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Laurier at Sea.

With the meeting of the Dominion parliament after the Christmas recess the House of Commons plunged at once into the maelstrom of the naval discussion. In the absence of Hon. L. P. Borden Minister of Marine and Fisheries who is seriously ill, the lot fell to the Premier of introducing the legislation which is by far the most important of recent years. Sir Wilfrid Laurier contented himself with explaining briefly the main features of the bill which calls for a Canadian navy built as far as possible in Canada, consisting of eleven vessels, 1 cruiser of the Boadicea type, 4 of the Bristol type and 6 torpedo boats of the river class. The cost of these vessels if built in England would be according to British figures less than if they were built in Canada. In England they would cost the sum of 2,338,000 pounds sterling or a little more than \$11,000,000, but if built here 33 per cent must be added to the cost as given above. The speech of the Premier was characteristically hazy. It was evident that if the Canadian navy was not at sea Sir Wilfrid Laurier was. When it came to the glittering generalities of the proposed scheme, the premier accustomed as he is to fancies and not facts was in his element. He fell down badly in the merest technical explanations of the size and armament of the vessels. It is proposed to build, but he was forced to admit that when Britain was at war Canada was at war. In view of the Premier's past utterances on the subject of Canada's status this tardy recognition of the true facts of the case was not the least suggestive of the opening day of the naval debate.

The most important clause of the bill provides that at any time, when the Governor in council deems it advisable in case of war, invasion or insurrection, the Canadian naval force may be called into active service. While the force is to be under the control of the Dept of Marine and Fisheries yet in case of emergency the Governor in council may place at the disposal of his Majesty for general service in the Royal Navy, the naval service or any part thereof. There is also a subsequent clause which provides "Whenever the Governor in council places the naval service or any part thereof, on active service, if Parliament is not then in session, a proclamation shall be issued for the meeting of Parliament within 15 days. After this cursory explanation of a most important measure the Premier promised more extended details when the bill came up for second reading.

The speech of Mr R. L. Borden which followed showing that the opposition leader had a comprehensive grasp of the duty owed by Canada to the Empire so long as she remained within that empire and enjoyed its benefits, came as a refreshing breeze of loyalty after the airy platitudes of Sir Wilfrid Laurier. There was no mistake to be made about the attitude of Mr Borden. He dealt in an able manner with the rise of German naval power and quoted the solemn warnings issued by no less British statesmen than Mr Asquith, Sir Edward Grey and Mr Reginald Mc

Kenna, which warnings had been dismissed by Sir Wilfrid Laurier in an after dinner speech to the Liberals of Toronto as "much a do about nothing." Mr Borden pointed out that German naval supremacy would bring the British empire to an end. His peroration was a striking one. "I would say to the prime minister" he declared "go on with your naval service, proceed cautiously and surely. Lay your proposals before the people and give them if necessary opportunity to be heard. But do not forget that we are confronted with an emergency which may render this empire a desolation before the proposed service is worthy of the name. In the face of such a situation immediate vigorous earnest action is necessary. We have no Dreadnought ready, we have no fleet unit at hand. But we have the Resources, and I trust the patriotism, to provide a fleet unit or at least a Dreadnought without one moment's unnecessary delay. Or, and in my opinion this would be the better course, we can place the equivalent in cash at the disposal of the Admiralty to be used for naval defence under such conditions as we prescribe. In taking this course we will fulfil not only in the letter but in the spirit as well the resolution of March last, and what is infinitely more important we will discharge a great patriotic duty to our country and to the whole Empire."

A suggestion was made by Mr Clarence Jameson of Digby that parliament had no mandate from the country to act on this naval question and he wanted the whole matter referred to the people. The bill now stands for second reading and it is expected that before it has passed its various stages there will be some hot talk regarding these proposals of the Govt. which are as a drop in the ocean compared with what should be done if Canada's duty towards the Empire is recognized by those who sit on the treasury benches.

