

THE HERALD

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As the end of the year is approaching, we must ask our friends to be so kind as to send in their Herald subscriptions. We need the money and trust that subscribers who have not already paid will not delay. What is put off from time to time is liable to be neglected altogether; so please remit now.

The Federal Parliament.

Now that it has been definitely decided at Ottawa that the second session of the eleventh parliament of Canada shall open on November 11 several semi official statements are going the rounds of the capital regarding the legislative bill of fare to be brought down for discussion. The naval policy of Canada and her proposed share of the burden of defence will undoubtedly be the main item of the Laurier menu, and as both sides of the House committed themselves last session to the principle of participation in the burdens at present carried cheerfully by the British tax payer, it should not be difficult to hit upon some practical scheme which will be satisfactory to parliament and the country. The only cloud on the horizon so far as naval defence is concerned is the present governments weak kneed policy of catering to localities with the eye glued to votes. This propensity of catering has not in the past been productive of the best results in legislation and if the naval defence scheme is to suffer from the vacillating tactics of Sir Wilfrid Laurier and his ministers who have always been afraid of coming right out into the open, independent of parochial feelings there is bound to be general dissatisfaction throughout the country. If ever Sir Wilfrid Laurier had a chance to present to parliament a policy which will be independent of all efforts to create party capital, that chance is now ready to his hand. It is however almost too much to expect that he will forsake his second nature and lay down a policy which would be devoid of all sectional appeals. The ancient truism regarding the difficulty the leopard has in changing his spots applies admirably in this case.

The calling of an early autumn session is merely continuing a plan adopted during the past few years and its ostensible object is to get the bulk of legislation, both public and private, well under way before the Christmas holidays. In the past however the dilly-dallying tactics of the Government have meant that for the first three months of a session little has been done owing to the lack of business initiative and capacity displayed by the occupants of the treasury benches. As a rule the bulk of the legislation is rushed through in the last weeks without opportunity being given for careful and conscientious consideration. The incapacity of the government has often been demonstrated in this way, but it is doubtful if the strong opposition which now confronts the premier will sit idly by and allow the weeks to slip away without forcing the ministers to show more zeal in the performance of their public duties than that displayed heretofore. It must be remembered that the present opposition in parliament is stronger than at any time

since 1896. So far as the government ranks are concerned they were never weaker and it is admitted on all sides that the tug of war this session will not only be strenuous but protracted. The new minister of labor, Mr. Mackenzie King, will be put through his paces and will have an opportunity of displaying those qualities which are said to have brought him so much into the high favor of his chief that it was felt that the country could not be run any longer without his presence in the cabinet. Then Mr. Murphy who has bitterly complained of late of the lack of support given the government by its own dyed in the wool party or gangs is bound to come under fire. As a new minister fresh from the Laurier forge he was let alone last session but there is not likely to be much quarter given this session to those who sit round the council table. Taken all in all it would appear that the coming parliamentary term is likely to be marked by much infighting, and with a weak government to hammer away at, the opposition should make headway and force wise and judicious legislation.

An extraordinary budget of the Russian Ministry of Railroads has been submitted to the Duma. It calls for \$31,000,000 for new construction. All this, with the exception of \$163,000, will be expended in Siberia and on the Amur Railroad. \$11,500,000 is allotted to a railroad line around Lake Baikal, and \$12,500,000 to double the trans Siberian track. By this it will be seen that our Russian friends are no niggards in the matter of railway expenditure.

It is estimated that over 20,000 people visited the agricultural demonstration which was sent out over the State of Oregon last Autumn. The train contained 7 cars and was manned by a score of experts from the staff of the College of Agriculture and Experimental Stations. Demonstrations were given of milking machines and other dairy appliances, using pure bred cattle from the College Farm; and also of pruning, packing apples etc., together with talks and exhibits on farm crops, insects and fungous diseases, and other phases of agricultural work.

