

Miramichi Advance.

CHATHAM, N. B., SEPTEMBER 21, 1893.

Civic Change in St. John.

The city of St. John has made a material change in the constitution of the common council by which its affairs will be controlled after next spring. Heretofore the city has been governed by a council consisting of twenty-six aldermen and the mayor. The aldermen were elected by the rate-payers of the respective wards which they represented and the mayor—whose election took place a week after that of the aldermen, each year—was elected by the voters of the city at large. At the last session of the legislature a bill was passed providing that should the civic electors of St. John so decide by their votes, the common council of the city should hereafter consist of fifteen aldermen, who must be residents of the particular wards for which they would hold seats, but, nevertheless, be elected by the votes of the city at large; instead of any particular ward; the election of mayor to hereafter take place on the same day as that of aldermen.

Voting on the question of the proposed change took place on Thursday last. The votes polled were about the same as in an ordinary majority election and the result was decidedly for the acceptance of the new scheme, being 2175 to 724.

The result will, doubtless, be that St. John will have an improved council.

The Wrong man.

The New York Herald, which is seldom caught napping, published on Saturday last, a London telegraph respecting the honor conferred by Her Majesty upon Hon. Charles Hibbert Tupper, and in connection therewith printed a supposed picture of the newly-created knight, which, however, was a good likeness of Sir Charles Tupper, the Canadian High Commissioner in London and father of Sir Hibbert.

A Poet.

That peculiar character, Mr. H. H. Pitts of Fredericton recently declared at an arrange convention that if a Roman Catholic Lieutenant-Governor were appointed in this province he would cause to support the Liberal-conservative party, "He," Pitts had better remain where he is, he will receive no welcome from the Liberals. But if Bro. Pitts is so bigoted that he will not remain a Tory if a Catholic is appointed Lieutenant-Governor of New Brunswick, how in the name of all that is logical can he support Sir John Thompson in the premiership of the Dominion, a position certainly more important. There must be a screw loose about Bro. Pitts, some one who wants to be Lieutenant-Governor himself!

An Absurd Idea.

The Canadian smeltering have discovered that they regard as a serious blot on the escutcheon of the new Governor-General. It has leaked out that Lord Aberdeen is engaged in fruit-growing in British Columbia, and that he is about to establish a factory on his farm for canning fruit, and Ottawa society being of a very exclusive character, it is feared that the revealing intelligence may seriously interfere with his lordship's social surroundings. One newspaper which has been sent to me remarks that it will create no great surprise "if Ottawa's select few turn up their noses at Aberdeen because he runs a fruit canner." [London Truth.

The Golden Rule.

A letter under the non de plume, "Charity," which appears in this week's Advocate, and deprecates the want of charity exhibited in some quarters towards Capt. John Russell, in connection with the late fatality on board his steamer, is conceived in a commendable spirit and ought to have a good effect. Everybody feels the deepest sympathy with those who are mourning the deaths of the two promising girls who lost their lives in the catastrophe, and almost every body, doubtless, agrees with the verdict of the coroner's jury for that body could not well escape the conviction that Capt. Russell was negligent in allowing his vessel to get so far out of its course. There is, however, a difference between "negligence" and "criminal negligence." The night was a dark one and the ill-arranged wheel-house and its confusing surroundings suggest the idea that even the most careful man might have done the same thing. Something interfered for a brief period with the proper working of the boat's rudder, but not sufficiently long, of course, to account for the whole deviation. Capt. Russell was shown by the testimony to have been at his post in the wheel-house constantly and to have neglected getting his vessel in order to remain there, steering the vessel. He was doing his best, according to his capacity and knowledge, and nobody can believe that he wilfully erred in any particular. Such being the case, and notwithstanding the suffering and sorrow brought by the event upon others, it ought to be remembered that Mr. Russell, too, has already suffered in both mind and pocket. None of us are perfect, and no man knows—whatever his carelessness and desire to do his whole duty may be—when misfortune may overtake him. Let us extend to Mr. Russell the same consideration we would have others extend to us were we in his place. The dead cannot be recalled and no sacrifice of any man's liberty or property can heal the sorrows of their relatives, or serve the public interest involved more than it would be served if the severest possible penalties were exacted.