It is so seldom that any one attempts to attack Sir Wilfrid Laurier that it came as a refreshing interlude in the prolonged budget debate when Mr T. W. Crothers Conservative member for west Elgin showed that he for one had little veneration for "Laurierism" and its creator. Mr. Crothers openly stated that what went on under Laurierism went on with the direct connivance of the Premier himself. Mr Crothers related how seats in Parliament had been exchanged solely for political considerations, with out regard to quality and patriotism. Even the bench had not been spared the blighting and pernicious system of Laurierism. Even the High Court bench had been prostituted to the exigencies of political emergency and the spectacle was witnessed a year ago of a high and important judicial office bartered for a minimum of mentality and a maximum of political pull. All this is Laurierism run riot. The people have been taught to believe that public property is legitimate game for all those cunning and bold enough to seize it. The opposition in the present Parliament is not inclined to bow the knee to his Majesty Sir Wilfrid Laurier and he has in the past and will undoubtedly in the future have to sit and listen to speeches which hold up to public scorn the policy of rampant graft and the man responsible for it.

The Meaning of It.

One of the degrading and demoralizing results of such an obviously corrupt deal as the Sawdust wharf purchase is the way officers of the department, contractors with the

department, and others who are in business relations with the government are forced or induced to justify the transactions. The departmental engineer, as everybody knows, was not responsible for the deal or the price paid. His share of the programme was assigned to him and he carried it out. Then it becomes necessary for him, as it has been for others in the same position in similar cases, to support his chiefs, and in so doing to support the rake-off to the middleman. More than that he must go about among contractors with the department and get suitable statements from them. Then the contractors themselves must go up at the call of their paymasters, and give such opinions as are required. So we see a contractor who refused to pay \$1,000 for a wharf when it was for sale offered through the form of offering \$5,500 for it when the deal was completed. We see another who is enjoying lucrative patronage brought forward to say that \$5,000 is a small price for a property that has been sold once for \$400 and once for \$700 under his own eyes. If this had been a case where an excessive price had been paid by mistake or in ignorance it would not have been serious. But we see the deal impudently justified, and the head of the department, who ought to be protecting public interests and taking steps to prevent another such occurrence, making it clear that he likes and desires and intends to continue this sort of thing. We see his officers and his contract dredgers brought forward to testify approval. We see members of parliament doing their best to brazen and bully the thing through. We see the whole retinue of the subsidized press yelping at the heels of those members who try to put a stop to this kind of corruption. This is the widest kind of notice that the department of public works and the government generally is wide open to the middlemen, and that rake off is guaranteed by all the power of the federal government and its parliament majority. St. John Standard.

Dominion Parliament.

On Wednesday last in the House of Commons, Mr. Wilcox Conservative resumed the debate on the budget. Mr Wilcox's speech was enlivened by sundry reminiscences of bye gone Liberal politics, platforms, promises and performances. In 1896 the Liberal candidate in North Essex, Mr McGregor, made his campaign on an absolute free trade policy. He called upon his hearers to vote to abolish utterly the customs officers who lined the Detroit river. The day after the glorious victory of free trade many electors who had listened to Mr McGregor rushed over to Detroit, bought largely and on returning refused to pay duty. Had not the Liberals won? Was there not free trade as a consequence? Later the same Mr McGregor was appointed to office in the customs service. On the failure of the Liberals to keep their promises Mr Wilcox spoke effectively. Mr Loggie made little progress with his speech before the adjournment came. He found time, however, to assert that the consumer pays the duty. The insurance bill was again considered by the Senate banking and commerce committee that night. A strong protest was again made against the provision that at least two fifths of the

directors shall be elected by policy holders. It was suggested that it be omitted from the bill or modified. Mr Wm. McGowan of the Standard Life objected to the clause requiring an annual gain and loss exhibit being made to the superintendents of insurance. British companies should not be driven from Canada by such a clause. B. H. Brown of the London & Lancashire objected also to the gain and loss exhibit. Mr Macaulay of the Sun Life urged that American companies should be compelled to give a list of their shareholders as so many shares were held by one or two men. Both British and Canadian companies should be required to make a statement of the higher salaries they paid.

Thursday in the public accounts committee the Government's line of defence with regard to the sawdust wharf was disclosed. The procedure is that Mr Andrew Loggie begs the Government to let him have the wharf for \$5,500 and sends a marked cheque for the sum. This Mr Pugsley declined. Then it is to be represented as a beautiful bargain because the Government could have got \$500 advance on the sum it paid. Unfortunately for this, it turns out that not so very long ago Mr Andrew Loggie was offered the wharf for \$1,000 and absolutely refused, saying "We have enough old property in this town already."

