

## THE HERALD

WEDNESDAY, JUNE 29th, 1904.

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

The Ottawa correspondent of the St. John Sun, writing to his paper under date of the 18th inst., devotes considerable space to the discussion of the Fishery Award raised by Mr. Lefurgey. Mr. Lefurgey questioned the Minister of Marine and Fisheries very sharply about every phase of the question, but the Minister had very little information to give. This paragraph of the correspondent's letter will be of special interest to the electors of this Province: "When pushed into a corner by Mr. Lefurgey as to whether an arbitration is to be held to decide the share of the fisheries award which each province is to obtain, Hon. Mr. Prefontaine went flatly back on the statement of the premier of Prince Edward Island, and assured the house that while there had been some negotiations on the subject nothing had been done. Mr. Hackett pressed the matter still further home, but the minister adhered to his statement that while there had been negotiations since 1899 no conclusion had been arrived at. Mr. Lefurgey then asked if the taking of this money out of the hands of the Dominion Government would not annul the payment of the bounties to the fishermen. But Hon. Mr. Prefontaine replied that he was not prepared to make any statement whatever until the matter was settled or agreed upon." According to this, Mr. Peters is deliberately humbugging the people by his story that the question was relegated to the Privy Council. Is he not?

## What Parliament is Doing.

In Parliament during the past week, a number of private and Government bills were considered. Two private bills, offered by Conservatives in the public interest, were defeated on straight party votes. One was a measure to assure all positions as masters and mates on lake vessels to British subjects. The United States so protects its citizens; but on this side of the line the American has as free a hand as the Canadian. The other ordinance was to make the railways keep watchmen on all crossings in towns or villages where the speed of trains is excessive and likely to endanger life.

In supply the opposition were able to show that the Minister of Marine and Fisheries had been disposing of the property of the land to favorites at prices far below their true valuation. Several scandals of this nature were ventilated. The Minister, responsible for this sort of thing, was unable to give any information as to the reason for so treating the property of those he represents in his official capacity.

The Dundonald-Fisher incident was brought up by the leader of the opposition, who declared by resolution that the Government had no right to allow the Militia to be made a camping ground for politicians. It was shown that the Minister of Agriculture had not only interfered with the proper carrying out of the plans of the General Officer Commanding for the improvement of the force, but that he misrepresented the facts of the case in the House of Commons, by reading a statement which was at variance with remarks made by him on the same day at a later stage of the recent debate on the question. The Liberals declared that the expulsion of Lord Dundonald from the command of the Militia was a proper proceeding and that Mr. Fisher had done right in meddling in the work of the most competent officer that has ever commanded the Canadian forces.

The millions in surpluses that have been taken from the pockets of the electors since 1896 have not resulted in the reduction of the national debt, but they have enabled the ministers to enjoy themselves. The report of the Auditor General, for the year 1902-03, shows that six members of the cabinet disposed of the enormous sum of \$203,399 for travelling expenses, railway fares, cab hire, tips, and sundries. The ministers in question got rid of \$7,477 for personal travelling expenses. For fares they paid out of the treasury \$475; for cab hire \$1,061; and for sundries \$45,60. The Labor Department spent for travelling expenses \$3,891; the Justice Department for travelling

expenses \$4,658; and for cab hire \$166; the Department of Marine and Fisheries for travelling expenses \$8,473; the Department of Militia for travelling expenses \$7,842 and for cab hire \$139; the Department of Indian Affairs for travelling expenses \$827, for cab hire \$365 and for tips \$40 and the Department of Agriculture's bill for travelling expenses was \$28,055. The habit of Government employees giving tips on trains and in steamers, amounting in many cases to dollars, is becoming a common practice within the last few years. Sir John Macdonald was abused for the best part of a day by the Liberals because in the last days of his service to the country he sometimes took a cab. But those protests have all been forgotten and in the days of large surpluses \$203,399 for the personal needs of the opulent and earstwhile economists is considered nothing. The farmers and workmen who are able to take cabs to and from their meals and hand over to a porter the best part of their week's earnings in the shape of a tip will sympathize with the men who are for making the surpluses go as fast as the tax-payers can pay them into the treasury.

## Our Ottawa Letter.

"It is for the people to decide. Let them determine whether Canada shall have a Government owned railway or a railway owned Government." Mr. R. L. Borden, announcing the Conservative policy of Government railway ownership.