A Tie-up of Miramichi Steamers.

On Tuesday forenoon at 10 o'clock, Collector of Customs Park, at Newcastle, acting, it is understood, under instructions from the marine department at Ottawa, ordered the steamer Nelson, owned by the Miramichi Steam Navigation Company, to discontinue running, on the ground that her captain had no master's certificate. The directors of the company, in the absence of the manager, secured the services of Hans Halvorsen, former master of the Andover, who has a certificate, but a further embargo was placed on the boat because she had not a duly certified mate also, the law requiring that steamers licensed to carry more than 40 passengers should have both master and mate with certificates of competency. Inspector Coker was telegraphed to at St. John to reduce the Nelson's certificate

for passengers from 100 to 40, but he declined, referring the applicants to Ottawa, and an application being made to Ottawa and the Department declined to interfere. About the same time the Newcastle ferry steamer and the steamer Rastler, both owned by the Russels, were tied up for the same reason. Capt. Haviland's Chatham ferry steamer was similarly treated in her turn, and, in fact, there was a general tie-up of all the Miramichi steamers excepting the St. Andrew, St. George and Mascott, owing to their captains not having master's certificates. We observe that the Sun publishes an absurd statement telegraphed from Chatham to the effect that one of our steambot owners had practically defied the Collector of Customs and expressed his determination to run his boat in defiance of the authorities. A local paper publishes a similar statement, which, it is needless to say, is absurdly false. Capt. Alex. Degraze was temporarily transferred from the Miramichi to the Nelson and the veteran Capt. Allen kindly consented to take mate's position yesterday to help the Company out of the strait, so the Nelson resumed her trips yesterday.

The services of Capt. James McLean, of Hardwick, and Capt. Wells, late of the ship, Samuel Ober have also been secured by the Company and the Miramichi will also resume her trips down-river to-day. The action of the Department's representatives is based principally upon section 11 of Chapter 73 of the Consolidated Statutes of Canada relating to "certificates of masters and mates," which reads as follows:—

No sailing ship registered in Canada, over one hundred tons registered tonnage, and no steamship so registered shall depart from any port or place in Canada on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, or be licensed or allowed to ply on any Canadian water unless the master thereof has obtained from the Minister, and possesses a valid certificate of competency as master of a ship trading on inland waters, or on coasting voyages, as the case may be, of the class and description to which such ship is licensed, and a certificate of competency as master for seagoing ships, from the Minister, or a valid certificate of competency as master for foreign-going ships, from the Board of Trade in the United Kingdom, or a valid certificate of competency as master, granted in accordance with the provisions of the Merchant Shipping Act, 1876, or any part of the Statute in that behalf made, or a certificate of competency as master for foreign-going ships, granted under the authority of the Parliament of the United Kingdom relating to merchant shipping; and no ship registered in Canada, or over one hundred tons registered tonnage, and no steamship so registered, shall be allowed to carry more than forty passengers, shall go from any port or place in Canada, or on a voyage to any other port or place in Canada, or in Newfoundland, or in the United States of America, unless such ship carries also a mate who has obtained a valid certificate of competency or competency as mate, granted by one of the authorities mentioned in this section.

The casual reader of the foregoing section would infer that it applied only to steamers of 100 tons and upwards, although it was the evident intention of its framers that it should include all steamers. But, although the statute cited is ten years old, it is not the rigid application of the section quoted in about the first general acquaintance with it that has been forced upon our steambot owners. During the ten years, Miramichi owners have been required by the collector of Chatham—when sending their locally licensed steamers to Nova Scotia or Prince Edward Island ports—to put masters holding certificates nominally in charge until they reached those ports, where our local, unaccustomed masters have been informed that they were all right and that the precautions taken were unnecessary. As matter of cold fact it is only on the Miramichi where the customs officers have been instructed by the Marine Department to so interpret the law as to prevent entry and the most inflexible of steamers to ply, without being in command of masters holding certificates under our peculiar statutes on the subject.

