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Manager. Editor

DAILY HERALD.

THURSDAY, APRIL 11, 1901.

HAS BORNE FRUIT.

Some weeks ago the Herald in referring to the proposed visit to the Maritime Provinces next summer of the members of the Canadian Press Association, pointed out that Fredericton was not included in the association's itinerary, as published, and suggested that the Fredericton Tourist Association should take the matter up. We are glad to learn that the suggestion was promptly acted upon by the Tourist association, and in addition to extending an invitation to the members of the association to visit Fredericton, copies of the Fredericton pamphlet were also forwarded to the president. As an outcome of the interest taken in the matter by the Herald and Fredericton Tourist association, we have the pleasing announcement in an Ottawa despatch, that the members of the Press association have decided to pay our city a visit.

Yesterday at Ottawa a delegation from the association, accompanied by John T. Hawke of the Moncton Transcript, had an interview with Hon. A. G. Blair and Sir L. H. Davies in regard to the matter and the announcement is made that the Maritime province tour was arranged as follows: Via St. Lawrence to Charlotte-town, thence to Sydney and by the lakes to Halifax, through the land of Evangeline to Digby, across to St. John, up to Fredericton, and by the Canada Eastern from there to the Intercolonial.

It is to be hoped that the city council will be alive to the interests of the city, and see to it that the upper province editors are properly entertained during their brief sojourn in our city.

THE LATE HON. T. R. JONES.

The death of Hon. Thomas R. Jones, which occurred at his home in St. John last night after a week's illness, will be sincerely regretted in Fredericton, where the deceased gentleman was almost as well known as in his native city. Mr. Jones for twenty-two years was a member of the Legislative Council and his large mercantile interests as well as his political duties made him a very frequent visitor to Fredericton, where he had many warm friends. Mr. Jones was born at St. John in 1825 and nearly always lived there. When fourteen years old he entered mercantile pursuits, and later for nearly four years had the management of the commercial business of S. K. Foster in this city. From 1849 to 1881 he carried on a large wholesale dry goods trade at St. John, his business extending all over the maritime provinces. He served as alderman of St. John for some years, was president of the board of trade, and was active in everything likely to advance the city's interest. He was called to the legislative council in 1868, holding his seat until the abolition of the upper chamber, and was a member of the government and president of the executive for a few months in 1871.

Mr. Jones was a prominent member of the Church of England, and is survived by his wife who was a Miss Downey of Queens Co., and a large family of sons and daughters, one of the latter being Mrs. A. G. Cowie, lately resident of this city.

The deceased was a gentleman of very strong opinions on political subjects, and although he fought valiantly for his party, he never carried political differences into his personal affairs. During the last years of the legislative council he was practically opposition leader in that body, and took a very active part in carrying forward its business. He was aggressive and plucky, and some of his encounters in the council were exceedingly sharp, but was prompt to acknowledge and take advantage of suggestions if they came from sources which he respected.

TRADE AND TRANSPORTATION.

The Toronto Globe has a lengthy review of a pamphlet on the above questions recently put before the public by Prof. John Davidson of the University of New Brunswick, and on the whole the notice is favorable to Prof. Davidson's ideas.

In one chapter Prof. Davidson discusses the Canadian preferential tariff, and the prospect of Great Britain giving a preference to colonial products. The Canadian preference, he says, was not worthy because it abandoned the colonial attitude of waiting for England to make the first move. Many Canadians thought that Sir Wilfrid Laurier ought to have taken advantage of the enthusiasm of the Jubilee year to demand a reciprocal concession. Professor Davidson thinks that the Premier showed good taste as well as statesmanship in refraining from this step. If he had precipitated matters he

would have created a party in English politics hostile to the colonies. "A reciprocal concession might have been made in the haste of sentiment, to be repented of in the leisure of experience." He describes Sir Wilfrid as saying practically, "Here is our concession; we leave it to your good sense and discretion what return you shall make for it." Professor Davidson holds that that this course, while it may have delayed the satisfaction of Canadian desires, made the achievement more secure in the end.

The Globe however combats the professor's idea that "should England make no effort to carry out her side of the implied obligation there would be great disappointment in Canada, and the event would be fatal to the prestige of the party which did not exact terms when it might have exacted them without difficulty."

"We think," says the Globe, "that he goes rather far in his assertion that a reciprocal preference could have been had for the asking in 1897. It is well known that in the glow of the Jubilee enthusiasm Mr. Chamberlain insisted upon free trade within the empire as a sine qua non of a reciprocal preference. Even if Canada had been willing to admit British imports free, Mr. Chamberlain could have given no assurance that the policy of an Imperial preference would have been supported at the polls. We think also that he puts the case too strongly when he describes 'English honor' as being involved in the making of some return to Canada."

