

THE HERALD

WEDNESDAY, SEPT. 1, 1909

SUBSCRIPTION—\$1.00 A YEAR. TO THE UNITED STATES \$1.50 PUBLISHED EVERY WEDNESDAY AT 51 QUEEN STREET, CHARLOTTETOWN, P. E. ISLAND. JAMES MCISAAC, Editor & Proprietor.

Well, if a meat inspector hasn't got backbone and nerve who can be expected to have?

Several prominent Torontonians are interested in a scheme to finance air trips. Soon it will be a compliment to remark that So and So went up in the air, and stayed up on his high horse for a week or so.—Ottawa Citizen.

The Argentine Government is pressing the British Government to remove the embargo on Argentine cattle. They point to the decreasing live cattle supplies from Canada and the United States, which fell from \$530,624 head in 1905 to 381,786 head in 1908, and to the increased prices to the British consumers. Moreover, Argentine's interests are causing British representatives to investigate the contention that no disease now exists among the Argentine herds to justify the embargo measures, the eradication of disease from all exporting districts having succeeded completely.

A deputation, representing the various interests affected, attended the Imperial Parliament yesterday, to ask the government to remove the embargo on Canadian cattle. Premier Asquith said that he regretted he saw no possibility of acceding to the request; for while it might be true that disease was non-existent among the cattle in Canada, it was indisputable that disease appeared, from time to time in the United States, with disastrous results, and it was impossible for this purpose to put Canada and United States in watertight compartments, owing to the long and loosely guarded boundary line.

Yesterday forenoon Sheriff Wright, of Prince County, reopened his court at Summerside, and commenced proceedings of a new, in the matter of declaring the successful candidate in the election in the Bedeque district. After summing up the votes, as before, he allowed the usual hour for the presentation of objections. Mr. Delaney put in objections to eight votes polled for Mr. Read, as being polled in the wrong division, and Captain Read, objected to five votes polled for Delaney on the same grounds. The Sheriff then adjourned his court till tomorrow, when these objections will be considered.

The United Wireless Company, one of whose operators, G. E. Eccles, of Winnipeg, perished when the steamship Ohio sank off the Alaskan coast, received an account of the disaster from Operator Booth at Ketchikan, Alaska, Saturday afternoon. Booth said in his despatch: "About one a. m. I was sitting with my receivers clapped to my ears, having just finished working with Operator Eccles on board the Ohio, when I was startled to hear him call 'C. Q. D., C. Q. D.' I immediately answered and he sent me the following message: 'Ohio struck a rock. Steamer sinking. Send aid immediately or everybody will be lost.' 'The steamship Humbolt and Rupert of the McKenzy Bros. Steamship Company happened to be near, and both called the Ohio, asking for her latitude, and the report flashed back that they would change their course and stand by the Ohio

as long as possible." In the meantime Eccles sent another message saying: "Ohio sinking fast—cannot hold out. Passengers being taken off in small boats. Captain and crew will stick to the last." The Humbolt and Rupert both replied that they were heading for the Ohio and would pick the passengers up. Then came the final message from the stricken vessel: "Passengers all off and adrift in small boats," it said, "captain and crew going off in the last boat waiting for me now. Good bye." "I was unable to get him again," concludes Booth, "and I knew he had gone down with the ship."

Rev. Peter Curran.

We deeply regret the sad duty of recording the death of Rev. Peter Curran, which occurred at Colorado Springs on Sunday last. The deceased priest was a native of St. Teresa's, a son of the late Francis Curran, and was in his fifty-sixth year at the time of his demise. When quite young he became a school teacher, and while teaching continued studying and preparing himself for college. After a few years he entered St. Dunstan's College and followed the classical course.

After leaving he taught for a few years, and in 1879 he became School Inspector for the eastern section of the Province. This position he held till 1884, when he resigned and went to Rome where he entered the Propaganda College, where he pursued the courses of Philosophy and Theology. He was ordained priest in 1889, and returned to the Island. In the following year he was appointed to the professional staff of St. Dunstan's College. Subsequently he was appointed to the pastoral charge of St. Bonaventure's, Tracadie. Here he remained until 1895, when he was appointed Rector of St. Dunstan's College. After three years as Rector of the College, he was appointed pastor of St. Margaret's, where he remained until failing health obliged him to relinquish parochial work. In the hope of recuperating in a more moderate climate he went to Colorado Springs in 1902, where he remained till the time of his death. During the years of his stay there he underwent several operations, the last of which took place about four months ago. Late accounts from him gave hope that he might linger on for some time. But on Sunday last his brother Rev. Dr. Curran received word that he was dying, and started for Colorado Monday morning. In the meantime, word reached here that the end had come, as above stated.

Rev. Dr. Curran will accompany the remains to Charlottetown, where the interment will probably take place. R. I. P.