The attack made from Ottawa upon our steambot interest and our local freight and passenger traffic has given a considerable impetus to the gas industry, and enquiries as to the capabilities of gas engines, ready cable to London and Liverpool. It is thought that it will be quite feasible to import gas-engines which may be connected with our steambot cranks and supplied with motive power by the gas-bags, or holders, which are in the business of super-seeding steam-ferry vessels in Northumberland county, while they may run on inland local waters everywhere else in Canada without Ottawa interference. Vessels with added or propellers, having electricity for their motive power are also being ordered in quantities by Miramichi designers. It may be assumed that as these can be run under the law without certified officers in ferry and other services, just as many steam tugs and other vessels are run in all other New Brunswick ports without their masters being required to have certificates, Chatham, Newcastle, Black Brook, Bridgetown, Millerton, Whiteville and other Miramichi parties, whose fleet is now laid up by Ottawa orders, may be permitted to carry freight and passengers on vessels propelled by gas and electric engines, just as all other places in Canada—excepting Miramichi—are now allowed to do in the class of vessels prohibited by the newly enforced conditions on the Miramichi. Practical people are enquiring as to why it is that a pilot—who has no master's certificate, such as the captains of our ferry steamers are now required to obtain under the ten-year old law—is allowed to bring an ocean steamer into the Miramichi, from the straits where her certified master would run her ashore and jeopardize the lives of all on board, and that under the new orders from Ottawa—being subject to \$100 fine for running ashore—the Chatham or Newcastle ferry boat across the river. These seeming mysteries and inconsistencies are, however, wisdom at Ottawa, and they demonstrate that official acts dictated from that quarter, like official utterances on board of Her Majesty's ship Pinaree are always unanswerable.

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will have to face by-and-by. Bristol was set on fire by the irate and maddened populace, Nottingham Castle burnt to the ground, most of the large towns were in a state of open riot, and the whole country of the north of England was in a state of insurrection. The Lords had to pass the bill eventually, as they will have to pass any measure the nation really wants. In 1852 these enlightened aristocrats refused to allow the repeal of the laws for establishing educational facilities afforded by the universities, thereby affording evidence of a bigoted intolerance they have consistently displayed recently in their efforts to oppose and prevent national education in Ireland, and seven times rejected the Common Bill giving Jews their civil and political rights. Between 1835 and 1839 they rejected three times the Irish Abatement bill, refused to allow Nonconformist ministers to perform the marriage ceremony or to officiate in work-houses for the benefit of the dissenting masses, and declined to allow a majority of children during separation, although caused by fault of father, and finally showed their unabated zeal for the protection of property by endorsing the law of primogeniture for settling a peer's estate. Later on they rejected the National Education Bill, opposed the repeal of the penal laws in Ireland, which laws made it a crime for a Roman Catholic to teach a child, and refused to allow Protestants services, or to own a horse worth more than £5. In 1855 they refused to abolish church rates, and in 1860, when Mr. Gladstone attempted to pass a bill for the abolition of a sheep tax on the people by taking an enormous sum of money, the Lords threw the bill out. As late as 1883 they refused the franchise to two millions of country householders, but, with that foxey wisdom they always display in an emergency, they rapidly reconsidered their decision when they saw that the people meant business.

The Congress of Religions. THE "BREATHERS" HAVE THE FLOOR! The adherents of a narrow christianity, to whom it seems impossible to raise the teachings of Christ to the important place in which they enshrine the dogmas of their own creation, must have had their minds turned into a new channel of thought in Chicago on Thursday last. According to a press despatch, Dharmanapa, the Buddhist priest in the conclave of religions, had the floor in the presence of the assembly, and he seemed all the while to be in the possession of a most graceful and elegant manner, and his words were full of wisdom and truth. He spoke of the unity and sanctity and indissolubility of the marriage tie by saying with the Founder that "what God hath joined together let no man put asunder."

