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A GOOD WAY to circulate the Weekly "Witness" is for our friends to send us a list of names, with the P. O. address, of their neighbors and friends who are not receiving the "Witness," and we will mail sample copies free for a few weeks.

Only 25c for the WEEKLY WITNESS until 1st Jan., 1889. Our previous offer has been very successful, and our workers are greatly pleased with their premiums. See page 5.

The Witness.

WEDNESDAY, SEPTEMBER 12, 1888.

THE WESTERN VIEW.

Our Toronto correspondent, in his letter, which will be found elsewhere in this paper, presents a view of President Cleveland's message which has not hitherto received much attention from Canadian journals, but which is held, we have reason to believe, by many in the West, who are, perhaps, more anxious about the immediate welfare of the people of this Dominion than they are about their dignity as a nation. They look upon the course of the President in threatening the abolition of the bonding system as only natural in view of the Canadian refusal to transmit fish in bond, and do not see anything more offensive in the one proceeding than in the other. They ignore the fact, however, that treaty makers have always put a difference between the privileges accorded to fishermen and to traders, and that this difference rests on grounds which, however little understood by inland citizens, must, necessarily, have some substance in them. Fishery privileges form all international negotiations a subject for treaty quite apart from those of trade and commerce. To purchase bait, supplies, to hire men, and procure wood and water, to spread nets to dry, and to load or unload and tranship fish, are not commercial or trading privileges. These things, which the President wrongfully declares the fishermen to have a right to in common with other citizens, are such as are everywhere separately dealt with as fishing privileges. Without distinct treaty agreement fishermen are not allowed even to land in foreign ports, except under distress, for such a privilege enables them to compete with home fishermen by means of advantages which have always been regarded as the exclusive rights of the possessors of the soil. Canada has never been slow to accord such privileges to her neighbors. She has readily entered into treaty agreements with regard to them, and is now and has always been openly anxious to have such an agreement with the United States as would make the fishermen of the latter country quite comfortable, and in default of such a treaty she has invented of her own free grace a *modus vivendi* under which, though it does not accord these things, the fishermen are themselves quite satisfied. It was only when the treaty which existed was contumeliously abrogated, and when every effort to come to a new understanding was openly spurned with the assertion that the fishermen of Gloucester could look after themselves and would get the fish in spite of Canada, that Canada was forced to act on the basis of the conditions which existed before the treaty which had been thrown overboard. No other attitude was open to her unless she was prepared to yield point after point till her proprietary rights became attenuated to nothing. The purchasing of bait is as much a commercial privilege as the transshipping of fish, and the hiring of men, purchase of supplies and all the other privileges will have to be put in the same category. If we are to surrender all these rights and privileges under threats Canada might just as well throw open her fisheries to American spoliation. For Canadians to give utterance to the proposition

that the President has only to put in force the measure he threatens to compel Canada to surrender is clearly to invite attack. We do not believe that the people of Toronto and the West have come to the conclusion that Canada has no fishing rights that she is justified in maintaining against threat, because the commercial interests of Toronto and of the West, in common with those of other parts of Canada, would be injured by the carrying out of President Cleveland's unjustifiable menace while Toronto and the West have no interest in the fisheries. Our nationality is weak, indeed, if each province is to insist on its own interests and refuse to back the rightful claims of the others. Are our maritime interests to be sacrificed because Toronto does not care one cent about them?

THE ST. CLAIR FLATS.

On the motion of Senator Cullom the United States Senate has adopted a resolution calling upon the Secretary of State to inform that House as to whether the channel through the St. Clair Flats and the Detroit River is in Canadian or American waters. The Secretary of War may not be able to answer this question, but the archives of the American State Department must certainly could. The boundary line between Canada and the United States was laid down by Bayfield in 1822, and although there have been several disputes involving the location of the boundary line since that time, the correctness of Bayfield's line has never been questioned. This line runs from the centre of the channel at the head of the Detroit river, to the centre of the channel at the head of the St. Clair river, and the whole of the St. Clair Flats canal is to the eastward of that line. That this is the case, and that the line as drawn by Bayfield is the correct one, has been expressly admitted by the United States Government. The canal through the St. Clair Flats was built for the United States by a Canadian named Brown, who had the contract for the entire work. He procured all the timber, and other material necessary for the completion of the work in Canada, and was compelled by the United States Customs, to pay, under protest, sixty thousand dollars in duties upon it. After he had fulfilled his contract Mr. Brown made a claim upon the United States for the return of the duties, on the ground that as the canal was entirely within Canadian waters, he had not imported any of the material used in constructing it into the United States. A corps of American surveyors were sent to St. Clair Flats to disprove this statement, and upon their report the American Government restored to Mr. Brown his sixty thousand dollars. The St. Clair canal is not, however, the only portion of the regular navigable channel through the Great Lakes which is in Canadian waters. The Line Kiln crossing near Amherstburg is in Canadian waters, and from this crossing to Point au Pelee passage, the navigable channel through Lake Erie is entirely in Canadian waters. Any attempt on the part of the United States to exclude Canadian vessels from American waters could be met on the Great Lakes by an answer that would paralyze the commerce of the Great Lakes. The United States Senate is now taking the right course in asking for information upon such important subjects, but it would have been infinitely better if it had adopted this policy before it rejected the fishery treaty.

A MEAN BUSINESS.

