THE HERALD

WEDNESDAY, JUNE 14, 1899

PUBLISHED EVERY WEDNESDAY
SUBSCRIPTION—$1.00 A YEAR,
JAMES McISAAC,
Editor & Proprietor.

LONDON advices of the 8th. intimated that in an interview with the permanent Secretary of the Colonial Office, published in one of the London papers, it was clearly pointed out that the conference at Bloemfontein, in the Orange Free State, between President Kruger, of the Transvaal Republic and the British High Commissioner, Sir Alfred Milner, was pre-eminently unsatisfactory and that there was no probability of its resumption. A report was received from Sir Alfred Milner, stating that President Kruger obstinately refused any concessions tending towards the settlement of the Transvaal difficulty. On the 9th. the South African advices showed more clearly the utter failure of the negotiations. In the House of Commons, Mr. Chamberlain announced that his reply to the Outlanders petition, which had been held back pending the result of the conference at Bloemfontein, would now be presented to the Transvall. The reply was semi-officially described as "explicit but conciliatory." It is believed to be in the nature of a practical ultimatum. It was considered that the resources of diplomacy had been exhausted with the failure of the conference, and that nothing was left but a resort to force. Despatches of the 10th. described the situation at Johannsburg as serious. Uitlanders were to hold a mass meeting on that date to support the proposals of the British High Commissioner; but as open meeting are not allowed without permission it was feared that the police would interfere. The same despatch said the Volksraad had approved of Kruger's franchise proposals and had instructed the government to draw them up for presentation. The latest advices say that President Kruger, recognizing that he must do something, will propose to the Transvaal Rand the abolition of the dynamite monopoly, which has been one of the greatest grievances of the Uitlanders.

As noted in our Ottawa letter, Sir Wilfrid Laurier brought down to Parliament a few days ago, the correspondence regarding the claims of this Province on the Dominion. The Premier's statements regarding the matter are not such as to arouse very great hopes, and certainly no way indicative of th[illegible] to enjoy w[illegible] millions from Ottawa, that our Grit friends in the Local Government were wont to tell us about. The demands presented this year are substantially as stated by previous delegations, with an additional claim of a share of the fishery award. The latter grows out of the privy council's decision on the jurisdiction of the provinces over coast fisheries. Under date March 28, 1899. Mr. Laurier replies, taking up the claims one by one. As to the claim growing out of the failure to provide continuous steam navigation Mr Laurier thinks that is met by the purchase of the new steamship that is to go on the route next winter. The larger claim of over two million dollars growing out of underestimate at the time of confederation of the obligations of the rest of the dominion is met by Mr Laurier's suggestion that the position would be changed if the federal government would construct a railway from Charlottetown to Murray Harbor. This project, with that of a bridge over the Hillsboro river, is under consideration, and the premier hopes the federal government may be able to make some arrangement on this matter before the session closes. As to the division of the fishery award, Mr Laurier gives Mr Davies as his authority for the statement that various legal questions are involved, and that it will be necessary to make up a friendly case and submit it to a competent court. The premier does not see his way clear to take over any more piers from the province, and does not hold out much hope of concessions on minor points involved in the claim.

As our account of the proceedings in the Dominion Parliament shows, the House of Commons was in session all night on Wednesday last, and the sitting was continued up to two o'clock on Thursday afternoon. The deadlock was caused in consequence of the persistent refusal of the Minister of Railways to furnish certain information relative to traffic handled last year on the section of railway used jointly by the Grand Trunk and I. C. R. lines. A bill sanctioning the payment of large sums of money to the Grand Trunk was under consideration, and it seemed but reasonable that the information asked for should be furnished. The Minister of Railways, however, refused for a long time to bring down this information; consequently the Opposition determined that the House should remain in session till Saturday night, if necessary, if the required information was not tabled. Finally the Government weakened, yieded to the demands of the Opposition and brought down the papers bearing on the disputed point. The demands of the Opposition having been complied with, the House was permitted to adjourn. It will be admitted by all reasonable men that the Opposition were perfectly justified in the course they pursued, and the fact that they obtained what they demanded is the strongest proof of the fact. This incident shows how unfair the Government are disposed to act in forcing their measures through Parliament without affording the public the information to which it is entitled; but in the case under review they found the Opposition were not to be trifled with, and the Government had to cave in. One would think that in view of these facts, little or no defence could be offered on behalf of the Government; but the Patriot and other Grit papers immediately shouted "obstruction." Now it comes with very bad grace from the Government side to say anything about "obstruction." It should be sufficient for them to remember the latter part of the session of 1896, when the Grits, now in power, then in opposition practiced the most scandalous obstruction, not because any information was wanting, but with a fixed determination to talk out the session and prevent the Government from passing the remedial bill. This they succeeded in doing after several weeks of the most outrageous obstruction ever heard of. Surely, in view of this knowledge, it does not lie in the mouths of the present Government or their supporters to say anything about "obstruction;" but it makes all the difference in the world whose ox is gored.