We very much regret to learn of the death of Mr. Alexander McDonald, formerly of Mount Stewart, which occurred in Seattle, Washington, on August 14th, where the deceased for several years held the office of Captain of Police. The Seattle Post-Intelligencer, in a report of the Captain's death, says he died from cerebral hemorrhage. He was first stricken suddenly on July 11th, and from that time forward his life had been despaired of. He had apparently improved slightly latterly; but on the day before his death he suffered a relapse which terminated fatally. Deceased was about 48 years of age at the time of his death, and leaves a widow and an adopted child. After attending the public schools, deceased entered St. Dunstan's College in 1875. After spending a few years there he taught school for some time, principally at Mount Stewart. After going to the west he taught at Victoria, B. C., for two years. He then went to Seattle and later to Portland, Oregon, where he engaged in the real estate business. After

spending some time in Alaska he returned to Seattle in 1898, and joined the police force as a patrolman. He was appointed, successively, Clerk, Sergeant and Captain, which position he held at the time of his death. R. I. P.

LOCAL AND OTHER ITEMS

A man named Earle, from Newfoundland, was killed in connection with blasting operations on the construction work of the Transcontinental Railway, near Grand Falls, the other day.

A \$200,000 fire occurred at Winnipeg on Monday. The buildings destroyed were the warehouses of the western branch of the McLaughlin Manufacturing Company of London, Ont.

Allan brothers were captured in their gasoline launch the other day, while engaged in illegal lobster fishing near Pugwash, N. S. The capture was made by a patrol boat from the fishery protection cruiser Constance. The Allans were tried at Pugwash, fined \$25 and costs, and had their launch confiscated.

Robbers stopped a westbound express on the Pennsylvania Railroad near Lewiston, yesterday morning robbed the express car of \$1,000, and escaped into the mountains.

The barn of John Fisk, section foreman, at Tracadie was destroyed by fire Sunday morning, together with its contents, including hay and grain, a cleaner and thresher, harness, and some pigs and geese. The loss is probably \$400. Another barn, third from Fisk's was burned at the same time, with most of its contents. This was the property of William Grimes. The fires are thought to have been of incendiary origin.

Any person desiring good clothes and want the same cheap, we point directly to H. H. Brown, just around Hughes' corner, Queen St. He has a name for clothes above the common, and people find that although his clothes are better his price is not more than is regularly charged for cheaper clothes. It's his excellent selling system does it.

Clothes that can't help please—your money back if they don't. Isn't that square? Make yourself acquainted with our clothing department and your troubles will cease.

H. H. BROWN The young Men's Man.

"The Home of Good Hats" is quite a name for a hat department; but I think the largest and best is entitled to it. What do you think? Everything in headwear is here, and rightly priced too.

H. H. BROWN The Young Men's Man.

Besides securing a sound, practical business training, you have a chance of winning the \$50 scholarship at the Union Commercial College. Enter now. Full particulars on request. Wm. Moran, Prin., Charlottetown.

STANLEY BROS. Our mail order department gives immediate and careful attention to all orders received by mail or telephone. There is no reason why you should not enjoy all the advantages of a large and carefully selected stock. We can do as well for you as any house in Canada. Absolute satisfaction guaranteed or your money back. We prepay the freight on all parcels over \$5.00 in value.

Mignard's Liniment Cures colds, etc.

The Market Prices.

Table with 2 columns: Item and Price. Items include Butter, Calf skins, Eggs, Fowls, Chickens, Flour, Hay, Mutton, Oatmeal, Potatoes, Pork, Sheep, Turnips, Turkeys, Geese, Hk. oats, Pressed hay.

Canada and The Navy.