Anything smaller or meaner than the conduct of the Dominion Government in ordering the Custom House officers to collect a duty of twenty percent of their cost upon fruit boxes has not been heard of since the United States Government, which our rulers seem determined to imitate slavishly in every pettiness, ordered the collection of a duty upon the cans in which lobsters were imported. This is the second attempt of the Government to evade the strict fulfilment of the statutory offer to place upon the Canadian free list all natural products which the United States placed on their free list. When the attention of the Government was drawn to the fact that though the United States had placed green fruit, seeds and trees upon its free list, these products remained on the dutiable list of Canada, the Ministers refused for a time to carry out their engagement, because, said Sir John Macdonald, the statute says the Government "may," not it "shall" place them on the free list. Another Minister said the Government was not bound to place any one or two of the articles mentioned in the offer on the free list, because the United States chose a few only of the number, but the Government would put the whole number on the free list as soon as the United States did so. The Government hesitated and shuffled and quibbled until the United States showed signs of losing patience and then it placed the articles on the free list. It appears that Mr. Rykert and other supporters of the Government in the West, where fruit is grown, pointed out that some advantage could be secured Canadian fruit growers by imposing a duty upon the baskets and boxes in which American fruit is imported. Straightway the Government issued the circular ordering the collection of the duty. Now, though the American Government is mean enough to play this trick itself, it will resist having the trick played upon it just as strongly as though it were above such practices. The United States has, at all events, not sought to restrict the effort of placing Canadian fruits, seeds and plants upon the free list by imposing a duty upon the packages in which they are imported. But Canadians are more interested in having the duty on fruits free than are the American exporters, as fresh fruit in its season is a wholesome, almost a necessary food, and, as a food, the masses should have it as cheap and in as great abundance as possible. The Government act is not only unwise, it is, we believe, unlawful. It appears quite certain that the Customs act nowhere authorizes the collection of duty upon packages, such as fruit boxes or baskets. In the case of all packages which are of less value than the goods they contain, the packages are free when the goods are free, unless the packages are such as will hold water. Certainly fruit baskets and boxes

cannot be brought under such a category. If anything were needed to make the law clearer on the subject the Order in Council declaring that free goods make free packages would be sufficient to do so. If the importers of fruit have courage enough to contest the matter in the courts, there can be no doubt that they would be able to compel the Government not only to rescind their order, but to pay back the duties they have illegally collected. We congratulate the *Gazette* on having the independence to denounce this discreditable business in good, round terms. It says: "This proceeding is in keeping with the 'narrow, strained and vexatious interpretations of the Customs laws to which the department is at times too prone.' We presume from this that the Government will forthwith see its way clear to put a stop to it."

FAST TRAINS.

When British railways fall out they compete against each other by cutting time, not rates, and the result of the last duel of this description has been several of the most extraordinary runs that have ever been made on a railway. The East Coast route has for years sent through from London to Edinburgh a very fast train, the "Flying Scotchman," and the Company controlling the West Coast route between those two cities attempted to outdo this train service. The result was that the time schedules on both routes were greatly reduced, and the fastest running time ever made on a railway was for a time kept up on both routes. The strain was too great, however, and the two companies were glad to combine, and drop back to such very ordinary speeds as forty-five miles an hour or so for their whole routes. During the contest the Great Northern sent through the "Flying Scotchman" in seven hours thirty-two minutes, an average of fifty-two miles an hour, including stops, and the North-Western train made an average of fifty-two miles and a half an hour, and runs of one hundred and one miles were made in one hundred and four minutes. Such speed proved too great even for the magnificent English road beds and had to be given up. Although train runs have been made on the Canada Southern, and the West Lake Shore, that almost equal this time, as far as figures go, they bear no comparison to it, as there are heavy grades to climb on both the British roads, and, therefore, the Northern British lines have made the record for fast train time. It is, no doubt, a wonderful triumph of engineering and mechanical skill that tracks, rolling stock and engines can be built to support the strain entailed by a speed of seventy miles an hour, but was the advantage gained worth the risk? The passengers reached Edinburgh an hour and a half sooner than they would have done before the racing commenced, but at what an increase of risk. The *Railway Gazette*, the best authority on such subjects on this continent, estimates that to run a train at an average of thirty miles an hour, requires fifty percent more skill, attention to detail and care than is required to run a train at twenty-five miles an hour, and that to run at the rate of forty miles an hour, makes a four-fold increase of care necessary. To run a train safely and comfortably at a speed of forty-five miles an hour, requires a smooth road-bed, with easy grades and curves, expensive engines and long runs without stops. To run a train up to a speed of, say, forty-five miles an hour on a single track road is therefore dangerous unless the traffic is very light, as upon such a road frequent stops are necessary to pass other trains. On this continent the fastest train is that between New York and Philadelphia, over the Pennsylvania road, which makes 43.6 miles per hour on a 90.8 mile run. This is over one of the finest roads on this continent, and is not as all-round good time as that of the New York Central's New York and Buffalo train, which makes an average of forty-one miles per hour for four hundred miles. Both these roads have special passenger tracks and an immense traffic for their trains, and if it paid to run them faster than they do, there would be nothing to prevent them. The conclusion to be drawn from the facts brought out by the race to Edinburgh is that extremely fast time on railways is not an altogether desirable thing, and popular attention should be devoted more to securing safety than very high speed.

THE AMERICAN PARTY FIGHT.

