

THE HERALD

WEDNESDAY, MARCH 29th, 1905. SUBSCRIPTION—\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES MCISAAC Editor & Proprietor.

We trust that those of our friends who received "stamped" envelopes and have not been able to respond up to the present, in consequence of the obstructions to traffic, will now attend to the matter without delay, as the track is clear.

Dominion Parliament.

OUR ISLAND'S CLAIMS.

On the 17th, inst. A. A. McLean, member of Queen's, advocated the Island's claims in the matter of winter communication in an excellent speech. The following extracts from this speech are taken from Hansard:

I know that the people of Prince Edward Island are not going to come here many more years to ask to have these grievances remedied. Here is a grievance that could have been remedied by the payment out of the public treasury of a few dollars of public money. The government could have got ten, fifteen or twenty boats to carry the mails over, but they were so near and parsimonious that they refused to employ any boat except the four, five or six boats which they own themselves. It is all very well for the ministers to laugh. I have heard of ministers laughing over this situation before, but it is a serious matter for the people of Prince Edward Island, and I wish to impress upon the Government that this should not occur again, and if it does occur, they will hear more strongly from the people of Prince Edward Island than I am speaking to the House to-day.

Then he referred to the representative meeting held in Charlottetown, and quoted the resolution passed thereat. Proceeding he said:

"I understand that between Toronto and Pictou there are over 350 cars of goods to be taken to Prince Edward Island. As this letter to me states, during last session there was a shortage of hay in the province, and that hay which is necessary for the maintenance of the animals on that island is at Pictou and cannot be taken over. Why? Because the government have not provided a steamer of sufficient power to break through the ice. I will be told probably to-night that the steamers which are there are powerful enough and as large as is necessary in order to properly do the work. But what do we find when we go to the Mackinaw straits, where the ice is just as thick and the conditions as bad as between Pictou and Prince Edward Island? We find there car ferry steamers 400 feet long, the 'St. Ignace' and the 'Ste Marie.' These are boats of the same style as the 'Ernack' in Russia and go through ice four, five and six feet thick without any trouble, and they never make a miss. If we had boats of similar construction, boats of similar power, probably this situation as it exists to-day, would not have occurred. I would ask the Minister of Marine and Fisheries (Mr. Prefontaine) to take this matter into his serious consideration. When this matter has been brought up year after year in this House it has been passed upon very lightly. I may tell the Minister that we in Prince Edward Island pay one-fifth part of the revenues which are collected from the population of Canada, which is something like \$70,000,000, so that we pay into the public treasury about \$1,500,000. What do we get in return? Not half of that amount, including the construction of the little bit of railway which they gave us a few years ago; and still, if we come here and ask for justice, ask for the fulfillment of the terms of the solemn contract made between the Dominion and the island when we entered confederation we are told: We will consider the matter. In 1903 we were told that it would be a matter of consideration whether a third winter boat would be built or not. I suppose that matter is still under consideration. This matter has been brought to the attention of the minister by my colleagues from the Island and by myself, and I think that the government are now in possession of all the facts of the case. The serious conditions which exist there are apparent to them and to every man in this House and to every man in Canada. This

does not affect the business interest of the people of Prince Edward Island only, it affects the business interests in Toronto, Hamilton, Montreal and all the manufacturing centres in Ontario and Quebec. But still this matter is left with the members of Prince Edward Island. I would ask tonight the assistance of these gentlemen whose interests are the same as mine, and as to the interests of the business men and farmers of the province of Prince Edward Island, I would ask them to come to the rescue of that province and to endeavor to obtain for that province justice from the government of Canada. It is no small matter for the people of Prince Edward Island to be shut up there for two months, as they have been this month, without any communication. This matter as I said before, is treated lightly. It has been treated too lightly, and I want to impress upon the Minister of Marine (Mr. Prefontaine) that it is his duty to lose not one moment in making a contract for the construction of a third winter boat. What will be the situation next year if the contract is not let at once? I understand that before the model of the present boat was made no effort was made to discover what would be the proper model of a boat for that service. I would direct the attention of the minister to the construction of the boats at Mackinaw, and I think that if none of his officers have seen these boats and their operations—and I understand that none of them have—it would be his duty to send a man up to the Mackinaw straits, and if he cannot get the information there, he might be sent to the places in Russia, where these powerful boats are in use, boats which break through ice fourteen and fifteen feet thick, and keep up constant communication with the outside world from such ice bound ports as Cronstadt and other ports in Russia.

