

THE DAILY HERALD

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DAILY HERALD.

WEDNESDAY, JANUARY 9, 1901.

THE STAR'S HYPOCRISY.

The Montreal Star warmly commends the proposition somebody has made to send Sir Wilfrid Laurier to South Africa to mediate between the Britons and the Boers with a view of bringing about peace in that unhappy country. The Star says that "should it be determined to discuss terms with the Boers while they are still in arms, Sir Wilfrid certainly has exceptional qualifications for conducting such negotiations. His peculiar strength lies in the fact that he is the popular leader of a race that was once situated with regard to the British Empire very much as the Boers are now situated. He is a living exemplification of the absolute freedom and equality of all races and all creeds under the British flag. If the Boers dread British sovereignty as threatening the extinction of all their national characteristics Sir Wilfrid is able to show by the example of his own race that such a fate is by no means necessarily involved in British sovereignty. The fact that although a British subject the Canadian Premier is not an Englishman, might also have a mollifying effect upon the Boer leaders with whom he might have to negotiate. Canadians generally irrespective of party would feel gratified if the services of Sir Wilfrid were utilized in this important connection."

These are very fine words and doubtless they are all true, but do they properly come from a Tory organ, the Star, that only a few weeks ago was endeavoring to defeat Sir Wilfrid Laurier because he belongs to a race and religion not of the majority of Canadians? If the premier is so well qualified to settle the difference in a war torn country surely he is fitted to govern this Dominion where peace and prosperity prevail.

The Star's campaign against Laurier is one that in less level headed countries might have led to a race war and if it had succeeded in arousing one race against another, as it hoped to do to win a political victory, the services of a peace commissioner might have been necessary in Canada, as well as in South Africa. And yet the Star's suggestions, if coming from another source, would be worthy of serious attention. Sir Wilfrid has already acted as a peace commissioner in Canada with what success even the Star knows. When the Tories sought to carry their coercive school resolutions which if they had prevailed might have led to very serious conditions, Sir Wilfrid came forward as the peace maker, and again when the Star and its party friends endeavored to split this country into hostile divisions over the despatch of the soldiers to South Africa, the Premier was the man who stepped into the arena and calmed the troubled waters.

The Star's propositions are good, but coming from that source, do they not rather suggest the devil seeking to lead a peace campaign of righteousness, when all the time we know his mission is to destroy?

THE BRAVE FIREMEN.

All the great acts of heroism are not confined to the men who fight on the battlefield. As a class and individually the firemen who give their services to protect our lives and property, are fit to be ranked with those who go to war. They know not when they may be called upon to place their lives in jeopardy, and the death rate among firemen, especially in the larger cities, is always very high. They are called upon, oftenest at the dead hour of the night, to enter some building in flames, to scale slippery walls and roofs, perhaps to carry their fire fighting apparatus into some building where quantities of explosives are stored, and a single mistake, a step too far, may hurl them into eternity. The man who faces a situation like that, has all the courage of those who march to battle against an enemy's host, of the men who bravely storm a kopje bristling with unseen rifle-men or heavy artillery.

A couple of instances of firemen's heroism have been recently chronicled, and although no special danger faced the men who thus won distinction, their self-denial, their devotion to duty, regardless of embarrassing circumstances, have been warmly commended. In one of the American cities a fireman was standing at the matrimonial altar ready to take the sacred vows when the fire alarm sounded. Did he hesitate to answer the call of duty? Not he. With a bound, regardless of the circumstances, leaving his betrothed, the astonished clergyman and the guests in the church, the hero flew to his place beside his comrades at the fire and better

than all the waiting bride commended the act of her affianced.

In New York city the other night the fire alarm sounded when the driver of a hook and ladder truck was in his bath. Instant action was necessary and the man raced to his horses and mounted the truck, with only a rubber coat to protect him from the frosty air. Thus thinly clad he guided his three horse team through a mile of streets to the scene of the conflagration. The man did his duty although at the risk of his life.

"It was nothing," said the driver when asked to relate his experience. "We had a long, straight run down Lafayette street, and I just put my horses to their best paces. I did not have time to think of my condition. I knew I was covered by the big coat, and I was not chilly until we came to a stop. The boys wrapped a blanket around my feet and some heavy overcoats around my legs and body and I was as comfortable as you please."

