

MR. TARTE'S SPEECH

At the Banquet to the Canadian Manufacturer's Association.

AN ABLE DELIVERANCE ON TRANSPORTATION QUESTION.

Complimented by R. L. Borden, Leader of the Opposition.

Halifax, Aug. 14.—A banquet, made notable by a characteristically impressive speech by the Hon. J. Israel Tarte, brought the convention of the Canadian Manufacturers' Association to a close to-night. The Minister of Public Works, in an address upon the necessity of increased transportation facilities, an Atlantic steamship service of the highest class and a tariff which would prevent the danger of Canada being made a slaughter market for foreign goods, raised the enthusiasm of a great gathering of business men to a high pitch. The banquet, which was an exceedingly brilliant affair, was also addressed by Mr. R. L. Borden, M. P., leader of the Opposition; Sir Charles Parsons, commander of His Majesty's troops in Canada, and many prominent visitors.

HON. J. ISRAEL TARTE.

Hon. Mr. Tarte's reception was almost overwhelming. When his name was mentioned by the Chairman in connection with the toast of "Canada and the Empire," the entire gathering arose and cheered for several minutes, and this scene was repeated several times during his address. The Minister of Public Works described his long trip through the upper lakes, and said that although from the bridge of the Lord Stanley he saw many great vessels, but few of them were Canadian. Describing the development of the lake traffic in United States bottoms, he said that the citizens of that country had solved the transportation problem, and the solution for Canadians was not only possible but easy. Canada had to offer a route 300 miles shorter than the American route. Canada had the money, and it was not too late for Canada to redeem itself. The Georgian Bay was destined to be the great reservoir of the Canadian and United States northwest. He had once informed the General Manager of the Grand Trunk Railway that, great company as it was, if it did not make up its mind to be an all-Canadian railway, he, when the Georgian Bay and St. Lawrence routes were equipped, would want to know the reason why it was not a Canadian railway. The next Manager of that railway did make up his mind that it would be a Canadian railway. (Cheers.) Continuing, Mr. Tarte said that although last year the Canadian northwest had exported its 45 million bushels of wheat through American bottoms, he still hoped to see the Canadian Pacific and G. T. Railway work together from the port of Fort William to carry Canadian goods through Canadian territory to the sea. Speaking of the fast line, he declared amid cheers that it would be an assured fact very speedily. The magnificent port of Halifax, which he has seen again today, will be, he said, the natural terminus of the fast line during the winter months. (Applause.) And if we have a fast line it must be a fast line. "I am not a believer in what is known as 'Ministerial discretion,'" said the speaker smiling; "I would rather say what I mean, and may God help me if I make any mistake that my colleagues will regret. But I do say that we must have best ships that can be navigated if we have any. But I do not think that Halifax can be the port for freight; St. John is the port for freight." This statement was received with deprecatory cries from residents of Halifax, to which Mr. Tarte replied: "Let us not be sectional; let us be business men; sentiment is a fine thing and business is also a fine thing. I verily believe that Quebec is the natural summer port for the fast line. I am a Montreal man, but I knew that Montreal was not the port for the fast line. Montreal can handle the freight, but for a port we must choose one that will give us the advantage over other lines." (Cheers.)

MANUFACTURERS' NEEDS.

Mr. Tarte, continuing, said that the great need of Canadian manufacturers was cheap transportation between different portions of the Dominion and be-

tween the Dominion and ports on the continent, and freedom from being made a slaughter market by foreign manufacturers. He was prepared to state his own position, and to stand or fall by it, and it was that this country must be united by cheap transportation, and have the protection of a tariff ample for its needs. The Government of the day must be a strong Canadian Government. Party politics were one thing, but the interests of the nation were above party politics. When the Americans were endeavoring to obtain control of our railways and trying to Morganize our transportation companies, then it was time to take the strong stand. Canada must have factories of its own, it must build ships of its own. He belonged, of course, to a free-trade Government, but upon the advice of the Minister of Finance, and with his entire sympathy, they had bonused the iron industry. Why did they not go a step further and have a shipbuilding policy? They could build ships on the great lakes, and they could build ships at Halifax for the sea. In closing, Mr. Tarte said that the time had come when Canadian business men should see to it that their strongest men were sent to represent them in the Commons, for now they were needed, and in this connection he said that in the present leader of the Opposition the Maritime Provinces had a strong man.

