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Melbourne despatches from London state that Minister of Defence Cook moved the second reading of the Defence Bill in the Australian House of Representatives giving effect to a decision reached at the Imperial Defence Conference. He said in addition to the announced naval proposals that the scheme would eventually give a force of 260,000 well trained soldiers with a strong line of 116,000 and a compact expeditionary force would be provided for the overseas service. He estimated the total annual cost to be £2,500,000. All military and naval forces would be interchangeable with other States of the Empire. Compulsion at first would be limited to closely populated areas.

The change in the Allan Line's management from Glasgow to Montreal will probably mean that the thirty vessels of the company will change their register from England to Canada, which will mean the addition of 160,000 tons to the aggregate tonnage of this country. This has been practically admitted by the Allan Line people at Montreal when official announcement of the company's changes was given out. The directorate of the line has been revised, and Mr Hugh A. Allan of Montreal made president, with Sir H. Montagu Allan as vice president. This will be a very important addition to the shipping tonnage of Canada and will constitute another factor in making the St. Lawrence one of the greatest water highways of the world and Montreal one of the very foremost commercial cities.

On our outside pages today will be found, reproduced from the Herald of nearly forty years ago, most interesting notes of travel by the late Rt. Rev. Bishop McIntyre. Some among our readers have travelled through the countries described in this narrative and have passed in review the scenes therein depicted; and this reproduction will afford them an opportunity of comparing the manner of travel now in vogue with what it was when the late venerable Bishop went over the ground. The lands traversed, the scenes described and the incidents narrated constitute a theme of the most absorbing interest, and any account of them presented by travellers of today are as eagerly scanned and as deeply appreciated as must have been the letters from our dear departed Bishop forty years ago. The reproduction of this narrative is forging a link between the past and present generation; for not only the writer, but his travelling companion, and certainly the vast majority of their associate prelates at the Vatican Council have passed to their reward. Very few indeed remain. Here too, the Very Rev. Administrator "Father Dan," as well as the publishers of Herald of that day and many of those who were active in the every day concerns of life have departed. For these reasons we feel sure this interesting narrative will be appreciated and preserved by our readers. For the old copy of the Herald we are indebted to Mr. John F. McDonald, Teacher, whose Father, the late Andrew McDonald Cable Head, was a subscriber at that time and preserved this copy in consequence of its interesting contents. It was pretty well broken at the folds and it was not very easy to make out some of the words; but we think we have not missed

anything. As in 1870, so today, the Herald goes weekly to the home of the late Mr. McDonald. The sons follow in the footsteps of the father.

Admitted Under Oath.

Among the witnesses examined at the trial of the election petition against L. E. Prowse, M. P., was Mr. Thomas B. Riley, Vice President of the Liberal Association for Queen's County. While under examination on the witness stand, he reluctantly acknowledged that he was responsible for the printing and distribution, in Queen's County, of the pamphlet called "The Duty of the Hour." They were printed by Mitchell and distributed from Mr. Riley's residence. Mr. Riley admitted these facts under oath. This was Mr. Riley's intellectual contribution towards the election of Prowse and Warburton. All will admit that arguments of this nature demand intellectual honesty of a very high order. During the Dominion election campaign, last October, our Liberal friends in King's County confessed in public that they had printed and had undertaken to distribute in that County, the delectable pamphlet known as "The Duty of the Hour." As a matter of fact, they were caught red-handed, in the act. Now we have the Vice President of the Queen's County Liberal Association confessing under oath that he was responsible for distributing the precious document in Queen's County. What extraordinary methods our Liberal friends stoop to, in the hope of securing votes!

The Provincial Exhibition.