The Catholic religion has proclaimed the sanctity of human life as soon as the body is animated by the vital spark. Infanticide was a dark stain on pagan civilization. There is no place of human misery for which the Church does not provide some remedy or alleviation. As the Church provides homes for those on the threshold of life so, too, does she secure retreats for those on the threshold of death. The Catholic religion labors not only to assuage the physical distempers of humanity, but also to reclaim the victims of moral diseases. The Christian religion has been the unvarying friend and advocate of the bondman. The Saviour of mankind never conferred a greater temporal boon on mankind than by ennobling and sanctifying manual labor and by rescuing it from the stigma of degradation which had been branded upon it.

The sealer Triumph has arrived at Victoria, B. C., from Copper Island, with 2,399 sealkins. The Portuguese authorities have declared New York, London and Liverpool to be ports suspected of cholera infection. Immense timber fires are raging in various portions of the Black Hills, South Dakota. Several mining towns are threatened. Prof. Charles A. Briggs of New York says there is no truth whatever in the report that he contemplates seceding from the Presbyterian church.

A gas well has been struck on the Ross farm, in Cass Township, which is good for 50,000,000 cubic feet per day, making it the largest well ever struck in the world. Russell McLean, aged twenty, son of James McLean of Pictou, N. S., was drowned while bathing in the Northwest Arm at Halifax last Wednesday evening. McLean was a good swimmer.

A Chicago despatch says that the World's Fair enterprise is still over \$12,000,000 in debt, but the additional receipts from increased attendance will probably reduce this somewhat. The counts of the heresy libel against Rev. Prof. Campbell have been adopted by the Montreal Presbytery. The accused has been suspended from his professorship pending an appeal to the Synod of Montreal and Ottawa.

A pension attorney in Pittsburg, Pa., it has been discovered, has been urging old soldiers to organize and assassinate President Cleveland and Secretary Smith of the Department of the Interior. The matter is being investigated by Washington authorities. The Manitoba school case is first on the list of the next supreme court session. At one time it seemed doubtful whether the case would be gone on with next term, as the chief justice is not in good health and applied for leave of absence. He had decided, however, to hear the case and then take a rest for six months. The chief's departure from Ottawa will involve the appointment of a successor to Judge Patterson without delay. Otherwise there will be no quorum to hear the general cases.

FOR INDEPENDENCE. MONTREAL, Sept. 1.—The Central Trades and Labor council upon the future of Canada voted upon the four propositions as follows:—Independence, 48; colonial status, 7; annexation, 5; Imperial federation, 0. QUEEN VICTORIA MAKES A SHORT SPEECH. LONDON, Sept. 14.—Queen Victoria Monday laid the foundation stone of a new church which is to be erected at Orathie, the parish in which Balmoral is situated. During the ceremonies the Queen made a brief speech, in which she referred to her warm attachment to the Church of Scotland, which she said, so largely represented the feeling of the people of the country.

IT WILL BE A BIG RACE! NEW YORK, September 11.—Norman L. Munro, who owns the steam-yacht Norwood, does not propose that his little ferry shall take backwater from anything aloft. Late, McBrice Bros., of Philadelphia, owners of the steam-yacht Yankee Doodle, have been flapping their wings and crowing challenges. Mr. Munro writes to the World that he will accept the McBrice Bros.' challenge on their terms. He will race the Norwood against

the Yankee Doodle fifty miles on the Hudson River for \$20,000 a side. The Norwood has made extraordinarily fast records. She raced down the bay against the fast Sandy Hook steamer Monmouth. She beat the Monmouth very easily, making the trip from the Narrows to Sandy Hook, fourteen miles, in thirty-two minutes; that is at the rate of twenty-four and one-quarter miles an hour. Mr. Munro issues a statement, authenticated by four persons who were on his yacht, that the Norwood showed him a mile over a rowing course in an 48s.

