growing use of electricity as a motive power.

"Most people seem to think," says a maker of furniture, "that secret drawers and hidden receptacles in furniture only exist in novels and plays, but this is by no means so. I very frequently take orders for such items, and I employ a clever woman designer, who shows positive genius in planning places of concealment, which no amount of tapping or measuring could reveal. In most cases, even were the hollow receptacle discovered, the woodwork around would have to be cut away, so complex are the fastenings. Most of the orders come from women—and rich people, of course—and I have no doubt that a desire to hide articles from too curious servants dictates the orders."

The curious fact has been noted that the nitrifying bacterium, which renders such service in purifying sewage and other matter, is the greatest destroyer of the works of the water engineer. The gradual crumbling and turning to mud of cement mortar, an effect formerly attributed to the carbonic acid and other mineral substances of the water, proves to be the work of the nitrifying organism, and is a difficulty not yet easy to overcome. In this case we have helpful bacteria that also do great harm.

Dyspepsia is a cause of eye troubles too little considered. In the view of M. Grandemont, of Lyons. To faulty assimilation of food may often be traced, for example, diffused pain in the eyeball, darkness, half sight, double vision and moving objects. Such disturbances may be cured or lessened by attention to diet and hygiene and by the use of moderate doses of saline laxatives and alkalies.

The trees on one side of an avenue in Brussels have developed the singular habit of shedding their leaves in August and budding and even blossoming again in October. On the other side, the trees retain their foliage until late in autumn. Botanists are inclined to see in this an effect of current leakage from the electric railway.

The paraffining of floors in schools and hospitals is a recent advance in French sanitation. The cracks and joints are first puttied with a mixture of 540 parts of Spanish white, 180 of glue, 150 of sienna, 110 of umber and 20 of calcareous earth; and the paraffin is then applied either in solution in chloroform or melted. The latter is preferred, as the hot liquid penetrates the wood to the depth of a sixteenth of an inch. The putty requires two days for hardening before application of the paraffin, and when the latter has solidified, the superfluous material is scraped off, leaving a smooth and glossy surface. This resists acids and alkalies, while preventing the lodgment of infectious germs.

The production of artificial sponges by the process of Dr. Gustav Pum, of Graz, depends chiefly on the action of zinc chloride solution on pure cellulose. This product swells up with water, but turns hard and horny after drying, and to retain the property of absorbing water readily, treatment with some such salt as sodium chloride is included, and the plastic mass is made porous by compression in a press mould lined with perforating pins. The

excess of salts is afterward removed by washing a day or two in alcohol and water. These artificial sponges not only serve all the ordinary purposes, but are especially recommended for sanitary and industrial filtering, filling life preservers, making anchor buoys and in surgery for absorbing secretions.

The great "ocean ferry" gives a striking illustration of mechanical progress in sixty years. Speed, says Sir William White, has been increased from 8 1/2 to 22 1/2 knots; the time on the voyage has been reduced to about 38 per cent. of that in 1840. Ships have been more than trebled in length, about doubled in breadth and increased tenfold in displacement. The passenger list has been increased from about 100 to 2,000 on a single steamship. The engine power has been made forty times as great. The ratio of horsepower to weight driven has increased fourfold; the rate of coal consumption per horsepower-hour has been reduced to one-third. To drive 2,000 tons across the Atlantic at 8 1/2 knots, about 550 tons of coal were burnt in 1840; now, to drive 20,000 tons across at 22 knots, about 3,000 tons are burnt. Each ton of propelling apparatus, with a steam pressure of only twelve pounds, then gave only two horsepower for continuous working. Each ton now produces from six to seven horsepower.

Two men have been sentenced at Cornwall, respectively for 10 and 9 1/2 years, in the penitentiary for having burglar's tools in their possession and an explosive material used in blowing safes open. The judge said, if any man was convicted before him of burglary he was going to give him the full penalty of the law and impose flogging as well. It is high time that a stop was put to the trivial sentences which it has become customary to give burglars. What does a burglar want with a pistol but to commit murder, if murder is necessary to effect his robbery? Yet men of this class have been treated as though their crime was no worse than petty larceny. Hence the extraordinary number of burglaries being committed.

In November, 1890, Gen. Joubert, now commanding the Boer forces before Ladysmith, wife, son and daughter, accompanied by Dr. Gavin Brown Clarke, M. P., Cathnessie, Scotland, and agent-general in Britain for the Transvaal Republic, and wife, paid a visit to Canada. The general travelled quietly then and studiously avoided all plans of the interviewer to lead him into a discussion of the Majuba Hill and other battles in which he had been engaged, with such disastrous results to the British forces.