The Provincial Exhibition for 1909 which closed on Friday was eminently successful, so far at least as attendance and favorable weather conditions are concerned. As regards the weather, nothing better could be desired. It was indeed charming, ideal weather, almost as warm and calm as mid-summer. The attendance on Wednesday and Thursday, the two principal days, sustained the record. Altogether there were upwards of eleven thousand paid entrances, and on Wednesday as well as Thursday about three thousand people occupied the grand stand. In addition to these seven or eight hundred occupied places inside the fence in front of the grand stand to view the trotting. It will thus be seen that from the financial point of view the exhibition should be a success. As to the extent, variety and excellence of the different shows, they were as a whole very good; but in our opinion, the show within the building was not near so extensive as on some former years. There seemed to be a void some way, when one entered. The roots and vegetables, grain, butter and cheese were fine, as is always the case at an exhibition here. The live stock, too, made a splendid showing, whether or not they were up to or surpassed that of former years we cannot say. Agricultural implements, and different mechanical and engineering devices constituted an interesting exhibition much admired by visitors. The trotting always an attractive feature was good; but no extraordinary records were made. The aerobic performances in front of the grand stand between the trotting heats were for the most part, very good. In deed some extraordinarily difficult feats were performed. The grand parade of the prize winning animals on the race track Friday forenoon, was a most attractive and enjoyable feature of the exhibition. A parade of such splendid animals was a beautiful sight. On the whole the exhibition was a grand educator and a pleasant outing for thousands of people in town and country.

Imperial Politics.

Recent London advices indicate that matters political, in the Imperial arena are warming up to the boiling point and the agents of both parties are now convinced that a general election will take place either in December or January. The great question at issue in the appeal to the people will be preferential tariff; but the dissolution of Parliament will depend on the action of the Lords regarding the budget as the immediate cause. It is expected that the House of Commons will conclude its discussion of the budget about the 21st of October, when it

will be sent to the House of Lords. Upon the course pursued in the upper chamber; whether the members thereof accept or reject in whole or in part the budget of the Government, largely depends the time to be chosen for the general election. At present the political campaign proceeding throughout the country is approaching that of a general election. With four hundred new candidates both sides appear equally confident.

That the gage has been thrown down may be inferred from the declarations of the three foremost public men of the country. The first to declare himself was Lord Rosebery, the most accomplished orator in the Imperial Parliament, or in the public life of Great Britain. Rosebery has been a Liberal leader, and became Premier on the retirement of Gladstone in consequence of old age. Of late it was generally considered that he was out of sympathy with his party and, as he himself declared, he was "ploughing his furrow alone." Several weeks ago it was stated that he would pronounce himself regarding the budget, in a public speech at Glasgow. His declaration was anxiously awaited, and when the date set for his appearance arrived an immense multitude of the people assembled to hear him. In a wonderful speech, he declared himself decidedly opposed to the budget presented by the Asquith Government. This was the first shot of the campaign. This was followed by a counterblast from Premier Asquith at Birmingham, the home of Chamberlain, the father of the preferential tariff movement. Mr. Balfour, Leader of the Opposition, lost very little time in answering Asquith in a masterly speech in the same building in which the Premier had spoken at Birmingham.

We are informed by cable intelligence that ex Premier Balfour, in his great speech on Wednesday last, definitely threw down the tariff reform gauntlet. The budget, he said, with its dangerous tendency toward slipshod communism, has raised the most important issue for many years and the nation had now to decide whether it would enter an upward, hopeful forward movement of tariff reform or take the first, though in nowise the last step on the downward track which leads to the bottomless confusion of socialistic legislation.

The country's condition, he said, is not now and never again can be British industrial supremacy. There was nothing, unhappily, more certain than that in many of the great industries Great Britain was no longer first among her equals, was not even second among her equals, while in some directions she had to rejoice in holding third place. While America was building up the greatest commercial empire the world had ever known, and while Germany, with unexampled, almost staggering success, had promoted the growth of her own industries, and through the partial, unequal working of the "most favored nation" clause had become the centre of the mid-European body, commercially armed against British competition, it was amazing, even contemptible, that the people of the country should sit by with folded arms, hiding themselves behind the antiquated free trade formula, and watch other empires forging the weapons with which they were going to capture Great Britain's colonies from her sphere of commercial influence. He did not believe the verdict would be long delayed. The opposing forces of the tariff reformers and socialists were marshalling for the conflict, but it would not be the House

of Lords or the House of Commons which would decide the issue. It rested with the voice of the people. The meeting was highly enthusiastic. Everything was done to emphasize in his constituency Joseph Chamberlain's position as the pioneer of tariff reform. His son, the Right Hon. J. Austen Chamberlain, who occupied the chair, read a letter from his father appealing to the democracy of Birmingham to aid in getting the present controversy referred to the people. In the course of the letter Mr Chamberlain said: "I hope the House of Lords will see the way to force a general election and I have no doubt of what the country's answer will be." The letter was tremendously cheered. Mr. Chamberlain in his home, Highbury, near Birmingham, listened to Mr. Balfour through an electrophone. The meeting with a few dissenting voices adopted a resolution which pledged the Unionist party's loyalty to Mr Balfour's leadership and announces among other things that "recognizing that the financial proposals of the Government are intended to postpone indefinitely the policy of tariff reform this meeting declares its determined adherence to that policy as a necessary means of increasing employment at home and strengthening the Empire at large."