The Yankee Doodle was formerly known as the Buzz. She had a record, it is stated, of a mile in a minute and a half, and it is claimed that she can steam twenty-six or twenty-seven knots an hour. At any rate, she is fast enough to make her a dangerous rival of any of the yachts built for speed alone. The Liberal Manifesto Against the House of Lords. LONDON, Sept. 13.—The circular issued today by the National Liberal Federation is virtually an important Ministerial manifesto. The Federation has sent to every federated association in the United Kingdom a copy of the manifesto, the substance of which is here given:—"The rejection of the home rule bill by the House of Lords not only marks another stage in the history of the Irish question, but has bearings so important to our system of parliamentary government as to call for very careful consideration. For seven years the Irish home rule question has been subject to discussion in the constituencies more full, thorough and sustained than had ever before been given to any political proposal. In July, 1892, Mr. Gladstone came to power with a clear mandate to deal with the subject."

The Sardinian left Liverpool on the 7th inst. and made a good passage across the Atlantic reaching Rimouski at 2 p. m. on Saturday. Before the departure of the earl of Aberdeen he was entertained to a public dinner by the mayor of Liverpool, who is the first Liberal who has been elected mayor of that city for more than a quarter of a century. Their excellencies got an excellent send-off from Liverpool where the earl of Aberdeen is very popular. The Earl of Aberdeen is a nephew of the Hon. Arthur Hamilton Gordon, who was governor of this province from 1863 until after confederation and who has recently been raised to the peerage. The earl, who was born 1847 succeeded to the title by the death of his brother in 1870. He has always taken a great interest in works of philanthropy. He was lord lieutenant of Ireland in 1836, and his leave taking after the fall of the Gladstone cabinet is said to have been such as never before witnessed in Dublin since the departure of Lord Fitzwilliam in 1793.

As an instance of Lord Aberdeen's generosity and freedom from narrowness it may be mentioned that he contributed £1,000 towards General Booth's scheme for alleviating distress in London. Lady Aberdeen, who was married in 1877, is a daughter of the first Lord Tweedmouth. She is an active worker in many fields of philanthropy and is a fitting helpmate for his excellency on such fields of usefulness. A work from her pen entitled, Through Canada with a Kodak, has recently been published and exhibits the amiable authoress in an amiable light. QUEBEC, Sept. 17.—Steamship Sardinian, with Earl and Lady Aberdeen on board, arrived at 2 a. m. The vice royal party were landed at 9 o'clock and were met by the Queen's Own Hussars to the citadel where they will reside while here. The day was gloomy and there was no formal reception. The swearing in of the earl as governor general will take place at 11 o'clock Monday morning at the council chamber.

QUEBEC, Sept. 18.—His Excellency the Earl of Aberdeen was installed as Governor General of Canada to-day by Chief Justice Strong. The ceremony took place in the Legislative Council Chamber, which was crowded with the elite of Quebec society. The ministers present were Sir John Thompson, Sir Adolphe Caron, Sir Hibbert Tupper, Hon. Messrs. Angers, Haggart, Costigan, Oimet and also the premier and members of the Local House. After the oath of office had been administered His Excellency and Lady Aberdeen were introduced to most of those present. The cavalry formed a guard of honor.

The importance of the manifesto is emphasized by the fact that the National Liberal Federation has always been in the closest touch with Mr. Gladstone, who, though his name does not appear in connection with the issuance of the circular, was doubtless aware of its contents before it was issued. All the newspapers publish comments on the manifesto, printing their articles in prominent places. The Tory press and the Liberal press both seem to pretend to take the circular contemptuously and to pretend to take no importance to it. The Star (Radical) publishes its comments under the caption, "The Blue Note." In the course of its article it says that "the democracy has been long to come to close quarters with the tyrants whom they have tolerated so long." In this sentence is condensed the Radical opinion of the whole country.

