

THE DAILY HERALD

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DAILY HERALD

TUESDAY, APRIL 9, 1901. THE DAMAGE EXAGGERATED.

It is a pity that exaggerated reports of the damage effected by the freshet in this vicinity have been sent to some of the outside newspapers. For instance a despatch in the Telegraph this morning alleges that "the railway bridge was smashed in several places and the sidewalk torn up. At present it is hard to estimate the damage to the bridge."

In the Sun's Fredericton despatches it is said that the ice moved the superstructure of the highway bridge six inches, a statement that has no foundation in fact.

The damage to both the highway and railway bridges will not amount to more than probably \$200 or \$300. The other damage in the city is confined mostly to some old sheds on the river bank, and to the B. and N. club house, and the only really serious loss is the Upton Mill below town. No doubt much inconvenience is felt from flooded cellars, but generally speaking the damage has been much exaggerated.

STILL PUSHING AHEAD.

Col. Girouard the young Canadian who left a \$10,000 year position in the employ of the Egyptian government as director of railways, to assume charge of railway repairs in South Africa during the war, has been appointed "officer to administer martial law in Cape Colony" and for the time being has relinquished the railway post. He has been given wide powers, and practically represents the governor. The colonial division, commanded by General Brabant, has been placed at his disposal. Army men think that Lord Kitchener and Colonel Girouard will figure largely in the war before it is over. If Girouard with his force happens to meet Dewet he would be the "big lion" of this "show." It is worthy of note that he has selected colonials in the place of army troops to do his work. It is understood he is to be minister of public works for the Transvaal and Orange River Colony after the war.

Col. Girouard, who is decidedly under forty years of age, is a son of Judge Girouard of the Supreme Court of Canada, and a graduate of the Royal Military College at Kingston. He first sprang into prominence in connection with the construction of the railway into the Sudan, which Kitchener found necessary before he could record his victories at Omdurman and Atbara, and reduce Khartoum.

ADVOCATED BY A PREACHER.

Rev. Chas. A. Eaton, an eloquent Nova Scotian who occupies the leading Baptist pulpit of Toronto, agrees with the proposition that Canada should try State control of the liquor traffic. He declares that temperance sentiment in Canada has outgrown all methods hitherto devised for its enforcement in law and practice. There are large numbers of citizens who believe in temperance and even total abstinence, who do not believe in prohibition or high license as the best means of eliminating the evils of the liquor traffic. It is clearly time for the introduction of a new method more radical and more rational than any that has been tried. The solution suggested is State ownership and control of the traffic.

Mr. Eaton proposes that the Dominion government should assume absolute and complete control of the liquor traffic throughout the whole country. Let them, he says, manufacture and sell, wholesale and retail, all the spirituous and malt liquors used in the country. Let the act establish in its first clause total prohibition everywhere, giving to each municipality the right by majority vote of its citizens, to have one or more government dispensaries within its limits, according to the population; the dispenser to be appointed by the Government at a fixed salary, so that he can have no possible interest in the increase of sales; no liquors to be consumed on the premises, but all sales to be made in closed packages; strict regulation as to sale to minors and known inebriates; travelling inspectors to be paid by the Government, whose duty it will be to enforce the laws regulating the traffic; the citizens of each municipality to decide as to the location of such dispensaries as may be allowed them by the act.

The first advantage of this law would be to make more than half of Canada absolutely without the sale of intoxicating liquors. For, judging by the results

of plebiscites on prohibition, the rural constituencies of almost the whole country would vote to have no dispensaries within their borders. This would confine the sale of liquor to the cities and larger towns. Because of the complete elimination of private profit from the business, the saloon would disappear, and with it the treating custom which is responsible for so much drunkenness.

OBJECTS TO THE NAME.

