

TAKING OF THE CENSUS.

Commissioner Blue Arranging the Schedules to be Used.

SUPREME COURT.

Judgments Delivered in a Number of Cases.

MR. GRIFFITHS' VISIT.

An Interview on the Progress of Manitoba - Sir Charles Tupper and the Galicians.

(Special Despatches to The Globe.)

Ottawa, Oct. 8.—Mr. Archibald Blue, the Census Commissioner, has been industriously engaged in studying the census methods of various countries. He has also studied the subject as dealt with by numerous writers on political economy, with a view to forming a thoroughly satisfactory schedule of questions to be answered by the enumerators. The great industrial changes that have taken place in Canada since Confederation require many alterations in the schedules heretofore in use, and in arriving at a form that will secure all possible information and yet be practical, Mr. Blue intends to consult with business men in different localities. The Canadian Manufacturers' Association has interested itself in the subject, and with regard to the schedule of questions dealing with manufactures, Mr. Blue will go to Toronto on Monday to consult the officers of that body.

The Supreme Court.

The Chief Justice of the Supreme Court was prevented by illness from taking part this morning in delivering judgment in cases heard by the court while he was sitting, but judgments were delivered as follows: William Dunn Co. v. Prescott Elevator Co., appeal dismissed with costs. Truss & Guarantee Co. v. Rossland, dismissed with costs. The city failed to deliver debentures under an alleged agreement. The action was dismissed at the trial. Grand Trunk v. Therrien, appeal allowed with costs. The company contested the right of the defendant to a crossing. C.P.R. v. Winnipeg, appeal allowed with costs. The company appealed from assessment for school rates. Coplen v. Callaghan, a British Columbian mining case, was dismissed with costs. City of Montreal v. McGee, appeal allowed without costs. In the case of William Dunn Co. v. the Prescott Elevator Co., the appellants sued for damages for negligence and unskillful discharging of a cargo of corn from the steamer Niko, in consequence of which the corn got damp and heated in the elevator. Damages were assessed at \$1,600 in the trial court. On appeal the Court of Appeal in Toronto ordered a new trial on questions reserved. Appellant asked for restoration of the judgment at the trial.

Death of Mr. James Clarke.

One of the best-known and oldest residents of Ottawa, Mr. James Clarke, died at the family residence, O'Connor street. Mr. Clarke was born on August 5, 1825, at Maghermorne, Carrickfergus, County of Antrim, near the historic place where King William III., Prince of Orange, first landed in Ireland. In 1847 he came to Canada and settled in Nepean Township. Mr. Clarke was one of the oldest members of the Orange Order in Canada. He joined the order in Ireland in 1843, and for 57 years was an active and enthusiastic supporter of its principles. He was the Master of the district for fifteen years and County Master in 1885 and 1886. In 1890 and 1891 he held the highest office in the Grand Lodge of Eastern Ontario, that of Grand Master. He was appointed Justice of the Peace of the county some years ago, was a Park Commissioner for several years, and for the past thirty years a director of the Protestant Hospital. The funeral will take place on Wednesday afternoon.

Mr. Griffiths in Town.

Mr. W. L. Griffiths, now a resident of Cardiff, Wales, has been in Manitoba for a few weeks. Mr. Griffiths first

went to that country in 1880, and spent seventeen years there. He has been much impressed during his recent visit and by the feeling of hope and confidence everywhere evidenced in the resources of the Province and in the future of Canada. In speaking of the wonderful growth that has taken place in Winnipeg, he said: "The banks and other institutions have erected really impressive structures that are indicative of its permanence and prosperity. When one contrasts the present development with the state of a few years ago, it bears most eloquent testimony to the agricultural possibilities of the northwestern country, for, as you know, the growth has been solely dependent on that industry."

"I then went to Emerson," said Mr. Griffiths, "and although this year has been by reason of continuous wet, an off season, still matters were not as discouraging as might have been expected. One farmer there named William Depew bought a farm about a year ago, for which he paid \$14 an acre. He has threshed off that farm 25 bushels of wheat to the acre, graded No. 1 hard, which, sold at 70 cents, would pay for the farm outright in the first year. In '97 what was known as the Joe Robinson farm sold for \$500. It is now worth at least \$3,500. Another farm sold about the same time for \$1,200 is now worth \$5,000. In my own experience I can say this: In 1883 I bought a farm of 820 acres for \$720. I sold it in 1891 for \$3,500. I naturally inquired as to its present value. I found that within the last few years values had risen so that it could not be purchased for less than \$11,000. And these cases are indicative of the general increase. Farmers who in the early twenties were occupants of log shanties and houses have now erected substantial and even luxurious residences costing thousands of dollars. A few years ago the towns of Emerson and Dominion City were largely in the hands of the mortgage companies, and presented a more or less dilapidated appearance. With better times these properties have been acquired by the residents, who have, as is shown by their trim appearance, taken much pride in improving their properties, with the result that the whole appearance of these places has totally benefited."

