

THE ADVOCATE

SYDNEY, C. B. MARCH 23, 1882

THE CAPE BRETON ADVOCATE.

The Proposed Commission.

It seems to me that the time is near when there will be a constant stream of immigration towards our shores. Nova Scotia is by nature a most favoured Province. She has many resources which should make her people wealthy and contented. Her climate is unequalled. It remains then for her people to become wealthy and contented. Within reasonable bounds—compared with other provinces and countries—they are but we desire that they become so. That this object be attained the people must know more of their country. Outside capital must also be diverted hither. This can only be accomplished by satisfying capitalists of the great natural wealth and resources of our Province when our future will be most brilliant. The thousands who are now passing during these "New York" years, now happily passed, yet so readily remembered, will return to their friends and native land. Other thousands will come to our shores build up this happy, prosperous Province with a greater measure of happiness and prosperity. Constant and remunerative employment in the various industrial departments will accomplish this object. It is a fact that never before in history has money been so plentiful in London and other money centres of Great Britain during the past six months. The wealthy scarcely know how to invest to secure a return. Many millions are at interest at two per cent. per annum. It may fairly be assumed that if the owners of this wealth could be convinced we have a country possessing fertile soils, shores abounding in valuable fish, wonderful mineral wealth, explored and unexplored, and manufacturing facilities unsurpassed, they would invest a share of their prodigious wealth in cultivating our yet unbroken forests, in establishing centres for the fisheries from which half a globe might be supplied, and in developing our great mining industry until the vast beds of iron ore would yield hundreds of thousands of tons, in turn to be converted into iron and steel by easily accessible coal with the application of labor and capital. Iron and coal have been justly considered the foundation of England's greatness. Their development in this Province would accomplish our most sanguine expectations. All this and much more can be brought about provided the mounted men of England can be shown that this Province offers a secure field for investment.

Entertaining these views, the intelligent business men who have made up their minds to spend ten millions of dollars acquiring working and completing the railway of Nova Scotia and Cape Breton, made a proposal to the Government for the appointment of a commission to inquire into the resources of the Province. This commission will be comprised of men in England, in whom the British mounted men have implicit confidence. It is likely, one will take up the subject of our agricultural advantages and facilities in all its departments; another, house and foreign depots and markets for the product of our fisheries; another the mines and minerals of the Province in the departments of mining, metallurgy and mineralogy; and yet another, the advantages the Province may offer with cheap fuel and iron ore of becoming a great manufacturing and industrial centre. If the reports of these experts be favorable, then we think vast benefits to our Province will speedily follow the introduction of population and capital. The Syndicate in making the handsome proposal of paying fifty thousand dollars towards defraying the expenses of the commission, had in view their own interests, knowing well, nothing would more surely give their railroads dividends than increased Provincial prosperity. When the Hon. Prov. Secy. asked the concurrence of the people's representatives in Parliament, he secured their unanimous support. It must be a satisfaction to the people that the welfare of the Province only was considered and party was on the occasion, for

gotten. The Syndicate proposal was as follows:—
H. H. HALPAX, 27th Feb, 1882.
The Hon. S. H. Holmes, Provincial Secy., Halifax.

DEAR SIR:—In view of the large amount of money shortly to be expended in the consolidation, extension and completion of the railway system of Nova Scotia, and the great importance to the Province of the extension of the same, as well as to the Government of Nova Scotia, and the early development of the great natural resources and advantages of this Province, I am instructed by my Company to submit for the consideration of your Government a proposal for the extension of the railway system for the purpose of its object an official inquiry into such resources and advantages, and the determination of the utility to be derived therefrom. It is admitted that the Province possesses unusual facilities for the successful prosecution of many, if not all, the leading industries which occupy and benefit a people, such as agriculture, fruit-growing, cattle-raising, manufacturing, ship-building, lumbering, mining, metallurgy, &c. Access to home and foreign markets is regarded as an important factor. But the great advantages are not generally known as distance, nor are they considered to be fully established, therefore the country does not advance as it should.

The proposal I have the honor to now submit is the appointment by your Government of a commission of eminent authorities and experts to investigate the various resources and capabilities of the Province—to establish their economic value—to acquire reliable information and to report and recommend.