MR. R. L. BORDEN.

Mr. R. L. Borden, M. P., was received with great cheering. He said that the members of the Manufacturers' Association were discharging a great public duty in themselves becoming personally acquainted with all parts of their own country, and inducing others to do the same. Every man who, like the Minister of Public Works, was trying to implant in his fellow-citizens a confidence in his own country was doing a great public service, whether he be Liberal or Conservative. He was glad to hear Mr. Tarte's references to the tariff and would be pleased to hear him take the same position in the House. Regarding his own views upon the tariff, he said that he believed that a factory in Canada was as valuable to the Empire as if it was situated in Yorkshire. He had always favored a fair and honest preference to the mother country, but he wanted this preference fair and honest to the Canadian manufacturers. In asking England for a preference in return, Canada was not asking for any privilege. Mr. Borden made a most eloquent reference to the recent prosperity of Nova Scotia, and the contributions that the Province and New Brunswick had made to the public men of the country.

AN HISTORIC JAIL.

London, August 15.—The work of demolishing Newgate Jail, the historic old prison, so long a feature of the city of London, was begun today. The decision to tear down Newgate prison was taken a long time ago, but various causes have hindered the beginning of the work. The building of the prison was begun in 1770, and before its completion part of it was destroyed by the Gordon Rioters in 1780. The destruction was made good in 1782. At one time Newgate was the principal prison of London, but of late years it has been used merely as a temporary house of detention for prisoners awaiting trial at the adjoining Central Criminal Court, known to all the world as "Old Bailey."

For a long period prisoners sentenced to death were hung in front of Newgate. It is many years since a public execution took place there, although the capital sentence has frequently, of late years, been carried out within the walls. The prison will not be rebuilt, and the site will probably be leased for commercial buildings.

The demolishing of the court house has been in progress for some time. A new court is to be built in its place.

Asthma can be Cured.

Thousands of testimonials conclusively prove that Asthma can be permanently cured by inhaling Catarrhoxone, a vegetable antiseptic that destroys at once the germs causing the diseases. Catarrhoxone gives immediate relief to the distressing cough and suffocating sensations, makes breathing easy and regular and insures undisturbed sleep. Catarrhoxone cures Asthma that doctors are unable even to relieve and can cure you. The Catarrhoxone inhaler is made of hard rubber, fits into the vest pocket can be used at work, in church, in the street, in bad—any place—any time. Two months' treatment (guaranteed) costs \$1.00; trial size 25c. Druggists, or N. C. Polson & Co., Kingston, Ont. Try Dr. Hamilton's Mandrake Pills.

BRITON AND BOER

Young Men Who Fought on Opposite Sides During the War

NOW MAKING A TRIP AROUND THE WORLD TOGETHER.

South Africa to Become a Great Country They Say.

One of the prettiest pictures of Briton and Boer ever in this city was to be seen at the St. Lawrence Hall to-day, when Mr. E. C. Hosking, now of Natal, who went through the entire South African war as a member of General Buller's staff, and Mr. A. L. Villiers, a nephew of Chief Justice Villiers, who fought for the Boers under the Middelburg and Pretoria commands, went away side by side to continue a trip around the world, and will both return to South Africa to try to help to make it a loyal British colony.

With them on the trip are the Misses de Villiers, sisters of Mr. de Villiers, who reside at Paarl Cape Town, Mrs. Stephen, of Cape Town, and Mr. D. J. Van Wyk, a young Transvaaler. They had met on the steamer on the way from Durban to Cape Town and after finding out that they had been fighting against one another for many months and told of the many tricks that both armies had tried in order to effect a capture they became staunch friends and are of the opinion that the same will be the case in every case in which a real Boer will meet a real Briton.

In the course of conversation with a Star representative both Mr. de Villiers and Mr. Hosking spoke interestingly of some of their exploits and of the possibilities of the country.

At the opening of the conversation there was a rather amusing incident as the Briton wanted the Boer to take precedence while the Boer was anxious that the Briton should first tell of his impressions. Then Mr. de Villiers retorted by saying that he was not any longer a Boer, but a British subject and as he was a comparatively young one at that he should be allowed to think for a while of what he had to say.

