

THE HERALD

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As the end of the year is now not far off we trust those of our friends who have not yet paid their subscriptions will not delay the matter any longer. We ask them to be so kind as to remit without delay, so as to enable us to pay our own bills and meet our obligations. The amount due by each is not large, consequently not difficult to pay; but in the aggregate these amounts mean a great deal to us. We trust, therefore, that each one who owes us will consider the remitting of his subscription an obligation that he is bound to discharge. Viewing the matter in this light the remitting will be a labour of love on the part of the sender and a source of extreme satisfaction to the receiver. Please don't delay.

The Patriot is quite jubilant over the outcome of the West Queens election case. It is not unlikely that our contemporary has good reason to rejoice because its friend Mr. D. A. McKinnon escaped the ordeal of the courts. Had he not, through a legal technicality, evaded trial he might not have fared any better than his friend, Mr. Bruce of Murray Harbor. Of course, everyone is entitled to be considered legally innocent until proved guilty; but the innocent usually do not shirk investigation.

As announced in our last issue, the convention for choosing a Grit candidate for West Queen's resulted in the choice of Mr. Farquharson by a sweeping majority. But it appears that the antagonism between the rival candidates has not yet died out and that the troubled waters are still in need of a judicious application of political oil. Mr. Hazard, we are informed, still receives his adhesion and declines to accept as final a result, in his estimation brought about by sharp practice. Nor have the rival organs of the respective factions quite buried the hatchet. The Patriot and Guardian are still snarling at one another somewhat after the style of the controversy between the kettle and the pot as to which of them was black. Whether or not the smouldering embers will die out or will blaze up again we of course cannot tell.

The Murray Harbor Election Case.

The Murray Harbor election trial of McKinnon against Bruce was concluded at Georgetown on Thursday last, when Mr. Justice Hodgson gave judgment against Bruce, with costs, and declared McKinnon entitled to the seat. After congratulating the parties and all connected with the trial upon the termination of the long pending enquiry, he stated that all election enquiries under the local statutes outside of the question of disqualification and enquiries relating to corrupt practices were simply a scrutiny of the votes polled. Three classes of votes could be struck off: (1) The votes of those who had not the required property qualification; (2) Those who had voted in the wrong polling division; and (3) Those who had been guilty of corrupt practices, such as "treating." These last had not only their votes struck off but they were disqualified from voting for eight years, and during that time were unable to hold any office under the crown, unless they came within Sub. Sec. 2 of Sec. 115 of 51 Vic. Chap. 1, when it appeared that there had been no corrupt intention and that they had been guilty of a technical breach of the law only. In his Lordship's opinion the Legislature intended absolutely to prohibit the giving of liquor to electors on the polling day. There were three classes of cases with which he had to deal. The first resembled that of Oswald Campbell. He and two other electors bought a bottle of whiskey and drank it themselves. This drinking (the selling was of course a violation of the C. T. Act) was not contrary to any law. The second class like Davy, who after the poll closed bought a bottle of whiskey (also in violation of the C. T. Act) and on his way home took two men into his sleigh and treated them. Davy would lose his vote but it was impossible to say that such an act did influence or was intended to influence the electors so that there would be no disqualification. The third class resembled that of Cartney McLure, to whose possession several cases of whiskey procured in Charlottetown were traced and who not only treated electors on election day but gave three bottles to an elector to treat people at the polls, which he unquestionably did. On Declaration Day, the Sheriff allowed Bruce 335 votes and McKinnon 333 votes and declared

Bruce elected by a majority of 2. But Judge Hodgson, on the scrutiny, disallowed the votes of James W. Livingstone, Donald B. McPherson, James Hume and W. F. Burke, which were cast for Bruce, upon the ground that they had no qualification, and directed their votes to be struck off the poll-books. The Judge struck off the votes of the following persons who voted for Bruce, upon the ground that they had treated other electors on the polling day: Malcolm McLeod, Milltown; John Lemon, Montague Bridge; John Singleton, Peter's Road; Lauchlin McFadyen, Peter's Road; Allan McDonald, Valleyfield; Charles Barnes Murray River; Benjamin Davy, Commercial Cross; Joseph Kennedy, Montague Bridge; Murdoch N. Nichol, Commercial Cross and Daniel McLean, Milltown. Inasmuch as these parties were only guilty of a technical breach of the law, their cases came within the saving clause of the law and would only lose their votes and would not be reported for disqualification. He also struck off the votes of the following electors who voted for Bruce and whom he found guilty of corrupt practices, viz: Donald McDonald, Caledonia; William McLean, Glen Martin; George Connors, Alton; William Lemon, Montague Bridge; Norman McDonald, Commercial Cross; Cartney McLure; Murray River; Gavin McLeod, Murray River; and in addition they would be reported for disqualification from voting and holding office for the next eight years. The Judge disallowed the vote of Howard Buchanan, cast for Bruce, who voted in the wrong polling district. In the result the Court found that McKinnon had 333 votes and Bruce 312 and declared that McKinnon was entitled to the seat.