After Mr Geoffrey Stead had been further examined on some points of detail William O'Leary, of Montreal, a half-brother of Richard O'Leary, was called. It appeared from his evidence that the wharf had belonged to his mother, and on her death it descended to William O'Leary and his brother. Richard O'Leary, the head of the family in Richibucto, had no objection to his selling it to the Loggies. Accordingly in 1902 he saw Andrew Loggie and asked him for an offer, he refused, saying he did not want it. Thereupon Wm. O'Leary asked him if a price of \$1000 would induce him to take it. Again the reply was in the negative. Then O'Leary asked Loggie if he would make any offer at all for it. The reply was, "No, I have enough old property here now." This was the same Andrew Loggie who had written to the Minister saying that the wharf was fully worth \$5000 and that the Government had obtained a bargain. It further developed that when O'Leary offered the property for \$1000 it comprised portions which were not included in the sale to the Government. In the end William O'Leary sold it to his half-brother Richard O'Leary, for \$400.

Mr Pugsley cross-examined Mr O'Leary at some length with reference to some peculiarities in the deed by which he made the property over to Richard O'Leary. The witness maintained that he and his brothers had absolute ownership of the property. W. D. Carter, a lawyer of Richibucto, whose name was associated with that of T. O. Murray on the cheque, gave evidence with great frankness. Mr Pugsley in cross-examining Wm. O'Leary had maintained that the property purchased by the government included a strip not comprised in the sale from William to Richard O'Leary. Mr Carter, however, who had prepared the abstract of title, showed that the title for the property now owned by the government rests upon the sale from one brother to the other; Mr Carter acknowledged at once that he had been active on the Liberal side of the election. Mr Crockett then thought out the facts that the sale had been made on Sept. 24 and the deed had been registered on Nov. 2. Why had he delayed until after the election? There were two reasons Mr Carter said. First, he was very busy at the time. Secondly, he did not wish to make the transaction public, people might talk about it. Mr Carter defended the purchase of the wharf, he could not say that it was absolutely necessary, but it was advantageous.

H. H. James, the lawyer, who prepared the deed by which Richard O'Leary sold the property to T. O. Murray, gave evidence. It appeared that as early as June, Mr Stead was considering the purchase of the wharf. Mr T. O. Murray was recalled. He testified that he had not given Mr O'Leary or others permission to haul gravel off the Sawdust wharf after acquisition by the government. He also deposed that the business of the railway was increasing. At the conclusion of the sitting Mr. Carvell said that Andrew Loggie's marked cheque for \$5,500, tendered for the wharf, would be put in evidence. Mr Pugsley added that he had declined the offer. Wed.

nesday morning Mr. Stead, resident engineer for public works at Chatham, N. B., was put on the stand to bolster up his valuation of \$5,000 upon which the government paid that amount, although the middle man got it on the same day from the owner for \$700. Mr. Stead produced the letter from A. & R. Loggie to the effect that the government had gotten a bargain and that the price paid of \$5,000 was fair and reasonable. This firm owns property at Richibucto and their certificate was apparently much relied upon by the witness and by Dr. Pugsley, who is conducting his own defence before the committee.

Upon cross examination by Mr. Crockett, Mr. Stead admitted that he had gone to Dalhousie on January 6th and obtained the letter from A. & R. Loggie, who are favored contractors in the public works department, and also were dependent upon his certificates as resident engineer for the money they got from the department. It further came out that on October 19, 1908, there was a meeting at Dalhousie between Mr. Pugsley, the Loggie firm and Mr. Stead, which resulted in the firm getting an order to do dredging to the amount of \$5,000 without tender being called for. The understanding was Mr. Stead said that they should fix the prices to be paid. It further developed that Mr. Stead had an interview with Mr. Pugsley at St. John, N. B., about that wharf scandal, and that his interview was followed by his trip to Dalhousie, and the procuring of the whitewashing letter from A. & R. Loggie. Mr. Stead also admitted that he knew the wharf had just been sold for \$1,000 at the time when he recommended the move to purchase it for \$5,000, or rather he said that he knew that \$1,000 was the consideration mentioned in the deed. The budget debate ended on Friday with the week and parliament was ready for other business. The whole day was devoted to it and Loggie finished his verbal speech, Friday being his third instalment; Mr. Edwards followed, then came Mr. Nesbitt of North Oxford, then Mr. Glen Campbell and finally Col. Smith of Stormont.