"As an Englishman who has come in contact with Boers every day since the close of the war," Mr. Hosking went on to say. "I can certainly say that everywhere we have been received with much courtesy, and in the cities especially the best of feeling prevails. In the country districts, however, where the people have to start again to build homes for themselves it would be asking far too much to expect that there should not any longer be any enmity."

"But everywhere there is much satisfaction that the war has been terminated, and it is hard to say whether the English soldier or the Boer was the more pleased when the announcement of peace was received. As a soldier who fought under General Buller, I can say that there was not a single member of the rank and file who does not still retain the highest opinion of his qualities as a soldier. As a fighter, it is doubtful whether the English army had any greater in the South African campaign. No matter what has happened since owing to any messages that he might have thought necessary to send General White, he still retains the esteem of everyone who has known him as a soldier. Up to the present time English merchants have been well received by the Boers, and it is only a matter of a little while before there will not any longer be any question whether you are an Englishman or not."

"As a Boer who is now, I trust, a loyal British subject," Mr. de Villiers said; "I think I can safely say that from a commercial point of view South Africa is now sure to become a greater country than if it had remained under the control of Boers. In many ways I will admit that we are not a very progressive people, but we can learn very quickly and now that we have to, we certainly will."

Being obliged to come into constant contact with the English and obliged if we want to succeed to work just as hard as they do. A general impression exists throughout the country that we have fought a noble fight and have gone down before a superior foe. Of course, in cer-

tain districts, it may be years before the feeling of enmity is lived down, but I can assure you that there will never be any resumption of hostilities. There is every prospect of there being much activity in the districts of Pretoria, where the mines should prove just as productive as those around Johannesburg. Mr. Van Wyk, who is also a member of our party, went through the entire war. I can tell you that it was with much regret that all the Boer officers heard of the Buller incident, for we all thought he was one of the greatest fighters the English had. The best of soldiers are human, and like everybody else can make mistakes."

HUSTLING SYDNEY.

(Montreal Star)

Speaking of the coal and steel mines owned by the Dominion Coal Company and the Dominion Steel Company Hon. Senator Forget who has just returned from a visit to the mines at Cape Breton, said last night:

"The greatest activity reigns in the coal mines which have an average output of 12,000 tons per day. The large mine Dominion no 2, though its machinery be not all in operation, puts out on an average of 2,000 per day and we expect that in a year or a little more it will produce 6,000 tons."

"This year's output of coal will be 3,500,000 tons."

"The greatest change was noticed in the steel factories. In September 1901 when last I went to Sydney, we did not make steel. At present we manufacture 12,000 tons per month and the quality is excellent. The steel market is strong and company can sell its steel blocks with the greatest facility."

"It must not be forgotten that his enterprise is very considerable and one must not expect at the outset too brilliant results. Nevertheless since Mr. James Ross took the general management of the coal and steel companies charged for the better. He repaired the errors made by his predecessors though they were men of great ability. Mr. Ross devotes all his time to the companies and he hopes to bring the enterprise to a good ending."

"The coal company has 26 boats carrying to Montreal and to Boston and the two companies together employ 10,000 men."

Speaking of the proposed amalgamation of the Dominion Steel Company with the British Concerns, Senator Forget said: These rumors are absolutely false and unfounded. I am convinced they are circulated merely for speculation."

As to the fast line Steamer Forget said:

"We want a really fast service or nothing at all. What we require are ships equal if not superior in speed to the United States, with Sydney and Louisbourg as ports of call and Montreal as terminus. The line getting the contract matters little so long as it gives us a really fast service."

The Senator appeared in favor of the contract given in favor of the Canadian Pacific.

Pimples, Blotches and Skin Eruptions.

How unsightly sometimes even disgusting and certainly very mortifying to the sufferer. They are merely an evidence of impure poisoned blood, and lowered vitality of the elementary organs, which can be quickly changed by taking Ferrozone after meals. Ferrozone cleanses the blood of all poisons and eruptions, makes it rich in red corpuscles that manifest themselves in a ruddy complexion. To have a pure, soft skin and good complexion simply use Ferrozone regularly. Price 50c. Sold by C. A. Burchill. Try Dr. Hamilton's Pills.

A STEAMER ASHORE.

