

THE HERALD

WEDNESDAY, OCT. 29, 1913.

SUBSCRIPTION—\$1.00 A YEAR.

TO THE UNITED STATES \$1.50

PUBLISHED EVERY WEDNESDAY

AT 81 QUEEN STREET,

CHARLOTTETOWN, P. E. ISLAND.

JAMES MCISAAC,
Editor & ProprietorPlease Send In Your Sub-
scriptions.

New Liberal Platform.

Sir Wilfrid Laurier, in a speech at Joliette, Quebec, on the 18th inst, announced that the Liberal party were about to present a new programme; to construct a new platform. The Leader of the Opposition does not appear to have presented the new programme in concrete form; but he declared that its first item proclaimed the necessity of reducing the tariff, so as to cut down the high cost of living.

The tariff just now is about the same as it was when the Liberals went out of power, two years ago. It is about the same as it was during the fifteen years Laurier and his party held office. During Sir Wilfrid's fifteen years of Premiership, his Government made no material reduction in the tariff. But when he was leading the opposition previous to 1896 Laurier with his party proclaimed from the house tops, in season and out of season, that his party were a free-trade party and that whenever they gained power, every vestige of protection would be wiped out. Free trade, as it is in England was the tariff system they would inaugurate when they assumed office. This was the shibboleth of Laurier and his followers during the election campaign of 1896. But as soon as they got into office they forgot all their promises and whatever increases they made in the tariff, they did not reduce it.

The contradiction of their preaching in opposition, by their conduct during fifteen years of office, establishes the insincerity and notorious deception of Laurier and his friends. This insincerity and deception are not confined to the tariff question, by any means; but are manifested in all their ministerial conduct.

It is quite useless for Laurier to attempt, at this stage, to throw dust in the eyes of the people as to his attitude regarding the tariff. His insincerity in this connection has been made manifest since the Borden Government assumed power, as well as during his own whole term of office. It will be remembered that the present Government, during their first session, introduced and passed through the Commons a bill creating a tariff commission. This bill had for its object to find out all about tariff matters in all parts of Canada, with a view to adjustments wherever found necessary. Laurier and his followers in the House of Commons opposed this reasonable and sane legislative measure, and Laurier's majority defeated it in the Senate.

In the face of such conduct, in and out of office, it is altogether too much for Sir Wilfrid to expect that any number of sane, sensible people in Canada will give any serious attention to his vaporing about tariff reduction at the present time. Laurier's declarations in opposition, as contrasted with his conduct in office, seem to be on a par with the varying attitude attributed to the devil, when he is well, in contradistinction to what it is when he is sick.

Sir Wilfrid declares that the second plank of the new Liberal platform is the construction of more railways. Let us see how these two planks fit into one another. Railways cost a lot of money, and those

under contract just now will require all the money the Government can reasonably expend in this connection. This being so with a buoyant revenue under the present tariff, what would be the consequence if this branch of expenditure were increased and the revenue decreased by lowering the tariff? Those two planks do not seem to hang together very well. Increased railway construction means increased expenditure; but increased expenditure with a decreased revenue under a reduced tariff, means a piling up of the public debt. Is that the kind of policy Sir Wilfrid would like to inaugurate?

Laurier's political policy is, and has been, similar to the policy pursued by Barnum in the circus business; it is a policy of humbug. He succeeded in humbugging the Canadian public for a very considerable length of time; but he can scarcely do it any longer.

The Loss of The Volturno.

The Secretary of The Imperial Merchant Service Guild in London, writing about the Volturno disaster, among other things says: This terrible "Volturno" affair has awakened my memory. I have referred to the report of the Merchant Shipping Advisory Committee with a view to looking up the Reservation to the report of the representative of the Guild on the Committee, Captain G. N. Hampson. From this Reservation I now quote the following extract:

"It has been urged as against carrying sufficient boat capacity for the whole of those on board a ship, both crew and passengers, that it would be impossible to provide this in the case of vessels carrying a great number of passengers. But I do not think that the difficulties are so great as could not be surmounted. In connection with this point it is an essential feature that the danger of fire has only been casually mentioned and not considered. It is not referred to in any way in the report. There is not a shadow of doubt that the present regulations and appliances for extinguishing fires on merchant ships are miserably inadequate and inefficient. In large passenger-carrying ships having bunkers fitted to carry thousands of tons of coal, it is clear that if a fire broke out in such bunkers, they might become a fiery furnace within a very short space of time and a holocaust would be the result. It is in a case of fire that boarding capacity for every soul on board would be necessary, and this is a matter which requires urgent consideration."

