

THE HERALD

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Editor & Proprietor.

The Hague Award.

(Montreal Gazette.)

Fair common sense appears in the decision of the tribunal at The Hague on the matters submitted to it by the governments of Great Britain and the United States in regard to the fisheries on the coasts of Newfoundland and Canada. The questions in issue were in some ways peculiar. The United States by treaty had been given privileges as to the taking of fish along the British North American coast which it could not claim by right, and which an ordinary foreign fisherman would be denied. For a long time no local interest strong enough to be felt suffered when fishing craft from the United States went rather beyond what the text of the agreement allowed in their case. In some ways the presence on the coast of these foreign fishermen was an advantage to the Newfoundlanders. It gave them a much-needed market for their labor, as well as, to some extent, a market for their freshly caught fish. In the end, and in a natural enough way, the questions became an issue in Newfoundland politics, and with an apparently unwise view to coercing the United States into making trade concessions, the Newfoundland Legislature passed laws restricting the liberty of the people of the island to work on U. S. fishing craft that no prudent man could commend. These regulations did good chiefly in helping to bring on such a crisis that a definition of each party's rights became a necessity. The questions sent to The Hague divided themselves in a way into two classifications. One related to Great Britain's territorial and police rights over coastal waters, the other had regard to the privileges the United States could claim under the treaty provisions. The former were most important, taking the broad view of matters. They have been decided in Great Britain's favor. Question 5 raised the issue as to what constituted a bay, and involved a decision of the old "headlands" dispute. By the Treaty of 1818 the United States renounced the right to take, dry or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbors of His Britannic Majesty's dominions in America not included within certain defined limits. Great Britain maintained that the three marine miles should be measured from a line drawn across the mouth of a bay from headland to headland. The United States contended that the only bays referred to in the treaty are bays not exceeding six miles in width, and that the coast line is to be taken across the entrance of those bays, so that Great Britain would get a three mile belt beyond the entrance line of those bays, but that in any bigger bay the limit of territorial water follows the sinuities of the coast of the bay. The Hague tribunal maintains Great Britain's contention, which, as understood, will shut United States fishing craft out of any bay however large it may be, if the headlands at its mouth are not more than ten miles apart. The Hague tribunal decides also that Great Britain (that is, Canada and Newfoundland) may make such municipal laws, ordinances and rules as are appropriate or necessary

for the preserving of the fisheries, or as are desirable on grounds of public order and morals or as are equitable and fair as between the local fishermen and the inhabitants of the United States. These were the main issues that affected Great Britain's territorial rights and powers. The others arose out of treaties made by Great Britain and the United States. In their decision the interpretation may be liberal as regards U. S. claims.

Hudson Bay Railway.

The Laurier government must be acutely conscious of waning power when it tries to bolster up a losing cause by such projects as the building of a railway to Hudson Bay. The premier and Mr. Graham have both given their word that work on the road will be started as soon as possible, and it is more than likely that millions of borrowed money will shortly be poured into the construction of a line to the shores of that northern sea which is icebound for the greater part of the year. In order to throw a sop to the west which is suffering from the delusion that an outlet to Hudson Bay would solve the problem of speedy transportation of grain from the prairies to the markets of the old land Sir Wilfrid Laurier has bound himself in such a way to the building of the enterprise that even such a clever political acrobat as he can hardly squirm out of the tight hole. The facts in regard to the navigation of Hudson Bay are very simple. It has been navigated for 200 years by a certain class of vessels, but this is a very slim peg on which to hang an argument in favor of the expenditure of as much money as will be required to build the railway, provide the necessary terminals, deepen the shallow harbors, and buoy and light the route. At the best the route would only be available for traffic during the light traffic months of the year. It could handle little if any of the grain of the west in the year in which it was grown. The crop would have to be carried nine months before it was shipped, and in fact before the new route was able to handle it a fresh crop would be in sight. It is very doubtful if the route would mean any saving in shipping costs. So keen is the competition in shipping now that none but the best and most modern freighters are able to make money. The old boats are rapidly going to the scrap heap because it is cheaper to sell them for old iron than to operate them. Vessels for the Hudson Bay route would have to be specially built and would be available only for the purpose for which they were constructed. The remainder of the nine months of the year by reason of their peculiar construction they would represent their earning capacity. Consequently to carry grain in them would be three times as expensive as by ships plying on other routes. Then grain men like to have the stuff in which they deal available for shipment whenever the market is advantageous. Would they ship to Port Churchill on the Hudson Bay knowing that it must be held there for months? As it is to day Buffalo gets a good deal of Canadian grain because it can be held there in storage for shipment by a number of routes. The reasons which may be cited against the practical value of the Hudson Bay route are countless. It is not a natural trade route in any way except geographically and it cannot be made one by the present limitations of engineering science. Sir Wilfrid Laurier is well aware of the facts of the case, He knows quite well that the