The cases of Great Britain and the United States in the Newfoundland Fisheries Arbitration to be delivered at London and Washington have been completed to be exchanged. The work on the British side has occupied the attention of experts in Canada and Newfoundland, assisted by British Counsel in the exchange of notes since last January. Sir Robert Finlay has been secured as leading counsel for the preparation and presentation of the British case for the tribunal. Sir Wm Robson, the Attorney-General will watch the proceedings in behalf of the Imperial Government.

The other day a prospector from the Peace River Canyon, which lies beyond the Great Divide, brought news to Edmonton of a remarkable discovery of mica in that isolated country. He reports to have prospected a vein over two miles and to have found a fifty foot thickness and unknown depth. He reports the vein to be remarkably fine and the stuff so easy of access that it could be lifted in great sheets of purest material. Mica is worth from \$25 to \$100 per ton, a price which makes the reported mine richer and more important than any gold mine yet discovered.

Minard's Liniment cures Dandruff.

At a public meeting at St. Hyacinth, a few days ago Mr Bourassa, the Nationalist leader in Quebec was accompanied by Mr. Tellier, leader of the Conservatives in the Quebec Legislature. In the course of his remarks, Mr. Bourassa declared that he had joined with Mr. Tellier because he thought more of the Province than he did of the party. He referred to the fact that Sir Wilfrid Laurier had made an alliance with Messrs. Tarte, Blair and Dansereau and the Liberals had not complained and why should he not join hands with those who were working for the good of the Province. Mr. Tellier, who was given an enthusiastic reception, praised Mr. Bourassa for the patriotic course he had followed.

It has been reported from London that King Edward is delicately interposing, in order that a compromise between the Government and the Lords might be effected, and thus be averted a constitutional crisis over the Budget. Anent these rumors comes the announcement that some members of the cabinet declare their decided opposition to anything in the nature of a compromise, even if such is favored by the King. Most pronounced in this opposition is Winston Churchill, who is reported to have stated that the Cabinet would make no overtures to the Lords, and would accept no compromise, and that no amendment to the Finance Bill by the Upper House would be entertained. He said the House of Lords had no right to interfere with the financial business of the Government directly, or indirectly and that the Government were ready for the conflict, if it were upon them.

Fatal Railway Accidents.

Ten men were killed and six fatally injured when a train, south bound for Cincinnati on the Pennsylvania Railway, crashed into the caboose of a cattle train bound for the Chicago Stock Yards. The locomotive plowed through the caboose tearing it into shreds, and setting fire to the debris. Six bodies were recovered within a few minutes after the crash, while the flames were eating up the splintered cars. Sixteen of the injured were dragged from the ruins.

One of the worst wrecks in the history of the Intercolonial occurred at Nashes Creek, about 35 miles east of Campbellton, N. B., last Wednesday morning, when at 5:45 o'clock the Maritime express from Halifax, running at high speed collided with a freight special, killing three of the train crews and injuring several.

The dead are: John Morton, Campbellton, driver of the express. Robert Whalen, Moncton, driver of the special. William S. Morrison, of St. John, express messenger. Among the injured are: Wm. Cook, Campbellton; leg broken and badly scalded. A. J. Jessulate, brakeman, Moncton, left leg broken and right leg badly hurt. Mail Clerk Sullivan, arm broken. Besides these W. P. Starratt, mail clerk, Campbellton, brakeman John Murray, of Moncton; Conductor J. H. Thompson, of Moncton, and Mail Clerk Keith, of Moncton, received slight injuries. Mr Starratt's escape was almost miraculous, the force of the impact carrying everything from where he was and killing the express messenger in the car behind him.

The damage to the rolling stock can hardly be estimated but it is said that it will be in the vicinity of \$200,000. The two engines are completely demolished, the mail express, baggage and second class cars being badly damaged while the first-class car and pullman escaped with slight damage. Next to the engine of the freight train were four cars of rails, sliding greatly to the force of the impact. Twenty of the twenty-six cars of the special were badly wrecked. Some of them smashed to kindling wood and their contents of freight being strewn around in every direction. On the express was a carload of fish bound for New York which was badly broken up.

