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DAILY HERALD.

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AMERICAN IMMIGRANTS.

That the tide of immigration is turning from the United States to Canada is one of the agreeable features of the present day, to Canadians at least. For years people from all the provinces of Canada crowded into the western states, took up lands, or turned their attention to mining or lumbering as their tastes led them. Now, however, the situation is reversed, and thousands of Americans are pouring in the Canadian northwest, and former Canadians, who settled in the western states, are returning to their own country.

A travelling correspondent of the Toronto Globe, writing from Moose Jaw, N. W. T., gives an account of a typical immigrant train which recently arrived there from the western states. It was over a third of a mile in length and contained forty-three cars of live stock and settlers' effects, three tourist coaches, a day coach and a baggage van, and was bound for Alberta. The men on board the train talked quite freely of themselves and their reasons for leaving the States. A man from Iowa owned up to it. His people had lived there for a long time, and he had left that State only two years ago to settle in Dakota. He did not like the country, and, hearing good accounts of Alberta, he had taken up land there and was on his way to start work with his two sons. He had sold well in Iowa and bought cheap in Alberta, besides homesteading.

Any objection to the change of flag? Not a bit. Never heard but a few cranks talk about it. There was mighty little difference between them, so far as he could see, and he was pure-bred American for generations. The Canadian west offered a better chance for his children and he took it.

Another man was a native of Prescott, Ontario, who had been in South Dakota for fifteen years, and had sold his land there for \$25 an acre. He was getting up in years, he said, but he had two sons with him whose future would be assured out in Alberta. He had secured 1,100 acres and proposed to go into cattle-raising. He had visited the country to select the land, and believed that it was far better than Dakota for the kind of farming he would do on it. Still another was an elderly man from Quebec, who in his youth had fought through the civil war and wore his Grand Army badge. Now after almost 40 years in the States he returned with undiminished affection for the land of his birth. Almost invariably the story was that the young people could not get land save at boom prices near the old home, and it was thought better to sell out and start afresh on land partly obtained by free grant and partly bought.

The correspondent in a chat with W. H. Rogers, Canadian government immigration agent in South Dakota who was in charge of the party, learned that this was the fifth special of the season from South Dakota to Alberta, and another one is already on the road. There were 225 persons on the train and 43 cars of settlers' effects. In these cars, besides implements and furniture, there were nearly four hundred horses and cattle. The people were about three-fifths Americans by birth and descent for several generations. A fifth were Canadians returning after spending some years in Dakota, and the balance are of Scandinavian birth or descent. With a single exception all were practical farmers and right off the land. All of them were men of intelligence and standing, and some are worth as much as \$25,000. Scarcely any bring in less than \$5,000 per family, and the

average is about \$8,000 per family, including stock and effects as well as cash. The total wealth of this trainload was over \$300,000, and every dollar of it is to be put into farming in Alberta. A most gratifying thing is that there are many young women as well as young men in the party.

ROSS HIT BACK.

Like many another opposition, the Tory forces led by Mr. Whitney in the Ontario Provincial election campaign, being unable to present tangible arguments against the Ross government, are resorting to abuse, to the manufacture of scandals, that the administration may be prejudiced in the minds of the people. Mr Whitney, himself, is the chief sinner in this respect, and it is little wonder that Premier Ross turned on the opposition leader the other day at Lindsay, and gave him and his party a dose of their own medicine.

As an instance of what the government had done for political purity, Mr Ross said the penalties for undue influences, personation, falsifying or altering voters lists, tampering with ballot boxes and unlawfully destroying election documents had been doubled. These laws had been brought into operation, and altogether thirty persons had been convicted in the courts and fined or imprisoned.

The premier then turned the tables on Mr Whitney and challenged him to give the day and date for such denunciation by him or any of the following notorious Tory offences:

The Pacific scandal of 1872, when Sir Hugh Allen contributed \$360,000 for the benefit of the Conservative party.

The expenditure by Caron, Langevin and McGreevy, in 1887, in Quebec, amounting to over \$150,000.

The opening of the ballot boxes after the elections in South Grey in 1891 and the substitution of 26 forged ballots.

The fraudulent practices in North Ontario by which J. A. McGillivray's allies substituted 21 fraudulent ballots for the same number of ballots marked in favor of Mr. Graham.

The wholesale frauds practised in London by which Mr. Hyman was deprived of his seat for a full term.

The instructions given to the Conservative organizers in Manitoba to switch and deface ballots in the interests of the Conservative party in the election of 1896.

The expenditure by William Smith, Conservative ex-M. P., of \$12,000 to defeat Mr. John Dryden in South Ontario in 1898.

The efforts made by the "brawling brood of bribers" to buy up legislation in 1884.

The Premier's onslaught was greeted with vociferous applause.

The Tories evidently think the public has a short memory. The tide of corruption rose so high from 1878 to 1896 that Canada became a bye-word and a reproach, and it is well, that the gentlemen of that party who are so fond of political mud throwing should be occasionally reminded of their own unsavory record.

Eastern men of merit rarely fail to achieve good positions in western Canada. It is announced that David Grant, for several years a practising barrister at Moncton, and chairman of the school board of that city, but who has recently resided in British Columbia, is named for the new judgeship in the Atlin district of B. C.

There is a possibility that the Dominion Parliament will be prorogued on Saturday next. The House of Commons is now holding morning sessions to rush the business through. The members are anxious to get home to attend to private business.

During the past two weeks 6,000 immigrants have arrived from European points for settlement in the Canadian Northwest, and as many more are booked for passage during the next two weeks.

Rev. Principal Grant of Queen's University, whose life for some weeks last autumn was despaired of, is again very seriously ill.

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UPPER QUEENSBURY.

(Special Correspondence to the Herald.)

April 24.—This vicinity has already been visited by several thunder storms.

Henry Parent of Fredericton, is visiting relatives here.

Mrs S S Ingraham is spending a few days with her daughter, Mrs J M Huestis.

Wm. McLeod of Southampton, was in this place yesterday on business.

Miss Bessie Whitehead, who has taken charge of the West Waterville school, began her duties there last Monday.

The many friends of D. C. Parent will be sorry to learn that he is suffering from an attack of rheumatism.

Death on the Rail.

Connellsville, Pa., May 5.—Two were killed and 45 injured, two probably fatally, in a head-on collision between an emigrant train and a fast freight near Rockwood, on the Connellsville division of the Baltimore & Ohio Railroad yesterday. The trains dashed towards each other on a straight stretch of track and this alone averted what would have been the worst wreck in the history of the road. Fire started several times but was extinguished before any damage was done. Both engine, four coaches of the passenger and three of the freight were demolished.

Special Sale During Ray.

Peter Farrell & Co., as will be seen by advt. elsewhere, announces a grand clearance sale of Dry Goods, Clothing and Furnishings that were bought at about half price, and will be sold at prices unheard of in order to make room for new goods daily arriving. They also have a heavy stock of Trunks and Valises, and guarantee a saving of from 15 to 25 per cent on them. Our stock of Spring Hats are almost complete, and an inspection of them before buying means money in your pocket.—d

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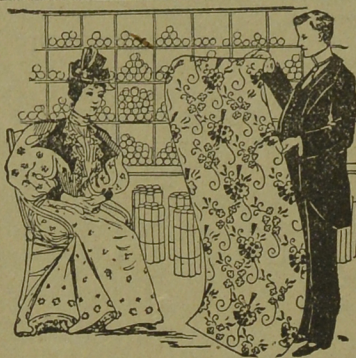
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