Prof Davidson does not believe that an Imperial Zollverein is possible. The Colonies will not give up their protective systems to join our Imperial Customs Union.

The conclusion that Prof Davidson arrives at after rejecting various projects for increasing Imperial trade by tariffs, is that the most feasible plan would be for Great Britain to grant assistance for the transportation of goods between the United Kingdom and the colonies, by subsidizing freight steamers, for instance. This plan, he says, would be in accord with England's established policy, which is in favor of the removal of natural obstacles to trade. Imperial penny-postage and all British cable lines are instances of what can be done in the way of improving inter-Imperial communication. As to the cost of such a system of subsidies, he thinks it would pay the mother country to defray the whole of the present cost of freight on colonial imports rather than to adopt even a 3 per cent import duty.

The Globe suggests as one of the great difficulties in the way of such a policy is that the British Government at present is seeking for new sources of revenue, while Professor Davidson's plan would mean a new branch of expenditure. It is true that an import duty may cost as much to the people as a bounty or subsidy. But, as a matter of practical politics, we cannot overlook the fact that the Government and the people are two separate entities, and that the object of the Chancellor of the Exchequer is to get the people's money for purposes of government with as little friction and grumbling as possible.

However the Globe thinks Prof. Davidson strikes the right key when he says that the improvement of transportation is one of the best means of increasing Imperial trade, and adds that even if the British Government were not ready to adopt so bold a plan as he proposes, there is much that might be done on both sides of the Atlantic for the cheapening of transportation by land and water. Perhaps our best plan is to devote our thought and energy to those matters over which we have complete control—our own railways, canals, harbors and steamboat lines. The common interests of the empire are best advanced by each self-governing community devoting itself to its own field of labor.

Prof. Davidson's pamphlet has attracted considerable attention in the English press, where it is both commended and criticized, but there is no doubt he has bestowed a large amount of thought on the questions of which he treats, and his work is a valuable contribution to the discussion of important issues.

FOLLOWED GOOD ADVICE.

Some of the St. John newspapers are still pegging away at the government's refusal to hand over this year's exhibition grant to St. John. How unreasonable. St. John in seven years received \$21,000 in exhibition grants from the provincial treasury and still the people down there are not satisfied.

The Globe, which can see nothing good in any of the government's acts, observes: "The local government organ at Fredericton a few weeks ago announced that 'these St. John people are too greedy for anything, and we trust the government will stand firm in the refusal it has already given to the St. John Exhibition Association.'" The government, as advised, has stood firm, and the consequence is that no exhibition can be held in St. John this year."

The twinkling little Star calls the government's refusal sectional legislation, and the morning luminary casts up to the government the amount St. John pays into the provincial treasury.

But there are other portions of the

province that have a claim on the exhibition grant as well as St. John. Fredericton has not had an exhibition for eight years, but we propose to have one this autumn if all goes well, and our claim on at least a share of the exhibition grant can scarcely be overlooked. In the meantime we advise our St. John contemporaries to advise their readers in that city to come up and see us when we open our Grand Industrial and Agricultural Show.

The Tories are fighting in Parliament against the government's proposal to buy steel rails for the Intercolonial from the Clergue Company at Saint St. Marie. The government contract with the company means the establishment of a new industry in Canada without any call from the public purse, but this does not suit the Tory leaders, although one of their election cries is "Canada for the Canadians." The Tories howl because Mr. Blair has been purchasing engines in the United States, and when he proposes to buy steel rails made in Canada the whole Tory pack is at his heels.

The Liberal government since coming into power in 1896, has established 1,071 new post offices in Canada, and of these 85 are in New Brunswick.

CHICAGO LETTER.

[CONTINUED FROM FIRST PAGE.]

A COSMOPOLITAN CITY.

Chicago is essentially a cosmopolitan city, indeed it is doubtful if so many nationalities are so strongly represented in any other place in the universe. Of the total population of two millions only about one half are native born Americans. The Germans come next with 223,000, and the Irish population is estimated at 115,000. The English residents of Chicago number 30,000, and in addition there are no less than 18,000 Canadians. The remainder of the population is made up of Swedes, Poles, Bohemians, Norwegians, Italians, Russians, French, Hollanders, Hungarians, Rumanians, Chinese, Swiss, Welsh, Greeks, Belgians, Mexicans, Arabs, Portuguese, Sicilians, Sandwich Islanders, negroes, and a great many who do not seem to have any nationality. The various nationalities cling together as much as possible, and make their influence felt at election times. Some say that the foreigners are responsible for the great amount of crime in Chicago, and there may be considerable truth in the assertion.

