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A MEMORIAL OF VALOR.

The Black Watch and Its Traditions.

SOMETHING OF ITS RECORD AS A FIGHTING REGIMENT.

Told in St. Ninian's Cathedral, Perth.

Recent English papers contain accounts of the unveiling in St. Ninian's Cathedral, Perth, Scotland, of a memorial brass tablet and stained glass window to the officers and men of the Black Watch who fell in the South African war. The memorials were unveiled by General Sir Archibald Hunter, the funds for them being provided by Lady Moncrief and the friends of the regiment. In speaking of the history of the Black Watch, Dean Rorison of St. Andrew's said:

"It was the first embodied in a field hard by the Tay at Aberfeldy in 1739. Their country was then only one of the kingdoms of western Europe. Its most patriotic citizen could not dream of the greatness of the destiny that lay before it. In the interval they had grown into the mightiest empire the world had ever known. That had been accomplished through the valor of their navy and army, and they might say that every step of that wondrous march had been shared by the Black Watch. There was not a name on the colors of the regiment which did not recall the steps by which their empire had been built up, which did not furnish some of the grandest incidents in their island story. The name 'Royal' was won for the regiment at Ticonderoga, in North America (1758), where they lost 25 officers and 600 men killed and wounded. The famous red heckle was won by conspicuous bravery on the plains of Flanders. Abercromby in Egypt, and Sir John Moore at Corunna, died with thanks upon their lips for the gallantry with which they had been served by the Black Watch. They fought at Toulon, and were the first to march out of Brussels for the great struggle at Quatre Bras and Waterloo, when the Titan of Europe was finally chained. Their losses at Waterloo were enormous, and so bravely did they bear themselves that the great Duke after the battle saluted their colors. And when, that mighty contest being ended, the land had rest for forty years, the Black Watch were glorious at sea, for in 1852, when the Birkenhead went down, two lieutenants and forty-three privates of the regiment were among the illustrious company which formed up and stood at attention on the deck as the vessel sank. Three years later they found the Black Watch reaping new laurels of imperishable fame at the battle of Alma, when Sir Colin Campbell asked permission to wear the feather bonnet on parade in honor of the valor of the Highland Brigade. They helped to quell the mutiny at Lucknow in 1857. In the Egyptian campaign of 1881 they fought at Tel-el-Kebir, at El-Teb, and at Kibekani. Did they enrol their deeds of fame in the house of God in any boastful spirit? No, but in deep thankfulness to Him who inspired our countrymen with such conspicuous courage and duty. And well they knew that the same glorious tradition survived to our own time, and that our soldiers of today were built of the same stout stuff as those who bore the colors before them. With others of our brave soldiers the Black Watch bore the brunt of the last fierce campaign in South Africa. He thought he was right in saying that their casualties were greater than that of any other regiment in the British army. Who that worshipped there in December, 1899, could forget the first Sunday they met after Magersfontein, where the Black Watch left upon the fatal field seven officers and eighty-eight men killed and bore away eleven officers and two hundred and ninety-seven men wounded. There the gallant Wauchope, their chief, laid down

his life for his country, mourned wherever Scotsmen foregathered. He was not only a brave soldier, but a great Christian, and of him it might be said, as was said of John Lawrence of the Punjab, that 'he feared man so little because he feared God so much.' Right nobly the bereaved remnant of the regiment bore themselves through the rest of the campaign. It was at Relief's Nek that the battalion carried a hill behind the Nek and forced an entrance to the spot where Prinsloo and 5,000 Boers surrendered to that gallant officer now commanding in Scotland, who was with them that day to do honor to the memory of his fallen comrades and to unveil the window as a memorial, while the church lasted, of danger braved and duty nobly done. He thanked the Lord Bishop and Provost for doing him the honor of allowing him to speak on that occasion, so full of interest to the community of Perth and Perthshire, and especially to those who had the privilege of knowing many and loving some whose names were engraved on the memorial brass. They died as brave soldiers would wish to die, and their memory was for ever dear and honored by their countrymen. The window there would be the chief glory of that cathedral church and their record of valor would be an inspiration to generations yet to come. They owed that beautiful memorial to the efforts of those ladies who were ever mindful during the war of the comfort of the soldiers."

Forcible Facts.