We may be sure these declarations of the leaders will be followed up by public addresses from Lord George, Chancellor of the Exchequer, and other prominent men on both sides. Thus the political pot will be kept boiling until the general elections are all over.

Steamer Earl Grey.

The new ice-breaking steamer Earl Grey arrived at Charlottetown, on Thursday afternoon last, after a very eventful voyage across the Atlantic. The new ice-breaker was built at Barrow-on-Farance by Vickers Sons and Maxim. She is 250 feet long, between perpendiculars; 47 feet beam, respectively, moulded; her draught is 17 feet 7 inches, normal, and her displacement is 3,400 tons. Her speed is set down at 17 knots. She is schooner rigged, with two steel pole masts. She has four boilers and triple expansion engines, with cylinders 27, 43 and 70 inches in diameter, respectively. The stroke is 29 inches. She is painted steel grey, the color of the warships. She is said to cost \$500,000. The accommodation for passengers is extensive and well arranged. Her voyage across the Atlantic, whether it had fortune or bad management, or a combination of both, was eventful and did not fall far short of tragic. She left Barrow-on-Farance on September 9th. The weather was very rough and very little progress could be made. In addition to these adverse conditions her big pumps became choked and she was obliged to put back to Merville. She remained in Loch Swilley four days getting her pumps in order and her larger boilers were got into operation, as she had been sent to sea at first with only two single-ended boilers under steam. After these arrangements, she again put to sea; but her troubles were not by any means at an end. Her coal supply ran short before the voyage was near an end. In consequence of this much plank between decks, extra spars and part of masts, indeed everything available were used for fuel. Approaching the coast of Newfoundland, the fuel supply was completely exhausted, and the steamer could scarcely do more than drift. Buccolien Island, about 17 miles distant, came in view, and the captain sent a life boat, with a crew of seven officers, five men and seven sailors, with orders to get to the nearest telegraph station and wire St. John's Nfld. for coal. They landed with difficulty, and found an opportunity to get to the shore. They had left the steamer Saturday afternoon and succeeded in getting the message off by 1 o'clock Sunday morning. They then started back for the steamer, taking with them 24 tons of coal in sacks. Their troubles now began in earnest. The wind quickened into a gale and the sea became very rough. The life boat was washed from stem to stern and the men were drenched with water. The sacks of coal were thrown overboard, one by one to lighten the boat; but this was a little avail, as the storm constantly increased. To add to their misfortune the steamer was nowhere to be seen; she had drifted about beyond control. The boat men saw a light and taking it for the steamer's started in that direction. It turned out to be Cape Francis beacon, and they were in the surf before they discovered their error. To escape from the reef almost cost them their lives. The storm was terrific; their spar broke and the boat almost filled with water. By heroic effort they at last managed to get clear about 5 o'clock Sunday morning. They were almost completely exhausted when the schooner Easter Lily bore in sight and picked them up. The steamer not being in sight the schooner took them to Carbonear. Meantime two tugs from St. John's with coal reached the steamer, which had by this time drifted off Cape Francis. The sea was too rough to transfer the coal to the Earl Grey, so the tug took her in tow to St. John's, where the life boat crew had arrived by rail from Carbonear. All were united once more the Earl Grey managed to get here Thursday afternoon, as above stated. She is now at the Marine wharf; but has not yet been taken off the hands of the contractors, by the Government.