The annual meeting of the C. P. R. was held in Montreal on the 6th. The report of the directors was unanimously adopted, and David McNeill, Chas. R. Hosmer, Hon. Robert McKay and Hon. James Dunsmeuir were re-elected to the board. In moving the adoption of the report, the President, Sir Thomas Shaughnessy, said:

The disaster cast a gloom over the community and expressions of sympathy for the sufferers and bereaved families are heard on all sides. There are many expressions of disapproval of the management's action in laying off the night operators along the I. C. R. It is claimed that if there had been a night agent at New Mills, Driver Whelan would have in all probability found out where the express was and thus the collision might have been averted.

In the dim light of the early morning a terrible scene presented itself to the rescuers. The two locomotives fearfully battered, lay on the torn tracks, the force of the collision being so great that the freight special engine was completely demolished. The smashed cars of the express lay on their sides, and the forward portion of the freight train was badly shattered, five cars, two of which were loaded with steel rails, being smashed to pieces. The whole scene was enveloped in clouds of steam which escaped from the locomotives.

Two of the injured were rescued from beneath the ruins of the demolished locomotive. Brakeman Albert Jessulate, of Moncton, who was in his proper place in the locomotive of Conductor J. H. Thompson's freight special, was found pinned among the debris. He was held down by a heavy piece of wreckage, and was rescued only when two horses were secured and the weight which pinned him down removed. Fireman William T. Cook was found imprisoned after a two hours search beneath the debris of the express locomotive. One foot had been torn off and he was otherwise seriously injured. He was conveyed to the hospital at Campbellton, where it is reported that he has a good chance of recovery.

Fireman Harry Smith of the special freight, was probably the only one who saw the impending doom. It was due to miscalculation of only some minutes.

New Lumber Company.

Intelligence from Bathurst, N. B., is to the effect that the Adams Burns business has been taken over by the Nepisiguit Lumber Company. The Adams Burns Company is said to be one of the largest and most valuable lumber properties in New Brunswick. It consists of several thousand acres of freehold property, about five hundred square miles of licensed lands, the stores and offices in Bathurst, the mill, wharves, tugs, lighters and booms at the mouth of the Big Nepisiguit river, together with the stock of the Bathurst Boom Company and an electric light plant. The purchase price has not been made public, but it is rumored that it is in the hundreds of thousands. It is an old established business, founded in the early sixties by the late Hon. K. F. Burns, who purchased the mill and site from the late Hon. Mr. Ferguson. Mr. Burns carried on the business at one time in partnership with Mr. Samuel A. Adams, and later with his brother, Mr. P. J. Burns, afterwards and until the time of his death, in the name of the St. Lawrence Lumber Company. After Mr. Burns' death the property was purchased by Mr. Samuel A. Adams and his brother, Mr. Thomas E. Adams, who later conveyed it to the Adams Burns Company. The Nepisiguit Lumber Company was organized about two years ago and purchased the O. F. Stacy Company's mill and limits at Bathurst, upon which they have expended a large sum of money carrying on this business with much success. It is understood that the company will immediately proceed to tear down the old Adams Burns mill and erect an up-to-date structure and manufacture for the United States market. The principal officers of the company are: Fred A. Morse, treasurer and managing director; Dr. A. W. McRae, secretary; W. G. White, local manager at Bathurst. The A. Sherman Lumber Company, one of the strongest corporations in the United States, and which has large pulp and paper interests in New York, Pennsylvania and Tennessee, is said to have a large interest in the Nepisiguit Company.

Canadian Pacific Railway.