McBride's Irish Brigade.

The German and Irish elements sympathize strongly with the Boers and do not seem to have much love for Great Britain. Paul Kruger's homely old physiognomy on paper disfigures the well of nearly every place of business kept by a German, and portraits of the late General Jonbert are also quite frequently met with. It is well known that many of the Irish residents of Chicago are very outspoken in their sympathies for the Boers, they having gone so far as to equip and despatch a contingent to South Africa to help Oom Paul. It was known as the Irish-American brigade and was commanded by Major McBride. The gallant major is now safely back in Chicago and was one of the principal speakers at a gathering of Irishmen held a short time ago to celebrate the anniversary of the birth of Robert Emmet. He was accompanied by Major Daly of Limerick and Mand Gonne, familiarly known as "the Irish Joan of Arc." The newspaper reports of the affair stated that Miss Gonne made a profound impression by her story of Ireland's woes and stirring denunciation of King Edward, and that Major McBride's reference to the heroism of the Irish Brigade under fire created the wildest enthusiasm. Probably had the major told that the Irish brigade was composed of an excellent lot of sprinters he would not have been believed.

Lots of Hotels.

Chicago has upwards of 800 hotels, large and small, with a united capacity sufficient to care for 200,000 guests. The floating population of the city averages 75,000 daily, so it may be inferred from this that the hotels always have some one to care for. Many of the hotels are run exclusively on the European plan, but the majority have the American plan as well. Under the American plan accommodation can be had all the way from \$1 to \$5 per day, and under the European plan a room costs from fifty cents to \$3.50 per day, according to quality. The Auditorium, on Michigan Avenue, is probably the finest hotel in Chicago, but the Palmer House on State Street is a very good second. Each house can accommodate in the neighborhood of 2,000 guests. The barber shop in connection with the Palmer House is said to be one of the finest in the world. It is finished in mahogany, and the beautiful ceiling and walls are a mass of bevelled glass mirrors set into the plastering. The flooring is of grey and white marble and American silver dollars, one of the latter being imbedded in the centre of each block of marble. In addition to the hotels Chicago has 3,000 restaurants and cafes, and they are found in all parts of the city.

The Public Parks.

Within the city limits there are no less than twenty-eight public parks, covering an area of 2,000 acres exclusive of space devoted to the many miles of boulevards which are part of the park system. Jackson Park, the scene of the great Worlds Fair, is the largest, occupying nearly 600 acres. Here is located the Field Columbian Museum, which takes its name from Marshall Field, one of Chicago's merchant princes, who endowed it to the extent of \$1,000,000. This institution was opened in 1894, and had for a nucleus rare objects of interest contributed by exhibitors to the Columbian exposition.

Lincoln Park on the North side, which takes its name from the martyr president, covers an area of 250 acres, and is said to be the finest park in the city. This park is located on the lake front, and is protected from the buffeting of the waves by a huge sea wall of marble, which is certainly a marvel of engineering skill. The Chicago Academy of Science and the Zoological gardens are located at Lincoln Park and are objects of much interest to the stranger. The wild animals in the 'zoo' include a herd of 25 buffalo and a pair of Polar bears. In the academy of Science is to be seen a splendid collection of relics, stuffed birds, animals, reptiles, fish, etc. A skeleton of a mammoth, found in Washington State and donated to the academy by a syndicate of wealthy Chicagoans, occupies a conspicuous place. It stands over twelve feet high, and has tusks six feet in length. Another interesting feature of the collection is a stuffed Alaskan moose, with an antler spread of 72 inches. It was shot by an Indian in Northern Alaska, and sportsmen declare that it is the record moose of the world.

Chicago's Churches.

Chicago has over five hundred churches including many costly and beautiful structures. Unlike most other cities there are practically no churches in the business thoroughfares. The Roman Catholics have the greatest number of churches, no less than 86 being controlled by that denomination. The Methodist Episcopal denomination comes next with 61; the Congregationalists have 55, the Baptists 44, the Episcopalians 30, and there are 16 Jewish synagogues. In addition to these there are Free Methodist churches, Evangelical Lutheran churches for English, Danes, Norwegians, Swedes and Separatists; Reformed Episcopal churches, Unitarian churches, Independent churches, Separate Methodist Episcopal churches for Africans, Bohemians, Norwegians and Swedes; Universalist and Swedenborgian churches, and the goodness only knows how many other kinds. Even the people of Woodstock would be able to discover new forms of religious worship in Chicago. Notwithstanding the multiplicity of churches it is said that the combined congregations do not number more than 150,000 persons, or 7½ per cent of the population. What about the remaining 1,800,000 people you will say. Well, in the case of a goodly percentage of them there is nothing to distinguish Sunday from a week day. Street cars are kept running full blast, theatres give performance afternoon and evening, with standing room usually at a premium; the grocers, butchers and druggists are at their posts, saloons and restaurants are kept open, trains arrive and depart, in fact with a great many people it is by long odds the busiest day of the week.