Dr. Edwards' speech contained several passages of special interest. One was a very sharp attack on Sir Richard Cartwright in regard to his summer residence near Barrieffield, the military camp ground adjacent to Kingston. Rifle ranges are in existence at Barrieffield. On the same side of the road as the ranges stands Sir Richard Cartwright's house, built on government land. The minister wished a portion of the land for himself and 75 acres were leased to a member of his family for \$59.25 a year. Later a further piece of land of 100 acres was leased to the same persons for \$42.95, a total of \$102.20 or 58 cents an acre. Dr. Edwards declared the land to be valuable. He further asserted that Sir Richard Cartwright had been cutting and selling wood and lumber from the land. Then the minister objected to the noise and disturbance at the butts. So the ranges were moved some distance away. This cost the country 2158. Then the government found it needed more land and bought some. This caused serious inconvenience to a number of farmers, whose farms were cut up and rendered unsalable. He also asserted that there were inequalities of the compensation given. Some owners were given \$100 an acre and others bullied into accepting \$35. All this because Sir Richard Cartwright needed a summer house.

Mr. E. W. Nesbitt spoke next his principal observation being a denial that the farmers of Canada wish for protection for their pork, eggs, etc.

Mr. Glen Campbell criticized the government's immigration policy and especially "The Notorious North Atlantic Trading Co. Deal," and the pampering of "The Naked Dunkhobors." He declared that the country had had enough of "Sifton's Pets." Continuing his speech at the evening session Mr Campbell, Dauphin, said he had heard a rumor to the effect that McCraley, M. P., would become attorney general of Saskatchewan and that Hon. Walter Scott, premier of that province would enter the Federal Cabinet. He said that he would give Mr. Scott fair warning that the day he entered the Dominion Parliament would be a red letter day for him. He did not propose to make charges against Mr. Scott, because of any personal or political spite, but because he had seen documentary evidence which led him to believe that Scott had been an absolute traitor to the people. Col. Smith, of Cornwall, who

closed the debate said that he could not understand the claim that the Liberal Government had ruined the woolen industry of the country in view of the fact that Canadian manufacturers were getting far more for their product than they did in the Conservative days and that sheep raisers were likewise getting much better prices for wool. Application is to be made to Parliament for the incorporation of the Buctouche Railway and Transportation Co., to build a railway from Buctouche and to do a shipping business, from Buctouche to Prince Edward Island, Nova Scotia and abroad. The Restigouche Boom Company is seeking an act to change its name to the Restigouche Log Driving and Boom Company to extend its powers and to make it a co-operative company with capital stock and a bonding privilege of \$150,000.

Appalling Railway Disaster

A terrible disaster occurred on the Canadian Pacific Railway on Friday afternoon 35 miles west of Dalhousie, Ont. when express No. 7 on the route from Toronto to Montreal was wrecked. The express was a passenger train, and a good passenger line, with a full complement of cars. It was a first-class train, and a first-class coach was almost wholly under water, and the dead could not be estimated. The wreckage was piled up to one of the worst in the history of Canadian railways. Fourteen passengers were killed and a number of others were injured. The train was wrecked in the dining car, and the dead were all got out safely. About twenty-five passengers were killed or seriously injured, and how many are dead only the railway officials know. The wreckage was piled up to one of the worst in the history of Canadian railways. Fourteen passengers were killed and a number of others were injured. The train was wrecked in the dining car, and the dead were all got out safely. About twenty-five passengers were killed or seriously injured, and how many are dead only the railway officials know. The wreckage was piled up to one of the worst in the history of Canadian railways. Fourteen passengers were killed and a number of others were injured. The train was wrecked in the dining car, and the dead were all got out safely. About twenty-five passengers were killed or seriously injured, and how many are dead only the railway officials know.

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