THE Patriot and other Grit papers are just now discussing at considerable length the great prosperity enjoyed by Canada. Certainly, if Canada is enjoying commercial prosperity in so marked a degree as these papers tell it must be a source of extreme satisfaction to all patriotic Canadians. But the note of exultation in the Grit papers anent this matter is not in consequence of the prosperity of which they speak; but rather because, as they assert, this prosperity is a result of Liberal rule. It is quite pertinent therefore, to ask what has the Grit Government at Ottawa done to bring about this prosperity? The fiscal policy of the present Government is practically the same as that of their Conservative predecessors in office; consequently the change of Government has had little or nothing to do with bringing about this prosperity. This prosperity then, of which we hear so much must be attributed to other causes; and the fact that it is not peculiar to Canada bears out this contention. At the present time and for some time past the prosperity of the United States has been very great and the com[illegible]erce of that country has of late years enorm[illegible]usly increased. [illegible]nds take cr[illegible] also? The President [illegible] of the Bank of Montreal, one of the great monetary institutions of the world, in his annual address a few days ago, alluded to this prosperity, when pointing out the success attending the bank's operations during the past year; but added this observation: "We are not singular in our present fortunate position, as there appears to be a universal wave of prosperity sweeping over most of the countries of the world, and in England, the United States, and the continent manufactories are taxed to the utmost capacity to meet the demands of commerce." This surely is a conclusive answer to the purile boasting of the Grit papers regarding the Government's share in bringing about the prosperity in question. Now, to come right home, has the Patriot any evidence that this Province has, to any appreciable degree, participated in this great prosperity of which we hear so much? Have our farmers been particularly prosperous for the past year or two? Is it not a fact that they have, generally speaking, found it difficult to meet their obligations and that this very year a very great number of them have had all they could do to procure seed grain? It is some time since our farmers were obliged to buy so much seed grain as they have this year, and another failure of crops would mean ruin for many of them. These are statements, we think, that can be easily borne out. Why then should we be treated to such lengthened and indiscrimate disquisitions regarding the prosperity of the country; and why should we hear so much silly twaddle about what the Government has done to bring about this prosperity?

IN the Imperial House of Commons on the 10th the Right Honorab'e William St. John Broderick pointed out the difficulties in the way of meeting Lord Beresford's desire that Great Britain should take control of the Government of China, adding that he thought His Lordship was over sanguine in believing that the United States would follow the lead of Great Britain, Germany, he continued, had great interests in China, but she had a thousand times greater interests in Europe. As to treating the Yang-tse-Kiang valley like the Shang Tung peninsula. Her Majesty's Government was not prepared to undertake the immense responsibility of governing such a large territory.

ADVICES of the 8th inst., from Sydney C. B. stated that the French cruisers Isley and Froade, in command of Commodore Henrique, would leave there for Newfoundland in a few days to investigate the cause of recent fire which ruined the largest lobester factory on the French Shore. The Commodore had been informed of the identity of the incendiary. He is a native of Newfoundland and lived about forty miles from the burned factory and says he did the deed at the instigation of merchants in Newfoundland. Commodore Henrique, felt very deeply on the subject and was disposed to seek indemnity from the Newfoundland government. Punishment of the crime would not he says satisfy his government.

An All Night Sitting.

