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CANADA'S GRAND OLD MAN.

Brief Story of Lord Strathcona's Career.

HIS LONG EXILE IN LABRADOR.

His Services During the Red River Rebellion.

HIS PART IN BUILDING THE C. P. R.

A biography of Lord Strathcona and Mount Royal, written by Mr. Beckles Wilson, has just been published. In reviewing it, the London Telegraph says: During the reign of Queen Victoria the greatest additions to the Empire were Rhodesia and the Canadian Pacific Railway—the latter by bringing the great Canadian North-West in touch with the rest of the world. As "Forewords" to Lord Strathcona: the Story of his Life," by Beckles Wilson, the Duke of Argyle writes: "I do not think there is any other civilian now alive who has been able to do so much practical good to the Empire before filling an official position," and Sir Charles Tupper has said: "The Canadian Pacific Railway would have no existence today had it not been for the indomitable pluck, energy and determination of Sir Donald Smith" (now Lord Strathcona). As the story of a Pacific Empire-builder the work comes opportunely.

The career of Donald Alexander Smith, born eighty-two years ago, in Morayshire, divides itself mainly into these periods: Eighteen years at home in Scotland, thirty years in the service of the Hudson's Bay Company in Canada, a special commissionership in the first Riel Rebellion, membership of the Dominion Parliament, construction of the great Canadian Railway, and life in England as High Commissioner for Canada. The first thirteen years of Donald Smith's service under the Hudson's Bay Company was in the inhospitable wilds of Labrador. It is impossible to comprehend how a man of the energy and character of Lord Strathcona endured that exile from civilization. It was a hard apprenticeship. He broke down once with an affection of the eyes, and this is how he was received when he came to Montreal for treatment. Sir George Simpson, the governor of the company, asked: "Well, young man, why are you not at your post?" "My eyes, sir," faltered Mr. Smith, pointing to his blue goggles; "they got so very bad, I've come to see a doctor." "And who gave you permission to leave your post?" thundered the Governor. As it would have taken a full year to have obtained official consent to his journey, Mr. Smith was forced to reply, "No one." "Then, sir," said the fur-trade autocrat, "if it's a question between your eyes and your service in the Hudson's Bay Company, you'll take my advice and return this instant to your post." And he did; the future peer there and then "commenced a painful return journey of nearly a thousand miles to the scene of his dreary duties."

But Donald Smith was a successful trader, and he himself in the end became Chief Factor of his company, and was filling this office when the Red River rebellion under Riel broke out. It arose solely from the purchase of the Hudson's Bay territories in the North-West by the Dominion Government. As Government Commissioner and agent of the company he saved the province from a racial war between the French half-breeds and the English settlers, and it was in pursuit of his recommendation that Colonel Garnet (now Lord) Wolseley was sent on the Red River Expedition in 1870, which without bloodshed quashed the revolt. It is of interest here to recall that two young officers who took part in that excellently organized movement were Capt (now Sir) Redvers Buller and Lieut (now General Sir William) Butler.

Lord Strathcona saw at once that for that fertile province of Manitoba and the great territories beyond to be opened up, and for the Pacific coast region to be welded into the Dominion, a trans-continental railway must be constructed. It is pleasant to succeed where all the authorities have predicted failure. The first step towards the main end in view

was the purchase of a bankrupt undertaking; the St. Paul and Pacific, a Minnesota line, with a branch to Pembina, in Manitoba, built mainly with capital raised at Amsterdam. Mr. Donald Smith associated himself with Mr. James J. Hill, the American railway magnate, and bought up the bankrupt stock. Very few people either grasped the plans of Lord Strathcona at the time or believed in their practicability. A Parliamentary colleague said to him in the dark days: "Well, Mr. Smith, your constituency seems fated in the matter of railways. The Canadian Pacific is shelved for another generation, and no capitalist will ever touch that Yankee railway to the south of you. Those Dutchmen would do well to come over and sell those rails for old junk." Mr. Smith smiled. "That railway isn't dead," he said, "A traveller isn't dead when he sits down by the wayside to rest; and you and I, my friend, will be riding on the Canadian Pacific within ten years." The prediction was fulfilled almost to the letter.

Two men believed in the great project; they were Mr. Donald Smith and a relative of his, Mr. Stephen (now Lord Mount-Stephen), then a director of the Bank of Montreal. They became the heads of a syndicate for executing the contract, and "were both obliged to pledge their private fortunes to prevent the work from ceasing."