We have already published the greater part of the evidence given in this trial and our readers will remember the scandalous condition of things disclosed by the bribery and corruption; of treating and booting were of an appalling character. Barrels of whiskey and whips of money were brought into the district for the purpose of influencing voters to support the Government candidate. So utterly hopeless was the case of Mr. Bruce that he did not attempt to produce any evidence in his own behalf and it is not impossible that he saved himself from personal disqualification in consequence of his inability, through illness (according to medical certificates) to attend at court. This is the only one of our Grit friends returned at the last election that has been brought before the courts; this is the only case in which the methods of our opponents have been investigated, and the result has been disastrous. It is not likely that the case in any way exceptional or that others of our opponents would have fared any better had they been brought before the courts.

Western Train Arrangements. A meeting was held at Tignish on Thursday last, for the purpose of discussing the matter of better train arrangements between Tignish and the eastern part of the Island. Edward Hackett, Esq., M. P., was called to the chair, and Mr. F. J. Buote acted as Secretary. The following resolution was moved by Dr. Morphy: Whereas, no system of train arrangements which does not put this end of the Province into connection with inter-provincial communication can be satisfactory to the people; and Whereas, modifications of running schedules should only be made when absolutely necessary, and then in strict conformity with the above-named principle; Therefore Resolved, That the electors of West Prince in public meeting convened, do hereby protest against the present altogether unsatisfactory, unjust and preposterous time table under which our train services west of Summerside are operated, and call upon the Superintendent of the road to remedy it at once. Mr. Benj. Gallant, M. L. A., in seconding the resolution said that though he could not concern with the entire wording of the resolution, thinking it rather strong, he believed the western part of the Island was not fairly treated. We should have the same privileges as the people of the eastern end of the Island. The western end of the road he believed carried more freight than the eastern end, and should receive better treatment. He said that the morning train from Tignish should be an express, and the evening train a freight. Mr. A. J. McFadyen in referring to the unsatisfactory train arrangements made in West Prince, and in providing for proper service. He believed that the benefits of the Railway were given to the central portion of the Province which he said contributed but little to the Railway. He moved the following resolution: Whereas, the train accommodation accorded to West Prince is altogether inadequate to the needs of a country, and little if any improvement on that afforded at the opening of the road a quarter of a century ago, and whereas one single train per day for this large and prosperous section of the country is in no wise calculated to encourage traffic for the road itself since traffic only flows proper facilities; and whereas such facilities are not provided by operating two trains in winter, therefore resolved, that this meeting of the electors of this West Prince, do hereby urge upon the Minister of Railways, Hon. W. L. Aitken, the necessity of running two trains in winter as well as in summer over this best paying section of our railway; and further resolved, that the representatives in the Senate and House of Commons be requested to urge upon the Railway Department of Canada until granted these altogether necessary improvements. The resolution was seconded by Rev. D. McDonald, who endorsed the expressions of the previous speakers. He referred to the irregularity of the mails, which was a great cause of regret, and that we have a right to better accommodation. Mr. D. B. McLellan moved the following resolution: Whereas, in the opinion of this meeting the only natural route for communication between this Province and the mainland is at the Capes; and Whereas proper pier facilities have not been provided at Charlottetown;

Point on the Island side up to the present time;

And Whereas the Summerside-Cape Tormentine route is a better and more practicable in winter, be it therefore resolved, That this meeting of the people of Prince County call upon the Government to despatch at an early date the steamer Stanley to Summerside, so that they may be in readiness at the close of the summer navigation, to give the Summerside-Cape Tormentine route a fair and honest trial with a view to the proper demonstration of the Capes route as a permanent short and easy means of carrying on "uninterrupted communication" as promised in the Act of Confederation.

