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Manager Editor

THE HERALD.

FRIDAY, JUNE 13, 1902.

POLITICAL INCIDENT RECALLED.

The death of Judge McIsaac of Antigonish, N. S., brings back to recollection an incident of political history that was much commented on at the time it occurred, and illustrated the methods of Sir John A. Macdonald to strengthen his party. In 1885, the late Judge McIsaac, a Liberal, was representing Antigonish in the House of Commons and the late Sir John Thompson was a judge on the Supreme Court of Nova Scotia. Thompson, who from 1878 to 1882 was attorney general of Nova Scotia, and had given evidence of considerable political ability, was wanted in Parliament by Sir John Macdonald to strengthen the Tory ministry, but the difficulty was to find a seat for the then judge. Finally Sir John Macdonald's eye was turned to Antigonish, Mr. McIsaac was offered a county court judgeship, and accepted. Sir John Thompson was nominated for parliament and through the great influence of Bishop Cameron was returned by the narrow majority of forty-five, converting Antigonish from a Liberal to a Conservative constituency which was held as such until Judge McIsaac's brother, the present M. P. for the county, redeemed it on Sir John Thompson's death a few years ago.

The late Judge McIsaac was severely criticized at the time for yielding to the blandishments of a political adversary, and Sir John Macdonald was strongly condemned for his part in the political bargain.

We recall the incident now to point to another of a similar nature from which Conservatives have endeavored to extract considerable political capital. A vacancy on the supreme court bench of Ontario occurring a few years ago, the Liberal government at Ottawa offered the position to Mr. Foy, an eminent Conservative lawyer of Toronto, representing one of the divisions of that city in the Ontario legislature. Mr. Foy declined, and the Conservatives ever since have made a great handle of the fact. They claim that the Liberal idea as not so much to strengthen the Ontario bench by the appointment of Mr. Foy, but to get that gentleman, who is popular politically, out of the way and make the road easier for the Ontario Liberal government.

The Conservatives represent the offer to Mr. Foy as almost a political crime, but have justified Sir John Macdonald's appointment of Mr. McIsaac to the bench, although it was clearly made to forward the fortunes of the Conservative party. If both offers were politically and morally wrong, the Conservatives certainly were the greater sinners, because what they attempted was accomplished, while the Liberal scheme fell through.

SUCCESS ASSURED.

The enthusiasm which the preparation for the celebration of coronation day in Fredericton is developing assures the success of the occasion. The executive committee has prepared a programme of events that meets the public taste, and competent sub-committees are in charge of the various features, but the hearty co-operation of all the citizens is required to make the day one long to be remembered. Everybody, old and young, can do something to assist in the celebration, and where there is unanimity, the work will be made easy. Citizens who are not prepared to take part in the parades, can decorate and illuminate their places of business, their residences etc., and these are most important features.

The executive committee when voting

funds for the various events found the amount to be guaranteed by the city council exhausted, but the aldermen will no doubt fall in with the general public desire and increase the sum another hundred dollars, so that all the features of celebration may be carried forward as planned. The committee has endeavored to use judgment and discretion in its awards to the sub-committees and there is evidently no chance for cutting down the amounts if the various features of the programme are to be successfully carried out.

It is hoped that our very friendly neighbors, the citizens of Marysville will heartily cooperate with the committee in making the celebration a great success. On other similar occasions their assistance was much appreciated.

LOOKS LIKE DESECRATION.

Both at St. John and Halifax they have a graveyard controversy that is exciting the newspapers and the people. In the former city the proposal is made to erect a band stand in the Old Burial ground and convert the hallowed ground into a place of public amusement. At Halifax, in their quest for a site for a new library building some people are advocating its erection in one of the old graveyards of the city. It seems to us that neither city should convert the last resting place of their dead to either of the purposes proposed. These places should be preserved sacred to the memories of the fathers and mothers of the respective cities. We feel assured that if any such proposition were put forward with respect to the Old Burial ground in this city, it would be received with a feeling akin to horror, and would be speedily frowned down. Let us make the resting place of our honored dead beauty spots, rather than places for public assembly and amusements.

Sir Edmund Barton, premier of Australia, is to return from the coronation via Canada, and will attend the Canadian Manufacturers' Association meeting at Halifax, August 13 and 14.

Please, Mr. Weather Clerk, the logs have all come down, and we are not needing any more rain at present. Give us a little more sunshine and warmth.

Try the HERALD for visiting cards.

Women Doing Men's Work.