The meetings of the Canadian Pacific Railway directors were sometimes amusing in those days. "The board of what is now the greatest railway in the world used to meet and discuss the tightness of the money market with very blank faces. During one of these conferences, Mr. Smith is said to have entered briskly. When made aware of the situation, he instantly moved an adjournment. 'It is clear we want money,' he remarked drily. 'We can't raise it among ourselves. Let us come back tomorrow and report progress.' When the board met on the following day the members had each the same story of failure to tell, until it came to Mr. Smith's turn. 'I have raised another million,' he said, slowly. 'It will carry us on for a bit.' When it is spent we will raise more." At last, on November 7, 1885—five and a half years before the time allowed by the terms of the charter—the great line was finished, and at a little halting place called Craigellachie, in British Columbia, Mr. Donald A. Smith lifted a hammer and drove in the last spike of the Canadian Pacific Railway. Before nightfall of that eventful day Queen Victoria sent a telegram to the Governor-General, Lord Lansdowne, now our Foreign Secretary, congratulating the Canadian people on this national achievement, which her Majesty regarded as "of great importance to the whole British Empire."

Very commonly it has been surmised by those who knew the great wealth of Lord Strathcona that it was acquired to some extent from the accomplishment of this vast undertaking. He has contradicted this supposition. "I have heard," he said to the author of the present volume, "that people speak of the fortune I have gained out of the Canadian Pacific Railway. Let me tell you I should have been hundreds of thousands of pounds in pocket if I had never had anything to do with the enterprise." Next year he was created K.C.M.G., and in 1896 elevated to the peerage, as Baron Strathcona, the barony following almost immediately on his becoming High Commissioner for the Dominion in London. Mr. George Stephen, his relative, had been created Baron Mount-Stephen in 1891.

During the South African war Lord Strathcona equipped and transported to Africa, at his own cost, a Canadian force of nearly 600 mounted men. They were called Strathcona's Horse, and were known among the enemy as the "English Boers."

Without being a set biography, this story of the life of one of the most successful of Empire-makers of the nineteenth century is an extremely readable volume. It tells graphically a story well worth the telling.

HORSE SHOW FEATURES AT THE ST. JOHN EXHIBITION.

Arrangements are now concluded for an exhibit and display of horses at the St. John Exhibition, which will far eclipse anything in this attempted in the Maritime Provinces. An enthusiastic

committee of horsemen have the matter in charge, and at a recent meeting outlined the following programme:

On Monday Sept. 1st—all the Labor Unions of St. John and other centres will parade the city and proceed to the Exhibition grounds, where they will pass in review before the grand stand. In this procession will be 500 mounted teamsters. Special prizes have been arranged for their horses, which will first be paraded and judged. Following this, a complete programme of sports, including horse-races, foot-races, tugs-of-war, etc. will be put on.

Tuesday, 9 a. m.—Judging of medium draughts, heavy draughts, Clydesdales, Shires, Percherons and Suffolk punches.

Tuesday, 3 p. m.—Judging of carriage horses in harness (open to all carriage horses on the grounds).

Wednesday, 9 a. m.—Judging of carriage horses (on the halter) and standard bred horses.

Wednesday afternoon at Moosepath Park—2.24 class, trot and pace, purse \$250. 2.28 class, trot and pace, purse \$250.

Thursday, 9 a. m.—Before the Grand Stand, judging of Thoroughbreds, Hackneys, French Coaches and ponies.

Thursday afternoon—Moosepath Park, 2.40 class, trot and pace, purse \$200; free-for-all, trot and pace, purse, \$500.

Friday, 9 a. m.—Draught competition, horse-shoeing competition.

Friday, 3 p. m.—Parade and judging of matched pairs and single carriage horses, owned in the city or county of St. John, followed by a general parade of all prize-winning horses.

Is Your Back Lame.

Does it hurt to stoop or bend down? Have you a dull heavy pain at the base of the spine? If so the best remedy is Nerviline; it will invigorate the tired, sore muscles, make them supple and strong. Nerviline will drive out the pain and make you well in no time. Nothing so good as Nerviline for Lumbago, Stiff Neck, Rheumatism, Neuralgia, and Sciatica. Buy a 25c. bottle of Polson's Nerviline to-day, and try it. Dr. Hamilton's Pills Cure Constipation.

BRAVE KINGSTONIANS.