Dispatches from Ottawa as well as from London indicate that the conference on imperial defence has resulted in a decision that each colony concerned will maintain, under its own control and direction, a naval force in some way commensurate with its presumed requirements in case of war. In a way this was to have been expected, Mr. Brodeur, who was the stronger of the two Canadian representatives, was known to have firm views on the autonomy phase of the question, and indeed has spoken at times as a somewhat pronounced anti-imperialist. The traditions of the party to which he belongs are also opposed to anything in the way of outside control of the expenditure of the public money of Canada. While the conference has been going on there have appeared in Canadian papers protests against paying "tribute" by the colony to Great Britain. There is a certain weight to be given to this school of thought, though generally it is exaggerated. The Australian delegates, also, seem to have taken the same position as Mr. Brodeur and his colleague, and as Canada and Australia had the preponderating influence in the conference, aside from the United Kingdom, there was no colonial representative to stand up against them. Such colonial war squadrons as are organized will, therefore, if action is taken on the lines of the conference recommendations, stand with regard to the navy of Great Britain in much the same relation as do the militia forces of the colonies towards the British army. The sovereign will be the common head of each separate fleet, and in case of necessity all will co-operate so as to secure the most effective results. For reasons which have been already set out it is to be held that, for a number of years at least, a greater return in force would have been had from the colonies contributing each a stated sum to the maintenance of a great British fleet, on which will continue to rest the chief burden of protecting the common commerce of all the divisions of the Empire. Neither Canada, Australia nor the new union of South Africa are now, or will likely be for years able to build war craft, even of moderate size. Neither is any large number of men likely to take to the sea and accept the firm discipline that of necessity results on a naval ship. The pay will have to be made high to keep the crews full. A greater return for the money the new order will cost would have been obtained by supplementing the naval vote of the United Kingdom, where ships and crews can alike be had at the most moderate cost; and the greater the return for the public money spent the more practical and more statesmanlike is the work. The predominant sentiment of the day being as it is, in Australia as well as in Canada, the plan which many in this country thought to be best, and which the authorities in London seem to have favored, could not be accepted. It is only to be added that the liability assumed is a considerable one. In recent years it has been seen how the cost of a militia force can grow without the benefit being made strikingly visible. A navy even on a small scale, will mean large and steady expenditure that can only be provided by maintaining a rather high rate of federal taxation. Growth in political status means growth in responsibilities and extension of the field of national duty.—Montreal Gazette.

make all the capital they can out of the circumstances. Mr. Graham can however, rid himself of responsibility to a very large extent by placing the Intercolonial under the rules of the Railway Commission, thus completing the reform he intended. This is really what he should do, for no one should desire to see a political party suffer for doing the right thing.—Montreal Gazette.

Marine Tragedy.

Because no wreck had occurred in the vicinity for years, the British Government ceased some time ago to leave supplies for shipwrecked mariners at desolate Melville Island, in the South Sea. Because such supplies were not there, as they had been led by the sailing directions to expect, the crew of the Norwegian bark Errol, from the Cape Breton Coast, experienced all the agonies of starvation during two weeks in which they had no morsel of food or drop of water. Several went insane, others, including Capt. Anderson, perished in their endeavors to make and float a seaworthy raft. Mrs. Anderson, the master's wife, sacrificed her four children and committed suicide when after the death of the husband and father, she heard the seaman discussing recourse to cannibalism.

The story of the marooning of the Errol's crew and their subsequent experiences was brought to Victoria B. C., by the Australian liner Makuks on Friday last. The survivors of the hapless crew had reached Sydney shortly before the sailing of the Canadian-Australian steamer. They had been rescued by the steamer Tofu after two weeks of torment on the reef, following June 18. None were in fit shape to give a clear account of their sufferings and two if they live will remain mentally unbalanced. Patrick Palmer, able seaman, who joined the vessel before she started from C. Quimbo on her ill-fated voyage in Newcastle had the best recollection of the fourteen days on the reef.

"We are the last of the twenty-two," he said, "that's including the captain's wife and their four children. Five of us got away from the wreck on a raft. We went all over the reef in search of water, but found none, and one died on the reef. We had difficulty in building the raft and the captain and second mate both got drowned assisting. The captain's wife stood within a few feet of him watching him drown. As she stood there wringing her hands she had her four kids, from the baby a year old, to the eight-year-old girl standing beside her. We thought we would be able to find water on the reef, but the sailing directions lie. They say there was water there, water in a bucket in a lifeboat, and food, and there was no food. There was no food, I tell you; no food and no lifeboat. They lied and we had no chance.

The Intercolonial.

Judging by the complaints appearing in the Maritime Province newspapers, new intercolonial commission is being given a pretty free hand in the management of the railway. From the character of the complaints it would appear that the commission is wiping out some of the errors of management in the past, due to political considerations. One complaint that small stations are not kept open day and night for the accommodation of travellers as in the good old days. Another is that stops have been cut out of certain stages. The summary is that the present management is determined to make the road so unpopular that the people will willingly consent to its sale to one of the trunk lines. All this is encouraging to those who desire to see an end of the scandalous conditions which have in the past characterized the Intercolonial management. There is no desire to have the legitimate rights of the people served by the Intercolonial abused and there is no probability that they will be, for the commission is composed of competent railway men, able to recognize when and where concessions can be made to the mutual advantage of the public and the railway. That is all anyone has a right to expect. The new conditions are undoubtedly expediting to some people who have enjoyed a considerable not justified by any other than political reasons, and it is to be expected that Mr. Graham on his return to Ottawa will find a bulky mail awaiting him. It will not be strange if he is assured that the prospects of his party in the Maritime Province are dead unless he sits on the commission and its reforms. There is no doubt that some of the things the commission has done will not do the party any good, and there is no doubt that its opponents will

MEET ME AT The Always Busy Store Remnants of Dress Goods!