St. John's, Nfld., Aug. 16.—The British steamer Delano, Captain Gray, from Rotterdam for Baltimore, with a cargo of iron and general freight, went ashore today in a dense fog at Seal Cove, near Cape Race. The crew escaped with great difficulty. They reported that the ship is likely to be a total wreck. Salvage steamers were despatched immediately to the Delano. This is the first wreck this year at Cape Race.

THE KING'S HEALTH.

London, Aug. 16.—The British Medical Journal makes the announcement that it is authorized to say there is no truth whatever in the recent rumors that King Edward will undergo a second operation. The British Medical Journal declares that the King's recovery is complete, and that his general health is better than for a long time past.

A GOVERNOR ARRESTED.

Los Angeles, Cal., August 16.—Gov. Henry T. Gage was arrested by a detective of San Francisco, who served on him a warrant charging him with criminal libel, sworn to by the proprietor of The San Francisco Call.

The Governor was immediately afterwards released on a writ of habeas corpus.

Bail was fixed at the nominal sum of \$50. The petition for the release from custody on a writ of habeas corpus reviewed at length the occurrences which preceded the alleged libel, and based the application on the claim that no cause for action existed, and that the Governor's actions had been in the course of his official duty.

Gov. Gage cited cases and legal decisions to show that neither the President of the United States nor the Governor of an individual State can be arrested for an over act, provided such act is performed in the course of his judicial actions as President or Governor.

EATEN BY A BEAR.

Ottawa, Aug. 15.—The strange disappearance from home on Tuesday last of the 7-year-old son of Mr. Dupuis, the only resident of Les Cave, four miles above Mattawa, was the cause of a search party being formed and a search being instituted for the missing child.

While searching in a pile of brush in the afternoon of Wednesday, the searchers were sorrow stricken at the sight of an arm and leg, which were undoubtedly part of the child's body. The advent into that part of the country of the grizzly in such large numbers has become a menace to public safety.

Valuable Advice to Rheumatics.

Eat meat sparingly, and take very little sugar, avoid intoxicants, keep away from dampness, drink water abundantly and always rely on Nerviline as a quick reliever of Rheumatic pains. Being five times stronger than ordinary remedies, Nerviline's power over pain is simply beyond belief. It cures also Sciatica, Lumbago, Neuralgia and all pain whether internal or external. Price 25c.

MULOCK CONGRATULATED.

London, Aug. 16.—While Sir William Mulock has made an arrangement with the Allan, Furness and Elder Dempster Lines for a monthly service between Montreal and Capetown, he evidently regards it as the first link in a much longer circuit, ending in New Zealand and Australia. He receives many compliments from the English press, and is urged to persevere in the attempt to establish a fast service across the Atlantic. The three steamship interests named have not yet agreed upon the tenders which either the Canadian or British Ministers can consider.

BOUGHT A CASTLE.

Syracuse, N. Y., Aug. 16.—John F. Gaynor, who is a fugitive in Canada, according to his representatives here has bought a Castle in Galway, Ireland, built in feudal style, but furnished with all modern appliances, such as elevators and a private electric plant. The place is known as Kylemore Castle, and was formerly owned by Mitchell Henry, a member of Parliament.

Gaynor will go to Ireland to live. The estate includes 13,000 acres of the choicest kind of preserves and \$225,000 had been asked for it.

Judgment Has Been Delivered.

by thousands upon thousands that the cure for corns and warts that acts without pain in 24 hours is Putnam's Painless Corn and Wart Extractor. Try "Putnam's" it's the best.

Minister (to new janitor)—John, I expect to exchange pulpits with Dr. Smith next Sunday. John—Well, sir, if you'll take my advice you won't do it. I've seen Dr. Smith's pulpit, and it's the most worn-out piece of furniture in town.

"And so you have no swear words in your language, Mr. Omokura?" "No, madam," the Japanese traveller replied "But you can think cuss thoughts, I suppose, can't you?"

Cassidy—Shtop kickin' about yer hard luck, man! Some mornin' ye'll wake up an' find yersef' famous. Casey—Faith, O'll bet ye whin that mornin' comes, t'will be me luck to overslape meself'.

Lifeguard Soap—disinfectant—is strongly recommended by the medical profession as a safeguard against infectious diseases.