Hudson Bay route could never be a success commercially and the building of a railway to Port Churchill through the muskies and bogs would be enormously expensive. There would not be enough traffic over the road to keep the steel from rusting. And yet, in order to catch a few paltry western votes the premier is willing to pledge the credit of Canada for the construction of the road. Other provinces which require much in the way of public works have their needs brushed aside because a band of western voters have clubbed the government into binding itself to the Hudson Bay railway. To saddle the Maritime provinces, the great province of Quebec and the banner province of Ontario with an increased burden of debt for this fanciful undertaking is a piece of crowning folly. But it was ever thus under the regime of Laurierism. The National Transcontinental was born prematurely because its parents came to the sudden conclusion that "Time cannot wait". Now, before the Transcontinental with its enormous expenditures is finished Sir Wilfrid Laurier has pledged himself to build another road up to that frozen northern sea. With the Georgian Bay canal problem to be solved, the deepening of the St. Lawrence canals imperatively demanded, and the many necessary works which are clamoring for recognition, it would have been thought that the premier would have permitted business judgment to supersede the desire for votes in this Hudson Bay railway project. It is perhaps too much however to suggest that anything pertaining to business could ever occupy the mind of a man whose senses have been dulled by the insense of idolatry swung by fanatical followers. As of old Canada's interests are sacrificed on the altar of opportunism.

(Winnipeg Tribune.)

A cowboy in Kyle, S. D., shot twenty-nine rattlesnakes and clubbed to death forty-six more, says a news despatch. And South Dakota a dry state, too!

(Toronto Mail and Empire.)

Lethbridge is refused a post-office because it votes Conservative. On the other hand, North York gets a million dollar canal that is absolutely useless, because it elects Mr. Aylesworth! Could anything be more absurd than the spoils system?

(Ottawa Citizen.)

It is now proposed that there should be a feminine order on the lines of the boy scouts, to be known as the Florence Nightingale Girls. The object is to train girls in ambulance nursing and self help. There is an equally wide field in this direction as in the education of the boys. It might take the shape of instructing young girls how to cook, sew on buttons, make their own dresses, and be good housekeepers.

(Vancouver World.)

The coming census in Great Britain will not take notice of the religious divisions of the people. The House of Lords, when the bill dealing with the matter was before it, inserted a clause providing for a religious count; but the House of Commons would not agree to the amendments and it fell. The ground taken by the opponents of the idea was that a man's religious views were his own affairs and neither the state nor any other authority had jurisdiction for inquiring about or recording them. The rights of the individual are still highly regarded in Britain.

(Manitoba Free Press.)

The obituary of Florence Nightingale which was printed in the London Daily News the morning after her death was written by another of the great women of the Victorian era, Harriet Martineau, who died forty years ago. It is not an unheard of thing in newspaper offices with well-stocked stores of ready-to-hand information that upon the death of a notable person an obituary is published which was in great

part written by a person who has not lived to see it in print. But this obituary of Florence Nightingale, whose writer was dead two score years before the time came for it to be used, must surely go on record as an instance without parallel.

Closing Week of Catholic Summer School.

Cliff Haven, Sept. 9.

This is the eleventh and final week of the nineteenth session of the Catholic Summer School of America. To the very end the session just closed has been a notable and significant one.