What more grim substantiation of this than the loss of the "Volturno" and the sacrifice of life it has entailed? I do not for one moment suggest any unfitness, inefficiency, or unseaworthiness in connection with the "Volturno". The reputation of the owners would, in itself, forbid this. Everything will, I presume, be fully and officially investigated, when no doubt those responsible for the safety of the steamer and the lives which she carried will be completely vindicated.

Yet here we have another object lesson of a grave danger, apart, shall we say, from icebergs, against which the utmost precautions are necessary on any ship, whether she be a "liner" or an ordinary cargo "tramp", where the lives on board are just as precious.

I have reason to believe that the Board of Trade have, for some time, had this matter under their most careful consideration, and, moreover, have called in the aid of the Merchant Shipping Advisory Committee with all its expert and first-hand knowledge

with the express object of ensuring proper precautions against the awful peril of fire at sea. Of course, one knows of certain shipping companies who usually go far beyond official requirements where the safety of their ships is concerned. But there is no doubt about the necessity for a thorough revision of the official requirements as they now stand as regards coping with fires on shipboard, and amidst all the tragedy of this case of the "Volturno" it will perhaps quicken public interest in a very vital matter.

Borden at Quebec.

Premier Borden was tendered a most enthusiastic reception at the banquet tendered him in the Chateau Frontenac in the city of Quebec on Wednesday evening last. There were 400 guests. The banquet was non political and members of both parties united in the grand ovation to Canada's Prime Minister. The Mayor of Quebec presided and presented a complimentary address to Mr. Borden. In his reply to the address Hon. Premier Borden spoke of Quebec's unrivalled position as the portal of the greatest inland waterway in the world; its commanding position at the head of the Gulf of the St. Lawrence, and referred to the tremendous possibilities in store for such a place, with its harbor fully developed and equipped. In his opinion Quebec could become second to no port in the world. It was the intention of the Government, he said, to continue and extend the harbor developments and improvements now going on. Speeches were also made by Hon. Messrs. Pelletier, Hazen, Sevigny and others. On the following day the Premier, accompanied by the members named, and the harbor commissioners and many others, made a tour of the harbor, and afterwards laid the corner stone of the new shops of the Transcontinental at St. Malo, and also the corner stone of the St. Charles Dock. All these functions were carried out with due ceremony and appropriate speeches were made by the Premier, other Cabinet Ministers, members of Parliament and others.

The Presidential and congressional elections were held in Mexico on Sunday last. The returns, so far as the Presidential election is concerned, seem to indicate that a sufficient number of votes were not cast to constitute a legal choice for the office. It is reported that of 80,000 eligible voters in the Republic, only about 10,000 went to the polls. So far as the vote went, it is claimed the Catholic candidates for President and Vice President had a long lead. These candidates were, respectively, Gamboa and Rascon.

Representation from the Maritime Provinces in the Federal House was discussed at Ottawa on Monday by Provincial Premiers behind closed doors. No conclusion was reached as to arguments put forth by the delegations from New Brunswick, Nova Scotia and Prince Edward Island. Premier Flemming of New Brunswick moved, seconded by Premier Matheson, of Prince Edward Island, asking the adoption of the following resolution. "That in the opinion of the Conference the representation granted to the Maritime Provinces at the time of Confederation should be restored and made irrevocable. Arguments were advanced setting forth the case that the Maritime Provinces had 40 members at the time of Confederation, whereas now they had but 35. It was claimed that a hardship was being inflicted on the Provinces affected which was not intended, whatever the constitu-

tional clause governing the question might be. It is understood the arguments failed to get the support expected, although sympathy was expressed by the other representatives. Yesterday the question of Provincial subsidies was discussed.

Appalling Death List In Dawson.

Dawson, N. M., Oct. 23.—Two hundred and forty seven miners are believed to be dead tonight beneath tons of fallen earth, timber, coal and rocks in the cuts and rooms of Stag Canyon mine No. 2 of the Stag Canyon Fuel Company here. Hundreds of miners, working in shifts of fifteen each, are slowly forcing their way through the rooms and entries, fighting against dangers of gas and a fire which started in an adjoining mine and which threatened to reach the space in which the entombed men were trapped.