Kingston, July 28.—The civic swords of honor were presented to Surgeon Lieut. Col. Duff and Lieut. Carruthers, on their arrival here on Friday evening, before an immense gathering. Loud applause greeted Lieut. Carruthers as, sword in hand, he stepped forward to reply.

"It is with feelings of the greatest pleasure that I again return to my native city," said he. "It is a double pleasure to know that we have done something that has merited the good-will and respect of the citizens, nor would I be just did I not express my feelings over the honor my fellow-citizens have done me to-day. When we started for South Africa, our commanding officer reminded us that we had the keeping of the honor of Canada in our hands. It is for you to judge whether or not we have kept that honor unsullied. But it is easy to do brave deeds when we have good, brave men under us. An officer cannot do anything himself; he must be supported by brave men, and have their good-will and confidence. I had these."

After words of gratitude for the honor his fellow-citizens had conferred upon him, Surgeon Lieut. Col. Duff remarked: "While all the Canadians did well, I would like to say something more particular about the men of my own staff. First, there was Charlie Bennett, a brave active soldier. He had charge of the pony that carried the hospital panniers at the Hart's River fight. The pony was killed and Bennett received a bullet through his hat. Wm. Guy was another who was very much in evidence in that fight. There are plenty of brave deeds done on that field that are not recorded."

"Let me give you one instance. At Hart's River word reached the hospital that one of our officers was wounded. The only man who volunteered to go out and look for him was a Kingstonian. He went out and crossed the entire firing line, only to find that he had gone to the wrong end. He had to recross the whole front of that blazing line before he found the wounded officer. That brave volunteer was Dan Eby, whom I saw carrying Lieut. Markham into the hospital. That was a deed that deserved more mention than it has received."

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is a boon to any home. It disinfects and cleans at the same time.

The curator of the late Boer Government's official papers recently handed over the whole of the documents to a representative of the military authorities at Pilgrim's Rest. They include confidential reports, giving a complete history of Mr. Kruger's relations with foreign Powers, together with all the ciphers and a mass of other papers. All these are now being translated and arranged by the Director of the Intelligence Department at Pretoria.

IDENTIFIED AFTER NINE YEARS.

New Orleans, La., July 28.—Judge Robert Hingle, in the District Court of Plaquemine, yesterday decided the case of the wife of the Cheniere Cammada storm in favor of Capt. M. Terrebbonne, declaring that the little girl in dispute was the latter's child. The case had aroused a great deal of interest as one of the most remarkable identifications on record.

On Oct. 1, 1893, in the famous hurricane which devastated the Louisiana coast, the settlement of Cheniere Cammada was destroyed, and over 2,500 people there and on the coast were drowned. Among those lost at Cheniere Cammada were the family of Captain Terrebbonne, whose wife and five children, including a little girl of five, were swept out to sea and reported all drowned. The Captain and three sons, were absent from the settlement at the time, escaped. Nearly all the bodies were washed out into the Gulf and never recovered.

A few months ago a negro woman reported to Capt. Terrebbonne that she had seen in New Orleans a child looking much like one of his. The Captain came to the city, saw the child, and claimed her as the daughter believed for nine years to have been drowned at Cheniere Cammada. There was not the slightest evidence to support his claim, and the girl did not know or recognize him. She was named Mary Lee and was supposed to be the daughter of Mr. and Mrs. Arthur Lee of Liberville, La.

Upon investigation the Lees confessed that the girl was not their child, but had been adopted by them from the children's home at Beauvoir, Miss. A further investigation brought to light the fact that the child had been brought to the home eight years ago by Sheriff Nunez of St. Bernard, who found her in the possession of a poor fisherman named Galala Caballo, living in a palmetto hut in the Lake Borgne swamp.

The fisherman confessed that five children did come to his hut with a German woman named Ross, who, he supposed, was their mother. When taken to the children's home she was as wild as an Indian and was with difficulty rescued from the fisherman, to whom she had taken a liking. The Lees, who were well to do, had adopted and educated her and refused to surrender her.

The trial yesterday left little doubt that the girl is the child swept out to sea nine years ago and believed to have been drowned, but how rescued will never be known. The identification was perfect, the strongest features being the three surviving brothers, who bear the closest resemblance to the child, and a slight cut on the ear, due to an ear-ring that had been caught in some bushes and pulled out.

The Evils of Constipation.