To the Rev. D. J. Hickey, acting president of the School, too much credit cannot be given for the splendid improvements and changes in all departments of the School's activities.

For many years the directors of the School have felt the need of a medium by which the various activities of the assembly could be properly put before the Catholics of the United States and Canada. This year under the leadership of the Rev. Father Hickey, "The Chaplain," the first official journal of the Catholic Summer School was successfully launched and has been favorably commented upon by the Catholic press throughout the country.

To Rev. Thomas McMillan, C. S. P., Chairman of the Board of studies, the patrons of the School are indebted for the finest lecture schedule ever presented at Cliff Haven. The scholarly lectures given by the distinguished professors of the Catholic University of America have marked a new and noteworthy step in the educational work of the School.

The most notable event of the week and one of the most important of the session has been the convention of the Catholic Young Men's Catholic Union, which met here this week. The delegates to the convention arrived on Sunday evening after a trip through the historic lake from which the assembly takes its name. Sunday was a sort of banner reception day for delegates to the convention and distinguished clergymen on the grounds. The Masses were at the usual hours of 6.30, 7, 8, 9 and 10.30, the last being a Pontifical High Mass celebrated by the Right Rev. Charles M. Colton, Bishop of Buffalo. The Right Rev. Mgr. J. F. Loughlin, D. D., acted as assistant priest; Rev. Michael Dermody, Aberdeen, South Dakota, master of ceremonies; Rev. Robert A. Ross, deacon; Rev. Father Conran, New York, sub-deacon. The sermon at the Mass was a beautiful, masterly compelling discourse delivered by the Rev. Joseph H. McMahon, of New York.

The family gathering took the form of a reception to Right Rev. Charles M. Colton, D. D., Bishop of Buffalo, and Right Rev. Mgr. J. F. Loughlin, D. D., of Philadelphia. The delegates to the convention of the Catholic Young Men's National Union attended the family gathering in a body. Rev. D. J. Hickey presided. Addresses were made by Rev. Charles H. Colton, Right Rev. Mgr. Loughlin, Rev. Edward F. Quirk, of Newark, N. J., Rev. Father Dermody, of Aberdeen, South Dakota. The musical portion of the programme consisted of piano selection by Miss Loretta Clarke, of Brooklyn, and vocal solo by Mr. John N. J. Quinn, of New York.

On Monday the convention of the Catholic Young Men's National Union was formally opened by the celebration of Pontifical Mass by Bishop Colton. The sermon of welcome was delivered by Rev. D. J. Hickey, acting president. A business session of the convention proper was held on the Monday following the Mass, presided over by William C. Sullivan, of Washington, D. C. The opening speech of the session was made by Rev. F. Quirk, of Newark, N. J., spiritual director of the Union. At the afternoon session addresses were made by Bishop Colton, Rev. Thomas McMillan, C. S. P., Rev. D. J. Hickey and Mr. Charles Webber. Monday evening a banquet was given at the Champlain Club, which was a splendid occasion and thoroughly enjoyed. A euchre and bridge party was given to the delegates at the Jersey Club. Tuesday was also given over to the business of the convention, followed by a reception and dance at the Champlain Club. On Wednesday the Summer School officials entertained the delegates of the convention with a lunch party.

The Catholic Young Men's National Union, which has been doing such excellent work during the thirty-six years of its existence, is truly to be congratulated on its splendid showing here, and

plans formed for future work augur success of a tangible and certain definite character. The moment is truly one of great significance and deserves the support of the clergy and laity in every section of the country. The good that is being done is of incalculable value. Many distinguished clergymen and laymen have been on the grounds en route to Montreal for the Eucharistic Congress.

Nine Men Killed.

At least nine laborers were killed outright on the 11th, and ten others injured, one of them critically, and all of them seriously, in the collapse of an overhanging shoulder of rock from above the western mouth of the old Erie tunnel under Bergen Hill, connecting the Erie terminal in Jersey City with its westward division. The collapse was directly beneath the edge of the Hudson boulevard, which at this point runs along the inner line of Bergen Hill, and though the actual slip was out of sight of the holiday crowd, thousands lined the boulevard all afternoon, peering down at the removal.