Hon. Mr. Foster administered a severe verbal castigation to the Minister of Public Works at a mass meeting at Ottawa on Monday. Turning his attention to Mr. Tarte, he said that Mr. Tarte was not a bold man, he was a mean coward, because when he was rebuked for the position he had taken in regard to the despatch of the Canadian contingent, he tried to hide behind two millionaires, and tried to make it appear that an attack was being made on the French-Canadian race. No attack had ever been made on the French-Canadian race. At the same time he had been made on Mr. Tarte for expressing opinions which were not shared by the majority of the people of Quebec or the majority of the people of Canada, and instead of taking his reprimand like a man, Mr. Tarte had whined like a whipped school boy.

The mere notification of the existence of war, like the formal declaration itself, seems to have little relation to actual hostilities. Of the last seventy-five European wars, only three were preceded by formal declarations. These declarations are of the beginning of hostilities, or, as in the Spanish-American war, which began on April 21, to legalize the taking of prizes. Nations begin war in most cases in the most unprovoked manner, and with the most complete consistency in their action. There is the same squaring off and blustering until a blow is struck, perhaps by accident, and then the conflict is on.

The importance of small things is exemplified by a recent discovery which makes a single flea serve as a link in the chain of evidence tending to prove a former land connection between Australia and South America. This flea belongs to a new species from Argentina, where the only specimen yet known is believed to have lived at a rat. The species is assigned by N. C. Rothschild to the genus Stephano-circus, which has been hitherto represented by a single species from Australia. The two forms are evidently very closely allied, although now separated by the ocean.

The Star of Luxembourg is the name given to one of the most interesting of diamonds. Though only a fiftieth of an inch in diameter, it ranks as of enormous size in its class, for it is of artificial origin, and it is further remarkable as being a specimen of the diamonds that are being made accidentally every day in different parts of the world. It was found in steel from a blast furnace at Esch-sur-Alzette. Moissan's work in crystallizing carbon by suddenly cooling iron in which it was dissolved has suggested to Professor Rosset, of Berne, that commercial steel should contain microscopic diamonds, and investigation has shown not only that this is true, but that the number and size of the crystals, as in Moissan's results, increase with the temperature used in making the steel. The hardness of high temperature steel is believed to be in part due to the included diamonds.

A Washington despatch says:—Some strenuous haters of Great Britain have criticised the State Department for ordering the American Consul to look after British affairs in the Transvaal and the Orange Free State. This criticism is hardly worth noticing; the United States did not seek the task, but was asked to undertake it by the British authorities. Few nations have ever declined to comply with such a request. It may be recalled that during the troubles in Bolivia the United States cared for British interests. The identity of language is the principal cause for this interchange of courtesies. This country, too, has the precedent set by Great Britain during the Spanish war, when her ministers and consuls acted in our behalf. It is well to remember that one of the real martyrs to the American cause during the war with Spain was Frederic Ramon, the British Consul at Santiago.

LADYSMITH AND VAN REENAN'S.

The Scene of the War Sketched by One Who Knows It.

The tract of Natal stretching from her chief military camp to Van Reenen's Pass, in the Alps of South Africa—the Drakensberg—forms part of the fourth and last of a series of well-defined terraces rising from the coast to the foot of the "Berg," as the Drakensberg is colloquially called. A mile beyond Ladysmith the railway branches off at Orange Free State Junction, 100 1/2 miles from Durban, for Harrismith, and takes a westerly direction over fairly level and bare ground to Oliver's Hoek. Nothing of interest is to be seen till the Klip River (so named from its stony bed and banks, "klip" meaning stone in Dutch) is recrossed. Then one of the most magnificent and impressive mountain views in the world suddenly comes into view—the long and lofty serrated stretch of the Berg, Kahlamba, as the Kaffirs call it, signifying that the Supreme Being had hurled or cast down its weird and fantastic peaks from the skies. At this time of year the rolling slopes that terminate in precipitous cliffs (composed, it may be said, of the geologist's know, of green stone trap), are green with the young grass springing through black tracts of the old that have been "burned off" to hasten the new blades. At the base of the Berg are many valuable farms, mainly stock, where the breed of cattle, horses and sheep has been vastly improved of late years by importation of pedigree animals from home.