It is quite possible that the Republicans may yet ditch the Democrats in regard to retaliation. President Cleveland has not claimed that his message to Congress recommending legislation preventing the transport through the United States of goods to and from Canada in bond is consistent with his recommendation of the treaty negotiated by his commissioners. His inconsistency, and that of his party in this matter, is as glaring as their act is wantonly offensive to Great Britain and Canada under the circumstances. In fact, the conduct of President Cleveland and of Mr. Bayard, who were chiefly concerned in the negotiation of the treaty with the British commissioners, savors of treachery. How, also, is the conduct of these men to be characterized in view of the facts? With every demonstration of friendliness they signed a treaty which they declared to be satisfactory to themselves, one provision of which was that American fishermen should not, unless the United States gave a *quid pro quo*, be allowed to transport, whether in bond or otherwise, their catch of fish over Canadian railways or through Canadian territory. President Cleveland recommends this treaty as a fair arrangement to the Senate, and when that body rejects it he, with us must suppose, the support of his Secretary of State, Mr. Bayard, turns upon Canada, accuses the Canadian Government of evil conduct toward the United States though the occasion of that alleged evil conduct was long prior to the friendly negotiations, and advises legislation intended to inflict "the greatest possible injury" upon Canada. And what is the ostensible ground for this attack upon Canada? Because Canada has refused in harmony with the provisions of the very treaty he recommended as fair to allow American fishermen to transport fish in bond over Canadian railways. President Cleveland must have been insincere in recommending the treaty containing such provi-

sion as satisfactory, or else he is insincere in making it a ground for a most offensive and hostile attack upon Canada. If anyone doubts that the provision preventing the transshipment by American fishermen of fish for transport over Canadian lines in the Fisheries Treaty signed by Mr. Bayard and recommended by Mr. Cleveland, he may here read the exact words of the clause:—Whereas, the United States shall remove the duty from fish oil, whale oil, seal oil, and fish of all kinds (except fish preserved in oil, being the produce of fisheries carried on by the fishermen of Canada and Newfoundland, including Labrador as well, as well as from the usual and necessary casks, barrels, kegs, cans, and other usual and necessary coverings containing the produce above mentioned, the like products being the produce of fisheries carried on by the fishermen of the United States, as well as the usual and necessary coverings of the same, as above described, shall be admitted free of duty into the Dominion of Canada and Newfoundland.

And upon such removal of duties, and while the aforesaid articles are allowed to be brought into the United States by British subjects without duty being reimposed thereon, the privilege of entering the ports, bays and harbors of the aforesaid Canada and Newfoundland shall be accorded to United States fishing vessels by annual licenses, free of charge, for the following purposes, namely:—

1. The purchase of provisions, bait, ice, seines, line and all other supplies and outfits;
2. Transshipment of catch, for transport by any means of conveyance;
3. Shipping of crews.

Supplies shall not be obtained by barter but must be so obtained.

The like privileges shall be continued or given to fishing vessels of Canada and Newfoundland on the Atlantic coasts of the United States.

As Mr. Phelps pointed out in the House of Representatives, President Cleveland proposed in this treaty to purchase for American fishermen the right of transporting fish across Canadian territory as well as other rights, which it was claimed by American fishermen, in common with other American citizens, had a right to enjoy under commercial treaties; but now he proposes under his message to compel Canada to surrender them without any return. American voters may overlook President Cleveland's tergiversation in action and hypocrisy in language, and his disloyalty to those with whom he recently came to agreement, in their delight over the bullying attitude he has assumed. President Cleveland and Mr. Bayard could not, however, it appears, pass the opportunity to make a little political capital. But, as we pointed out at the beginning, the Republicans, if reckless enough of the friendship of the British people, can ditch the Whigs by proposing complete non-intercourse with Canada. The Democrats only propose retaliation with regard to transportation in bond. The Republicans can outbid them by proposing retaliation with regard to buying and selling, which are also "commercial rights," which Canada refuses to American fishermen. Of course there are commercial treaties between Great Britain and the United States concerning buying and selling which would have to be abruptly terminated, and would involve an act of bad faith; but if the United States is bent upon hostility, as it would appear to be, the breaking of a treaty will seem of little consequence. The Canadian Government should at once in the most open and public manner offer to refer the whole fisheries question, both Atlantic and Pacific, to arbitration, and then notify the United States that it intended to defend its fisheries against all invasion, whether covert or open. The President's act is not one of retaliation; it has been wrongly called retaliation, for there was no wrong to retaliate. It is one of aggression and confessed hostility.

JINGOISM.

Perhaps the greatest injury that has been done to the United States and Canada by President Cleveland's retaliation message, has been the letting loose of the spirit of jingoism in both countries. This spirit, which is one of the most serious obstacles to the progress of a democratic State, and particularly of an English-speaking State, is always latent among a large class because its basis is that egotism which prevents a man from admitting that he is in the wrong. As the records of our law courts show, there are a very great number of intelligent and not unreasonable men who simply lose not only their power of reasoning, but of distinguishing between right and wrong, if they become engaged in a fight of any kind. When the question at issue is an international one, this class of persons, partly from the love of excitement, partly because, even if war does come, they are sure it will not hurt them, but very largely because they cannot realize that the opposing party has anything of right upon his side, devote themselves very often with considerable ability to "helping the thing along." In all countries where there is a large military class, the natural desire of this class to enter upon the active practice of their profession of man-killing, leads it to take the lead in the promotion of jingoism. Fortunately the military caste in Canada and the United States is too small to have much effect, but in Great Britain, where it is strong, it has at times made itself offensive. The lack of militarism in the United States is amply made up for, however, by the Anglophobia of certain classes, and already the American jingo element and the tail twisters have gone as far as the French and German jingoes have ventured in ten years. In fact, unreasoning narrow-minded democracy seems to afford a much better hot-bed of jingoism than a standing army. A beautiful cock-and-bull story now afloat that has been concocted in Washington about a British spy endeavoring to obtain the secrets of the American torpedo service, is one of the regular weapons of the European jingo. It is used with good effect on all the armed nations of Europe every time a German rabbit is shot in France, or an Italian statesman pays a visit to Vienna or Berlin. Nor can Canada be congratulated upon being free from the same despicable spirit. There is unfortunately a disposition observable, that savors very much of jingoism, to denounce Americans, Americanisms, and American politics, without taking into the account the parallel faults of Canadians, Canadianisms, and Canadian politics. In the face of the facts, that the reduction of the canal tolls on grain coming to Montreal is a discrimination against American ports, and the lack of force, which is