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I beg to submit for your consideration and approval the twenty-eighth annual report of the company. The gross receipts for the year were quite as large as we had reason to expect, but the working expenses were abnormally heavy, due in part, as explained in the annual report, to the additional mileage included in the traffic returns, and in a greater measure to other conditions that could not well be controlled. However, with the abundant crops harvested in almost every section of the territory served by your lines and the certainty of a very large west-bound merchandise traffic, there is reason to anticipate a substantial increase in the total earnings for the current year as well as improvement in the ratio of working expenses. In the annual report, reference is made to the company's land affairs, but more particularly to the success that has attended the irrigation project in the territory east of Calgary. I am sure that the outcome of this great undertaking is a source of satisfaction to the shareholders, as it is to the directors. In this connection you may be interested in knowing that the cash in hand resulting from the sale of lands and townsites has now reached the considerable sum of \$14,000,000 and that the deferred payments exceed \$18,000,000 in amount. Accompanied by several of the directors I have recently travelled over a considerable portion of the company's lines in Canada and of the subsidiary lines in the United States, and the information that we gathered not only as to the physical condition of the properties but as to the progress of settlement and the enlargement of agricultural and business development of every description, was most gratifying.

St. Georges

Our Island Province contains many attractive, picturesque spots of which little has been said in print. One of these favored places is St. Georges, Lot 55 some three miles east of Bridgetown, the head of navigation on the Bonington or Grand River. Looking east from Bridgetown, over Cumberland Hill, and along the winding serpentine of the main river, the landscape constitutes a scene of rural beauty. For the most part the green fields are flanked with trees, right down to the water edge; so that the eye falls not only on a rural but a sylvan region. On the south side of the river, in the distance one catches a glimpse of the cross-topped spire of St. Georges, then of the church itself peeped as it appears in the trees a short distance from the sparkling water. Coming on the scene one realizes that distance had lent no enchantment to the view. Here in St. Georges the farmers cultivate their broad acres. "Biting with lay up the barns;" and laden with produce from the orchards. Here the good people have: "Neither locks to their doors, nor bars to their windows. But their dwellings are as open as day and the hearts of the owners." Beside St. Georges church stands the paragonical residence, a magnificent new building of fine style and ample proportions. It has already been described in the press. Here dwells the genial and courteous pastor of St. Georges, Rev. D. J. G. McDonald, always delighted to extend the glad hand to visitors. His residence is a veritable candida casa. Less than a half mile west from the church there is in course of completion a splendid residence, that will be quite an acquisition to St. Georges. This residence is owned by the Misses Catherine and Eugenie McDonald, and replaces their all most completed new house unfortunately destroyed by fire last year. It may be described as a smooth faced stone structure trimmed with rock. As a matter of fact it is built of concrete blocks, manufactured on the spot from cement and sand. It is built on what is known as the two piece wall system. The wall is ten inches thick and is formed of double parallel concrete blocks with a two inch air space between. The dimensions of the house are 36 feet long by 30 feet wide, with 22 feet of front porch from sill to plate. Under the building is a splendid large cellar 8 1/2 feet deep, with a concrete wall 16 inches thick. From the cellar wall to the water table is a foot basement wall of concrete 10 inches thick. On the west and north sides respectively are two large chimneys, also of the same material as the main building. In the west chimney there is an open fire place inside the building and the north chimney is for the furnace. There are two bay windows on the south or front side of the building. Extending along the front is a veranda, 30 feet by 8, on a supporting wall four feet above ground and seven feet below the surface. This wall, like all other portions of the structure is of concrete. Six columns of the same material 8 feet high with caps support the veranda roof. Rails also of concrete extend under the veranda on both stories. A second veranda 25 1/2 feet is erected on the back of the building. The builder calls these porches. The building has a hip roof, the sides of which are shingled and the deck 10 feet by 12 inches covered with canvas. There are two halls, on the first and second floors respectively, each 9 feet wide. The main stair is in the centre of the building, in the above mentioned hall. The first and second floors are divided into four large rooms each, and from each floor glass doors communicate with the veranda in front. The attic is divided into three rooms. There are three dormer windows on the roof. Close to the house stands a barn 80 x 27 feet, a wooden building with gambrel roof. It has a stock basement the same size as the upper building. This has a concrete wall 8 feet high, 18 inches thick, and in this basement there are three doors and six windows. Adjoining the barn is a shed 20 x 27 feet with a concrete manure vat. Into this vat the waste and sewage from the house is conveyed along under

