

THE HERALD

WEDNESDAY, SEPT. 9th, 1903. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES MCISAAC, Editor & Proprietor.

Our Ottawa Letter.

THE WEEK IN PARLIAMENT. The debate on the resolution pronouncing the construction of a national transcontinental railway a necessary work is finished. Several divisions took place before the resolution was adopted.

Mr. Nathaniel Boyd, of Macdonald, offered an amendment calling for the extension of the government system of railways, which was defeated by a vote of 68 to 119.

Mr. T. Chase Casgrain introduced another favoring the suspension of the confirmation of the contract until the transportation commission reports and members have a chance of consulting their constituents upon the terms of the proposed agreement. This also was defeated 70 to 117.

On the main motion to endorse the contract the vote stood 117 to 71 in favor. Hon. A. G. Blair, Hon. J. Israel Tarte and every independent member of the house voted against the government, whose majority of 46 was the smallest recorded for some time.

Mr. F. D. Monk, in behalf of Mr. R. L. Borden, gave notice of amendment embodying the Conservative policy of a railway owned by the people and operated for the people.

In the debate on the Grand Pacific policy, convincing speeches were made against it by Mr. R. D. Wilnot, Queen's and Sunbury; Mr. H. A. Ward, East Durham; Mr. M. K. Richardson, South Grey; Mr. George A. Clark, South Waterloo; Mr. Nathaniel Boyd, Macdonald; Dr. Vrooman, Cornwall; Mr. R. A. Pringle, Corn Victoria; Mr. R. A. Pringle, Corn Victoria; Mr. R. A. Pringle, Corn Victoria; Mr. R. A. Pringle, Corn Victoria.

The bill to provide for the construction of a National Transportation Railway was referred to the Committee of the whole house. The Opposition will offer a full and detailed criticism of the measure.

INDEPENDENCE OPPOSED TO IT. A peculiar feature of the Opposition offered to the Grand Trunk Pacific contract, that not only is the independent press opposed to it, but every independent member of parliament has recorded his vote against the scheme.

Wherever independence is to be found the Grand Trunk Pacific scheme is vigorously opposed. In the House of Commons two ex-Ministers of Railways, Hon. A. G. Blair and Hon. John G. Haggart, and an ex-Minister of Public Works, Hon. J. Israel Tarte, will have none of it. All three men are transportation experts, who really want to see new trade channels opened up in Canada, but they have no faith in the new transcontinental line accomplishing that. Likewise, Sir William Van Horne, the greatest authority on transportation in America, and the one man above all others whom the government most desired to accept the chairmanship of the transportation commission, exposes the utter worthlessness of the new railway as a national highway from east to west.

Some of the defences made of the government's Grand Trunk Pacific scheme have been little short of insane. Sir William Mulock, for instance, accepted as true a statement made by W. S. Fielding, to the effect that the railway which the government proposes to partially construct and partially subsidize will cost the country \$13,000,000. Some 1,826 miles of road are to be built out and the bonds of another 1,800 miles guaranteed out of such an amount. In the next breath

the postmaster general estimated that 360 miles of railway which the Conservative party propose to build in the settled portions of Ontario will cost \$18,000,000. The government scheme which in part involves the laying of 1,826 miles of railway through an almost impassable country is to cost \$3,000,000 less than a road which will pass through an uninhabited territory of 300 miles. The claim is so preposterous that it is not worthy of contradiction. It is useful, however, because it serves as a sample of the ridiculous criticism of the opposition policy and the defence of the government policy adopted by the Liberal leaders and their supporters. When the railway question comes to be discussed in the country such staff will be presented the electors for their consideration. It is, therefore, advisable to prepare the people for the insults to be offered to their intelligence.

IT IS ABSOLUTE ROT. "Some advocates in parliament of the Grand Trunk Pacific scheme are making out that the cost of it to Canada will be about \$13,000,000 or so, while the cost of Mr. Borden's scheme or of any other scheme looking to government ownership of a transcontinental railway would be anywhere from \$100,000,000 to \$200,000,000."