railways, practically built by public monies, to render inoperative the American interstate law, that we have taxed peach baskets, refused bonding privileges to American railways, and for years conducted our fiscal system upon a basis wholly hostile to American trade, it is sheer jingoism for Canadians to declare that they have done nothing to complicate the relations subsisting between the Dominion and the United States. On the contrary, we have done a great deal, and it has been done as much for political effect as the President's message was.

A GLORIOUS LAND INVADED BY THE ARMY OF HELL.

A very curious picture of life in the great North-West comes to us in the shape of a cyclostyle, that is a written, newspaper called the *Little Joker*, published at Battleford. The paper is not a comic sheet, as its name suggests, but a local newspaper palpitating with the fresh life of one of the most promising centers of what was not long ago the Great Lone Land. At first sight it is a temperance newspaper, for as a frontispiece appears Gripp's cartoon, recently reproduced in this paper, representing the liquor traffic in the shape of an ill-favored but wealthy uncle, leading both the great party leaders away from Mr. Howland's prohibition convention fruit stand, and telling them that what they would get here would not be good for them. This is published with full explanation in evident good faith, as is also the following editorial, showing up, though with a careful suppression of feeling, the outrageous scheme of the Local Government, under the guidance, as many there seem to think, of the Dominion Government to create an electioneering machinery in the shape of a thick plantation of politically selected saloons. The *Joker* says:—

Permits to sell light beer in the Territories will be granted to persons recommended by the members of the Legislative Assembly for the district. The beer must contain not more than four percent of alcohol. No one is yet allowed to manufacture, but that will probably come next, and brewers will be allowed to make at Regina, Calgary, &c., large places, where it will be easy of inspection.

On turning one page the appearance of a temperance paper is gone, and the reason for the editor's reserve on the subject is evident in the shape of a lot of the most barefaced saloon advertisements that could possibly pour contempt on a Government and on a police force sworn to enforce prohibitory law. That the law could be enforced was made evident enough by the success in that direction of the police force under Mr. McKenzie's nominees. When the new regime came in, however, the principal object of all its representatives seemed to be how most effectively to bring prohibition into contempt, and change the towns of our exemplary North-West into Montana hells. The object was partly political gain, as is manifest from the paragraph quoted above, and with some of the individuals pecuniary gain, their desire being to become partners in the brewing business. The advertisements of their prospective supporters, as we have said, heap more scorn on the local authorities than a brigade of temperance orators could. Here is a pretty slight to put upon a force which seems to have, for reasons known to its masters, constituted itself the special guardian of this outlawed traffic.

POLICE RESORT.

ROBIN'S SALOON.

Friends from the country can spend a pleasant time with police boys

At ROBIN'S SALOON, Near the Barracks. Good Drinks. Choice Cigars. We give only one more, that of a singing saloon such as is outlawed even here, including with it that of a brewery:

CONCERT Every Night At GRAFFIN'S SALOON. Havana Cigars and Beer Fresh from GRAFFIN'S BREWERY. Oldest Brewery. Beer delivered in wood and bottle. Best beer.

Sadder of all perhaps is the account which we copy in another column of the Indian industrial school, which the editor rightly thinks should not have been planted at Battleford. In fact such a centre of pot-houses as the police and the Government seem to have made it by this paper's showing is not a fit place for any kind of boy, white or red. The corruption of these boys is directly chargeable to the laxity of the Government in enforcing the law under which the institution was established.

IT SEEMS RATHER ABSURD that nations governed by business men should be compelled to sign an agreement not to tax their own people in order to supply other peoples with sugar below cost. It seems rather more absurd that the people to whom the sugar was supplied below cost at the expense of business rivals, should have kicked against that condition of things and become the promoters of such an agreement. Yet Germany and Austria, which have been pursuing the bounty system, which is the logical conclusion of protection, and England and Russia, which have been benefiting by the system, have, after a prolonged convention, come to an agreement doing away with the system. France, it appears, is not yet sick of paying bounties, but Germany and Austria have become convinced that bounty-pap does not foster infant industries. Now that bounties for manufacturing for foreigners have been condemned it is to be hoped that the fraud of paying bounties for manufacturing for their own citizens will also be discovered by the deluded people who are by this process induced to consent to allow themselves to be heavily taxed. The agreement of the nations not to indulge in bounty-paying is a step toward an agreement not to indulge in home protection. If the convention had gone just a step further and agreed not to tax the import of any kind or quality of sugar for any purpose, a sort of international Zollverein, capable of great development and fraught with immense beneficial possibilities, would have been created.