the barn. In front of the barn a retaining concrete wall four feet high and three feet under ground surrounds a mound, in the centre of which is a large water tank for cattle. All these buildings have been constructed by the Clinton Construction Company, of Quincy Mass., under the direct supervision of a member of the company, Mr. Charles Land, who has been on the ground from start to finish. Mr. Land is a former Islander, being a native of St. Peter's Island, off Charlottetown Harbor.

MARRIED.

ALLISON-HUGHES—At St. Joachim's, Vernon River, on Sept. 28th, Rev. Pius McDonald officiating, John J. Allison to Bridget Hughes. DUFFY-PAUL—At Charlottetown, the 6th inst., William B. Duffy to Emma Paul. CUMMING-MARTIN—At Montague, on the 9th inst., W. A. Cumming to Miss Norvala Martin. PHILLIPOT-CAMPBELL—At St. Lawrence's Church, Brookline, Mass., on the 6th inst., Rev. Father McManis officiating, Frederick Phillipot to Miss Sophia Campbell, formerly of Souris, P. E. I. DONAHUE-MULLALLY—In St. Patrick's Church, Montreal, on the 6th inst., Rev. Father MoShane officiating, Dr. R. A. Donahue, formerly of Carleton Place, P. E. I., to Miss Florence J. Mullally, of Souris, P. E. I. FARQUHARSON-WOOD—In Charlottetown, Sept. 28d, 1909, Winifred Farquharson, of Southport, to Jas. C. Wood, of Hazelbrook. CAMPBELL-STEELE—At St. George's on Sept. 21st, Rev. D. J. G. McDonald officiating, Michael Campbell to Miss Mary Steele. M'PHAIL-SINGLETON—At Lowell, Mass., on Sept. 28th, Alexander M'Phail, of Bonshaw, P. E. I., to Miss Isabella Audrey Singleton, of Newton, Mass., formerly of Alliston, Lot 63, P. E. I. MARTIN-STUART—At the Queen Hotel, city, Sept. 28th, 1909, by Rev. Geo. E. Rose, William Martin to Mary Ann Stuart, both of Belle River. A'HARN-WEDGE—At St. Anthony's, Bloomfield, on Sept. 28th, Rev. F. X. Gallant officiating, Nancy A'harn, of Kildare, to Miss Sophia C. Wedge, of Duvar. PETERS-PETERS—At St. Anthony's, Bloomfield, on Sept. 28th, Rev. F. X. Gallant officiating, Leon Peters to Miss Josephine Peters, of Fortune Cove. JOHNSTON-ROURKE—At the residence of the officiating minister, Montague, on Sept. 28th, William D. Johnston, of Arlington, Mass., to Lottie A. Rourke, of Montague, by Rev. E. A. McPhee. STOVER-LARGE—At New Glasgow, N. S., on October 2nd, by the Rev. Mr. Arthur, Willard Stover, city, to Miss Ella J. Large, city. NICHOLSON-MARTIN—At Charlottetown, October 6th, by Rev. H. E. Thomas, John William Nicholson, of Yarmouth, to Mary Margaret Martin, of Hazelbrook. FINLEY-MILLAR—At the residence of the officiating minister, Montague, on Oct. 6th, by Rev. E. McPhee, W. Howard Finley, of Cambridge, to Elmiria T. Millar, of Murray Harbor North. MCKENZIE-EMERY—At Bell River, on October 6th, by the Rev. D. McKenzie, Angus McKenzie, Melville, to Miss Cora May Emery, of Bell River, daughter of William J. Emery. MUNN-McDONALD—At Hopefield, Oct. 6th, by Rev. A. J. McNeill, Ira Duncan Munn to Sarah Kate McDonald. MARCHBANK-CROCKETT—At Montrose, on Sept. 28th, William Campbell Marchbank to Myrtle Belle Crockett. POWER-McPHERSON—At St. Margaret's, on the 5th inst., Rev. K. J. McPherson, brother of the bride officiating, assisted by Rev. Jas. Egan, McDonald, St. Columba, East Point, and Rev. Dr. Walker, St. Alexis, Belle Bay, Peter T. Power, Station Master, Bell River, to Miss Florrie J. McPherson, St. Margaret's.