HOW A MINISTER WAS HELD UP UNTIL HE BROUGHT DOWN PAPERS—PARLIAMENT AND THE STRIKE—THE RATE OF INTEREST—TO PREVENT BALLOT STEALING—INTERNATIONAL AND INTERPROVINCIAL.

(Special Correspondence of the Herald.)

OTTAWA, June 10.—This week for the first time in three years the House of Commons had an all-night sitting. The Speaker took the chair at three o'clock on Wednesday afternoon, and the House did not adjourn until six o'clock Thursday afternoon. This twenty-seven hour sitting was the result of a conflict between Mr. Blair and opposition members who desired certain information from the Railway department. The House was in committee on the bill to confirm the contract made by the Government with the Grand Trunk Railway Company for the Intercolonial extension into Montreal. This contract calls for the payment of $140,000 a year to the company by the Government, and for a division of the maintenance expenses on the basis of the amount of use by the respective parties. It became important to the discussion that the proportion of use of the track and terminus by the respective parties should be known. Mr. Borden, of Halifax, asked for the details and got a promise from the minister that they would be produced. In consequsnce of this demand and undertaking, the opposition declined to allow the bill through committee until the statement was brought down. On the other side the Government insisted that the committee stage should be passed at Wednesday's sitting, on the understanding that the Government would bring down at a later day such information as it was convenient to produce. As the Government was determined that the bill should be adopted by committee without the information required, and as the opposition was equally determined that the information should be furnished before the committee reported the bill, the controversy became a test of strength and endurance.

MADE A NIGHT OF IT.

The discussion followed the usual course of such proceedings. The committee stage allows a member to speak as many times as he likes on each clause, and large liberty is allowed in the treatment of the subject. Some of the speeches were to the point, practical and concise. Some were discursive, some were humorous, some were instructive. They dealt with history, constitutional law, politics, medical science, art, poetry, theology, phrenology, and the whole domain of human thought and action. The chairman was compelled to read dozens of pages of schedules in two languages. These various proceedings interspersed with motions that the committee rise, discussions of points of order, anxious searchings for members to keep the quorum good occupied the night and the forenoon.

MR. BLAIR SURRENDERS.

By noon on Thursday it was well understood that the opposition members were a[illegible] keep the bill in comm[illegible]unday morning even [illegible] should vote down every motion to adjourn. In these circumstances Sir Wilfrid Laurier crossed the floor and had a little talk with Sir Charles Tupper. A few minutes later Mr. Blair produced the statement which the opposition had been demanding. An era of peace and good feeling thereupon set in. The contract got through committee during the afternoon and stands now for third reading. The return brought down shows that the cost of maintenance of the thirty-five miles of Grand Trunk road used by the Intercolonial cost the sum of $73,000 for twelve months. The company pays $55,000 and the government $18,000 of this sum.

An interesting element in this return is the light it throws on the contract made by the Government with the Grand Trunk in 1897. Under this agreement the Government was to pay half the maintenance charge. The Senate refused assent to the bargain and the new one reduces the maintenance charge of the Government from $36,800 to $18,000, a saving of $18,000 a year, equal to the interest on $600,000.

It is believed that the saving on maintenance expenses for the bridge and terminus are much larger. Then there is $6,000 a year saved by the fact that the new arrangement under rental for the Chaudere section is escaped. We have also over $500,000 saved by the Senate in the Drummond contract. All of which shows that the Senate gives value for what it costs.

THE GRAND TRUNK STRIKE.

Three members of Parliament Mr. Clarke, of Toronto, Mr. Taylor, of Leeds, and Mr. Powell, of Westmorland have been trying to earn the blessing that belong to the peace makers. They were asked to use their good office as intermediaries between the Grand Trunk Company and the section men who are on strike. On that mission Mr Taylor and Mr. Powell went to Montreal to interview Manager Hays. As the result of the interview the men were informed that if they would return to their work the company would discuss the question of wages with members of Parliament whom the men might name. As is generally known the men accepted this advice, but to the surprise of the members who talked with Mr. Hays the engagement of many of the men has been refused on the ground that their places had been filled. Mr, Powell and Mr. Taylor have told the whole story in the House, reading all the letters and despatches, including those sent by them to the G. T. R. Manager charging him with departing from his agreement. Sir Wilfrid Laurier has also had some correspondance with the labor representatives and the Grand Trunk management and promises to bring down the papers on Monday.