A SECTION of the restrictionist press of the United States is making a great fuss about the defenceless condition of New York, the lack of ships which characterizes the United States navy, and the lack of force, which is

one of the features of the United States military system. Instead of being a "national disgrace," as these journals say it is, that the United States has, comparatively speaking, nothing approaching a modern armament, it should be a national boast. While European countries are compelled to impoverish their peoples in building forts and ships, and keeping up standing armies, the United States does not need to spend much money on man-killing devices, and can, if she will, leave her people free to progress and prosper. It is a national disgrace, however, that the people of the United States should allow unscrupulous politicians to make a shuttlecock of an important international question, involving the continuation of peaceful relations between the United States and her next of kin. If the Senate of the United States is in the future to take it upon itself to say that because the President of the United States was the candidate of the political party whose representatives form the minority in that body, therefore he shall not be allowed to settle an important international question in a peaceful and equitable manner, but must adopt violent courses, it will not be long before the United States will require all the big guns, big forts and big armed ships and big armies she can get together.

WHY HAS VERMONT increased its Republican majority is the question which will be well debated during the next few weeks. Mr. Blaine, the idolized leader of the Eastern Republicans, condemned and denounced President Cleveland's message proposing retaliation by preventing the transport of Canadian exports and imports in bond. Such a measure would greatly injure such good Republican States as that of Maine and Michigan, through which Canadian railway systems have trunk lines. The Grand Trunk Railway runs through a corner of Vermont, and the Vermont Central is the principal line in the State. Does Vermont's Republican majority mean that she joins Mr. Blaine in condemning a proposal which will injure her railway interests? If that be the case it seems not unlikely that President Cleveland's message has injured President Cleveland's presidential campaign. It would be a just Nemesis. It may be that Vermont has declared against President Cleveland's message and the Democratic plank in favor of Tariff Reform and his restrictions of trade. It is certain that the people of Vermont are not in favor of tariff reform any more than the people of Oregon. The prohibition vote being a gain of twenty-five percent on the votes polled in that interest in 1884 is very encouraging in view of the greatly intensified interest now taken in other vital issues.

A FIRST RATE BIT OF FOOLING is the letter on retaliation in Canada written from St. John, N.B., for the New York *Times* and republished in this paper. It is a caricature, of course, with the ridiculous features of the situation greatly exaggerated, but there is some truth in it, and enough absurdity to prevent it from being taken too seriously even by Americans who have got into the habit of regarding buncombe and bluster, however grotesque, as earnest language. The popular idea of Sir John and the way he is likely to make political capital out of the President's message is capital hit off. A laughable picture is that of the loving kindness exhibited by the Halifaxians and people of St. John towards one another, and their tacit agreement to ignore all the disadvantages each has been alleging regarding the other as a winter port now that there is a chance of both securing a flourishing business. If the letter serves to convince the Americans that Canada possesses winter ports which she has used, and which will be benefited by the Retaliation Act of the United States closing American ports to Canadian exports and imports it will correct an erroneous impression created by President Cleveland's message. The main impression made by it, however, is that Canadians do not regard too seriously President Cleveland's proposal that the United States should cut off her nose in order to spite her face.

THE AFGHAN REVOLT, reported in recent despatches, is now quite an old affair. In Afghan-Turkistan, where the trouble has occurred, Abdurrahman, the Ameer of Cabul, is particularly strong, he having spent the greater part of his life among its people. The revolt in favor of Ishak Khan has not therefore been considered dangerous in British India. Abdurrahman has proved an energetic and powerful ruler. Having put down revolts of the Ghilzais and the Southern Hill tribes, among whom he has no friends, it may be taken for granted that he will be able to snuff out rebellion in his own country. A more serious matter for Great Britain, however, is the proposed English embassy which is to be sent to Cabul shortly, under an escort of Anglo-Indian cavalry. Such embassies have twice resulted in the massacre of all their members, and consequent wars. Abdurrahman, who is under England's protection, has for some mysterious reason asked for the despatch of the embassy. Former embassies had always been despatched against the will of the Ameer. Perhaps Abdurrahman will be able to protect the present one.

THE SALVATIONISTS who are particularly strong at Newmarket, Ontario, have been having an experience there somewhat akin to that of the apostles who were arrested for teaching in the Temple to the great offence of the people, and having been admonished to do so no more went straight back to the Temple and began where they had been interrupted. The Salvation people preached, as the telegram implies, on the street, and so near to some of the stores as to impede business, and having been arrested and bailed out went straight back and preached again. Of the merits of the charge we know nothing. The account seems to be one-sided. But if there was an actual occupying of the public thoroughfares to the inconvenience of other people we do not think the Army will find any warrant for it in the Book of Acts or in any other part of Scripture. If there was really no obstruction, and the Army was simply doing what any pellar would have been permitted to do without hindrance, then the action taken against them savors of persecution.

THERE IS PROBABLY a good deal of truth in the Winnipeg *Sun's* statement that the contradictory reports regarding the damage done to the North-Western wheat crops by the frost are owing in some degree to honest differences of opinion among those best acquainted with the facts, as well as to a lack of sufficient data upon which to form a reliable estimate. Even the farmers themselves do not know whether their wheat is badly frosted. If it is badly frosted, however, the hot weather which prevailed subsequently would shrink the grain, and it would become at once apparent how far it was injured. If, therefore, Manitoba wheat is not shrivelled after the test of the hot weather, buyers will not be able to plead as an excuse for low prices the risk of the wheat turning out badly next spring as they would have been able to do had the weather continued cold and damp and thus kept the grain plump and smooth.

THE COUNTRY ROADS throughout Canada are, generally speaking, about as bad as roads can be. This is the worst kind of economy. Bad roads are a cause of very considerable expense and much discomfort to the farmer. If, instead of grumbling at the roads, the farmers would abandon the foolishly narrow tires they have drifted into using, and would substitute a tire that would roll the roadway, not cut it, a great step in advance would be made. If, in addition to this, every county council would lay a stone crusher and a steam roller, and would employ a man to run them who knew something about road building, and could direct the energies of the road building "bees" into a proper channel, every metalled road in the country could be kept in good condition at very little expense, and in time all the mud roads could be metalled.