Such a commission to consist of six or seven members, recognized eminence and character in their respective professions. It would be of the greatest value in directing attention to the various sources of profitable employment of capital and labor, and in establishing the requisite data to that effect. The revenue of the Dominion Govt. would benefit so much by increased population and employment of a larger number of people that the business that the Government might reasonably be expected to interest itself in, is not only profitable to the Province, but also to the Dominion Govt. I have the honor to remain, Sir, your obedient servant,
E. W. PLUNKETT.

This really magnificent offer was gladly and unanimously accepted by the House; the following resolution being introduced by Mr. Holmes and adopted without a dissenting voice:—
Whereas, the Nova Scotia Railway Company has requested the appointment of a commission for the purpose of investigating into and reporting upon the natural and industrial resources of Nova Scotia and the suitability of the Province for more extensive settlement and investment of capital, and has offered to contribute \$50,000 towards the expense of such a commission;

And whereas, the appointment of such a commission is calculated to promote the interest and welfare of the Province;

Be it therefore resolved, That the Government be requested to propose such further aid towards the expense of the commission as can be obtained from the Dominion Government, and be authorized to secure a commission for the purpose contemplated in the proposal of the Nova Scotia Railway Company.

A majority of the Agricultural Societies having supported the claims of North Sydney to the Island exhibition of '82, we trust that no local prejudice exists to destroy the prospects of the scheme. We feel confident that our people take a warm interest in Agriculture, and the object should be to excel the exhibits of the previous year. Much will depend on the appointment of an energetic Committee. We will give the exhibition our support, and wish our friends to do the same.

—Having convinced the Chronicle that Mr. Mongredien's "fell Director," had not taken "a sound advice," that paper tries to shuffle off by intimating that we did not know Mongredien. We will admit that we don't know what the gentleman's opinion may be on the question of protection to Canada, but the suggestion is that like his "fell Director," as an Englishman he is a Free Trader, and as a Canadian he is a Protectionist. We would draw this inference from the speech of his "fell Director."

The report of the Central Board of Agriculture for 1881 affords evidence, which goes to show that agriculture is progressing favorably in the Province. Agricultural Societies have considerably to do with this advance. We find that there are six Societies in Cape Breton Co., with a membership of 319, receiving grant \$400; three in Richmond, membership 137, grant \$302; four in Antigonish, membership 232; grant \$400.

—Some of our Opposition exchanges are more or less misleading in their information in connection with the strikes at Lunenburg and Pictou. Of course they ascribe it to the N. P., and intimate that even with protection the miners are compelled to resort to strikes in order to get fair wages. We are prepared to show the falsity of these statements. The question of wages is not involved in either of the above cases.

—We escaped the storm of Saturday and Sunday last. It was unusually severe in Canada and the Atlantic coast of the States.

—The statement which appeared in several of our exchanges, to the effect that the Hon. Judge McDonnell had resigned is unfounded.

OTAWA LETTER.

Sir Charles Tupper's Great Speech on the Budget.

A SPLENDID DEFENSE OF THE COAL EXCHANGE.—PROGRESSIVE CONDITION OF RAILWAY TRADE.—BASIC DEFENSIVE.—UNPLEASANT DEFICITS.—DISBURSED.—FABRICATION OF THE FISCAL ACT.—EXPOSURE OF A SEVERE CRITICISM.—THE MINISTER OF FINANCE.—GREAT ENGLISHMAN'S HOUSE OF COMMONS. OTAWA, 13 March, 1882.

It was generally understood that the House and by the public outside that Sir Charles Tupper would follow in reply to Sir Richard Cartwright the 23rd inst., being the day of the delivery of the latter speech, it is known that Sir Charles would commence on Tuesday immediately after the opening of the House, and although political business had been put out on a pin of wax, and that those peculiarly fine days which strike like lightning to fashion and delicate health to perambulate abroad either for pleasure or for health. At an early hour the public began to file in through the doors and corridors of the Commons, and no sooner were the public thrown open than they filled to overflowing, many many had to remain in the corridors or retire unable to obtain admittance.