Now, Mr. Chairman, before this item is carried I would like to direct the attention of the minister to the fact that the boats which are used at the Capes in the service to-day are only some thing like 1,000 pounds each in weight. There are three on each side to row and pull, six men to each boat, and these boats can only carry 350 pounds of mail. On nearly every occasion in which the mails come down there are only four boats at Cape Tormentine, and they can only take half the mail which reaches that centre. That is not as it should be. There should be a sufficient number of boats to take every pound of mail that comes to Cape Tormentine, and the same condition should apply to Cape Traverse. The service has not been properly kept up this season. It was not equipped in time, and by reason of the neglect of the government, the people of Prince Edward Island have suffered a serious wrong and injury, particularly the farmers and business men. Let me give the minister one instance. During the months of December and January, when these steamers were running, something like 16,500 dead hogs came over on these boats. But when the boats stopped running what was the situation? The farmers had to stop killing their hogs and go on feeding them. You can understand what a great amount of money was expended by the people of Prince Edward Island in feeding these animals which, if the boats had been running properly, they would have taken to market. Contracts were made by the dealers in fish and in meats and other commodities with the merchants of the provinces of Quebec, of Manitoba, and all these contracts had to be cancelled. Take the fresh fish industry alone, from the steamer "Stanley," at the wharf in Georgetown, I am told something like 10 tons of fresh fish was thrown overboard, and the fish industry by reason of the fact that there were no steamers there to carry this fish to market, was very seriously injured and all the fish which was caught was thrown into cattle pens as manure. Why, Sir, I could stand here talking for hours on the injury that our people are suffering. The Minister of Marine and Fisheries knows the conditions just as well as I do, and it is not necessary that I should detail them further. What we want him to do at the present time is to give a contract as soon as possible for the construction of a third winter steamer, one with twice the power possessed by either of the steamers now on the route. Then let us have what the people asked for the other day let us have a tunnel. In my opinion that is the only proper solution of the difficulty, and it is a solution that the people of Canada owe to the people of Prince Edward Island. The agreement is made. The people of Canada must fulfill this contract. They must fulfill it to the letter. When a bridge was being constructed across the Hillsborough river two or three years ago, the government of Canada said, yes we will build a bridge if the people of Prince Edward Island will contribute one-half the cost, and we did it. We know that we were entitled to that bridge without any payment from our province. But in order to get the bridge we agreed to contribute one-half of the estimated cost and we are now contributing over \$9000 a year for all time to come for the construction and maintenance of that bridge. Now I suppose if the people made an offer to the minister to pay one-half the cost of another steamer he would give out the contract to-morrow. But I want to tell him that the people of Prince Edward Island are not going to make

such an offer as that. It is our due to have that steamer at once; and I would ask the Minister of Marine and Fisheries, I would also ask the Minister of Finance who lives in the maritime provinces, a gentleman who I know has the interests of the maritime provinces at heart—I would ask him also to take this matter up and fulfill speedily, the terms on which Prince Edward Island entered the confederation.

THE AUTONOMY BILL. On the 22nd, the debate on the second reading of the autonomy bill was commenced. What purports to be amendments on the educational clauses of the bill had been submitted to the house a day or two previously. The amendments are as follows: "Section 93 of the British North America Act, 1867, shall apply to the said provinces with the substitution for sub-section 1 of said section 93 of the following substitution: '1. Nothing in any law shall be construed to affect any right or privilege which is enjoyed by any person or persons in any province in relation to the education of children in any school or schools which any class of persons have at the date of the passing of this act under the terms of chapters 29 and 30 of the ordinances of the Northwest Territories passed in the year 1901.'