UPPER MAGAQUADAVIC.

(Special correspondence to the Herald.) April 9.—The weather for the past week has been very rainy, and traffic is almost suspended. Quite a number of our young men returned from the lumber woods last week. We are glad to see them looking hale and hearty after their long winter's work. Miss Eva McMullin who is teaching up river, spent the holidays with her parents. Oscar Campbell was summoned to Norton Station last week by the sudden illness of his wife. Mr. Campbell has been quite poorly all winter, but had gained strength enough to go home to her mother and was believed to be better when the sudden change came. Very little hope is entertained of her recovery.

Mr. Andrew Gartley took advantage of excursion and made a business trip to Fredericton. Mr. John Henry and Robert Miller paid a trip to Fredericton. Our school has commenced once more under the management of Miss Kitchen. The usual services were held on Good Friday and Easter Sunday by the Rev. Mr. Hooper. Quite a number from this place attended the Easter meeting at Magundy. Miss Ella McEwan has returned from Boston. Sugar-making, which was looked forward to so anxiously, has proved a failure owing to the wet weather.

Black Goods.

The stock of black goods in Edgcombe's dress department is very full and complete in all the fashionable fabrics to be used this season, and includes not only French and German manufactures but a large stock of Priestleys celebrated goods.—d.

N. M. Mills, a rising young St. Stephen lawyer, is among the guests at the Queen.

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MORGAN IN IT.

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OF THE SHARES IN THE CROW'S NEST MINES OF BRITISH COLUMBIA.

Former New Brunswick to Command Bisley Team.

SAILORS LOSE THEIR LIVES IN A BURNING STEAMER.

(Special to the Daily Herald.)

Ottawa, April 11.—At the meeting of the House of Commons railway committee this morning, it came out J. Pierpont Morgan has interests in the Crow's Nest Coal Company of British Columbia.

The committee was considering an application of the Crow's Nest Southern Railway Company for a charter for a line from the coal fields to the boundary, when Mr. Tarte, Minister of Public Works, who is opposed to the application, asked Mr. Lash, solicitor for the company, if it was true that Mr. Morgan and J. J. Hill had acquired stock in the mines.

Mr. Lash replied that Mr. Morgan owned thirty per cent of the stock, seventy per cent being owned by Canadians. He added that as far as he knew, Mr. Hill was not interested though he might have some shares with Mr. Morgan.

Mr. Blair spoke favorably to the charter and Mr. Tarte opposed it strongly, arguing that Canadian interests should be protected.

Further consideration was finally deferred till Thursday next.

Sifton's Trial Postponed.

(Special to Daily Herald.)

London, O. T., April 11.—Through the coming summer months Gerald Sifton, charged with murdering his father, will spend his time in practically solitary confinement. The trial was this morning again postponed to next session.

The crown officer stated that the court was satisfied that Mrs. Richardson, the recolor's wife was too ill to appear.

The parting of Sifton and his wife as the former was led back to his cell, was intensely pathetic.

Bisley Team Commandant.

(Special to Daily Herald.)

Ottawa, April 11.—Col Tilton of Ottawa will be commandant of this year's Bisley team. Col Tilton is a New Brunswicker formerly of St. John, and was deputy minister of marine and fisheries for several years until he was superannuated. The appointment is a popular one.

Sailors Lost Their Lives.

(Special to Daily Herald.)

Vancouver, B. C., April 11.—Paul Peter and F. Edwards, sailors, lost their lives in the flames which destroyed the Fraser river passenger steamer, Royal City of New Westminster at Mission, yesterday. A British ship was also damaged.

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We have just received a supply of this celebrated mineral water. Refreshing tonic and stimulant.

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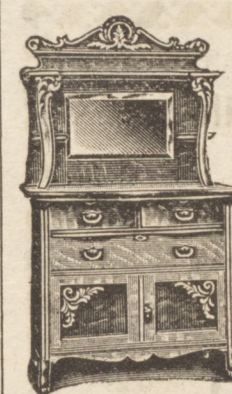


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I am showing a fine line of particularly stylish materials for

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which are not too light though when winter makes another bluff. You'll find it very convenient to have a Top Coat at hand early

The cloth, workmanship, cut and finish will be the best. I have also received, and am displaying in my window some beautiful

Flannel Suits, which will be popular for the coming summer. Call and have a look at them.