Sir Charles Tupper, on rising to speak was cheered by his supporters, but this cheer was only preliminary, many more that followed ere he had concluded his great speech. Having briefly referred to previous tariffs in force in Canada, he then proceeded to the tariff of 1860 was as a protective measure under the circumstances of that day as the present tariff is under the existing circumstances of to-day. The Opposition having made the duty on imported goods their special point of attack, Sir Charles quickly led up to the defence, and broadly submitted to that day as that he was prepared to prove not only that the duty on coal had not increased since 1850, but had been reduced to the price of the article to the Upper House. This he proceeded to demonstrate by tabulating the price of coal sold in the Province for a series of years both before and after the imposition, by the country, of a duty on foreign coal. The following table is conclusive on this point:—

Table with 2 columns: Year, Price per ton. Rows for 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882.

This demonstrates that the price of coal in 1882, the first year after the imposition of the duty, was less than in 1878—the last year preceding the imposition of the duty. In other words there was a drop in the price of American coal, involved in the adoption of the National policy, and this happened precisely on the same principles as the Grand Trunk and other great Railway lines drop their high rates for freight, every year, immediately on the navigable waters, and inland navigation, and the fact that these rates put up these rates from 50 to 100 p. c. on communications; that is, the water rates regulate their freight charges by the competition they have to face. The very same is demonstrated in the coal sales for it is found that just in proportion as the price of coal becomes a coal lesson, and on the other hand, just in proportion as a place is removed from competition a place is removed higher. Thus, Quebec obtained coal at a price that was dearer than that of the U. S. than the former, but at Quebec there is more competition.

The cost of carrying coal from the Pointe-au-Loup mines is exactly the same as that of the mines at Boston or Chicago, yet the price of coal is \$5.00 in Boston when it is \$5.50 in distance from the same, and the same, and the cost carriage thence that Boston being within the same. Because there the U. S. coal can be carried to the coast in a matter of days, whereas the Nova Scotia coal is not so readily transported. Consequently the cost of carrying coal from the Pointe-au-Loup mines is high, and the cost of carrying coal from the U. S. mines is low. This is a fact which is not generally known, and it is a fact which is not generally known, and it is a fact which is not generally known.

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One Thousand Miles in an Open Boat.

TERRIBLE SUFFERINGS OF A CREW. The Lara was a barque of 950 tons registered, and left Hull on May 4th of last year, and with 1450 crew and cargo consigned to Messrs. Rodgers, Meyer, & Co., of San Francisco. On the voyage across the Atlantic the Lara had a very bad weather that she was not to be put into Rio Janeiro for repairs. This place was left in September and all went well until 20th October, when she was discovered that the cargo was on fire. Every effort was made to extinguish the flames, and for a time success attended the endeavors of the crew. The vessel was ordered to be towed to the bay, and the flames seemed to have been mastered, and the water was pumped out. No sooner had the fire been extinguished, however, than the crew began to suffer from the heat of the hatch, and then it was attempted to smother the fire. This change of policy proved unsuccessful, and on N. 5th inst. the Lara was left to her fate. She was towed 2,000 miles due south from San Francisco, the nearest point of land being Acapulco, in Mexico, 1,000 miles away. For this latter part the ship-wrecked mariners perished. They were divided into three parties, and each party was provided with provisions for 30 days. The ship was not left until the heat and gas from the burning coal reached further up the board unendurable. The crew and passengers, 21 in all, were distributed in three boats as follows: the master's boat was Capt. Currie's, his wife, children, the second officer, and six sailors; another boat contained the mate and five sailors; the third boat was occupied by the boatswain and three sailors. Each boat carried a compass and a supply of water was proportionately served out. It was 10 o'clock on a Sunday night when the long journey from the ship to the shore was commenced. The sky was bright, but the only light that afforded by the stars and moon soon left the voyagers in the dark. The boats kept well together, and the mate's boat, being a good sailer, towed the smaller craft, whilst the captain's boat sailed free. On the night of the 11th the boats were separated, but two hours later they all came in sight of one another. For another couple of days the three boats sailed in company, and then the parties separated, and from that time to the present nothing whatever has been heard of the mate's or the boatswain's boats. Whether they have reached the shore in some desolate part, whether they have been picked up by some passing vessel, or whether they have found their last home beneath the deep waters of the Pacific, it is now impossible to say. The party under the command of the captain suffered frightful agonies from thirst, the heat of the sun's rays, and the ocean's reflection. The allowance of water for several days was but half a pint per person, but as the voyage neared its completion, this small quantity was increased to one pint per man and children were given to the sufferers, and at one time the mate thought that the former was dying from exposure. The two children were aged