A CHECK TO THE USURER.

The Senate has been struggling with Mr. Dandurand's bill to prohibit and punish money-lenders who charge too high a rate of interest. The original bill forbade a higher rate than twenty per cent a year even on short time loans. This rate the Senate Committee reduced to ten per cent leaving an option to the court to allow a somewhat higher rate where the money was lent for a short time or under special circumstances. A sub-committee has the bill in charge and is likely to provide that a lender who tries to get one or more per cent per month shall forfeit both interest and principle.

MR. INGRAM'S REFORMS.

Recent by-elections in Ontario have convinced Mr. Ingram that the Election law needs to be changed. He has a bill before the house to prevent the importation from distant places of men to act as deputy returning officers. This custom of appointing travelling deputies he explains is a new practice under which some elegant operations in stealing the ballots and stuffing boxes have been carried on. Mr. Ingram is also so unreasonable as to provide for the punishment of people who carry ballots out of the polling booth for purposes of making sure that the purchased vote is delivered to the party who pays for it. He also devises legislation to secure the production of ballots when a recount is demanded. It is charged that one member sits in the House of Commons who would not be there if the returning officers had not got rid of the ballots before the recount, or if the officer at Ottawa had not refussd to return them.

P. E ISLAND AND BETTER TERMS.

A return brought down contains Sir Wilfrid Laurier's reply to the demand of the Prince Edward Island government for a change in the financial terms under which that province entered the union, and also to the request for a payment to the Island government of that part of the $4,500,000 fishery award of 1876, which was compensation for the use of Prince Edward Island coast fisheries. The Premier says that his government is considering the question of the construction of a railway from Charlottetown to Murray Harbor, and hopes to be able to announce an appropriation this session. This, he thinks, will meet the first financial claim. The fishery question he proposes to submit to the courts.

NO MORE YUKON RAILWAYS.

The Government announces its opposition to all charters for railways into the Yukon reaching the Pacific coast in territory claimed by the United States. Sir Charles Tupper points out that only two years ago a charter was given for such a railway through the White Pass, which line is now in operation. The Government's present action is taken on the ground that the construction of these roads causes towns to grow up on disputed territory now occupied by the United States, and that it will be difficult to transfer these cities to Canada even if the boundary question should be settled in favor of Canada. The town of Skagway has grown up because it is on the road to the Yukon by the White Pass. Mr. Foster points out that the decision of the Government doubles the value of stock in the White Pass Railway, which is now assured by the Government of its monopoly.

THE BOUNDARY QUESTION

Sir Wilfrid read in the House the protocols or statements made by the two parties in the Alaska boundary discussion when it was before the International Commission. The United States Commissioners did not accept the British proposal to refer the matter to a tribunal of three competent men, one selected by Great Britain, one by the United States and one by the other two. The United States proposed a court of six men, three chosen by each country. This plan was not accepted as it offered no certainty that such a tribunal could reach a conclusion.

The United States also demanded that all territory now occupied by the United States should remain property of that country even though that territory should prove to belong legally to Britain. British Commissioners offered to abandon all claim to territory which had been in occupation of the United States and Russia for fifty years. This is the rule adopted in the Venezeula dispute. Sir Charles Tupper strongly supports Sir Wilfrid in his refusal to continue negotiations so long as the United States refused to submit the boundary question to a fair tribunal for arbitration.

BIG PRICES.

Sir Louis Davies has his estimates through at last, but not until another batch of statements were read showing payments of more than two dollars per bushel for beans, five or six dollars per barrel for apples, and eighteen cents per loaf for bread for Government steamers.

LOCAL AND OTHER ITEMS.

As will be seen elsewhere, the festival and tea party at Tignish will be held on July 19th, instead of the 17th as inadvertently stated last week.

IN the great public demonstration given President Loubet at the Auteuil races, he had his revenge for the insults of a week ago. The Government, however, was prepared for trouble. Fifteen thousand troops lined the road, the president literally passing through a double hedge of steel. Armed police rode by his carriage with revolvers cocked. The public gave the President a splendid reception. A few royalist attempts to make disturbances were promptly quelled by the Republican Guards.