In the vicinity of Belter's Station, fourteen miles from the Orange Free State Junction Station, there are many large grazing farms, and from this point to Belter's Station the nature of the land changes. Instead of bare and level plain there is broken country, consisting of lofty kopjes, or small hills, and a few scattered farms, affording grand cover for the Boers. It is by no means improbable that Sir George White found them occupying this spot when he moved out from Ladysmith. The Boers, in fact, are building of stone, is perched on one of these kopjes, and is of extremely picturesque appearance. Straight ahead is the zig-zag of a reversing station—that device of engineers to surmount steep gradients—and less than eight miles from Brakwal one is 1,000 feet above its station on a kopje. The hill slopes are clad with what takes the place of home-made heather, and the train toils through cuttings, below which grow the odd-shaped sugar bush trees, with their fir-like cones. To the south-west of the Kopje, the Boers have built the Tintwa's Peak loom up through the clouds, and if the day be clear a glorious panorama of Natal's hills, streams, and plains may be seen from the summit of the Berg shortly before reaching Van Reenen's. It was here that Piet Retief, one of the founders of Pietermaritzburg, along with Gert Maritz, first gazed upon the garden colony after his long trek from the Cape Colony in 1835.

South African Names.

From the London Chronicle. The origin of the names of some of the towns in Cape Colony and Natal which are at present so prominently attracting public attention are of interest. Durban is named from Sir Benjamin Durban, who was Governor of the Cape in 1834, and Grahamstown from Col. Graham, Caledon, Beaufort, Somerset and Cradock are named from former Governors—the Earl of Caledon, Lord Charles Somerset, and Sir John Cradock (Lord Howden). The towns of Port Elizabeth and Lady Grey are called after the wives of Cape Governors. Kimberley is named after the Earl of Kimberley, who was Colonial Secretary from 1870 to 1874, when that town advanced from the position of a mushroom camp to that of a permanent mining centre.

Ladysmith, where Sir George White's forces are encamped, derives its name from the wife of Gen. Sir Henry Smith, whose marriage was a romance of the Peninsular War. One evening two young officers in a Spanish town which the British troops had occupied were visited by two young and beautiful Spanish girls of high degree, who begged their protection in the alarming circumstances under which they were placed. It was, of course, given with the utmost gallantry, and in a very short time Captain Smith found himself desperately in love with one of the young ladies, who in due time became his wife. The marriage proved a most happy one, and long years afterward, when Sir Harry, then commanding the Western District, was paying a visit to the late Lord Mount-Edgcombe, a lady who noticed Lady Smith's open admiration of her husband, said:—"I really believe that she thinks that, having seen her Henriquez on Allival (his famous charger), one might die happy."

Portugal's Treaty With Great Britain.

It is learned from a Portuguese source of information that Portugal has actually committed herself to a definite policy in regard to Delagoa Bay by signing a secret treaty with Great Britain, in which Germany, as far as commercial privileges are concerned, is also a participant. This treaty, it is asserted, will go into operation Nov. 1, unless the Government in Lisbon request postponement. According to this treaty, immunity is conceded to Great Britain and Germany from dues and charges of every kind on goods in transit to and from Lorenzo Marquez and the German and British frontiers, respectively. Moreover—

"His Most Faithful Majesty King of Portugal and the Algarves, wishing to facilitate the task of maintaining the peace and security of South Africa, concedes to Her Britannic Majesty the right, under such conditions as shall be mutually agreed upon, to embark and disembark troops, stores, and munitions of war at Lorenzo Marquez, arms, and munitions of war from and Her Britannic Majesty's dominions across the dominions of His Most Faithful Majesty."

Since war has begun in Natal the treaty has become less anti-British to such a marked degree that the Government, it is believed, will not hesitate to promulgate the treaty by allowing the allotted time to pass without request for postponement, feeling sure that the Legislature will not seriously oppose the ratification of the agreement. The treaty genuinely anti-British paper in Lisbon is now the Jornal do Com-

mero, which continues to assert that any alliance between Great Britain and Portugal would always be to the ultimate disadvantage of the latter. "The situation," said this paper recently, "is really delicate, for we find ourselves, in some sort, between the anvil and the hammer. To emerge untouched, or almost untouched, from this position, one would have to credit the Government with certain qualities of prudence and ability which, unfortunately, it has not yet shown." The Government relies upon two serious domestic questions to tone down the resentment that the promulgation of the treaty may arouse. In the north of Portugal the attention of the people is occupied by the plague, while in Lisbon the burning question of the day is the threatened monopoly in meat. Still, as the British representative in Lisbon has often warned Downing Street, two considerations must be borne in mind—"the natural timidity of the smaller nation with regard to its colonial possessions and a national obstinacy full of the traditions of Vasco da Gama, which may be led, but will not be driven."