It is really very hard for a person not connected with the Dry Goods business to realize the numbers that collect in just one season. Do you need a new waist or shirt or a coat or dress for one of the children? Here's a chance.

Over 200 Remnants now on sale from 1 3/4 to 5 yards in length. All from the Dress Goods department, and includes Serges, Cashmeres, Tweeds, Venetians, Lustres and many other Cloths.

Stanley Bros.

You can distinguish MacLellan-Made Clothes from other makes, no matter where you see them. At a distance they are distinguished by their distinctive cut and stylish appearance—and at close range the contrast is made more apparent by the faultless workmanship and good material embodied in their make-up. Let us make your next suit. MacLellan Bros. THE "EXPERT TAILORS."

WE HAVE IN STOCK For the Summer Trade a fine selection of TEMPERANCE DRINKS! FRUIT, CONFECTIONERY, etc. If you need anything in Pipes, Tobacco, Cigars or Cigarettes, we can supply you. DROP IN AND INSPECT. JAMES KELLY & CO. June 23, 1909—3m

Mortgage Sale. Notice is hereby given that the undersigned, Emma A. Macdonald, of Charlottetown, in Queen's County, in Prince Edward Island, Barrister-at-Law, will, on or after the twenty-sixth day of August, A. D. 1909, sell by private sale under and by virtue of the power of sale contained in an Indenture of Mortgage bearing date the 26th day of May, A. D. 1900, made between James E. Macdonald, of Cardigan Bridge, in King's County, in Prince Edward Island, merchant, and Anna Louisa Macdonald, of the same place, widow of Hugh Lord Macdonald, late of Cardigan Bridge, aforesaid; deceased, of the one part, and me the said Emma A. Macdonald, of the other part: All that tract piece and parcel of land situate lying and being at Cardigan Bridge aforesaid, bounded and described as follows: To-wit: That is to say: Commencing at a stake fixed in the east side of a reserved road on the south side of Cardigan River; thence south sixty-seven degrees and forty-five minutes east (N. 67 deg. 45m. E.) eight chains and ten links; thence south five degrees west (S. 5 deg. W.) two chains and eighty links; thence north fifty-four degrees west (N. 54 deg. W.) nine chains and sixty links; thence north eight chains and forty-five links to the place of commencement, containing about eight acres of land a little more or less. Also, a tract piece and parcel of land situate lying and being at Cardigan Bridge aforesaid, bounded and described as follows: That is to say: Commencing at the south bank of shore of Cardigan River, at the west boundary of land owned by William Gordon; thence along said West boundary of William Gordon's land to the Prince Edward Island Railway; thence along said railway westerly to the boundary land formerly in possession of George F. Owen; thence north to the shore of Cardigan River, and thence easterly to the place of commencement (excepting therefrom the tract of land hereinafter described lying to the north of the said railway, and containing fifteen and two-thirds acres of land a little more or less, the two tracts of land herein described lying together and adjoining one another, and containing together about twenty-four acres, default having been made in payment of the principal and interest due under and by virtue of said mortgage. Dated this 22nd day of July, A. D. 1909. EMMA A. MACDONALD, Mortgagee.

Mortgage Sale. There will be sold by public Auction at the Law Courts Building in Charlottetown, on Tuesday, the twenty-eighth day of September next, at twelve o'clock noon, all that tract piece and parcel of land situate lying and being on Lot or lots of land numbered Sixty-two, in Queen's County, in Prince Edward Island, bounded and described as follows, that is to say: Commencing on the north side of the Pleasant Valley Road, in the eastern boundary of one hundred acres of land now or formerly in possession of Angus MacFadyen; thence north along said boundary eighty-one chains, or to the rear boundary of farms tract, piece and parcel of land situate lying and being on the west side of the said Pleasant Valley Road; thence along said boundary north seventy degrees thirty minutes east to land situate lying and being on the west side of the first mentioned road, and thence westerly along the same to place of commencement, containing one hundred acres of land, a little more or less. Also all that other tract piece and parcel of land situate lying and being on Township number Sixty-two aforesaid, bounded as follows, that is to say: Commencing on the north side of the road of Daniel Gillis; thence running north by the magnet of the year 184 along the west boundary fifty-seven chains and fifty links to the rear line of the Pleasant Valley Road farm; thence west along the same eight chains and seventy-five links to the east boundary of fifty acres now or formerly in possession of William Gordon; thence south along the said east boundary of William Gordon's land to the rear boundary of the said Pleasant Valley Road farm; thence along the said east boundary of William Gordon's land to the rear boundary of the said Pleasant Valley Road farm; thence west along the same eight chains and seventy-five links to the east boundary of fifty acres now or formerly in possession of William Gordon; thence south along the said east boundary of William Gordon's land to the rear boundary of the said Pleasant Valley Road farm; 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