This dangerous condition causes sick-headache, abdominal pains, piles, and in severe cases insanity and apoplexy. The most agreeable and satisfactory remedy is Ferrozone, which makes the bowels so well ordered that natural and unassisted action is established. It is mild and certain in action and never causes distress or inconvenience, and may be taken as long as required. Pains in the stomach and intestines, piles, biliousness and headache disappear at once when Ferrozone is used. Recommended and sold by druggists, price 50c. Sold by C. A. Bur-chill. No Pills Like Dr. Hamilton's.

"Is Mr. Fusse much afraid of microbes?" "Well, I should say! He washes the antiseptic gauze gloves he wears in an antiseptic fluid before he even handles the sterilized glass that contains the boiled and filtered mineral water he intends to drink."

Parson—If you had turned your steps in the right direction, my friend, you would not be here today. Convicted U. S. Bank President—I know that, sir. If I had turned my steps in the right direction I would now be in Canada.

Wedding invitations, announcements, cards, neatly printed at this office.

WOODLANDS.

(Special Correspondence to the Herald.)

July 23.—The people of this place are getting ready for haying.

Mr and Mrs. Smith of Marysville spent Sunday with their daughter Mrs. John Pond.

Charlie Saunders and family have moved to their new house.

Barn raisings are all the go here. There were five barns raised lately.

Miss Hazel Saunders of St. Mary's has been visiting relatives of this place.

Miss Mary Anderson and her sister Lottie of Keswick are visiting their sister Mrs. Melchere Jones.

Miss Laura Stickles who has been away in Lewiston, Maine, has returned on a visit to her parents, Mr. and Mrs. Jas. Stickles.

The death occurred on July 19th of the infant son of Mr and Mrs Robert Leslie, aged five weeks.

Miss Maud McNott and her little brother from Fredericton, are visiting at their grand parents, Mr and Mrs George Davidson.

James S. Schwartz and Miss Ruth Saunders who have been visiting Mr. Henderson of Nashwaaksie, has returned home, after spending an enjoyable time.

CROSS CREEK NOTES.

(Special Correspondence to the Herald.)

July 29.

Mrs. Margaret Walton of Minneapolis, who is visiting relatives in town, is progressing rapidly from her recent illness.

Miss Minnie Stewart is visiting Miss Annie Yerxa at the Cross Creek House.

Miss Dell Humble who has been ill is rapidly improving.

Prof. Myers has been to Boiestown on business for the last couple of days, and could not attend the parties given by the Misses Humble.

Miss McPherson of St. John, is visiting Miss Estella Dresser.

James Sullivan is farming at Mr. Brewer's this summer.

RETURNED MARRIAGE LICENSE.

Windsor, Ont., July 29.—James Oliver, issuer of marriage licenses in Windsor, received a visit on Friday from a Detroit man who asked that the fee he paid Mr. Oliver for a license be refunded.

He explained that the young woman whom he expected to make his wife had changed her mind at the last minute, and a future alliance between them was too remote to be thought of at present.

Therefore, weighed with sorrow as was the young man's heart, he could not overlook the fact that the license fee had been paid to no good purpose, and he wished it returned to him.

Mr. Oliver explained that while he was sorry for the disappointment that had befallen the prospective bridegroom, he could not efface the sale of the license from his books, hence he must retain the money.

Dying by Slow Degrees.

Although not always aware thousands die by slow degrees of catarrh. It first attacks the nose or throat, then the lungs and finally spreads all through the system. Catarrh is the only remedy that will immediately prevent the spread of that awful disease. Every breath from the Inhaler kills thousands of germs, clears the throat and nose, aids expectoration and relieves the pain across the eyes. Catarrh is eradicated every vestige of catarrh from the system, and is highly recommended for Bronchitis, Asthma, Deafness, and Lung Trouble. Price \$1.00; all druggists, Polson & Co., Kingston, Ont. Dr. Hamilton's Pills Cure Constipation.

"You will be troubled with domestic infelicity," said the fortune teller gravely to the illiterate person. "Great heavens!" exclaimed the subject, "is it anything like appendicitis?"

Clerk (in bookstore)—Here's a book entitled 'The Joys of Matrimony' that is having quite a large sale. Wederly—Yes, I've read it. Clerk—What do you think of it? Wederly—Best joke book I ever read.

Don't Forget About Your Corns.

Cure them in one night by an application of Putnam's Painless Corn and Wart Extractor. It is sure, safe, painless, and guaranteed to cure or your money back. Refuse a substitute.

Lieut.-Col. Turner, V. C., D. S. O., left Quebec Saturday for England, in command of the Canadian coronation contingent, who embarked on the steamer Pretorian.