Only twenty-three men were taken from the mine alive. At 6:15 tonight the first miner to be rescued alive within 12 hours was taken from the main entry. He was found unconscious near a mule which early in the evening had been found alive.

Dawson, New Mexico, Oct. 23.—Of the twenty-two miners rescued alive up to 1:30 this afternoon, the greater number were seriously injured. Many had been frightfully mangled by the explosion. Nearly all were sickened by the poisonous gases they had inhaled.

It was stated that the ventilating fan was not started until four hours after the explosion, and that in the meantime the gas probably had penetrated every part of the workings. Little hope was expressed by the leaders of the rescue parties that any of the men still in the mine have survived.

William McDermott, general superintendent of the mine, had not been found. He was among the men still entombed. The work of penetrating into the ruined workings was progressing in the face of enormous difficulties. The tunnels leading into No. 2 from neighboring mines were blocked and all work had to be done through the main entrance.

Stange Canon No. 2 is not a shaft mine, but is entered through a tunnel driven into the face of the mountain. Most of the men thus far rescued, and nearly all the bodies, have been found in this tunnel, comparatively near the entrance. The men still missing are at least 3,000 feet from the entrance.

Rescuers equipped with oxygen helmets and relieving each other at short shifts are forcing their way foot by foot, often being compelled to halt for hours while fallen rock and coal is removed. No prediction is made as to how long it will take to penetrate the innermost recesses of the mine.

Harrowing scenes were witnessed at the rescue camps and around the mouth of the tunnel. The injured men were made as comfortable as possible, and those least seriously hurt were removed to their homes. Long lines of coffins awaited the dead, but for the present little effort was made to bring out bodies, all efforts being concentrated in the effort to reach survivors in the smoking pit.

Hundreds of women and children, sleepless since yesterday, gathered about the mine entrance waiting, most of them in silence, the discovery of their husbands, sons or sweethearts, dead or alive. Industry in the town and the surrounding coal camps is practically at a standstill.

Heavy Sentences For The Nanaimo Rioters.

Vancouver, B.C. Oct. 23.—Judge Hewey today passed sentences on more than two score Nanaimo rioters. The maximum sentence was two years. Many union officers will spend the next year in jail.

Three men and two boys were sentenced to serve two years in the penitentiary; twenty-three were given imprisonment for one year and were fined \$100 each, and eleven were sent to jail for three months and will have to pay a fine of \$50 each. All sentences dating from the time of arrest.

Those sentenced to serve two years were:

J. J. Taylor, vice president of the British Columbia Federation of Labor and vice-president of the Laidsmith local of the United Mine Workers of America; Samue

Guthrie, president of the Laidsmith Union; Paul Desconink, a leader and two boys, John Morgan, son of a prominent miner foreman who was also given a jail term; and William Simpson, Jr., son of a mine contractor.

Taylor and Guthrie pleaded guilty to have taken part in the disturbances and gave as their excuse that they headed processions of the union miners which led to disturbing the peace.

A sentence of one year in jail and \$100 fine was imposed upon Allsopp, J. H. Armstrong, Carl Axelson, E. P. Saugman, William Baul, George Baul, George Baumgartner, Samuel Brightman, James Colley, Robert Gossar, Peter Galuska, H. H. Langdon, Duncan McKenzie, Secretary of the Laidsmith union; Jos. Mairs, Jr. James Marshall Charles Mortimer, Steve Merus, Steve Puyanich, George Porter, William Stackhouse, formerly a lieutenant in the United States army, and a prominent business man of Ladysmith; Martin Stogor, James Wallace, Robert Walkin Shaw and Charles Yogle.

Baul served last year on the Ladysmith city Council and had for years been closely identified with public movements. He declared in his defence that he had not been out of the house at the time he was accused of taking part in the disturbances.

In connection with those sentenced for participating in the riot, George Pettigrow, International board member and organizer of the United Mine Workers of America, and Walter Nelson, a miner, were found guilty of intimidating John Weeks, a mine boss and were sentenced to serve two months in jail.

Four Hours In Niagara.