Although citizens of the United States occupy much less than one half of the continent of North America, they have taken to themselves the name of Americans, and too often Canadians, whose national heritage in area is quite as great as that of our friends of the adjoining republic, are dumped in with the United States when abroad and are known as Americans, thus to a certain extent losing their national individuality. Of course we are Americans in the broad sense of the term; so are the people of the United States, but they have no more claim on the term than we have.

During a recent lecture by a Canadian immigration agent before the Royal Colonial Institute London, a Canadian, resident in England, declared that he was tired of hearing the people of Canada spoken of as Americans. "We are not Americans, but Canadians," he declared. "Let the people of the United States have a monopoly of the name American. Canadian manufacturers are stupidly fond of stamping on their wares 'Made in America.' They ought to know better. We Canadians have no occasion to take a back seat so far as the United States is concerned. The people of that country are crossing the border line in swarms and taking up their residence in the great Dominion. When Canada shall be as old as the United States is now, half the Yankee population will be British subjects."

This was bold, patriotic talk and has the right ring, but all the same we cannot see why United States citizens should have a monopoly of the term "Americans."

The development of the Nova Scotia coal industry has been phenomenal. In 1882, when the Liberals took office, the coal sales were 1,250,179 tons, yielding a revenue of \$90,448. In 1900 the sales were 2,997,546 tons, yielding a royalty of \$353,102. This year the coal output of the Province is expected to reach five million tons and to afford a royalty of over \$400,000. This large increase in royalty is directly attributable to the so-called Whitney legislation, introduced by Hon. W. S. Fielding, which led to the organization of the Dominion Coal Company, and eventually to the establishment of the big steel plant at Sydney.

Notwithstanding the \$2,000 increase in the attorney general's salary, he has not been able to catch the Rothesay forger. And notwithstanding that it is more than a dozen years since the Tories stole Mr. King's seat in Queen's, the Sun and its political friends have made no attempt to catch and punish the guilty parties.

At Montreal last week, Judge Lafontaine sentenced Michael Ennis to the penitentiary for five years for stealing goods valued at twenty dollars. When Michael has served his term he should become a lawyer, enlarge his possibilities for appropriating other people's property, and at the same time escape punishment.

Hon. Llewellyn Powers of Hamilton, ex-Governor of Maine, has been elected to the House of Representatives at Washington, in place of Hon. C. A. Boutelle, resigned. Mr. Powers' majority over White, Democrat, was more than 2,000.

A bill before the Massachusetts legislature to permit Sunday golf playing has been defeated by a decisive majority.

Evidently there is as little public interest in civic politics in St. John as exists in Fredericton.

Easter Monday Elections. St. Peter's church Kingscliar: Church Warden—Mr. John C. Murray, Mr. Chas. H. Giles.

Vestrymen—Messrs. P. C. Powys, F. W. Clements, Ranney Murray, A. R. Balloch, F. W. Hatheway, W. D. Allen, Charles Murray, Frank Clements, J. B. Allen, A. W. Rainford, Harry Allison, Geo. Leek. Vestry clerk—P. C. Powys. Delegates to Diocesan Society—Messrs. Chas. H. Giles, P. C. Powys. Substitute delegates—F. W. Clements, A. R. Balloch.

St. Ann's Church. The Easter meeting of Fredericton parish was held Monday afternoon, when the following elections took place: Church warden—A. D. Thomas, C. S. Brannen.

Vestrymen—Edward Wilkinson, W. H. Quinn, I. R. Golding, C. A. Miles, S. A. R. McDonald, Dr. Henry, R. H. Simonds, Jas. S. B. Clark, John O'Dham, E. A. Simonds, W. H. Anderson, C. A. Robinson. Auditors—I. R. Golding, C. A. Miles. Representatives to synod—R. H. Simonds, Edward Wilkinson. Substitute—John Oldham, C. A. Miles.

Fratt's Food for horses, cows, sheep and poultry, the greatest of animal regulators for sale at G. T. Whelpley's.

DEFAULTING LAWYER

Appropriated \$50,000 of Trust Funds.

AND RETURNS TO FACE THE MUSIC.