It is a common sight in London to see scores of women, many of them with babies in their arms, standing at public bars drinking gin, says William Howard Francis. If the women were taken from behind the bars, the women would not stand in front of them. This is the proposition which the British reformer does not seem to have acted upon.

In France one wonders where the men are, as the women appear to be doing all the work. It is much the same in Germany. In the city of Munich I recently saw women mending the streets, adjusting the rails of the tramway and handling the heaviest tools of the trade. I saw no men at this work. Those who were not walking about in military uniforms were mainly driving cabs.

The reflection upon this sort of differences in national points of view tends to a certain inward satisfaction in the new world man's breast, and perhaps the natural gratification which one feels upon regaining his native shore is mingled with a touch of that pride which needs to be regulated but not necessarily suppressed.

An Australian Bank Teller's Crime.

On Jan. 24 Norman Brownrigg, the teller at the Queenstown (Tasmania) branch of the Bank of Australasia, was found lying on the floor of the bank bound with a clothes line and gagged. The safe was open, and on examination it was found that £5,443 had been stolen. Brownrigg's statement was that a little after 10 p.m., while engaged at office work, he heard a knock at the door, and, expecting the manager back, opened the door, and was at once confronted by two men. One of them placed a revolver at his head and told him not to speak a word. He was overpowered by the two men, who quickly and quietly tied him up and gagged him. For some time the police could find no clue to the thieves, but about a month after the robbery they arrested Brownrigg, and the local postmaster, a man named Leeming. Both prisoners confessed, and Brownrigg admitted that his story was a fabrication.

Britain's Turn Now.

The first ultimatum came from the Boers. They have to accept the last from the British—Christian Commonwealth.

Century of British Steamships.

Few centenaries are better deserving of commemoration within the United Kingdom than the centenary of steam navigation. And it was just in the close of March, 1802, that the Charlotte Dundas, the first steamer ever employed for practical purposes, began to tow barges on the Forth, and Clyde Canal. Steam vessels had been tried on Dalswinton Loch with success as early as 1878, but they were not intended for use, only for experiment. There were only one or two dreamers, like William Symington, the engineer of the Charlotte Dundas, and Henry Bell, who built the Comet in 1812, who had any idea that steam navigation could ever be turned into practical use.

The owners of the Clyde and Forth Canal promptly took steps to stop the running of the Charlotte Dundas lest her wash should injure the banks of the canal, and it is even on record that James Watt, the true inventor of the steam engine, threatened William Symington with legal penalties if his engine should prove a success. So the first application of steam to the conveyance of cargo by water ended in financial ruin to the man who had invested his all in it.

The first passenger steamer was not much more successful from a financial point of view than the first steam tug. Henry Bell applied for aid to the Government of the day in order that his idea that warships could be driven by steam might be practically tested. It was in 1800 when a steam battleship in the hands of Nelson might have done much. But no help came from the Government. Nor did private capitalists think that there was anything to be made by applying steam to the transport of passenger vessels. So Henry Bell struggled on as best he could and in 1812 the first passenger steamer appeared on the Clyde. She took her name, the Comet, from the great comet of 1811. She proved that steam navigation was possible for passenger boats, but she ruined her owner, who died impoverished at Helensburgh, on the Clyde, in 1830.—London Daily Graphic.

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NOTICE.

To Hale & Murchie, Havelock Coy, Receiver; Frederick H. Hale, George A. Murchie and all others whom it may concern:

THERE will be sold by Public Auction, on the fourth day of July next, in front of the Court House in the City of Fredericton, in the County of York, at eleven of the clock in the forenoon, under and by virtue of the provisions of "The Bank Act," the following described spruce logs, namely: All of the spruce logs cut by J. J. Hale, J. E. McCollum and Hale & Murchie, during the logging season of 1900 and 1901 that may pass through the Fredericton Booms this present season of 1902, and also all of the said logs that may have passed the said Booms and that may now be cared for in or near St. John. The same being a portion of the property given by the above named Hale & Murchie to the People's Bank of Halifax, under the provisions of sec. 74, of "The Bank Act," (1890 cap 31), bearing date the twenty-eighth day of March, A. D. 1902, default having been made in payment of the promissory notes mentioned in the said security.

In witness whereof the said the People's Bank of Halifax have caused this notice to be signed by their President, and the corporate seal of the said Bank to be affixed thereto this twenty-eighth day of May, A. D. 1902.

J. L. STEWART, President

June 3—dlwt

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Apr 8—dl

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