Of the known dead, four were Americans, three were unidentified, and two were foreigners. Of the known injured, the only one in immediate danger is John James, American, 30 years old. Surgeons had to cut the flesh from his right thigh to free him from the grip of the weight above.

For several years the Erie has been working at the gigantic task of carving an open cut for its passenger trains through the solid rock of Bergen Hill which in some spots is 300 feet high.

The cut was opened for travel not long ago, but their still remains the task of hewing a common portal for the old tunnel and the new cut, out of the ledge where they will meet west of the boulevard. It was there that the fall came today.

A wall of rock from four to ten feet thick still separates the two sets of tracks and eight sets of drills were pounding at it today. The jar loosened a thick strip of rock forty feet wide and twenty feet high. It peeled off like wall paper, and toppled crashing into the spot where the gang were tearing down brick work at the mouth of the old tunnel. Instantly they were buried under a mass of debris and hidden in clouds of dust. Fifty policemen and all the city ambulances could do little to help them until the railroad with 100 men and a steam shovel, got on the job. It is known that there were more men in the gang than have yet been taken out or are accounted for, but many of them were seen running into the mouth of the tunnel, and it is supposed they escaped. A huge mass of debris must still be sifted through before the full truth is known. Work will be kept up all night.

Two Victims of Auto Crash.

Alex. E. Hanna, aged 36 years, of Lowell, and Mrs. Fannie Reed, wife of Chas. I. Reed of Colby Hill, Nahant Mass, were killed outright and Herman Stegeman of Jamaica Plain was slightly injured in an automobile accident on the Nahant road opposite the U. S. Life Saving Station early Sunday. Chas. I. Reed and his son Dana, aged 14, were also in the automobile when it crashed into an electric light pole, but both escaped with only a slight shaking up. Hanna was the chauffeur of the automobile which is owned by John D. Billing, a well known shoes manufacturer of Lowell and Boston. On the return trip while on the road between Lynn and Nahant the large seven seater touring car struck a small elevation in the road and the two tires on the rear wheels burst. Hanna lost control of the machine which was travelling at a high speed, and in trying to stop he applied the brakes very quickly. The automobile skidded and swerving to one side, crashed with great impact into the pole on the roadside. Mrs. Reed who was in the back seat, Hanna and Stegeman, who were on the front seat, were thrown over the hood of the machine. Mrs. Reed's head struck the pole and her skull was fractured, killing her almost instantly. Hanna was pinned beneath the wheels of the car and his life crushed out.

As a great many of our subscribers will be in Charlottetown attending the Provincial Exhibition, which opens next Monday, we trust they will not forget us. It will be an opportune occasion for them to pay their subscriptions.

MARRIED.

WHITE-CLARK—On Wednesday Sept. 7th, Mrs. J. E. Clarke, daughter of A. A. Tanton, St. Eleanor to L. S. White, of Boston.

MACCANNELL-BIRT—At the Morell House on Wednesday the 7th inst., Mr. D. H. MacCannell, of Piquet East, and Miss Mabel M. Birt, daughter of David Birt, Fanningbrook.

MCQUAID-MULLALLY—At St. Alst's Church, Rollo Bay, on the 6th inst., by the Rev. John A. McDonald, Annie daughter of Valentine Mullally of Gowans Brae, to John McQuaid formerly of Winnipeg.

MOSHER-ARNOLD—At the Osborne House, Charlottetown, on September 8th, 1910, by Rev. Jas. McDougall, Stewart Frederick Mosher, of Bristol, to Jessie Arnold of the same place.

HIGGINS-WHITLOCK—At 28 Elm Avenue, Sept. 7th by the Rev. Daniel MacLean, Lucinda May Whitlock, daughter of Caleb J. Whitlock, to Wallace Leitch Higgins both of this city.

KEENAN-SIGSWORTH—At All Saints Church, Carleton Place on August 30th, Michael Keenan to Miss Minnie Sigsworth.

DIED.