After Wandering in Mexico to Escape Justice.

(Special to Daily Herald.)

New York, April 9.—Percy L. Johnson, lawyer and former alderman of Bridgeport, Conn., who went to Mexico last December, because of an alleged exposure of a \$50,000 shortage in trust funds, arrived here today on the steaming Alamo from Galveston. He was not arrested at the steamship pier.

The collapse of Marsh Bros. Bridgeport builders, in December, for which firm Johnson had for years been the legal adviser, resulted in the exposure. It was found that the N. E. Wadlin trust funds were short about \$30,000, the Boston academy fund of \$8000 had completely vanished, and the personal estate of David Pondleton was missing.

Johnson left Bridgeport on Dec. 28, two days before Marsh Bros. failed. Johnson left no trace behind him, and it was only recently that his wife learned that he was in Mexico. Johnson went a postal card to Chief of Police Birmingham, in Bridgeport, saying he was tired of wandering, and had determined to surrender himself and take his punishment.

This was followed by another message in which Johnson said that he was working his way back home, and that he had a rough time since he disappeared. Johnson pleaded for \$125 to pay his fare back, saying that his funds were exhausted.

This card came from Galveston, and a few days afterwards a story came out that place saying the fugitive Bridgeport alderman was working his passage home on a steamship. The money he asked for was not sent to him, but Johnson came north as a saloon passenger on the Alamo.

Johnson was the first passenger to land. He was a trifle nervous as he came down the pier, but the cordial welcome he received from George Hill, another Bridgeport lawyer, seemingly put him in the best of humor. He shook hands with other friends who were there to receive him, and then Hill led him off the dock and into a cab, in which Mrs. Johnson was waiting.

The meeting with his wife was affectionate, and before they drove away Johnson said that he had come back to meet the charges, and would leave for Bridgeport on the first train. William Morris, an examiner employed by a bonding company, was at the dock. He said that he had a warrant for Johnson's arrest, but would not serve it, because the man was going back all right. He followed the Johnsons in another cab to the railroad depot.

THE PRESIDENTIAL TRAIN.

Care Provided for the Coming Trip Across the Continent Are Marvels of Luxury.

Chicago, April 8.—The train in which President McKinley and his cabinet will cross the continent on their trip is a marvel of luxury. It will consist of two sleeping, a dining, and a composite car, consisting of smoking room and baggage compartment. The President will sleep in the magnificent Pullman, the Olympia. A description of this car would fill an Oriental Prince with wonder. It contains five private rooms, finished in Mexican mahogany, maple and koko. The private dining room, at one end, is furnished in vermillion. Apartments fit for monarchs are provided for the servants.

Silk, satin, plush, and velvet are lavishly used in furniture decoration. Onyx and marble fittings are in evidence. Large mirrors and wardrobes are provided. Each private room contains three complete fittings of a bedroom. All have separate toilet rooms. The car is 70 feet long and is used only for the accommodation of nine persons. The drawing room car is finished in vermillion, elaborately carved, and the rooms are decorated in ivory and gold. The ceilings are beautifully tinted and the upholstery and draperies are of the finest. Two staterooms connect with the salon by folding doors. Wide vestibules line the smoking car. There is a fine barber's shop in it, and a bathroom, with tiled flooring and wainscoting. The smoking room is 21 feet in length, fitted with upholstered chairs, lounge, secretary, cabinet and library. A buffet is also provided. The exterior of the train is in keeping with the interior splendor.

LOWER PRINCE WILLIAM.

(Special correspondence to the Herald.)