THE Government supply steamer, built in this City by Mr. John White, of O'Leary, was launched Saturday morning in the dock near Poole's Wharf. She was christened by Mrs. Donald Farquharson, the "Brant." The vessel slid thirty feet and then stuck. She was pulled off the ways by a tug and when she reached the water she came into collision with the schooner "Howard" at the side of the wharf. The stern of the new craft crashed into the stern of the schooner, and the result was the crushing in of a considerable portion of the rail of the steamer. The schooner was uninjured.

Men's and boys' Clothing.—Tisn't ordinary values that we wish you to call and see when we ask you to look at our clothing. Ordinary values you can get anywhere, but its a saving of at least 35 per cent. on your purchase. You ask how can we do this? because we bought the goods at much lower than ordinary prices at the great retiring sale of Doull & Gibson, and we give our customers the benefit. We always make it a rule when we buy at a bar[illegible] sell at a bargain. J.B. [illegible]onald & Co, Leaders in lo[illegible] prices. june 14—4i

BEFORE RETIRING

To-night, take a Laxa-Liver Pill. It will work while you sleep without a grip or a gripe, curing Biliousness, Constipation and Sick Headache, and make you feel better in the morning.

A STORM IS BREWING.

Your old rheumatism tells you so. Better get rid of it and trust to the weather reports. Scott's Emulsion is the best remedy for chronic rheumatism. It often makes a complete cure.

DIED.

At his residence, North River, June 2nd, Edward Moreside, aged 80 years.

At Hazelbrook, Lot 48, on Saturday, June 3rd, Joseph J. Coady, son of Tobias Coady, aged 21 years. May his soul rest in peace.

At West Newton, on the 8th inst., after a lingering illness, John McIver, in the 72nd year of his age. May he rest in peace.

In Boston Highlands, June 8, Arthur B. A. the beloved son of Anthony F. and Teresa McCabe, 13 years, 2 months and 17 days.

At Launching Place, on May 23rd, after a lingering illness. John George McGillivray, the adopted son of the late Angus and Margaret Morrison in the sixteenth year of his age. May his soul rest in peace.

At the home of his son, at Marie, on June 5th, William Hooper, aged 75 years. Deceased returned from California last September, where he had spent four years with members of his family who reside there. He had been in poor health for some time, suffering from an affection of the stomach.

At Cardigan Bridge, on the 10th inst, William P. Lewis, J. P. in the 68th year of his age. The deceased who was a native of Scotland, resided for many years at Cardigan Bridge, where he was sub-collector of customs for a long time, and where he carried on an extensive marble business. He was highly respected and much esteemed by all who knew him. R. I. P.

At Cherry Valley, on the 3rd inst., Austin McGilvary, after nearly a year's intense suffering, the result of an injury to his back received by being violently thrown from a wagon drawn by a frightened horse. He bore his long and severe illness with exemplary patience, and died fortified by the last sacraments and all the rites of holy Church. May his soul rest in peace.

For Kid Gloves there is no place like Sentner, McLeod & Co's.

Tea at Sturgeon,

JULY 5th, 1899.

The Parishioners of St. Mary's Church, Sturgeon, intend holding a grand Tea Party on the beautiful grounds adjoining the Church,

On Wednesday, the 5th of July.

Swings, dancing booth, music to no end, and all manner of games will be provided.

Refreshment and Ice Cream Saloons and Tea Tables that will satisfy all.

Everything possible will be done for the pleasure and enjoyment of those who attend.

WILL. A. McDONALD, Sec'y.
June 14 3i

The Imperial Limited.