The same driver has figured in many exciting fire-fighting episodes, but won't talk about them. His comrades tell how he carried three persons from the upper story of a burning house down a ladder a few years ago. The firemen of Fredericton are no less brave and self-sacrificing when occasion demands. Of course not many dangerous circumstances arise in the experience of firemen in a small city, but we doubt not there are just as many heroes in our own department in proportion to its numerical strength as in the large cities. Firemen are deserving of the admiration and support of everybody who values personal pluck and courage, and the example which Bishop Kingdon set after the Cathedral fire last week is one that should often be followed. His Lordship was an eyewitness of the difficulty the firemen met in fighting the flames which threatened to destroy his noble church, and when the battle was over he had the thoughtfulness and the generosity to publicly commend the firemen and enclose them a handsome donation.

The firemen of Fredericton give their services for a paltry reward—ten dollars a man to the rank and file, and their spirit of self-sacrifice, of devotion to duty are worthy of all praise and more substantial reward.

To some people rewards come quickly. Two months ago Mr. W. B. Wallace, a Halifax lawyer, was simply a defeated grit candidate. Now he is a judge.—Moncton Times. [If the Times will cast its eye back over history, it will discover that the Tory government had a habit of appointing defeated candidates to the bench. Let the Times take a look at the supreme court bench, and also direct its optics at the county court bench in Westmorland and St. John.]

Speaking of the approaching local election in Carleton county, the Woodstock Press, Tory says: "Whether we are to have a contest in this county or not remains to be seen. Nobody is very anxious that the people should have to go through the excitement and turmoil of another political contest just at present." The name of Capt. Good has been mentioned in connection with the vacancy. He is a Liberal.

Four gallant Canadians who fought in South Africa have been recommended for the much coveted Victoria Cross. They are Lieut. Cockburn, Lieut. Turner, Sergt. Holland and Pte. Kinsley, all of the Mounted Rifles. Lieut. Morrison, editor of the Ottawa Citizen, is also recommended for special decoration. One other Canadian, Pte. Richardson has already been decorated with the Victoria Cross.

The Roslyn Castle which arrived at Halifax last night from Capetown with the second Canadian contingent on board, also brought sad news. Two of the contingent, Lieut. Sutton and Trumpeter Inglis, died of typhoid fever during the voyage. The former's wife was at Halifax to meet him, but instead has only his dead body.

The death of Mr. Wells, M. P. P. among strangers and alone so far as his immediate family and friends were concerned, was sad and pathetic. His wife, who would have flown to the sick bed, was prevented from leaving her home by the smallpox quarantine.

The homecoming of the Canadian Mounted Rifles is a sad reminder to Hon. Dr. Borden of the loss he sustained by the death of his only son, Lieut. Harold Borden, who was slain in battle after having displayed most conspicuous bravery.

Woodstock and Carleton county are dealing generously with their returning soldiers. For their reception, and to purchase gold watches for the men he took part in 28 engagements and were fighting 41 days.

While in South Africa the Canadian Mounted Rifles marched 1,700 miles and took part in 28 engagements and were fighting 41 days.

If we could only find Dewet the new century would have a brighter look.

CANADA'S BRAVE SOLDIERS

Arrival of the Second Contingent on the Roslyn Castle.

HALIFAX GAVE HEROES A GRAND RECEPTION

Sad Death of Lieutenant Sutton and Sergeant Myles During the Voyage.

TROOPS LEAVE FOR HOME BY SPECIAL TRAIN TONIGHT.

Halifax, N. S., Jan. 8.—The steamer Roslyn Castle, with the second Canadian contingent, was made out of the harbor at 7 o'clock this evening, and came to anchor at quarantine a half hour later. She will remain there till the morning, the troops disembarking at 10 o'clock. The Roslyn Castle's arrival tonight was not an incident of unmingled joy, as was the case on the arrival of the Idaho and Lake Champlain. Two of the brave men who had set sail on her from Cape Town, apparently in good health, died at sea, and twelve others are down with typhoid fever.

Lt. F. H. C. Sutton of the Royal Canadian Dragoons died on Sunday from typhoid fever, and his body was the first thing sent ashore from the transport tonight. Sergt. Trumpeter Inglis of Winnipeg died on New Year's day and was buried at sea.