"Curious, isn't it?" "The government is going to build a railway from Moncton to Winnipeg, through very difficult country, and the scheme, according to quite a number of eminent Liberal financiers, is going to cost only a few millions; but if the same government buys a road from only Montreal to Winnipeg, the cost, according to the same financiers, would be ten or twenty times as much."

"Curious, isn't it?" "How is it that the government will be able in one case to provide a railway route several hundred miles longer through a worse country for a hundred million dollars less?"

"Can you imagine any but a political partisan talking such rot?" "The above is from the Ottawa Journal which was a constant supporter of the Liberal government, until the Grand Trunk Pacific was hatched."

THE REAL "LITTLE CANADA PARTY" Hon. Wm. Paterson has referred to the great Conservative party as the "Little Canada Party." This is because the Opposition did their best to prevent Senator Cox and others from getting \$100,000,000 as a present from Canada.

The Conservatives instead of accepting the Liberal policy have offered another, which they are prepared to stand or fall by. It is that the attitude one would expect from a "little Canada party?" There was a time when this same Mr. Paterson was one of a group of Liberal politicians, who in order to win power, defamed their country. They made speeches at home and abroad—describing Canada as a land to be avoided. The United States immigration officials used the defamations with such telling effect, that thousands of immigrants were turned away from our shores, and our progress was retarded for years. Nothing was too vile for Canada. And yet these are the men, who to-day accuse Conservatives of being unpatriotic and narrow. The great West, which they are so anxious to serve, was declared by them to be worthless—a land of bills and lakes. Such was the patriotism of Blake, Laurier, Mulock and Paterson. To-day they preside over the heritage built up for them by the Conservative party. Could anything be more inappropriate than for such miserable representatives of Canadianism to recall their evil and traitorous deeds. The least said by Liberals of "Little Canadianism" is the best for themselves.

SIR WILFRID A MERE TOOL. "Sir Wilfrid Laurier has been referred to in Parliament as the victim of political friends, who have engineered the Grand Trunk Pacific deal. In other words the Prime Minister had been made a tool of in this matter and has consented to a huge raid on the treasury. Sir Wilfrid has no information in his possession which justifies the reckless haste with which he has fallen in with the suggestions of those who wish to get rich quick. The Premier has been repeatedly challenged to produce the evidence of one competent authority, who is willing to stake his reputation on the need of such a railway to be built at the expense of the country and handed over to private persons. The government has gone through the farce of appointing a Transportation Commission to enquire into the practicability of building a second transcontinental railway. But the absurdity of this move is rendered apparent by a counter move, by which the same administration proposes to sign a contract to construct a railway of the usefulness of which it is so much in doubt. This destructive-con-

structive attempt to solve the transportation commission is good evidence of the hypocrisy which the government is practicing. But it is the logical outcome of Sir Wilfrid Laurier's surrender to a group of capitalists, some of whom wish to recoup themselves for losses met with in unlucky stock speculations. Surely public life has come to a pretty pass, when the Prime Minister of Canada can be accused, without contradiction, of lending himself to such transactions.

GETTING READY TO DIVERT TRAFFIC The Grand Trunk Railway is already preparing to divert the traffic of Western Canada to American ports. The Wisconsin Central, a line running from the ports of Duluth and Superior City on Lake Superior through Wisconsin and Minnesota, has been acquired by Senator Cox and others representing the Grand Trunk. This railway has connection with the Northern Pacific and will gain entry to the Canadian west over its lines. Thus the Grand Trunk will be in a position to carry the freight originating on the western division of the Grand Trunk Pacific over American roads and to American ports on Lake Superior. At Duluth and Superior City terminals will be established to handle our grain. Once this is done it will be almost impossible for Canada to win back her trade. For ten years during which the Grand Trunk Pacific eastern section will be in course of construction, the United States railway companies will be in a position to build up their own centres at the expense of Canadian ports. The government has expressed the belief that this will not mean a loss to the country, inasmuch as the produce of the west will be more readily handled. This view will hardly go down. If Canada is to spend millions of dollars on a new railway, Canada should reap the benefits thereof. This should be so even if Senator Cox and the Grand Trunk are to be disappointed. The Liberal party has done too much in the past to throw this country into the arms of the United States. The people demand a change.