Canada's Position Dreaded

The committee on paper of the American Newspaper Publishers Association gave out in New York on the 24th a statement concerning the impending trade issue between Canada and the United States growing out of the newly imposed duties on print paper and pulpwood and the various retaliatory measures threatening Canada. The statement points out the magnitude of the exports and imports between the United States and Canada likely to be affected, and says: "At the outset the Dominion claimed that if the American mills wanted to obtain their supply of pulpwood from Canada, the American paper makers should not object to a reasonable rate of duty on paper made in Canada from pulpwood. A committee of the House of Representatives, after a ten months' study of the subject approved that view which was confirmed and ratified by the ways and means committee and by the house of representatives. Senator Hale objected to such an arrangement and the United States senate to please him, upset it and raised the rate above that passed by the house. The provinces of Canada now declare that since the United States has refused to admit print paper upon reasonable terms, they will protect Canadian interests by meeting retaliation with retaliation, and will force many of the American print mills to move to Canada. Canadian retaliation will strike American exports as varied as coal and cotton, iron and meat, fruits and automobiles, oil and live stock. But the most serious feature of the prospective war is that which affects wood products, valued at \$30,000,000 brought into the United States from the Dominion."

Have of Wind and Waves

Advices of Monday's date from New Orleans say: One week ago white winged sea gulls flying in land from the Gulf gave warning with their screams that the approach of the much dreaded West Indian hurricane was to follow along the entire coast, with countless happy fishermen and sailors and thousands of trim crafts and comfortable homes bearing tokens of a prosperous season. Today vast flocks of vultures hover over the devastated lowlands of Southern Louisiana, strewn with innumerable carcasses of animals. The scene is one of terror, desolation and death. Stunned by the damage wrought by winds and waves, the work of relief did not give the people time to return. All energies have been bent to the task of rescuing those still in peril and succouring those who had suffered in the storm. Almost a hundred human beings have been burned or buried in the marshes where they were drowned. The number of those definitely known to be lost is approximately 200, and there are possibly more. The unknown are covered in the Louisiana marshes.

Powerless to Save.

Harold C. Raves, the 17 year old only child of Mr. and Mrs. S. Craven, Bangor, Maine, was drowned in the Kennebunk stream shortly before 7 o'clock last Thursday night before a crowd of 500 people who were powerless to aid him. He was sitting on the rail on the Central Street bridge, when a portion of the railing broke and he dropped into the stream, thirty feet below. The stream at this point is in the form of a canal, and the smooth granite abutment on which the custom house is built offers no chance for a hold. The young man tried hard to find some crevice into which he could thrust his fingers and hold himself, but he could not, and being unable to swim, soon sank. Ladders, ropes and boats were on hand within a couple of minutes of his disappearance, but it was too late. The body was immediately recovered.

Women's Right to Starve.

Wild scenes are reported to have taken place in the prison at Birmingham, England, as a result of the forcible feeding with stomach pump of the suffragettes who are on a hunger strike. The women resisted the efforts of the keepers, smashed windows and assaulted the wardresses and finally had to be handcuffed and placed in solitary confinement. The leaders of the suffragettes are indignant over the attempt to feed the women. They contend that forcible feeding is illegal and intend to bring sessions against the medical authorities of the prison concerned in it.

Hunting for Big Game.

The Highlands of Ontario is an ideal spot for the sportsman during the open hunting season for big game. In the Temagami region moose are plentiful and may be killed during the period from October 15th to November 15th. This territory is a forest preserve of the hunter's paradise, its waters abound with game fish of many species. The home of the red deer is located somewhat to the south of Temagami, particularly in the districts known as "Muskego Lakes," "Lake of Bays," "Maganawan River," "Lake Nipissing," and "Kawartha Lakes" territories.

Write to J. Quinlan D. P. A. Montreal for a copy of "Harris of Fish and Game," issued by the Grand Trunk Railway system which fully describes the hunting territories reached by this line giving game laws, maps and all information. During the past month a party of editors representing some of the most important agricultural papers in the United States have been touring West-ern Canada, and on reaching Winnipeg on their return trip from Edmonton over the line of the Grand Trunk Pacific Railway, wired Mr. Chas. M. Hays, President of the Grand Trunk Pacific at Vancouver, who is also in the West on a tour of inspection of the new line in company with Sir Charles Wilson, President of the Grand Trunk Railway System and party as follows: "We believe that every foot of the land traversed by the road is eminently adapted to grain growing, mixed farming or the keeping of live stock, and that it must soon develop into a region of prosperous homes. We also unite in expressing our admiration of the high character and the completeness in construction of the road and road-bed, which must soon give the road high rank among transcontinental railroads systems."