SIR CHARLES TUPPER, baronet, has been an acknowledged master of eponymy from his youth up. Sir Charles got an opportunity yesterday when among the cutlers to make a speech to the nation. Most of what he said was eminently true, and wise and well said in the interests of all parties and of righteousness. But what value could the cutlers attach to the avowments of a speech which contained the assertion that "the day would never come when the people of Canada, owing what they did to the Mother Country, would adopt a policy, fiscal or otherwise, detrimental to the British people?" Did he think these cutlers had never heard of the national policy? Or did he reason that because the cutlery establishment at the Tanneries is not much heard from now the cutlers at least have not found the national policy very detrimental to British interests?

HOW WOULD it do to encourage the Hudson's Bay route by the same methods that Russia has adopted to encourage the development of a trade route to Siberia by way of the Polar Sea and that great river, the Yenesei? The Russian Government, which has carried protection even further than has the United States, has given to an English trading company the right of free entry for all goods it manages to land in Siberia by the Northern route. If the Canadian Government were to pledge itself to give the right of free entry to all goods landed at the terminal port of the Hudson's Bay Railway, the inducement to complete that road and send steamers through the Hudson's Straits to connect with it, would, during the continuance of the present tariff, be strong enough to secure the completion of that enterprise.

THE EXTRAORDINARY story which the crew of the barque "Gylfe" told when they were landed in New York has been proved to be one of those yarns meant for the ears of the marines by the fact that the captain and his two mates, who stuck to their ship, have succeeded in bringing her into Queenstown. Instead of scuttling his ship and leading his crew on board a passing steamer, the captain, when deserted by his crew, devoted himself to saving her, and his success should be well rewarded. By this time it is probable the crew of the "Gylfe" are widely scattered, but if a few of them could be put in goal for a year or so, it might prevent other crews from abandoning their officers first and defaming them afterwards.

THE HEAD OF THE COMBINATION that has succeeded in putting up the price of cotton bagging from six to twelve cents a pound, has explained the matter before the Finance Committee of the United States senate. He says that the reason why the manufacturers of jute sacking arranged to put up the price, was that, seeing that they could not get fair play from the ways and means committee of the House, they determined to make what money they could for the one year they might expect to retain their protection. This is equivalent to a declaration that as long as protection exists the manufacturers can get what prices they please; but that as soon as it is removed they must take the market value of their goods.

THE HIGHEST PRICES offered by the buyers for British cavalry service were not high enough to induce Canadian farmers to offer their really good horses. It would not pay Canadians to breed and rear fine horses for sale at the prices offered. Horses are worth more for agricultural and for road purposes in America than for cavalry purposes in Great Britain. There might have been a greater show of fair to medium horses offered for sale at about the prices mentioned by the British buyers had they advertised their movements better.

AS TIME GOES on the manifold beauties of the Dominion Franchise Act become distinguishable. The country has already had the opportunity of admiring the revising barristers, the partisan returning officer, and now it can contemplate with serenity the fact that, although this is 1888, the voting list which must be used is that of 1885. We are in a fair way to have a privileged caste of voters established in Canada.

THE REFUSAL of the Cork band to play "God Save the Queen" when in London seems to have made the Parnellites in England somewhat uncomfortable. The natural question for Englishmen to ask them is, Do you want separation or not? They have determined to cut connection with the Cork branch of the National League.

ONTARIO.

(Special Correspondence of the Witness.)

TORONTO, Aug. 31, 1888.

PRESIDENT CLEVELAND'S MESSAGE

has been here, as elsewhere, the theme of animated and earnest discussion during the past few days. Even more than almost anywhere else in Canada is it a matter of interest to Toronto, for the bonding system is of the most vital importance to this city as a great importing and distributing centre. This importance has for years past been on the increase, and to such an extent has the network spread that no one can speak definitely of the amount of disturbance that would be caused by the discontinuance of the bonding system. The question in each person's mind is whether President Cleveland's message is to be regarded as a mere election ruse or a bona fide threat of retaliation. The former is the prevailing opinion, though the latter is admitted to be more in accordance with the well-known character of the President. To add to the seriousness of the situation in men's minds comes up the argument that while the former retaliation measure was an appropriate retaliation for interference with the vessels of fishermen, the measure now asked for by the President is an appropriate reprisal for the refusal to pass fish in bond over Canadian railways. In short, while the general impression immediately after the publication of the message was that it was not to be taken seriously, the growing conviction now is that if Congress passes the bill asked for, President Cleveland will hardly be able to avoid putting it in force at once unless fish are allowed to be passed duty free over Canadian railways. There may be delay in passing the measure or a refusal to pass it at all, but if it is passed it will be made operative immediately after the Canadian position against which it is directed must be abandoned. To tell the truth, not many people here care a straw whether fish are allowed to be transported in bond or not. They may feel chagrined at seeing the concession made in response to a demand, because that is humiliating to the whole country, but humiliation is easier to bear than commercial loss and confusion. An interesting feature of the situation is the

ATTITUDE OF THE LIBERAL PARTY

on the subject, if it can be said to have any attitude. The other day Mr. Laurier at St. Thomas blamed the Dominion Government for its treatment of American fishermen, while Mr. Giddie, commenting on his leader's speech, dissects from his position, and approves of the Government's course. The Hamilton Times supports Mr. Laurier's view, and other journals will, undoubtedly, take the same side. Presumably the leader of the Liberal party will not speak without consulting his leading associates in Parliament, and it must be admitted that his view is logically consistent with his attitude on the question of trade relations with the States. But on the other hand the Giddie's present position is identical with his position on the question all the while the dispute. The tangle amounts to this, that while the Giddie is consistent Mr. Laurier and the Liberal party cannot claim to be so. No doubt means will be found of bringing organ and leader into outward harmony, but meanwhile the divergence is not a little embarrassing to the rank and file.