LIBERALS AFTER RECIPROCITY; The Laurier government, according to advices from Washington, will again open up negotiations for reciprocity between Canada and the United States. The meetings of the joint high commission will be held at Washington, and those Americans who favor reciprocity have every confidence that a treaty can be arranged if the United States will consent. Sir Wilfrid Laurier has assured the Americans that he is willing, and a prominent Canadian politician, probably Mr. John Charlton, who is one of the jointers, is responsible for the statement that if a generous measure of free trade can not be agreed upon, Canada, in return for concession, will extend the British preference to United States manufactures. Only a few days ago Hon. Joseph Chamberlain announced that his new policy of inter-empire trade was forced because a certain colony contemplated a trade treaty with a foreign nation which would be prejudicial to British trade. The Colonial Secretary is alarmed at the attempt of Canadian Liberals to throw this country into the arms of the United States. It means the destruction of Canadian industries, and may cost Canada her political independence if allowed to proceed too far.

Subscribers, Attention. As all are aware, our subscribers were reminded more than a year ago that the system of payment in advance for subscriptions had been adopted by this paper. A considerable number of our subscribers at once complied with this regulation and remitted their subscriptions. These are the subscribers who have always remitted promptly, who have always been our consolation. We thanked them at the time and we now thank them again. A large number have not yet paid for the current year, notwithstanding the fact that we have repeatedly called attention to the payment in advance regulation. Why have they failed to do what others have done? If they only knew how much pleasure; how much satisfaction the remittance of their subscriptions would have caused us they would not have delayed. Some there are who have not paid for last year, the year before, etc. What notions these people entertain of their obligations in this matter, and of the expense of publishing a paper, we are at a loss to understand. We notice in the columns of a weekly contemporary, from a neighboring province, acknowledgments of hundreds of dollars for subscriptions, from week to week. These people certainly entertain a proper notion of their obligation to the publisher of their paper, and take pleasure in discharging the same. It affords us no pleasure to refer to this matter, and we simply ask our friends who, wittingly or unwittingly, have been negligent, whether or not their conscience justifies them.

Charlottetown Yacht Races.

Most interesting yacht and sailing races took place in Charlottetown Harbor on Saturday afternoon last. The races attracted a large crowd of people at the water side. The wind was rather slight for the sailing races at first; but increased later on. There were three classes of yachts, A, B and C.

The first race called class A. open to the Province. There were six starters; yachts owned by Gaudet and Alys worth, Charlottetown; Freda, F. McDonald, Charlottetown; Vinco, Hedges & Lewis, Charlottetown; Janetta, Nathaniel Gay, Pownall; Leairig, Roy Holman, Summerside; Prince Edward, Thomas Land, St. Peters Island. The Prince Edward passed Mimac shortly after the start and the boats tacked, the first buoy, near new Hillsborough bridge in the following order and time. Prince Edward 125.03, Mimac 126.15, Vinco 1.30, Leairig, Freda, Janetta.