Mr. James E. Birch seconded the resolution. He believed that the railway matters the winter communication question was the most important. The test was whether the route established, the same was not here he said to be interrupted communication, but to impress upon them the necessity of our claim. The following committee was appointed for the purpose of furnishing the subject of the meeting, and if necessary to proceed to Montreal or Ottawa to press the claims of the West Prince, Rev. A. E. Burke and Capt. Jos. Read. Hon. Senator Yeo would like to see better train accommodation if such were possible. He is entitled to more than one train during winter. He was not satisfied that a fair trial had been made on the Summerside-Tormentine route last winter its feasibility would have possibly been proven. He hoped that the Stanley being mentioned in the committee appointed would do something to redress these grievances. Mr. G. A. Sharp was next called upon to express his views on the subject. He was asked to express his opinion on the subject of the meeting, and if necessary to proceed to Montreal or Ottawa to press the claims of the West Prince, Rev. A. E. Burke and Capt. Jos. Read. Hon. Senator Yeo would like to see better train accommodation if such were possible. He is entitled to more than one train during winter. He was not satisfied that a fair trial had been made on the Summerside-Tormentine route last winter its feasibility would have possibly been proven. He hoped that the Stanley being mentioned in the committee appointed would do something to redress these grievances.

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At Glenfann, on the 28th ult., Ellen, wife of Jas. A. McDonald, in the 70th year of her age. May she rest in peace. Boston and San Francisco papers please copy.

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The Herald's Scoop-Net.

CONDUCTED BY TOM A. HAWKE. A TALK WITH THE CHILDREN.

(For children over 7 and childish old boys.) DEAR CHILDREN—As it is only right that you should not be overlooked in the general hurly-burly of this wonderful and turbulent 20th century, I feel that it incumbent on me to devote a little of my spare time in an attempt to amuse and at the same time perhaps to instruct you on some of the wonderful and yet very common place things we see around us. With this object in view, I have secured the services of a great artist, whose pictures will greatly enhance the interest which I am sure you will all show in my little lessons. Here we have our first illustration. What is it?

Why, it is a ferry-boat! This is the good ship "Southport," which plies upon the placid bosom of the Hillsborough, keeping up communication between West River and the great metropolis of Charlottetown. Is the Southport a safe boat to travel on? No! the Southport is not considered a safe boat to travel on. "Why is not the Southport safe?" I think I hear some childish asking. The reason is because she has not been inspected for many years. The Government will not have her inspected. It would cost too much money, and they would rather run the risk of drowning a few innocent people than do so. The Government spent so much money on elections that they have none to spare on old ferry-boats. It would be a terrible thing should the bottom drop out of the ferry-boat some day. If it does, then the bottom will drop out of the Government. When you grow up, little boys, do not vote for a bad government.

Our next illustration is taken from the work of one of the old masters. It is the Lion and the Unicorn. They are generally represented as fighting for the Crown. It is not so, however in this instance. They have grown tired of fighting and are having a rest. This is a very inspiring and timely illustration at the present juncture. See the stern and dominant expression in the Lion's countenance. Note if your eyesight is good how he keeps his eye upon the Unicorn. As I before remarked this is indeed a very timely sketch, for does it not show just how affairs stand at present in South Africa? The Lion, representing the British is tired of chasing the Boers and is taking a short rest. The Boers, represented by the Unicorn, are also tired of getting chased and have got off at a safe distance and are also resting on their case. (N. B.—The Boers are out of sight.) The Unicorn is not looking out for the Lion, therefore the Lion will suddenly pounce upon him and crush him. Some people in the Union are a sarcastic grin at this modern interpretation of this fine old picture, but there will always be mockers and scoffers. This illustration is called the "Coast of Arms." The artist who drew it used only to wear a waistcoat, but after he sold the picture he bought a coat and was so well pleased with his investment that he named the picture the "Coast of Arms."

Here we have the picture of a dog. This is a good dog, as you will observe by the first glance at his noble open countenance. The dog is a very faithful and sagacious animal according to all accounts and in these qualities is sometimes head and shoulders over his long-legged friends of the human family. Too much cannot be said in praise of the dog, although they often keep his awake at night with their howling. But we are all liable to raise a howl at times. For instance see how the Guardian and the Patriot have been howling at each other.

Now we come to a fine picture of a schooner. Those of my young friends who live near the shore will at once recognize this craft, and will understand that it is not trying to feel them by saying it is a battleship. It is a plain humble schooner, and in drawing it our artist has excelled himself. A good schooner is about as fast as a craft as any that carries cargo. If Sir Thomas Lipson had only used a schooner to try for the Cup—he might not have

won it; for as the old proverb says, "there's many a slip 'twixt the Cup and the Lip." This proverb was probably meant as a prophecy regarding the International yacht races the word Lip being an abbreviation of Lipton. Schooners are the most common sailing craft that are used now and they are