April 5.—The roads are beginning to get bare and wheels will soon take the place of runners. Thomas E. Deacon of Great Works, Maine, is visiting friends here. Thos. O'Brien, jr., is home from Rumford Falls, Maine. Samuel Moore has returned home from spending the winter at Madison, Me. W. H. Smith has returned home from the Maine lumber woods. Jared W. Smith has been busy this week, taking the census in this section. William Kiteben of Chatham, has been visiting friends here for the past two weeks. Harry C. Fraser is home from Benton, Car. Co., spending the Easter holidays. A bean supper was held at the residence of J. W. Smith on Wednesday evening. The proceeds amounting to \$21 goes to the Free Baptist church fund. A quiet wedding took place on Tuesday afternoon April 2 at the residence of Mr. and Mrs. John M. Fraser, when their second daughter Ella M. was united in marriage to Alexander McNally, of Lower Queensbury. The ceremony was performed by Rev. Wm. Ross, B. A. in

STABBING AFFRAY.

War in the Foreign Colony at Tiuro.

TWO MEN WERE SERIOUSLY WOUNDED.

Trouble Aros: Over a Law Suit.

(Special to the Daily Herald.)

Tiuro, N. S., April 9.—A small sized insurrection occurred in the Armenian colony at noon today, resulting in a serious stabbing affray.

John Johnston, a Turk, now lies in a precarious condition, suffering from bruises and a wound from a knife between his shoulders. The affray took place in the vicinity of the court house, where Judge Chipman had been listening since yesterday to certain legal arguments over disputed accounts between a number of Armenians. On one side were several Syrians, and the Turk was on the other side.

Massad Koory, who figured so conspicuously in the Dart murder trial is the leading spirit among the foreigners here. He supplies various pedlars. A number of Syrians ran a rival supply station house and there is much jealousy between the factions. Today's fracas was participated in by about thirty persons. The Turk seems to have incurred the envy of all. At a quarter past one he was unconscious and still bleeding. Johnston alias Anradim and Massad were brought to Dr. Yorston's office in a grocery wagon and then removed to the Royal hotel and surgical aid given. The excitement among the Armenians is intense.

ST. JOHN CIVIC ELECTIONS.

Mayor Daniel And All But One Alderman Re-elected by Acclamation.

(Special to Daily Herald.)

St. John, April 9.—This was civic nomination day and the result is that Mayor Daniel is re-elected by acclamation, ex-Mayor Sears withdrawing at the last moment, and every member of the old board of Aldermen is again returned without opposition except Dr. Christie in Lansdowne Ward, who is opposed for the third time by Dr. J. M. Smith.

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

A good practical farmer can get a good position in managing a farm by enquiry of JOHN DAMEBY, Barker House stables.

TAKEN BY SURPRISE

Senators and M. P.'s Compelled to Flee in Night Robes

(Special to the Daily Herald.)

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The Bell Company of New York gave a show last night, but all their costumes and scenery had been removed before the fire broke out. Great excitement prevailed at the Russell house which adjoined the theatre. Senators and members of Parliament partially robed carried their belonging to the street and piled them at a safe distance from the flames. The fire originated in the boiler room.

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JAMES HODGE.

CANADIAN RY.

ATLANTIC DIVISION

ALL RAIL LINES

Imperial Limited Route

TO THE PACIFIC COAST.

ARRANGEMENT OF TRAINS

In Effect Sunday, Oct. 21st, 1900

LEAVE FREDERICTON

EASTERN STANDARD TIME

6.00 a m.—Express for St. John, St. Stephen, St. Andrews, Houlton, Woodstock and points north: Bangor, Portland and Boston.

7.45 a m.—Mixed for Woodstock, Presque Isle, Edmundston and points north via Gibson Branch, Leves, St. Mary's & S. H.

9.30 a m.—Accommodation for Fredericton Junction, connecting with Express for St. John and points east, and Accommodation for McAdam Junction.

4.00 p m.—Accommodation for Fredericton Junction, connecting with short Line Express for Montreal, Ottawa, Toronto, and with the Pacific Express from Montreal for the west, Northwest and Pacific Coast, also with Pullman express for Bangor, Portland, St. Stephen, St. Andrews, Houlton and Woodstock.

Palace sleeper Fredericton Junction to Montreal.

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