One-sixth of the deaths from disease are due to consumption. Ninety-eight per cent. of all those who have used Dr. Pierce's Golden Medical Discovery for "weak lungs," have been perfectly and permanently cured. Cornelius McCawley, of Leechburg, Armstrong Co., Pa., had in all eighty-one hemorrhages. He says: "My doctor did all he could for me but could not stop the hemorrhages, and all gave me up to die with consumption." What doctors could not do "Golden Medical Discovery" did. It stopped the hemorrhages and cured their cause. This is one case out of thousands. Investigate the facts.

Free. Dr. Pierce's great work. The People's Common Sense Medical Adviser is sent free on receipt of stamps to pay cost of mailing and customs. Send 31 one cent stamps for paper covered book, or 50 stamps for cloth binding. Address Dr. R. V. Pierce, Buffalo, N. Y.

Gold in His Cellar.

Kingston, Ont., July 20.—David Hartwick residing on a farm in Kennebec township, stumbled on what promises to be a good thing. He determined to build a new dwelling, and while blasting out a cellar thought the rock of peculiar color and unusually heavy. He had samples assayed, and was surprised to learn that it was worth \$90 to the ton. Of this amount \$60 was in gold and \$30 in silver, copper and other metals. Mr. Hartwick was offered a big price for his farm, but refused it.

A Great Increasing Army.

composed of men and women that spend heart and soul in the vain effort to overcome a lack of vigor in the body. To replace inertia by vigor, to make good, red blood that will build up the system, to have strong nerves, you must eat more, digest more, assimilate more. How can it be done? By using Ferrozone. It invigorates, strengthens, possesses magical health giving powers. Get Ferrozone today and make yourself strong and well. All reliable druggists and medicine dealers sell Ferrozone.

THE LEVER COLONY.

How the Employers of Sunlight Soap Makers are Cared For.

Mr. J. C. Walsh writing from Liverpool, G. B., to his paper the Montreal Herald says:

"I went today to Port Sunlight, and spent a little time with Mr. W. H. Lever, at the Sunlight Soap Works. Those who have met Mr. Lever on any of his trips to Canada know that he is something more than the type of the successful British organizer. But only those who have the good fortune to visit Port Sunlight can form anything like an adequate idea of his superiority. The works cover

ninety acres. On the other hundred and forty acres of the estate he has built a garden city, a beautiful creation. There are 546 houses, every one of which is an architectural gem. Lawns planted with shrubs line both sides of every street. There is a free open air swimming bath. There are admirably ordered dining pavilions, one for the men, one for the girls. The streets are permanently paved. The cottages, inside and outside, surpass the fondest dream of the city workman. And they cost the tenants three shillings and five shillings a week. To understand what it means, one might imagine the operatives of a Hockelaga cotton factory dwelling amid surroundings vastly more attractive than those of Westmount, with no flats, with each his little vegetable garden, and paying half the rent they now pay for a stuffy apartment on a narrow street. While I talked with Mr. Lever the village clergyman came in to ask if the band was to accompany a party of six hundred village children to Mr. Lever's home in the afternoon, and this head of a half-dozen vast establishments in all parts of the world, requested the head of one of the departments to get the matter arranged if it could be done. A couple of hours later the children, beautifully clean, healthy-looking and well dressed, were to be seen on every street. To work the miracle of Port Sunlight, for it is nothing less, Mr. Lever has set aside a little less than two million dollars, on which he foregoes the interest charge. Three thousand people are actually employed in the works and 7,000 more are directly dependent upon it.

A SUCCESSFUL ADMINISTRATOR.

Toronto Globe Has Kind Words for Mr. Blair.

The Toronto Globe says: As Minister of Railways Mr. Blair had charge of the extension of the Intercolonial from Lewis to Montreal, which was approved by Parliament in '98, bringing the terminus to a shipping centre, instead of leaving it in "a ploughed field." Under his management of the railway the heavy yearly deficits of his predecessors have given way to a satisfactory surplus, while the service of the line has been vastly improved, until the service and equipment will now compare favorably with that of any other line on the continent. The St. Lawrence canals have also been greatly improved, and the fourteen foot waterway completed from the lakes to the sea. At the general election of 1900 Mr. Blair defeated Hon. George E. Foster for St. John by 997.