"2. In the appropriation by the legislature of the province of any money for the support of schools organized and carried on in accordance with amendment chapter 29 of the act passed in amendment thereof, or in substance, there shall be no discrimination against schools of any class described in the said section 29.

"3. Where the expression 'by law' is employed in sub-section 3 of the said section 93, it shall be held to mean the law as set out in the said chapters 29 and 30, and where the expression at the union is employed in said sub-section 3 it shall be held to mean the date at which this act comes into force.

In making his motion for the second reading Sir Wilfrid expressed pleasure at the good feeling with which both sides of the house had so far treated the question. When the bill was first introduced Borden was calm and tactful, but the press at his back had spared no effort to inflame public mind on this hot time inflammable question. Laurier referred to the New Brunswick school dispute of years ago and to the Jesuit estates act, claiming that he had then acted on behalf of the provincial rights and in the interests of the minorities, whether Protestant or Catholic. He stood to-day on the rock he had always stood on, namely, that the parliament of Canada should give full protection to the minority in any province and particularly in the new provinces. Posing as a protector of provincial rights and of religious school freedom all over Canada Laurier quoted Hansard in support of his attitude, which was to-day the same as it was twelve years ago. He regarded Hamilton's letter as the best possible argument in favour of his present position. It was noticeable at this no Northwest member raised his hand in applause. Greenway, Sifton and others sat silent. All the applause came from Quebec and Nova Scotia. Laurier went on to argue that the present legislation regarding the new provinces was in line with the ordinance that had been passed before and since confederation in dealing with this question, so as to do justice to all, and make Canada a united and happy country.

Borden, who followed Laurier at 4.40, discussed the school phase of the autonomy bill with vigor, and while admitting that all members on both sides of the house had full right to consider the question of religious education as a purely personal matter took solid ground in defence of provincial rights against federal incursions. NO RACE CRY. Borden said he did not desire to make this any race or religion question, and reminded the first minister that the house would deal with the main issue much rather than in the committee of the whole. The opposition leader advised Mr. Borden to consider the question of religious education as a purely personal matter took solid ground in defence of provincial rights against federal incursions.

ESTREME CATHOLIC TRAINING. I esteem at the highest, said Mr. Borden the value of the moral training of children of this country, and I am pleased to say further that I appreciate more highly perhaps than some others the consistency and devotion of Roman Catholics in this and other matters to their faith, where they give to the Protestants of this country an example from which the latter might well learn valuable lessons. Perhaps in dealing with this question today I shall not make myself understood as I should like to be understood by many of my friends in the province of Quebec, whose esteem and friendship I value second to none of any of my friends in Canada. I have met these gentlemen in friendly communication, both conservative and liberal, and I have found among them men of broad, generous spirit, men of culture and wide reading, men able to look beyond the confines of their province and beyond the confines of Canada—a man inspired not only with the spirit of patriotism and devotion to this country, but with a broad and generous spirit in regard to those who happened to differ from them in political opinions or in matters of religion—(hear hear)—and I would desire to make myself understood on only by those who are within the sound of my voice, but my friends in the province of Quebec, those whom I have known long and intimately and whose opinion I highly regard.

MR. BORDEN'S POSITION. I would like them to appreciate the fact that I am today standing on the rock of the constitution as I understand that constitution; that I do not desire that this party should in any way destroy or take away from that foundation upon which provincial rights of this country rest (loud applause). And if there are any men in this country to whom a regard for provincial rights should appeal I am sure it is my friends from Quebec, who have always been jealous of their rights in the past. SIR WILFRED'S LESSON. It was in that school that Sir Wilfrid had learned his lesson, and the lesson which he seemed to have forgotten. This was not, however, a question of separate schools. If anyone should propose

to insert in the measure now before the house a clause forbidding the establishment of separate schools in the new provinces (Borden) would be prepared to oppose it strongly and strenuously, because he believed that not only in the light of the constitution, but in the light of the highest principles of statesmanship and wisdom that question should be left absolutely to the control of the people of the new provinces (conservative applause).