The party consisted of the following: Prof. Thomas Shaw, of the "Orange Judd Farmer" and "Dakota Farmer," St. Paul, Minn. Herbert Quick, editor of Farm and Fireside, Springfield Ohio. John Arthur Dixon, managing editor of "Home Life," Chicago, Ill. Philip Eastman, editor of Copper publications, including "Nebraska Farm Journal," Omaha, Neb., "Missouri Valley Farmer," Topeka, Kan.; "Farmer's Mail and Breeze," Topeka, Kan.; "Topeka Capital," Topeka, Kan. E. E. Faville, editor "Successful Farming," Des Moines, Iowa. E. S. Bayard, editor "National Stockman and Farmer," Pittsburg Pa. C. P. Reynolds, editor of "Prairie Farmer," Chicago, Ill.

The Fastest Trotters.

In the 235 class trot and pace, at the Exhibition track, on Wednesday for a purse of \$250 Money Maker owned by P. P. Cahill (Ipswich) took first money; Pretoria owned by M. A. O'Brien Char-lottetown second and Baby Boy G. H. Chandler Charlottetown third. Time 2:25. In the 225 class trot, 228 pace Mamie P. Victoria Hotel, Charlottetown was first. Hilda S. Alf Stewart Southport second; Grace Abbott G. A. Wallace Picton N. S., third. Time 2:27. The purse was \$250. O. Thursday in the 218 class Ozon D. J. Gordon Ives Montague was first, Meadlowville G. D. Farrar Chatham N. B., second and Queen Marie Hotel Victoria Charlottetown third. Time 2:24. The purse was \$300. In the 250 class, Tom Trim P. S. Brown took first money; Gracie Mac H. C. Hooper Charlottetown second and Orwell Belle, John Rooney Orwell third. Time 2:27. Purse \$150. In the 240 class Pretoria M. A. O'Brien Charlottetown first; Baby Boy G. H. Chandler Charlottetown second and Hilda S. Alf Stewart Southport third. Time 2:25. Purse \$200.

A Narrow Escape.

London advices of Saturday say that on that morning the House of Commons was debating the Budget and the Government's majority fell unprecedentedly low. An amendment was moved to the Bill reducing the proposed increase in the tax on spirits. This received the support of the Irish members, who spoke hotly of the proposed increase as an injustice to Ireland and the crippling of an important industry. On motion of Lloyd George, the closure was carried by a majority of only 17. The amendment was defeated by a majority of 18. The Opposition loudly shouted, "Resign." Later on a motion to report progress, the Government got a majority of only 13.

Wheat Galore.

The first cargoes of Canadian Western wheat reached Montreal during Wednesday last, and over 100,000 bushels were then on the way to the sea, having been handled in record time. The first lake steamer to arrive with the first cargo of this year's crop was the Acadia from Fort William which brought 60,000 bushels. Several other large cargoes followed. The rush of wheat to the sea is now on in earnest, and thousands of bushels will pour into Montreal daily until the close of navigation. To take care of the wheat there were on the 22nd sixteen ocean steamers in port, more than at any one time this season, and several large tramps were also on their way.

Killed by Pigs.

James Hosken, of Mansfield (Eng) lost his life at Chilliwack B. C. under terrible circumstances. He was employed by a farmer driving pigs to market. The drove became uncontrollable. Hosken was knocked down and terribly lacerated by the tusks of the infuriated animals. The pigs were finally driven off and medical aid procured, but Hosken died from loss of blood and shock. He was twenty-five years of age and recently arrived.

Endurance In Peril.

A gasoline launch caught fire on Tuesday night of last week in Calm channel, some 100 miles to the North of Vancouver B. C., and three men on board had to take to the water in a small boat which was carried on the launch. It filled with water and while two of them clung to the boat one named Norton swam ahead towing it for seven hours. One of his companions gave up owing to the coldness of the water, and was drowned. The others landed near Surge Narrows and bailed out the boat. Both men were badly burned on the arms and hands.

Minard's Liniment cures Neuralgia.

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