MR. LAURIER'S TOUR

is now finished, and of it one can say only that it has been a complete success. At every point touched he delighted his audience by that charming style of which he is so consummate a master, and everywhere his French extraction, manner, and accent have worked for him, not against him. If all the Frenchmen of Quebec were as free from objectionableness as Mr. Laurier is personally, there would be no race question in the Dominion. The reports that arrive about the physical condition of Mr. Blake confirm the conviction in the public mind that Mr. Laurier must be regarded not as a mere *locum tenens* but as the real leader of the Liberal party. He is the successor of Lafontaine and Dorian, and is just now more than ever either of them was. No wonder there is curiosity to see and hear him, as there is no wonder that hearing and seeing him improves men favorably toward him. It would be a piece of good tactics on the part of the Liberal managers to get him to make another tour before this season ends, and to continue the work next season on a still larger scale.

THE AGRICULTURAL PROFESSION

at Quebec, made vacant by the resignation of Mr. Brown, is likely to be filled by the appointment of Mr. Thomas Shaw. Farmers' institutes are declaring in his favor, and Liberal journals are endorsing their representations. Mr. Shaw is a practical farmer, and as such is popular with those engaged in his own calling, but he is also proprietor and editor of the *Live Stock Journal*, and in that capacity he is very popular with his fellow-journalists. His appointment would give us, so far as we cannot give up the *Witness*, although so far, we occasionally miss one. I think they must miscarry. We think so much of the Home Department. I think it a great help to mothers who are hard-working and raising a family.

THE [TIMES] LABEL SUITS.

LONDON, Sept. 4.—The *Morning Post* is informed that the *Times* has secured valuable evidence from the west and south-west of Ireland. It is rumored that a Dublin man lately from New York is prepared to swear in behalf of the Parnellites that he forged some of the documents which the *Times* presented.

REV. MR. POTTS.

from his transatlantic trip revives public interest in the University federation question. He states that he comes back in perfect health, and prepared to enter on his work with the greatest energy. What remains of his task, the raising of an endowment fund for Victoria College, is a formidable undertaking, but he goes into it now in better spirits than ever, and feels quite confident of success. Recently I had the privilege of reading a letter to him from the Rev. Dr. Burwash, who has been making a tour of the United States colleges for the purpose of collecting information about buildings. Dr. Burwash suggests several smaller buildings, instead of one large one, as the scheme to contemplate, and no doubt this is in harmony with the tendency of the time. John H. Jones University does its work under several roofs, and so do Harvard, Cornell and other large institutions. If Victoria College Board accepts and acts on this view it will be possible to begin building operations sooner than is generally supposed. The first building to be erected could be made to serve all the purposes of Victoria for a time, and the building fund is now adequate to the strain which the erection of a suitable edifice would put upon it. In short, next spring, from present appearances we see operations commenced. Possibly they may be commenced this fall and completed in time for beginning academic work here next year. The Methodist have a well established reputation for energy when they go seriously into any undertaking, and the supporters of federation maintain, with much appearance of truth, that their task will be easier when the erection of a building irretrievably commits the church to their policy.

ANOTHER VETO.

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At the last session of the Quebec Legislature a Ministerial bill was introduced and carried through, the effect of which was to do away with the Circuit Court of Montreal, and replace it with Circuit Court of Montreal, and replace it with Magistrate's Courts to be presided over by magistrates appointed by the Lieutenant-Governor-in-Council. This bill was introduced in order to relieve the Montreal civil courts of the congestion which now threatens to bring about a state of chaos in this district. The Circuit Court is now presided over by the judges of the Superior Court in rotation, and as the judges have more than they can do in the different branches of the Superior Court this city is a very harassing one. Some time ago a bill was passed by the Provincial Legislature making provision for the appointment of two Circuit Court judges, but the Dominion Government failed to appoint these judges, as by the constitution they were required to do, and the Act remained inoperative. By a special clause of the act of this year, it was declared that it should not go into operation for three months, thus giving the Dominion Government an opportunity to appoint the judges asked for. They never did this, and accordingly the law was proclaimed to be in force, and Mr. Champagne, a Legislative Councillor, and Mr. James Barry, of Montreal, were appointed

Magistrates to deal with all civil cases under it. As Mr. Champagne was a Conservative, and his vote gave the party the majority in the Legislative Council, his appointment created a perfect storm in party circles. The Tory organs in this Province, both French and English, opened a tremendous fusillade upon him. Some idea of the virulence displayed can be formed from the perusal of the following translation from an editorial of *La Minerve*:

"In such an act is punished by a bullet in the heart, and among honest people by a still greater chastisement, the loss of public respect. Not being able to abolish the Legislative Council, Mr. Mercier has undertaken to dishonor it, and Mr. Champagne has become his accomplice. There are stains like that of Macbeth, which cannot be washed off."