Before going to Ottawa Mr. Blair had had a most successful career as Premier of his native province. Entering New Brunswick politics in 1878, when there were but six Liberals in a House of forty-one, at the first session he was chosen leader of the party, and before the next election had gained eleven more supporters. Shortly after the general election of '83 he succeeded in defeating the government, formed a Ministry, and was later sustained in four general elections in '86, '90, '92 and '95. At the time of his resignation to enter the Laurier administration, he had been premier for over thirteen years, and he still commands a strong following in New Brunswick, the province sending nine Liberals and five Conservatives to the Commons. The retiring Minister has a most distinguished reputation as a lawyer. He was a member of the Interprovincial Conference which met at Quebec in 1887, and was a vice-chairman of the Reform Convention at Ottawa in 1893. Mr. Blair is a Methodist, and is in his sixtieth year.

A Scientific Voice Improver.

Because of its strengthening influence upon the vocal chords, Catarrhazone cannot be too highly recommended as a wonderful voice improver. It almost instantly removes huskiness or hoarseness, thus insuring clearness and brilliancy of tone. Catarrhazone keeps the mucous surfaces in perfect condition, and its regular use absolutely prevents colds and throat irritation, thereby removing the singer's greatest source of anxiety, stiffness of voice. The most eminent speakers and Prima Donas would not be without Catarrhazone and credit in no small degree their uniform strength and brilliancy of tone to its influence. The hard rubber inhaler fits conveniently into a purse or vest pocket, and may be used in the church, theatre, any place or time. Complete outfit \$1. Small size 25c. D. J. Gists or Polson & Co., Kingston, Ont.

MR. BLAIR AND THE I.C.R.

Toronto Globe Puts Forward Arguments

IN FAVOR OF GOVERNMENT'S GRAND TRUNK SCHEME.

Recalling Location of the Intercolonial.

(Toronto Globe Editorial).

The first, if not in his own opinion the most important objection put forward by Mr. Blair as a reason for his resignation is that the proposed line from Quebec to Moncton would "parallel and destroy" the Intercolonial Railway. Without undertaking to argue the question with the late Minister of Railways, we desire to call attention to a few historical and geographical facts, which will assist the public in comprehending the coming Parliamentary discussion of the Grand Trunk Pacific scheme for a transcontinental railway.

The Intercolonial Railway was agreed to by the representatives of the Provinces in the Quebec Conference as one of the conditions of confederation. It was, therefore, primarily a political device, and only incidentally, if at all, a commercial undertaking. In the articles of confederation no route or terminus was specified. After the union of the four provinces in 1867 there was much heated controversy before the present route was determined, and a line corresponding somewhat closely to the one now proposed was rejected. The present route forms two sides of an irregular quadrangle of which the proposed line from Edmonton to Moncton is a diagonal. The case in favor of the shorter route was as strong then as it is now, and it is interesting to recall the motives which prompted the decision of Parliament.

The Grand Trunk Railway then ended at Riviere du Loup, and the Intercolonial was built southeasterly from that point. The New Brunswick contingent in the House of Commons was divided under the rival leaderships respectively of two Cabinet Ministers, Mr. Tilley of St. John and Mr. Mitchell of Newcastle. At one time a rupture became so imminent that Mr. Tilley, who advocated the short route, was waited on by Alexander MacKenzie and urged to resign his portfolio and break up the Ministry, the opposition assuring him of its support. To strengthen the case for the long route, a despatch was received from the then Colonial Secretary, intimating that to secure the Imperial guarantee to the Intercolonial loan it would be advisable for military reasons to keep as far as practicable from the United States boundary. A few years later the Hon. William Macdougall, in a spell of candor, told a Maritime Province audience that the Colonial Secretary had been "trepanned" into sending the despatch referred to, but it was then too late to reverse the wrong decision.

Perhaps Mr. Blair may yet come to regard the new line across his province as the outcome of a benevolent kind of nemesis. Certainly it can do it no possible injury. There is not a single vested interest which it can harm. Viewed from the standpoint of colonization, it will help both Quebec and New Brunswick. It will bring in settlers whose produce, including lumber, will furnish local traffic for the line. It will enable through freight to reach St. John in competition with that feared by the Canadian Pacific. If it should take through freight away from the Intercolonial the blame must rest on those who put the latter where it is, not on those who are striving to remove their error or right their wrong. To make the Intercolonial fit for the work thrust upon it a second would be necessary, and a second track for the longer road would cost as much as the proposed shorter line. The latter may "parallel" the former, but it certainly will not "destroy" it. Of every service it has ever been able to render it will still be capable. It will be as good a local road as it now is, and if traffic should ever be congested on the short line it will be there to accommodate the overflow.

Dreadful Spinal Pains.