The Prince Edward led to the next buoy near Harbors mouth with Mimac second and Vinco third and rounded as follows: Prince Edward 1.55, Mimac 1.57, Vinco 1.58, Leairig 2.10, Freda 2.15, Janetta 2.18. To the third buoy up the North River, the Vinco nearly caught the Mimac and the Prince Edward gained over four minutes on the Mimac rounding at 2.10 Mimac 2.16.40, Vinco 2.17, Leairig 2.31.30, Freda, Janetta, Passing the starting line as they entered on the second round the Prince Edward was in the lead, with Mimac following closely. Just before they reached the East River buoy the Mimac headed her rival on a tack and the boats rounded the buoy as follows: Mimac 2.57.30, Prince Edward 2.59.30, Vinco 3.09. On the leg to the buoy at the Harbor's mouth the Mimac gained one minute on the Prince Edward and nearly six minutes on the Vinco. The Mimac rounded at 3.16.30, Prince Edward 3.19 and Vinco 3.28. The boats kept this position to the North River buoy with Mimac nearly five minutes in the lead, Prince Edward 3.32 and Vinco 3.40. From the North River buoy down across the starting line again to the buoy at the new bridge the Mimac gained steadily rounding fifteen minutes ahead of the Prince Edward who rounded at 4.13, Vinco, 4.16.30. On the leg to the buoy at Harbors Mouth and North River the Mimac steadily increased her lead and finished and won the race in 3 hours and 41 seconds and nearly 1 1/2 miles in the advance of Prince Edward who was second and Vinco 3rd. The Leairig, of Summerside dropped out after the first round and the Freda and Janetta later. As the Mimac crossed the finishing line the spectators on the wharves and steamers gave the crew a grand ovation. The magnificent cup won by the Mimac will be on exhibition in a few days and is valued at \$100.00. It is to be competed for yearly in our harbor by the winner for three consecutive years or five years becoming the owner. The lobster boats class B. were as follows: (1) George A. owned by Frank Doherty, City, time 1.40.20. (2) Clown owned by J. W. Taylor, St. Peters Island, time 1.40.53. (3) Wanderer owned by J. H. Judson Alexander, time 1.41. (4) Maple Leaf, St. Peters Island, time 1.42.30. (5) Los Dillon owned by Will Dean, City, time 1.43.40. (6) Onward owned by Jas. Taylor, St. Peters Island, time 1.46. The boats finished in the following order: 1. Maple Leaf Time 5.36 2. George A. " 5.44 3. Los Dillon " 5.46

In class C four boats started viz. Squaw Marjorie, Rogue owned by J. Stannard, Mary F., Capt. R. McMillan. The Mary F. was an easy winner, Squaw 2, and Marjorie 3rd. The course for the rowing race was to a buoy near by the site of the Hillsboro Bridge rounding it and return to the starting point, a distance of 1 1/2 miles. The sea was slightly choppy for the best part but the rowing of the contestants especially in the doubles was nothing to be ashamed of. In the doubles the contestants were: Mamie—Thomas Howatt and John Cornfoot. Rose—Joe Praught and John Murgahan. Beena—Richard Collins and Frank Collins. The boats finished in the above order and Mamie and Rose being almost abreast while the Beena was a length behind. Starting time 2.57.30. Finishing 3.07.30. Time 10 min. 10 sec. Two crews entered for the four. The contestants were: Federico—Ernest Carroll, Fred Wood, T. Howatt, J. Cornfoot. Shamrock—Joe Praught, V. Robin, Fred Trainor, John Murgahan. The boats finished in the above order. Starting time 3.55.45. Finishing 4.06.30. Time 10 min. 47 sec.

Labor Day.

Monday, Labor Day, was generally observed as a holiday in the city, especially in the afternoon, when the Athletic Sports were going on at the Athletic grounds. A special train brought a number of members of the Labor Union from Summerside in the forenoon. They were met at the station by the members of the Charlottetown Labor Union and all marched in procession through the streets, headed by Worth's Band. The procession presented a very creditable appearance. Notwithstanding the disagreeable weather, a large crowd assembled at the grounds in the afternoon to view the sports, which were well contested and run off without any annoying delay. The 25-mile record was broken; but Donahoe, in the quarter mile, equalled the Island record, notwithstanding a heavy track. Mr. R. J. McDonald, of Antigonish, the famous Marathon runner, whose 25-mile record is 2 hours, 42 minutes, was present. In the mile run he went against the Island record of 4 minutes 50 seconds, held by D. McKinnon. McDonald ran the mile in 4 minutes 55.25 seconds. Hapenny, the Champion Pull Vanliver, easily won the pull vault and the running high jump.

The following is the summary: 100 yard dash: R. A. Donahoe; 2, Eric McLean; 3, H. O. Pryor. Time 10.45 sec. 100 yard dash (Union) 1, Patrick Flynn; 2, D. A. Ferguson; 3, James Brown. Time 12.12 sec. One mile bicycle (Coville); 1, Wm. Delsel; 2, E. McKenzie; 3, Leo Harrington. Time 3.00. 220 yds run: 1, R. A. Donahoe; 2, Eric McLean; 3, H. O. Pryor. Time 23.1.2. Pole Vault—Wm. Hapenny; 2, H. L. Ruggles; 3, Jas. Donovan. Height 9ft. 4in.