MOYNAH—At Ten Mile House, Sept. 1st, 1910, Mrs. John Moynagh, at the early age of 55 years, after a short illness which she bore with Christian patience. The deceased leaves to mourn a husband, two sons and five daughters. R. I. P.

BAMBRICK—At Byrne's Road on the 1st September, Annie Louise, beloved daughter of Mr. and Mrs. Alexander Bambrick at the early age of four years.

O'HEENLY—At Tewsbury Hospital, Mass., Aug. 19, 1910, after a long and painful illness, Vincent O'Heenly, son of John and Mary O'Hanley, aged 31 years.

LEIGH—In this city September 8th. Fannie, widow of the late Charles Leigh, R. N., and daughter of the late James Peake, in her sixty-fifth year.

GALLANT—The death occurred at Plurville, on Sept. 1st., of Mrs. J. Gallant in the 68 year of her age. She left to mourn a husband and two sons. R. I. P.

GODFREY—At North Wiltshire Sept. 7th Thomas Godfrey, aged 72.

SIMPSON—At Dromore on August 11th, John Simpson aged 82 years. May his soul rest in peace.

GALLANT—At New Acadia Lot 43, on August 29th, Alvin A. oldest son of Beloney Gallant, aged 27 years. May his soul rest in peace.

HAPPENNY—In this city on Sept. 11th, of Bright's disease, Peter D. Happenny, aged 40 years. May her soul rest in peace.

SKERRY—At Alberton on the 28th, nit. Matina, widow of the late William J. Skerry, aged 29 years. May her soul rest in peace.

LIDSTONE-GAY—At the Methodist Parsonage, Springfield, September 7th, 1910, by Rev. Henry A. Brown, P. Hanson Lidstone and Miss Bessie Gay, both of O'Leary.

Our store has gained a reputation for reliable Groceries. Our trade during 1909 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Madigan.

King's County

INDUSTRIAL

EXHIBITION

AT GEORGETOWN

Wednesday & Thursday

September 28th & 29th

EXHIBITION HORSE RACES.

There will be two classes held in connection with the King's County Exhibition on Wednesday, September 28th, 1910. The classes are as follows:

Free-for-All Trot and Pace, Purse \$125.

2.40 Class Trot and Pace, (Open to King's County Horses only) Purse \$100.

Communications in connection with the Races must be addressed to Wm. Jenkins, Georgetown, Secretary of the Races.

Admission 25 Cents.

TRAIN ARRANGEMENTS.

Excursion Return Tickets will be issued to Georgetown at One Way First Class Fare by afternoon trains on September 27th, by all trains on Sept. 28th, and forenoon trains on Sept. 29th, good to return up to and on Sept. 30th. Special train from Charlottetown Sept. 28th and from Souris on Sept. 29th with special low fares, the rate from Charlottetown and Souris being 90 cents, and intermediate stations in proportion.

JOHN ANNEAR, President.

J. LESLIE POOLE, Secretary.

Lower Montague, Sept. 14, 1910-31



Flat Top Japanned and Marbelized,

Sheet Iron, Birch Slats,

Heavy Brass Yale Lock,

3-ply Leather Handles.

28 inches long \$2.85

32 inches long 2.60

Same as above except has round top,

28 inches \$2.75

32 inches 3.00

Plain Waterproof Canvas.

Edges of ends sheet iron bound,

3-8 inch Hardwood Slats, 3-ply

Leather Handles,

30 inches \$3.25

32 inches 3.75

34 inches 4.15

Stanley Bros.

PRINCE EDWARD ISLAND

Agricultural & Industrial

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Sept. 19, 20, 21, 22, 23, 1910.

This will be the greatest ever held on the Island. \$14,000.00 in Exhibition Prizes.

Three Days Horse Racing

9 Classes—3 Classes each day.

\$2,400.00 in Race Purses.

Grand attractions in front of Grand Stand.

Low rates by railway and steamboat lines.

For prize list and all information write

C. R. SMALLWOOD,

Sec'y Treasurer, Charlottetown, P. E. I.

Aug. 24, 1910-41

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