DIED

McEWEN—At New London, Sept. 21 1909, Edward McEwen, sub-collector of Customs aged 94 years 6 months. MARTIN—On Sept. 27th as the home of her son-in-law, Lemuel Moore, Hunter River, Isabelle McNeill, wife of the late John Martin. Deceased was in her 88th year. HOOPER—At North Millon on Monday evening, Sept. 27th, 1909, Mary H. Cole, beloved wife of John R. Hooper, aged 66 years. McDONALD—At Blooming Point, on the 8th inst., after a long and painful illness, Ellen, beloved wife of Mr. Joseph A. McDonald, and daughter of Mr. Ronald McDonald, of Cherry Valley, Lot 49. Besides her husband she leaves four sons and one daughter, ranging in age from ten to seventeen years. May her soul rest in peace. GAUBERT—In this city, on Saturday, Oct. 9th, Mrs. Rachel Gaubert, aged 53 years, after a lingering illness. JOHNSON—In this city, on the 10th inst., Edgar Johnson, aged 47 years.

Sleep Walking Dangerous.

At North Sydney, a few nights ago a young man named McKenny, who is the habit of walking in his sleep, had an experience which almost ended disastrously for himself. He arose from his bed through the night and jumped through the nearest window alighting in the yard below. The noise awoke other members of the family, who discovered the sleep-walker wandering about the street aimlessly with his face and hands covered with blood, the result of his exit through the window. It was some time before he realized what had happened.

Minard's Liniment Cures colds, etc.

Sad Death of Hon. W. T. Pipes.

Hon. W. T. Pipes, Attorney General of Nova Scotia, died suddenly of apoplexy, under pathetic circumstances, while visiting relatives in Cambridge Mass., on the 7th. His body was interred Monday at Amherst, N. S. Mr. Pipes came to Boston the day before and had been staying at the Torreylys on Boylston Street. He went across the river to visit relatives. While conversing with Mrs. Eva McLean Pratt, Mr. Pipes remarked that he had been shocked half an hour before leaving Boston to hear of the death of a relative in Nova Scotia. He had barely uttered the words when he collapsed and fell lifeless in a chair.

Leaped From The Rails.

Running amok with the engineer at the trolley, C. P. R. special train No 106, leaped from the rails at 2:45 Thursday afternoon near a bridge across the St. John river, N. B. and ploughed along the road bed for a distance of 100 yards. The train was in charge of Conductor Dan McGibbon and Driver Fisher and carried special freight. The locomotive remained on the track, but four cars became detached and being beyond control, ran along on the sleepers, doing considerable damage to the track. Fortunately no one was hurt. It required much time and exertion to replace the cars on the rails and the track was blocked until midnight when a spur line was completed and traffic resumed.

MEET ME AT The Always Busy Store

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Pretty near time to be thinking about that new Winter Coat, don't you think?

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WINTER CLOTH.

Fine Melton, all colors, 20 cents yard. Better quality, 30 c. yd. Very best quality, 49 in. wide, 38 c. yd.

Stanley Bros.

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