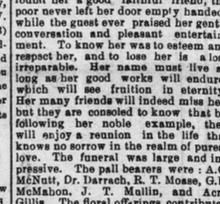
Putting shot—1, Walter Jones; 2, R. A. Donahoe. Distance 35 ft. 3.1.3 in. 1/2 mile bicycle—1, A. E. Libby; 2, B. Brown; 3, Sam Doyle. Time 34 sec. 220 yds. run (Union)—1, P. Flynn; 2, D. A. Ferguson; 3, J. Gormley. Time 27 sec. Running Broad Jump 1, R. A. Donahoe; 2, W. Hapenny; 3, W. McLean. Distance 19ft. 2in. 1/2 mile bicycle 1, B. Brown, 2, S. E. Libby, 3, S. Doyle. Time 1.14.4. Goshel barrow race (Union)—1, J. Gormley and Walter Mostiath 2, P. Flynn and James Brown, 3, D. A. Ferguson and Jas. Rash. Half mile run—1, Harry Toombs, 2, J. Donovan, 3, James F. Smith. Time, 2.17. Throwing heavy hammer—1, W. Jones, 2, R. A. Donahoe. Distance 117 ft. 7 1/2 in. Girls race under 14, 75 yds; Lena Boylan 2, Lida Smith, 3, Lottie McKenna. High Jump—1, Wm. Hapenny, 2, H. L. Ruggles, 3, P. Sharkey. Height 5.04. One mile bicycle; 1, S. E. Libby, 2, Byron Brown, 3, Sam Doyle. Time 2.51. 440 yds run—1, R. A. Donahoe, 2, H. O. Pryor, 4, Harry Toombs. Time 54 sec. 220 yds run; [School boys.] 1, Walter McLean, 2, P. Doffy, 3, Jos. McDonald. Time 28 sec. One mile run; 1, R. J. McDonald 2, J. T. Smith. Time 4.56 2-5. 1/2 mile run; (Union); 1, P. Flynn, 2, D. A. Ferguson, 3, J. Gormley. Time 1.63. Hurdles—1, R. A. Donahoe, 2, H. L. Ruggles, 3, Wm. Hapenny. Time 17.3-5. The tug of war, Charlottetown vs. Summerside was won by the City in two straight pulls, 24 and 15 seconds respectively.

By all odds the most gorgeous event of the season. The Hall will be most beautifully decorated for the occasion, reminding the visitor of the wonderful visions of DREAM LAND. Sumptuous Meals will be provided and persons from city or country can obtain a good dinner or tea at small cost. First class Refreshment Tables will be at the disposal of the guests. Amusements of various kinds furnished. An excellent Musical Programme each evening. A magnificent display of the most useful Plain and Fancy Goods to satisfy the most cultured taste. The most favorable time to visit the city of Charlottetown. Excursion Railway Fares. Bazaar Hall open day and night. Plenty room for everybody, and everybody welcome. Donations in aid of Bazaar thankfully received. BY ORDER OF COMMITTEE. Sept. 9.—21.

Obituary. At Kensington, on the 2nd, ult. Margaret Donahoe died after suffering for almost a year from a severe and painful illness. Cancer in an incurable form was the cause, that death ensued to achieve victory. She bore so lingering a disease with all the Christian fortitude that a holy life gives to the soul, and she died with all the strengthening graces that the Catholic Church so abundantly bestows. She was born in Burlington in 1843, where her father, the late John Donahoe, built what are now known as Davidson's Mills. While the family were still young, they moved to Kensington (then known as Barre's Cross) and they are consequently among the earliest families of that place. The surviving members are John of Milford, Mass., Catherine (Mrs. Philip Stewart) West Point and Mrs. Margaret Donahoe. Margaret was a noble Christian woman practicing all the virtues that beautify the soul, making friends wherever she was known, and edifying them by saying precept and laudable example. She was charitable to a degree scarcely realized and hospitable to an extent seldom attained. The church always found her a good faithful friend, the poor never left her door empty handed, while the guest never praised her gentle conversation and pleasant entertainment. To know her was to esteem and respect her, and to love her is a loss irreparable. Her name must live as long as her good works will endure, which will see fruition in eternity. Her many friends will indeed miss her, but they are consoled to know that by following her noble example, they will enjoy a reunion in the life that knows no sorrow in the realm of purest love. The funeral was large and impressive. The pall bearers were: A. C. McNutt, Dr. Darrach, R. T. Moase, G. B. McMahon, J. T. Mullin, and Arch Gillis. The floral offerings contributed by Mrs. Esery, Mrs. Semple, Mrs. Clarke, Miss Katie McDonald and Mr. A. Bowness, were beautiful. Her remains were laid to rest in the cemetery of St. Mary's Church, Indian River, on the 4th ult., to await re-union with the soul when time shall not be. To the bereaved relatives the HERALD extends its sympathy.