Borden was more forceful, even more aggressive in his speech than before in recent sessions. It was the righteous indignation of the man overtopping his country digested parliamentary style of debating. His followers caught on and applauded with as much noise as the back benches do when Laurier takes the floor.

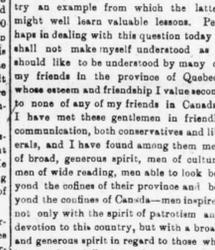
Borden in concluding his clear out arraignment of the government's so-called amendments referred to the premier's cry in 1896: "Hands off Manitoba, there shall be no coercion under Laurier," said amid cheers suggested by the slogan of that day raised against the alleged interference with provincial rights should now ring in thunder tones in the ears of those from whose lips it then resounded.

Borden closed his powerful speech by moving the following amendment to Laurier's resolution: "That all the words after the word 'that' to the end of the question be left out and the following substituted therefor: 'Upon the establishment of a province in the Northwest Territories of Canada as provided by bill No. 89 the legislature of such province, subject to and in accordance with the provisions of the B. N. A. Act 1867 to 1882, is entitled to and will enjoy full powers of provincial self-government, including power to make laws in relation to education.'

The Winter Steamers. On Saturday last, the Stanley was ordered to Souris with a cargo of hay. Accordingly she started from Pictou Sunday morning for the eastern port; but when within about eight miles of her destination she encountered an ice blockade, through which she could not force her way. In consequence of this she returned to Georgetown and discharged her cargo. She at once started for Pictou on Monday with a general cargo. The Minto had gone to Pictou on Sunday and started on return Monday morning. About 10 o'clock, when she was coming in to Georgetown harbor, she grounded on the reef off Panmure Island, where she stuck fast. Meantime, the Stanley which had arrived at Pictou was ordered to the rescue. She at once started from Pictou and came up to the Minto about 5 o'clock in the afternoon. She took off the passengers; but the tide was low and nothing could be done then towards relieving the stranded steamer. The tide would be high between 2 and 3 in the morning; but when that time arrived the weather was very thick and the Stanley did not go out. The Minto remained on the reef till Tuesday afternoon, when at high tide, the Stanley towed her off and she proceeded to Georgetown apparently having sustained little or no damage. All is well that ends well; but what would we do if we did not have the Stanley to fall back on whenever the Minto gets into trouble?

FIRE INSURANCE. Royal Insurance Company of Liverpool, G. B. Sun Fire offices of London. Phoenix Insurance Company of Brooklyn. Combined Assets \$100,000,000. Lowest rates and prompt settlement of Losses. JOHN MACBACHERN, AGENT. Mar. 22nd, 1905.

ALLEY & CO. A large shipment just received. All of them the very latest style and selling at the following prices. 1 strap, turn sole\$1.00 1 strap fancy bow.....\$1.50 2 strap, veay popular.....\$1.25 4 strap, very neat\$1.75 These are four of our leading lines with many other styles to choose from.



Going to Business College This Year? If so you want to attend the Union Commercial College. Why? Because its teachers are up-to-date, practical men, Because students waste no time, Because students receive personal instruction, Because our students receive a practical training that fit them to do all forms of office work, Because the work done at our College last term was unsurpassed. Write for our new prospectus. Address W. MORAN Prin. Offer's Building, Queen St., Charlottetown.

Ladies and Misses Cloth Jack ets now half price at Stanley Bros. This is one of the best assorted stocks in the province We hate to sell them at the price; but they are yours for just half value—and remember they are all this seasons Coats. Stanley Bros.