"Not far from Emerson is the Mennonite reserve. When these people first came to Manitoba their appearance and methods gave rise to much adverse criticism. It is very questionable whether there is now a more prosperous agricultural settlement in America, having regard for its age. The amount of stock and grain they produce is almost phenomenal, and Mennonites with large cash surpluses are so numerous as to be the subject of general comment. Their business is sought and much prized by commercial men in Manitoba. When it is borne in mind that these people had to be assisted in this country, their history must be regarded as an uniquely successful one."

"In 1884 I drove across Manitoba from east to west. At that time the country was very sparsely populated, railways were few and the country regarded as more or less of an experiment. To-day the country is full of prosperous farmers, railways branch out in all directions, towns with elevators and every other facility dot the prairie at convenient intervals. Although this season has not been a good one, still this has had no effect in the way of discouraging the farmers, for they feel that the future of the country is assured, and that they are now in a position to easily withstand an adverse season."

"I also visited Dauphin and Swan River district. I remember visiting this district in 1884. At that time the nearest railway point was the town of Arden, the Manitoba and Northwest Railway, and the drive in "from outside" was attended with many incidental discomforts. At that time the town of Dauphin was situated about one mile from the present station, and consisted of a boarding-house, blacksmith shop, two or three stores and a few other buildings of a modest character. I was much interested in noticing the great change in the last six years. The town of Dauphin to-day is supplied by the Canada Northern Railway. There are elevators, hotels, stores (even an opera house is being erected), residences, and all the equipment of an up-to-date western town, with something less than one thousand inhabitants. What impressed me most was the feeling of confidence inspiring all. An Englishman visiting this country once said he thought there was an "immense conspiracy" to put only the best outlook before him, but I feel sure that he would have found everywhere the same confidence and its justification by a more thorough investigation."

Sir Charles and the Galicians.

The attacks of Sir Charles Tupper and his press on the Galician immigrants to Canada recall the fact that it was he himself who began negotiations with them. The official records in the office of the High Commissioner for Canada prove beyond the shadow of a doubt that it was through Sir Charles Tupper that it was under his personal supervision that the negotiations for an active propaganda in Galicia began. So that the movement from Galicia which has assumed such large proportions was actually inaugurated by Sir Charles Tupper, and the bonus of \$5 per head, according to the then departmental regulations, was to be paid upon all Galicians, well-to-do and pauper alike.

There was no limitation as to the number, nor was any provision whatever made that an immigrant on his arrival in Canada should be possessed of sufficient means to enable him to get a start in life, or to prevent him becoming a public burden. The booking agents on the continent were to receive the bonus of \$5 per capita ad infinitum. That was the course Sir Charles took on the subject. But what is the situation now?

The department succeeded in effecting an arrangement whereby, while making full provision for an active European emigration propaganda, no bonus should be paid upon Galicians when the heads of families did not possess at least \$100 upon arrival in Canada, in excess of all transportation charges. It was thought that this would not only limit the number, but would prevent the arrival of any who might possibly become a public charge. In addition it was not further provided that any undesirable immigrants should be returned to the country whence they came, and the expenses connected therewith should be deducted from the general bonus earnings.

Some months ago the department concluded to place additional restrictions on the Galician movement, and notified interested parties in Europe that the heads of families must possess at least two hundred dollars on their arrival in Canada, after the payment of transportation charges.

As to the Roumanian Jews, in regard to whom it is stated Government money is being expended to secure them for Canada, instancing the late arrivals in Montreal. For this statement there is not the slightest foundation. Some months ago it was learned that a movement towards Canada was imminent in Roumania. Steps were immediately taken to notify those having the matter in hand, and also the principal booking agencies in Roumania, that only bona fide agriculturists who possessed sufficient means to engage in agricultural life were desired in Canada, and that any others going to the Dominion would only make trouble for themselves and would be forced to find a home elsewhere.