Commencing June 18th, the Canadian Pacific Railway will inaugurate its new train service bstween Montreal and Vancouver. The train will be known as "The Imperial Limited," and will leave Montreal at 9.00 a. m., daily, and be due at Vancouver at 1.05 p. m. of the fourth (4th) day thereafter, a reduction of time between the two terminals of one day. Connections will be made at Winnipeg for all points on branch lines in Manitoba, etc. The Crow's Nest Line will also be open to travel on the same day, so that passengers for the Kootenay Country can have their choice of routes either via the New Line, through the Crow's Nest Pass, or via the old route via Revelstoke and down through the Lakes, close connections with "The Imperial Limited" being made via both routes. There will be Dining Car service throughout from Truro, N. S., to the mountains at Banff, Alberta, after that meals will be provided at the Company's Hotels at Field, Glacier House and North Bend. Passengers from P. E. Island leaving on the Canadian Pacific Express from Painsec Junction at 12.45 p. m., Sundays excepted, will make close connections with the train at Montreal.

The best medicine money can buy for impure blood, nervousness, and all stomach and kidney troubles is Hood's Sarsaparilla.

North Sydney Races.

The directors of the North Sydney Driving Park are making arrangements for a big meeting to be held on their Park during the first week in July. The classes and premiums will be as follows:

2:28 class, purse.....$250.00
2:35 class, purse.....$200.00
3:00 class, purse.....$125.00

The classes will be open to all horses in the Maritime Provinces (trotters only.) These races and the Sydney Carnival, which takes place the same week, will be a big attraction to visitors from all parts of the province.

Full particulars will be given later by advertisement.

It Never Disappoints.

People who are troubled with any disease caused or promoted by impure blood or a low state of the system may take Hood's Sarsaparilla with the utmost confidence that its faithful use will effect a cure. Millions take it as a spring medicine, because they know by experience it is just what the system needs.

Hood's Pills are the best family cathartic and liver tonic. Gentle, reliable, sure.

SATISFACTORY

Ready-to-Wear

CLOTHING

If you buy your Spring Suit from us it is correct in every particular.

We do not head our ad. in this way because we think it is particularly clever or smart. We are very serious about it—we believe it is true.

And Why?

Because we sell Shorey's Ready Tailored Clothing, which we know to be made by the best tailor's labor, [illegible] finished and put into shape in the best possible style.

We know the material is fully shrunk; the colours are fast, and we furnish a guarantee to that effect with every garment.

We are waiting for a call from you.

JAMES PATON & CO.

See our Navy, Black & Tweed Suits

At $10, $12 and $14, they will save you a ⅓ on Tailors' Prices.

JAMES PATON & CO. are Shorey's Agents.

If I were a mother I would insist

on having Shorey's Clothing for my boys. Their Clothing is all sewn with linen thread, the material is all thoroughly sponged and shrunk, and the workmanship is guaranteed not to rip. Might just as well have it, when it doesn't cost any more than inferior makes.

You can always be sure of getting it by *insisting* on seeing the guarantee ticket which is in the pocket of each garment.

JAMES PATON & CO.

800 Children's, Boys' & Youths' Suits, all prices.

Wool Exchanged for Suits.

JAMES PATON & CO.

ARE YOU SHORT AND FAT?
ARE YOU TALL AND THIN?

If so the only Ready-Made Clothing you can get to fit you perfectly is . .

Shorey's Make

If your dealer does not carry Shorey's Off Sizes get him to order for you.

JAMES PATON & CO.

10,000 Worth of Men's

READY-TO-WEAR CLOTHING

Cheapest and best Clothing on the Island. Give Paton & Co. your trade.

JAS. PATON & CO.

STANLEY BROS.

DRESS GOODS.

The New,

Only the New.

When we ask you to visit our Dress Goods department, we do it with the greatest confidence in our ability to please you. The assortment is complete, both in black and colored goods; and it takes very little money these days for your dresses, if you buy of us.

If you can't come yourself

SEND FOR SAMPLES.

Stanley Bros.

Surface Value

—AND—

Real Value.

The outside of a suit is not all of it, neither is the inside. The stays, the bracing, padding, etc., that are between every Fit-Reform garment are what give long life.

These little things that no one sees keep the coat in shape and relieve the more sensitive cloth of most of the strain of wear.

The true value of Fit-Reform garments is not all on the surface.

Guaranteed by the maker to fit, to wear, to keep its color, or he gives your money back.

Suits $10, $12, $15, $18, $20

Trousers $3, $4, $5

The Fit-Reform Wardrobe.

PROWSE BROS

The Wonderful Cheap Men.