In another issue the same journal asked, "Have you seen Judas Iscariot?" It was at once rumored that the Dominion Government would veto the bill, as it infringed upon the prerogative which puts the entire appointment of judges into the hands of the Dominion, and the Conservative organs openly rejoiced that Mr. Champagne would enjoy the fruits of his perfidy for so short a time. No attention was paid to this rumor by the magistrates, and Mr. Barry on the morning of the 6th formally opened his Court in the Laval University building, and disposed of one or two important cases. On the 8th inst. it was officially announced that the District Magistrate Act had been vetoed, the reason assigned being that by the British North America Act the Dominion Government has the exclusive power to nominate judges, and that as the "magistrates" to be appointed under the District Magistrate Act are virtually judges, the Act is *ultra vires*. The House and National press in denouncing the action of the Dominion Government as being an act of partisan reprisal, and Mr. Mercier will, it is expected, enter upon a prolonged constitutional war with the Federal authorities.

MONTREAL NEWS.

THE PUBLIC SCHOOLS were reopened after the holidays on the thirtyrd, and less than three hundred children registered at the new Victoria School on the first day.

AT A LARGELY ATTENDED MEETING of workmen, called to consider the high rent question, a resolution was passed in favor of a tax on all unoccupied land equal to that on the adjoining property.

THERE WAS QUITE A FREEMAN'S festival in Montreal last week, as the volunteer fire brigade of Poughkeepsie, New York, visited the city, and there was a grand parade of the Montreal firemen, competitive drills, and a ladder competition.

THE TOWNSHIP SHOW.

The fourth annual exhibition of the Eastern Townships Agricultural Exhibition took place at Sherbrooke last week, the Lieutenant-Governor of the Province declaring it formally open on the 14th inst. The attendance throughout was very good, and one pleasing feature was the absence of drunkenness. The managers of the fair, a week before it began, tendered the contract for catering to the W. C. T. U., at a nominal figure. The ladies accepted the offer, no liquor whatever was sold on the grounds, and excellent meals were given. The two thousand feet of floor space in the main buildings were fully occupied by exhibits, and the cattle sheds were well filled by a magnificent selection of thoroughbred cattle. The exhibition of horses was not what it was in former years, the terrible fire of last year having ruined the stock pen line horses in the Townships to an appreciable extent. About ten thousand dollars was offered in prizes, and, as usual, there were a good many trotting races.

WORDS OF CHEER.

AN OLD FRIEND'S TESTIMONY.

(To the Editor of the Witness.)

Sir,—Will you please have my old address changed. I have read the *Witness* since it was the *Temperance Advocate*, and can't bear to miss even one visit of my old friend. I believe it was the foundation stone of my temperance principles. Thank God there is one paper not afraid to speak for the right.

Richford, N.Y., August 24th, 1888.

A British Columbia subscriber writes as follows:

The *Witness* seems to me like a friend in a strange country. We came to British Columbia about two and a half years ago, and for as long we cannot give up the *Witness*, although so far, we occasionally miss one. I think they must miscarry. We think so much of the Home Department. I think it a great help to mothers who are hard-working and raising a family.

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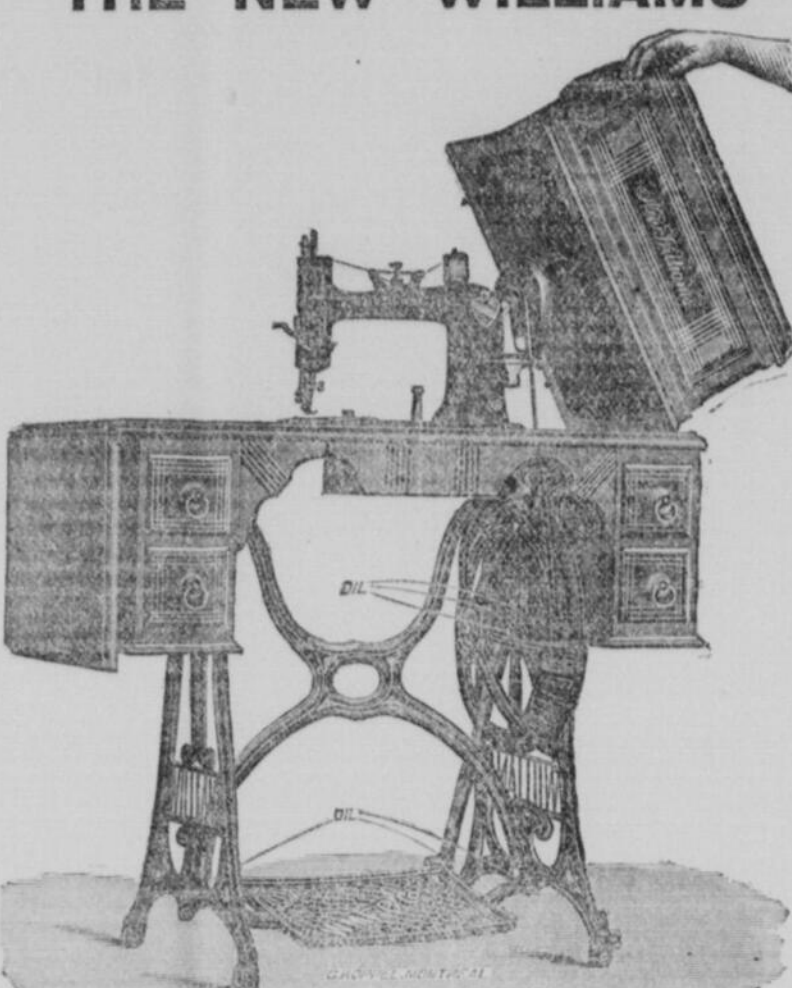
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