For an Australian Naval Reserve.

Ever since it became apparent that the Australian Federation would soon be an accomplished fact a conference of Australian naval officers has been sitting in Melbourne for the purpose of discussing the basis on which an independent naval reserve could be most successfully established with or without the assistance of the British Government. For several years different Governors of the colonies, which are to form the Federation, have endeavored to secure the sanction of the British Government to the enrollment of a colonial naval reserve, but without success. The first person, however, to bring the attention of the Government to the matter was Lord Brassey, an Admiralty official, and now Governor of Victoria. At a recent session of the conference the plans of Lord Brassey were laid before the members and unanimously adopted. And it is the general local belief that they will also be sanctioned by the coming Federal Government.

Lord Brassey maintains that it is not necessary that the entire force of the reserve should be seamen. He would divide the reserve into two departments, one composed of aquatic and the other of landmen. In the case of the landmen conditions as to service in a war vessel might be relaxed, and thus one of the main difficulties would disappear.

Lord Brassey also suggested that the colonial naval reserve should consist of some proportion of marines, that drills and exercises afloat in colonial armed vessels should be submitted for the six months' service in a man-of-war, as required for the Imperial naval reserve, and that the reserve offered by the Admiralty be supplemented by a contribution from the Federal Government.

African Dutch Additions to the English Language.

From the London Daily Mail. Possibly the best-quoted word just now of Dutch-South African origin is Uitlander, sometimes written "Outlander." "Newcomer," or "outsider," is perhaps the nearest that can be got to this in translation; and the word is pronounced as nearly as possible like English-lander. The name of the President of the Transvaal Republic is written Kruger (more properly Kroger, but as near as can be indicated—Kree-er. The word Transvaal is, literally, "across the yellow" (or yellowish-brownish) river. Rand, short for Witwatersrand, is pronounced as if spelled rant. The word veld—the final "v" is sometimes added—means field or common, and is pronounced "felt."

Kopje—a hillock, or piece of rising ground—is neither kop-jay nor kop-jee, but kopy. Dr. Leyd's patronymic is pronounced Lides. The Boer Parliament House is called the Raadsaal, and the Parliament the Volksraad, the "people" being sounded like "f." Berg is mountain, the plural being formed by the addition of "en" after the "g." A drift is a ford, and a dorp a town or village. Thus we have Krugersdorp, Leydsdorp, &c.

Stad also means town; and winkel—pronounced vinkle—a store, where almost everything is sold. Fontein, as the name implies, means spring, and krantz, a cliff or precipice. Boschveld (pronounced bushfeld) is an open plain covered with bush. To trek is to travel; veldtrekkers meaning pioneers. A vlei (flay) is a pool of water, mostly formed in the rainy season. Rooinek is the term of contempt applied to Britishers, and means "red-neck"; it is not infrequently prefixed by the adjective "verdomme" (ferdomyd). Rooibaates is Cape Dutch for "Tommy Atkins," or redcoats. A stoep (pronounced stoop) is a raised platform in front of a house—something like a verandah—on which the Boer loves to take his weed.

Vrouw—meaning housewife—is pronounced "frow." Slim—often applied to Gen. Piet Joubert—is cunning, or artful, or slangingly speaking, "fly." "Kerei" is chap, or fellow. Baas—pronounced so—is master, and baas op, boss up. To inspan is to harness, or tether, horses or cattle; to utspan is to unharness. Utsipan is also applied to the resting place of the animals. Oorig is war.

THE CASE OF CONDUCTOR BRIGHT. Stratford, Ont., Oct. 31.—The adjourned case against Conductor Bright, of the G. T. R., for manslaughter, came up again to-day. W. H. Biggar, Q. C., appeared for Mr. Bell, G. T. R. solicitor, and claimed that the reports of Conductor Bright and Trainmaster Costello regarding the St. Mary's accident, which were now in the possession of the company's solicitor, were privileged and should not be produced or called for by the subpoena. A letter from the Attorney-General, supporting this view, was submitted. Mr. J. D. Idington, for the crown, claimed that the Attorney-General had not been fully or fairly informed on the subject, and that he himself should have been communicated with by the authorities in regard to the matter. A further adjournment until Tuesday next was made in order that the crown attorney might have communication with the Attorney-General.

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