WANTED—At the King Edward Hotel, a girl to do general housework; also a girl to do kitchen work No Washing. March 5, 1905—21

Mortgage Sale.

To be sold by public Auction, on Thursday, the Sixth day of April, A. D. 1905, at the hour of twelve o'clock noon, in front of the Law Courts Building in Charlottetown, under and by virtue of a power of sale contained in an Indenture of Mortgage bearing date the Twenty-eighth day of February, A. D. 1885, and made between Robert Wood, the seller, of Millville, Lot Forty-nine, in Queen's County, Farmer, and Richard Wood, his son, of the same place, Farmer, and Mary Wood, wife of said Robert Wood, and Annie Wood, wife of said Richard Wood, of the first part, and Louis H. Davies and James M. Stuberland, of Charlottetown, Trustees of the Marriage Settlement of Robert Bruce Stewart, of the other part. All that tract, piece or parcel of and situate lying and being on Lot number Forty-nine, in Queen's County, Prince Edward Island, bounded and described as follows, that is to say: Commencing at the corner made by the junction of the Georgetown Road, with Wood's Road on the north side of said Georgetown Road; thence northwesterly along the said Wood's Road until it strikes a road leading to the Monaghan Road; thence easterly along the said road until it strikes the northwest corner of Samuel Wood's land; thence southerly along the said Samuel Wood's land until it strikes the said Georgetown Road; thence westerly along the same to the place of commencement, containing one hundred and twenty-five acres of land, a little more or less. If the said property is not sold at the time and place aforesaid, the same will thereafter be offered at private sale. For further particulars apply at the office of Emma A. Macdonald, Solicitor, Charlottetown. Dated this third day of March, A. D. 1905. DAVID B. STEWART, Assignee of the said Mortgage. March 8th, 1905—51

Morson & Duffy

Barristers & Attorneys, Brown's Block, Charlottetown, P.E.I. MONEY TO LOAN. Solicitors for Royal Bank of Canada.

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Stanley Bros. GREAT SALE OF DRY GOODS! NOW ON. Our Whole Stock OF HIGH CLASS MERCHANDISE AT FOR 25 to 50 per cent. Off Regular Prices. STANLEY BROS.

More Bargains IN WINTER GOODS Blankets. We have 4 grades in the pure wool blankets. Each grade marked at a special price, \$4.05, \$5.50, \$6.25, \$7.00. Here are three special values in low price blankets. For real good value they cannot be equalled, \$2.50, \$2.90, \$3.90. Flannelette Waists. We have a small lot of about 2 dozen Flannelette Waists in very pretty patterns and shades all new this fall. They are marked \$1.15 each. We want to clear them out at once, so to-day you take your choice at 70 cents each. Ladies' Coats. To-day we place on sale six cloth coats at a special price of \$5.90 each. You can see them in our eastern show window. They are one of the best values we have ever offered in ladies' coats. If you need a new coat see them at once. Ladies' Underwear. Ribbed cotton fleecy undervests long sleeve special 25 cents. White ribbed cotton fleecy vests, long sleeve, special price 35 cents. Ribbed union vests with long sleeves, special price 50 cents. Hosiery. Imit. ribbed cashmere hose, regular value 20 cts., special price 16 cents. Ribbed and plain all wool cashmere hose, special price 25 cents. Special line of heavy ribbed all wool stockings, special price 30 cents. Men's Underwear. Men's heavy fleecy lined underwear, a splendid line marked 60 cents per garment, special to-day per garment 50 cents. Men's all wool unshrinkable underwear per garment 75 cents. Men's black cashmere half hose, spliced heels and toes, seamless feet, special price 25 cents. Sale of Dress Skirts. These skirts are made in the very latest styles. The material is just the right weight for this season of the year. There are about 15 skirts in the lot, all well finished and perfect fitting. Come in to-day and have a look at them. F. Perkins & Co., The Millinery Leaders, SUNNYSIDE.