The twelve men who are ill with fever, all of whom are doing well, are the following named: W. Q. Bragg, 60, C.D., Toronto; McIntosh, 31, R.C.D., Brockville, Ont.; G. M. Robinson, 36, R.C.D., Comox, Quebec; D'Esseim, 79, C.M.R., Edmonton, N.W.T.; F. M. Whitlow, 25, R.C.D.; J. R. McCully, 42, R.C.D.; S. Barnett, 106, R.C.D., Toronto; G. G. Wilson, 33, C.M.R., N.W.T.; J. Y. Duguid, 111, R.C.D., Toronto.

The circumstances connected with the breaking of the news of the death of Lt. Sutton to his wife were exceedingly sad. S. Canard & Co., the agents of the Roslyn Castle, despatched a tug boat to the steamer as she lay at quarantine. The tug's passengers were composed chiefly of ladies, wives of officers on board the transport. One of these, and the most hopeful and happy of the group, was Mrs. Sutton. With her was Mrs. Col. White and Mrs. Ogilvie. The port physician's boat had been the first to go to the Roslyn Castle. The doctor was taken aboard and he was informed of the death of Lieut. Sutton. He knew that Mrs. Sutton was soon to come to the transport on the agents' boat, Lt. Sutton's body was all ready to be sent ashore, and Dr. Jones feared the shock of the news of her husband's death on Mrs. Sutton should it be broken to her suddenly on the transport before a hundred eyes. Accordingly he ordered the body to be at once transferred to the customs boat, and gave her captain strict orders to prevent the agents' boat with the ladies from proceeding to the steamer. The boats met mid-way between the steamer and the city. "Turn back," shouted Captain Stewart of the customs boat. This he said as he stood beside the coffin of Lt. Sutton. Mrs. Sutton and the others were utterly in ignorance of the reason for this strange order. "Why?" asked Lt. C. Taylor, chief engineer of the dockyard, who assumed command of the movement of the tug with the ladies.

"Dr. Jones orders the boat back to her wharf," was all the reply that could be given unless he was prepared to tell the shocking news. "How cruel," was ejaculated on every side, "why cannot he tell us what is the trouble." Little they suspected the awful reason for Capt. Stewart's reticence. "Go on the steamer's side," ordered Lieut. Taylor, utterly mystified by Stewart's language, and the tug again headed for the transport and the ladies were relieved as they saw the big hull of the Roslyn Castle looming up. Capt. Stewart, unable by his orders to stop the ladies' steamer, then put round and with a full head of steam chased the boat. He overhauled her just as the transport's side was reached, and he made another appeal to Lieut. Taylor to stop. "Put the ladies on this boat," he begged. "Don't let them board the transport." By this time Lieut. Taylor feared that there was something terribly wrong and he ordered his boat to be placed alongside Capt. Stewart's. He went aboard and there was a whispered consultation. Stewart told Taylor the sad news and showed him the coffin. Then two officers passed over from the one craft to the other. They were Major Forrester, of Toronto, and Rev. Father Sinnett, of Quebec. Major Forrester's wife was on board and he at once sought her out. Then she and Father Sinnett told the tragic news to Mrs. Sutton. The good priest and Mrs. Forrester spoke as tenderly as they could, but the feelings of the stricken wife can hardly be imagined; she was overcome with grief, and swooned.

Except the twelve men ill with enteric, the health of 779 men, 7 nurses and 46 officers is excellent. The voyage from Cape Town was pleasant the only really stormy weather being last Friday and Saturday, when a gale was encountered. Lieut. Morrison says that the Ottawa men are all right, and Col. Lessard says that the 40 odd men who will go on to Toronto are in fine fettle. Maj. Hurdman handed to the press representative the following interesting letter from Maj. Gen. Smith-Dorrien, commanding the flying column, to the C. S. O. 4th Division, Middleberg, dated Bulfaat, Nov. 11.

Sir—I have much pleasure in forwarding attached statements on the gallant behavior of officers and non-commissioned officers of the Royal Canadian forces in the action of the 7th November, 1900, between Witkloof and Lilliefontein, on the Komati River.

I must, in bringing them forward, emphasize the fact that the behavior of the whole Royal Canadian rear guard, under Lieut. Col. Lessard, was so fine that it makes it most difficult to single any out for special distinction. There is no doubt that men sacrificed themselves in the most gallant way to save the guns, which they succeeded in doing. These statements, added to what I knew myself, enabled me to bring forward five names for special distinction. The first four of them I emphatically recommend for the proud distinction of the Victoria Cross, and the fifth for some special mark of Her Majesty's favor.