The Renewal a Strain. Vacation is over. Again the school bell rings at morning and at noon, again with tens of thousands the hardest kind of work has begun, the renewal of which is

Nicest Goods You Ever Saw. CONROY, THE SHOE MAN, Pownal Street and Sunnyside, Charlottetown.



TRUNKS FOR Travelers! And Trunks for stay-at-homes. Good Trunks Strongly made Splendidly Finished. Trunks that look well and stand the hard usage given them on the road. Iron Bottoms, Brass Corners, Patent Locks, Some with straps and some without—all the acme of Trunk perfection. A good assortment here for you at prices the people like. WANT A TRUNK? COME RIGHT HERE. STANLEY BROS.

WEDNESDAY, SEPT. 9, 1903.

mental and physical strain to all except the most rugged. The little girl that a few days ago had roses in her cheeks, and the little boy whose lips were then so red you would have insisted that they had been kissed by strawberries, have already lost something of the appearance of health. Now is a time when many children should be given a tonic, which may avert much serious trouble, and we know of no other so highly to be recommended as Hood's Sarsaparilla, which strengthens the nerves, perfects digestion and assimilation, and aids mental development by building up the whole system.

The Great Pan-Maritime Bazaar! In aid of the Building Fund of St. Dunstan's Cathedral, will be held in the Cathedral Basement Hall CHARLOTTETOWN, BEGINNING MONDAY September 21st, 1903. And will continue until the following Saturday evening.

By all odds the most gorgeous event of the season. The Hall will be most beautifully decorated for the occasion, reminding the visitor of the wonderful visions of DREAM LAND. Sumptuous Meals will be provided and persons from city or country can obtain a good dinner or tea at small cost. First class Refreshment Tables will be at the disposal of the guests. Amusements of various kinds furnished. An excellent Musical Programme each evening. A magnificent display of the most useful Plain and Fancy Goods to satisfy the most cultured taste. The most favorable time to visit the city of Charlottetown. Excursion Railway Fares. Bazaar Hall open day and night. Plenty room for everybody, and everybody welcome. Donations in aid of Bazaar thankfully received. BY ORDER OF COMMITTEE. Sept. 9.—21.

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WEEKS' HATS Are good Hats

Special Value at \$1.00 Best English make, bought from manufacturers.

We handle such a quantity of Men's Hats that we can buy direct from the best English makers—that ensures the very best value obtainable. Our \$1.00 Hats are equal to inferior makes, sold at \$1.25.

Don't take our word for it; just walk around and see for yourself; you'll buy your Hat here in the end. We've the Best Showroom for Hats and Caps in Ch'town. Come and see our stock. It will pay you.

Weeks Men's Hats. Men's Caps.

We'll Sell You A SUIT FOR \$10.00!

That would cost you not less than \$15.00 in any merchant tailoring establishment in this city, and we guarantee to give you A PERFECT FIT

This suit will interest you, as it is a value that is seldom offered. You have heard of W. R. Johnson's Clothing

This is one of their blue black clay worsteds, and it's true blue too, not of the kind that turns green after you have worn it a few times. The tailors of this suit are of the same high class that characterizes all of our Tailor-Made Suits.

Coats single or double breasted styles. Lots of other good suits that are like values. An immense stock of Boy's Clothing

to choose from. There's a style for everyone's fancy, and a price for every purse. PROWSE BROS., The Wonderful Cheap Men.