ABOUT OUR LUMBER LANDS. A Bangor despatch of 12th to the Boston Herald says:—"It is evident that the lumbermen of Maine and New Brunswick feel confident that a radical change in, if not an entire removal of, the import duties on lumber shipped from Canada to the United States will be made before long. "At an auction sale of government timber lands in New Brunswick held at Fredericton last week, there was a large attendance of lumbermen from Maine and the Maritime Provinces, and bidding was lively. "The Maine timber land magnates had sent an agent from Bangor to attend the sale, with instructions to bid in everything that could be had at prices approximating those of last year, but the agent found that the Canadians were full of confidence in the future, and did not dispose of let Americans scoop any great bargains in New Brunswick lumber lands. "Lots one mile square, which sold last year at \$200, brought \$250 easily, and the bulk of the stumpage offered was quickly snapped up by Canadians at the advanced price. "The Bangor agent bought little or nothing, and came home full of faith in the ultimate coming of free trade, in lumber at least. "Bangor lumbermen say that they would welcome free trade, for the reason that, while it might make business dull on the Penobscot for a year or two, it would have the effect of so reducing the price of stumpage in Maine as to have some profit to the operator. At present, the price of the only people who are making money out of lumber are the owners of the lands, who are Bangor's richest men, and peddle out permits to cut timber at so many dollars per 1,000 feet. "They bought their lands at absurdly low prices. In fact, the public domain was conveyed to capitalists in large blocks at the few cents per acre. "The price for the privilege of cutting the logs is now so high that, in the present state

of the lumber market, the operator can scarcely make both ends meet. For this reason many mills on the Penobscot are now shut down. "Bangor operators and millmen say that, even if the tariff on manufactured lumber be abolished, they could, with their superior machinery, better methods and closer proximity to the great markets, successfully compete with provincial manufacturers if only the price of stumpage could be reduced to a reasonable figure."

The telegrapher is a little off regarding pieces. One mile lots did not "easily" bring \$250. We understand that certain Maine operators, who overrated themselves and underrated the New Brunswickers, imagined they could come to Fredericton and buy about what they pleased, but when they saw that our men had nothing to learn from them—that they thoroughly understood their business and had the purse to back it with, these outsiders went home less conceited but much wiser than when they came.

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The importance of the manifesto is emphasized by the fact that the National Liberal Federation has always been in the closest touch with Mr. Gladstone, who, though his name does not appear in connection with the issuance of the circular, was doubtless aware of its contents before it was issued. All the newspapers publish comments on the manifesto, printing their articles in prominent places. The Tory press and the Liberal press both seem to pretend to take the circular contemptuously and to pretend to take no importance to it. The Star (Radical) publishes its comments under the caption, "The Blue Note." In the course of its article it says that "the democracy has been long to come to close quarters with the tyrants whom they have tolerated so long." In this sentence is condensed the Radical opinion of the whole country.

ABOUT OUR LUMBER LANDS. A Bangor despatch of 12th to the Boston Herald says:—"It is evident that the lumbermen of Maine and New Brunswick feel confident that a radical change in, if not an entire removal of, the import duties on lumber shipped from Canada to the United States will be made before long. "At an auction sale of government timber lands in New Brunswick held at Fredericton last week, there was a large attendance of lumbermen from Maine and the Maritime Provinces, and bidding was lively. "The Maine timber land magnates had sent an agent from Bangor to attend the sale, with instructions to bid in everything that could be had at prices approximating those of last year, but the agent found that the Canadians were full of confidence in the future, and did not dispose of let Americans scoop any great bargains in New Brunswick lumber lands. "Lots one mile square, which sold last year at \$200, brought \$250 easily, and the bulk of the stumpage offered was quickly snapped up by Canadians at the advanced price. "The Bangor agent bought little or nothing, and came home full of faith in the ultimate coming of free trade, in lumber at least. "Bangor lumbermen say that they would welcome free trade, for the reason that, while it might make business dull on the Penobscot for a year or two, it would have the effect of so reducing the price of stumpage in Maine as to have some profit to the operator. At present, the price of the only people who are making money out of lumber are the owners of the lands, who are Bangor's richest men, and peddle out permits to cut timber at so many dollars per 1,000 feet. "They bought their lands at absurdly low prices. In fact, the public domain was conveyed to capitalists in large blocks at the few cents per acre. "The price for the privilege of cutting the logs is now so high that, in the present state

of the lumber market, the operator can scarcely make both ends meet. For this reason many mills on the Penobscot are now shut down. "Bangor operators and millmen say that, even if the tariff on manufactured lumber be abolished, they could, with their superior machinery, better methods and closer proximity to the great markets, successfully compete with provincial manufacturers if only the price of stumpage could be reduced to a reasonable figure."

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