Niagara Falls, N. Y. Oct. 23.—Over four hours in the grasp of the whirl-pool in a small motor boat, Peter W. Langaard, of Detroit, was rescued at eight o'clock tonight more dead than a alive. He was taken to a hotel on the Canadian side, where it was said he would be all right in twenty-four hours, although his nerves were badly shattered by the ordeal through which he passed. Langaard made the trip through the Whirlpool Rapids from the Maid of the Mist landing on the Canadian side of the whirlpool to furnish the subject for a moving picture film. The trip had been made several times before without mishap.

Langaard navigated the rapids safely, but when he swung into the whirlpool driftwood clogged the propeller of his boat and he was powerless to bring the craft out of the centre of the vortex. For nearly three hours he endeavored to clear the propeller by leaning over the stern of the boat, but the driftwood was so tightly jammed between the flanges and the hull that he could not remove it and the careening of the boat when it was sucked into the very center of the whirlpool made it necessary for him to devote nearly all his efforts to keep it from overturning.

Shortly before eight o'clock Fred Preston, of Niagara Falls, Ont. volunteered to swim out with a life line attached to his waist. Langaard by this time was exhausted and lay still in the bottom of the boat, which bobbed around the vortex like a cork.

Aided by instructions called out by Preston the boat was finally maneuvered out of the danger zone, and was slowly drawn ashore. Preston was given a great ovation by the crowd.

Four Drowned.

Sydney, Oct. 22.—The Newfoundland schooner Annie Roberts was sunk in collision with the Dominion Coal Company's channel steamer Wabana in the harbor here at seven o'clock tonight and four of the crew probably drowned. Only one man escaped.

The missing men are: John Bovill, John Franier, Arthur Coffin and John McDonald.

According to the steamer's account the schooner, as far as could be found out by her lights, was steering a rather erratic course and when it was seen that a collision was imminent, the steamer slowed down and finally came to a stop. The schooner, however, carried forward probably by the tide, crashed into the steamer, hitting her a powerful blow in the stern. The schooner must have sunk at once, as she was not seen again.

The steamer's boats were immediately launched, but only one of the crew, John S. Bennett, was rescued. It is supposed that the others went down with the

schooner. The Wabana, which was bound to St. John, N. B., with 7000 tons of coal, put back to port but will probably sail to night again.

New Haven Ry Directors In Controversy.

New Haven, Conn. Oct. 22.—Opposition to commending the board of directors for its acts, was the chief cause of the protracted annual meeting of the stockholders of the New York, New Haven and Hartford Railroad Company, held here today with president Howard Elliott presiding. After more than two hours debate, which at all times was very lively, that part of the first item of business which read: "To approve the acts and recommendations of the Board of directors," was stricken out, and the proceedings then progressed with little further controversy.

The annual report for the year ending June 30 last was adopted by a stock vote of 1,003,369 to 10,193. The changes in the by-laws were adopted without a dissenting vote, and a board of directors was chosen by votes ranging from 994,734 for William Rockefeller to 1,013,562 for Howard Elliott, with President Hadley, of Yale University, third with 1,013,524.

The chief change in the by-laws was that creating the office of chairman of the board of directors, which in effect gives each of the subsidiary properties of the New Haven system its own president and directorate with Mr. Elliott chairman of the board of directors to direct the policies of the whole system, while the properties themselves are each under its own executive.

In accord with the change in the by-laws, the directors later met, when Mr. Elliott resigned as president of the New York, New Haven and Hartford Railroad, to become chairman of the board, and Vice president J. H. Hustie was elected president of the road. Several new names were added to the board of directors, which has a membership of twenty-seven, fourteen of whom are residents of Connecticut. Those elected from the existing board were: William Rockefeller, C. F. Bowker, Edwin Miller, William Skinner, D. Newson Barney, R. W. Taft, J. S. Eilon, J. S. Hemingway, A. H. Robertson, F. F. Bonister, H. K. McIlharg, J. L. Billard, D. F. Baker, F. D. Gayler, Edward Milligan, F. T. Maxwell, Samuel Lee, Laurence Minot, M. F. Plant, J. P. Morgan, Howard Elliott, Arthur T. Hadley and Murray W. Crane, while the new men are J. H. Hustie, John T. Pratt, of New York; James L. Bickard, of New London; Bay, Queen's County, of New London; and G. L. Stone, of Brookline, Mass. The two latter take the places of Messrs. Vail and O'Connell, who recently resigned to avoid an interlocking directorship with the Boston and Maine R. R.