Lt. H. C. Cockburn of the Royal Canadian Dragoons, with a handful of men, at a most critical moment, held off the Boers to allow the guns to get away, but to do this had to sacrifice himself and his party, all of whom were killed, wounded or taken prisoners.

Lt. R. W. Turner later in the day, when the Boers again seriously threatened to capture the guns, although twice previously wounded, dismounted and disabled his men at close quarters and drove off the Boers, thus saving the guns.

There is said to be no equal in the world to the grand and imposing square of Paris, the Place de la Concorde. On one side of it is the Tuileries, on the opposite side the Champs Elysees and on a third the river Seine. In the center stands the obelisk of Luxor, a magnificent monolith of red Egyptian granite, 74 feet high and weighing 500,000 pounds. This obelisk was one of two of the same shape and size, erected in 1350 B. C., by Rameses the Great at the entrance of the temple of Thebes. Mohammed Ali, pasha of Egypt, presented it to the French government, and in 1836 it was removed to its present position in the Place de la Concorde. The removal and erection on the new site required an outlay of £80,000 and the employment of 800 men, the obelisk being transported to France in a vessel built especially for the purpose.

The Place de la Concorde is rich in historic interest. It was there that the guillotine was erected in the "reign of terror," after the death of Louis XVI, and it was there that the signal was given for the attack on the Bastille in 1789. Louis XVI and Marie Antoinette were beheaded there in 1793, and it was the scene of great rejoicing in 1848, when France was proclaimed a republic. The Place de la Concorde has also been termed the Place Louis XV and Place de la Revolution.

"Years ago, when I was a boy at home," said a southern man, "an uncle of mine, who lived near Montogony, was out on his plantation one day when he saw an enormous rattlesnake strutting in a furrow of a cotton field. He seized a hoe lying near by and made a pass at the monster. At the same time it struck out at him and broke off one of its fangs on the edge of the hoe blade. My uncle dispatched the snake and then picked up the fang and brought it to the house as a curiosity. It was sharp as a needle, and a faint yellow stain at the tip showed where some of the virus had exuded.

"The bit of bone lay for at least three or four years in an ebony box on my uncle's writing table in his study, when one day a stupid negro servant girl, not knowing what it was, used it to extract a splinter from her thumb. In less than an hour her whole lower arm was swollen, and she exhibited all the characteristic symptoms of snake poison.

"My uncle had studied medicine and by prompt measures saved the girl's life, but for some mysterious reason gangrene subsequently appeared in her arm, and amputation was necessary. My uncle lost no time in burning his murderous relic."

RAILROAD WRECKS.

Thomas A. Scott Used to Handle Them Without Gloves.

"When that wonderful railroad genius, the late Thomas A. Scott, was building up the Pennsylvania system, the work he did was superhuman, the results he accomplished marvelous," said an old railroad man. "Scott was essentially a man of action. For example, at one time there occurred on the line a freight wreck that piled up scores of cars in a confused heap in a cutting, thus completely barring the main line.

"The local authorities were beside themselves, for they could not figure out how the wreck could be cleared away and the line reopened in less than two weeks. At this juncture Scott arrived on the scene and after a survey of the wreck sent for a great quantity of coal oil, with which he had the pile thoroughly drenched. It was then touched off, and the god of fire soon removed all trace of it, and traffic was resumed on the line in 24 hours.

"A bridge fell, and it was feared a long delay must ensue, but Scott put more than 2,000 men to work on that one structure and thus eliminated the question of delay. Those were the days when such things counted and were not only possible, but necessary. Today railroading is reduced to such a fine point that the need for them no longer exists. The roads are too safeguarded for that."

"The last instance I remember of such railroad work that was at the Johnston food in 1880, I think it was. Frank Thomson, by great work and the use of side lines, was one of the first to arrive upon the scene. Once there, he took full control, the division superintendent from all over the line were summoned, and a particular task was given to each one to do instantly. They one and all responded as best they could to the spur, and the line was reopened with incredible swiftness. There were one or two failures, however, and those men, while they were kept on as superintendents of unimportant mountain divisions, were never again promoted."

If you are going to have a wedding in the family come to the Herald office for your wedding stationery.

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