Nothing further was heard about the matter until the latter part of June, when the intelligence appeared in The London Times that a large number of Roumanians were passing through Vienna for London, intending to emigrate to America. Shortly after this it transpired that a number had sailed from Liverpool for Canada. Efforts were immediately taken in London by Mr. Freston to learn under whose aus-

plces these Roumanians had sailed. He has sent the department the following statement on this point:—"It was not until early in July that I succeeded in getting information on the desired point, which finally placed me in communication with leading Jews belonging to one of the colonization societies. In the course of an exceedingly interesting interview with the chief rabbi, Dr. Adler, and several prominent Jewish bankers, I pointed out that the class of Roumanian Jews going out to Canada, artisans and mechanics, was one that the Government not only could not encourage, but would be forced to take steps to prevent—that Canada did not desire other than agriculturists, and only those possessed of ample means with which to settle in farm life. If these conditions were not complied with the result would certainly be that the Dominion would be forced to enact legislation to prevent or classify alien immigration. The result was that the committee in charge immediately gave instructions that no others were to be assisted to Canada, pending possible negotiations with the department for consent to an agricultural movement in the future."

From this statement of facts it is seen that the department did not encourage the Roumanian immigration referred to—that not a single dollar of Government money was paid to encourage these people to emigrate to Canada; but that, on the contrary, all the influence that the Government could exercise was used to prevent these people from going to Canada. Very many more particulars could be given to prove how unremitting in their attention the Canadian officials have been in Europe to prevent pauper emigration, or, in fact, other than well-to-do agriculturists, to Canada.

Sir Charles and Cold-storage.

Those who know the methods of Sir Charles Tupper will be best able to judge whether it is ignorance or trickery that is responsible for the mass of misstatements in his letter about the cold-storage system in use at present between Canada and Great Britain. Some of the papers supporting him have failed to publish his letter, and others have published but parts of it. In the abbreviated edition of The Mail and Empire this statement appears:—"Thus out of one shipment of 14,418 barrels not less than 8,488, or fully 58 per cent, were more or less destroyed by the Minister's 'perfect system.'" This very shipment of apples was not sent by cold-storage. The evidence from which Sir Charles quotes the statement shows that clearly. In answer to the second previous question Prof. Robertson had said: "Cold-storage is not used for carrying apples, except the early tender sorts. A low temperature is rather a detriment, as they get damp and wet." In answer to a subsequent question about this same shipment, "On whom does the blame for this rest?" Prof. Robertson said: "The salesmen in England as a rule blame the slackness on the condition of the apples when packed and the method of packing, and the packers in Canada blame it on the methods of the salesmen." No one but Sir Charles has ever blamed the cold-storage system for the apple trade. All experts admit the fault has been in the packing, and the evidence from which Sir Charles quotes shows that this has been the trouble.

Sir Charles then quotes Mr. A. W. Grindley as saying that apples had spoiled within 24 hours brought to England by the cold-storage. But Sir Charles carefully avoids adding Mr. Grindley's explanation, that it was not due to imperfect cold-storage. But this was stated by Mr. Grindley as a ground for disapproval of the shipping of apples by cold-storage at all. All that apples require is ventilation, and the Government some time ago offered a bonus for each steamship that would place proper pipes and fans for ventilating the hold.

These are the only two statements given by Sir Charles on which he bases his condemnation of the present cold-storage system. One wonders if he has deliberately stated that cold-storage has destroyed the apples in this case, when the very evidence from which he quotes states that cold-storage was not employed, or if he really does not know the facts of the subject about which he writes.

Sir Charles, too, seeks to make it appear that the contract for fast steamships about to be arranged in 1900 would have aided cold-storage. The facts are the Government were to give a bonus for carrying the mails. The conditions also required cold-storage. The tenderers were asked to state how much of the bonus was asked for because of mails, and how much for the cold-storage requirements. The Allan tender, which Sir Charles wished to accept, said no portion of the bonus was asked for the cold-storage requirement, because the company considered

Notes.

A little girl had a miraculous escape from death on Saturday afternoon. The child was struck and knocked down by a street car. The fender passed over her, and part of the car. When the latter was brought to a stop the girl crawled out from between the wheels. She was not injured, and her only apprehension was caused by the destruction of her hat.