Oyster Culture.

Notice of Application for Oyster Leases in—
St. Peter's Bay, King's County.
Powell Bay, Queen's County.
New London Bay, Queen's County.
Oyster Cove, Prince County.
Indian River, Prince County.
Shipyard River, Prince County.
Tryon River, Prince County.

Applications on the regular printed forms will be received by the undersigned for the lease of bottom for Oyster Culture in the above mentioned waters up to and on the first day of November next.

Each application will be required to be accompanied by cash, certified cheque or P.O. Order for three dollars, to pay cost of drawing duplicate lease and registering same.

Copies of plans, application forms, form of lease and leasing regulations are deposited and may be inspected at the following places—

Office of the Provincial Secretary, Charlottetown.
Store of McKen & Co. St. Peter's Bay.

Store of H. D. McEwen, Morrell.

Store of Harry Cox, Morrell.

Store of A. J. McLeod, Stanley Bridge.

Store of Weir & Fyfe, Stanley Bridge.

Store of James Kennedy, Kensington.

Leslie McNeill at store of P. McNatt & Sons, Malpeque.

Phonographic Office, Summerside.

Office of Hon. James McNeill, Summerside.

R. Bowell at store of Wright Bros, Victoria.

Office of M. C. Delaney, North Tryon.

A. A. Moore, Road Master, Powell.

ARTHUR NEWBURY.

Asst. Provincial Secretary.

28th Sept. 1913.

Oct. 1st 1914.

Proposed Government Buildings, Ottawa, Ont.

EXTENSION OF TIME

NOTICE is hereby given that the time for the reception of designs in the first competition for the erection of Departmental and Court Buildings, is extended for three months to Thursday, April 2nd, 1914.

By order,
R. G. DESBROCHERS,
Secretary.

Department of Public Works,
—40657—
Ottawa, October 28, 1913.
Oct. 29, 1913—31

THE GREAT EXHIBIT OF
New Autumn Millinery
Still Continues Here.

Certainly the most interesting display ever offered here.

If you have not been in, be sure to make it a point to come today or tomorrow.

New Untrimmed Hats
New Trimming Materials
New Children's Millinery
New Trimmed Models

See the Wonderful Showing of Suits,
Coats, Dresses

This great department is now offering you the largest assortment of handsome new garments ever gathered by one store in P. E. Island.

Ladies' Coats \$5.50 to 40.00

Ladies' Suits \$10.00 to 30.00

Dresses to \$50.00 each

FURS OF ALL KINDS

Moore & McLeod

The Millinery People.

ADVERTISEMENT OF THE
Live Stock Breeders'
Associations
Of Prince Edward Island

The following Pure Bred Stock are offered for sale:

- 2 Clydesdale stallions.
- 2 Clydesdale Mares and Colts.
- 8 Ayrshire bulls and bull calves.
- 4 Holstein bulls and bull calves.
- 2 Jersey bulls and bull calves.
- 6 Shorthorn bulls and bull calves.
- 11 Pure Bred Boars.
- 13 Shropshire Rams and Ewes.
- 6 Southdown Rams and Ewes.
- 4 Hampshire Ewes.
- 4 Oxford Rams.

For full information write the Department of Agriculture, Charlottetown.

October 29th, 1913—4f.

1913-1914

Educational Books

Carter's Bookstore

As usual has a full line of

Educational Books

Including the Newly Authorized Text Books for School and College, all School and College Books sold by us at Publishers' Prices.

Wholesale & Retail

An Immense Stock of Scribblers, Note Books, Exercise Books, Muscular Movement Pads, Pens, Inks, Blotting Paper, Rules, Erasers, Examination Pads and Paper, Foolscap, Note Paper, Envelopes, Penholders, Lead Pencils, Account Paper, Fountain Pens, Fountain Pen Ink, Maps, School Slates, Slate Pencils, Pencil Boxes, Compasses, Protectors Eye Shades, Mucilage, Rubber Bands, Pen and Pencil Clips, Paper Knives, School Bags, etc., etc.

Carter's "Easy Writer" Fountain Pen for \$1.25 is the Biggest Value on the Market (ask to see them.)

CARTER & CO., Ltd.

CHARLOTTETOWN.

Sept 3rd, 1913