## THE WEEK IN PARLIAMENT.

The decision of the Government to dismiss Lord Dundonald, because of his fearless exposure of the interference of Hon. Sydney Fisher in the appointment of officers of the militia, was the event of the week in Parliament. This means that the Liberals have determined to make the militia another cog in the wheel of machine government. The result will be the removal of the most competent man who has ever presided over the Canadian forces.

Mr. R. L. Borden asked that all the papers in connection with the case be laid on the table of the House. To this Sir Wilfrid Laurier gave an evasive answer. The Premier was then informed that in case the documents were not all produced, the opposition would take steps to supply any that may be missing. It was clearly the Premier's intention to produce only such letters as might place Lord Dundonald in a hole. The Conservatives, however, profiting by the concealment of the Grand Trunk Pacific documents until such time as it suited the purpose of the Government to make their contents public, made their position clear. It is not a happy situation when the word of the Prime Minister cannot be accepted in good faith by his opponents, but Sir Wilfrid by his equivocations has brought about this state of affairs.

The budget debate was closed. The Government supporters spoke in favor of free trade or protection, the only excuse required being the leaning their constituents might have one way or the other. The Conservative leader pointed out the many defects in the Liberal platform, which his opportunism through and through. His arguments were consistently supported by Messrs. Broder, Armstrong, Kemp, Wilson and Donnelly. An earnest plea was made by all for a policy of "Canada for Canadians." An amendment to that effect moved by Mr. Borden was voted down by a straight Liberal majority. Some progress was made in supply, and Mr. Fisher's bill to regulate the sale of seeds was considered.

## WHO KNIFE DUNDONALD.

(With apologies to Cock Robin and the Sparrow—but not to Sydney.)

Who knifed Dundonald?  
"I," said little Sydney.  
"Men of my kidney—  
(Who play all the tricks  
Of peanut politics)—  
"Know what's etiquette!  
I did—without regret—  
I knifed Dundonald!"

Who misused Dundonald?  
"I," said the Premier?  
Call him a "Foreigner."  
Then again, "a stranger,"  
Because I scented danger;  
And I stand by Fisher,  
For Sydney's my well-wisher:  
I misused Dundonald!"

Who backed Dundonald?  
"Not I—Sir Frederick Borden—  
I had to go accordin'  
To what the others did;  
I do as I am bid!  
For Fisher I don't care;

He never has played fair!  
Alas; Poor Dundonald!"  
"Who'll back Dundonald?"  
"I," said the man who votes;  
"I," from a thousand throats;  
"I," from ten thousand throats;  
"I," from the brave red coats;  
"Confound their politics;  
Confound their knavish tricks;  
We'll back Dundonald!"  
B. A. M.

## GRATUITOUS INSULT TO BRITISHERS.

Lord Dundonald has done more to advance the interests of the Canadian militia than any other man who has held the position of Commander in Chief of the military forces of this country. He won his spurs in many a hard fought battle, and his close connection with the Canadian forces in South Africa specially fitted him as the man to place the national army on a war footing. He was the darling of the Liberal press, until in a moment of courage he tore the mask from the political trickery of Hon. Sydney Fisher, who sought to turn the militia into first class patronage machine. Then came the deluge. Lord Dundonald has since been characterized as a "foreigner" by Sir Wilfrid Laurier. He has been given the lie by the Montreal Herald, the subsidized organ of Mr. Fisher. He has been dubbed "His Pipe Clayship" by the Halifax Chronicle, the subsidized organ of Mr. Fielding. Numerous other insults have been hurled at this brave soldier by newspapers, whose chief means of support is the money paid them by the Government. This may suit the purposes of the machinists who care not for the reputation of Lord Dundonald, but there is that in Canadians which will resent the slurs cast at the man, who, in the hour of trial, dashed to the relief of his fellow countrymen at Lady-smith. Lord Dundonald is no "foreigner." He is as good a specimen of true British manhood as stands in Canada to-day. He is a worthy son of old Scotland, whose sons have shed their blood for the upbuilding of the British Empire, and no number of unworthy reflections from the servile organs of the Liberal party or Liberal leaders will lessen the good impression he has made on all classes in this country. It is a matter of regret that Sir Wilfrid Laurier, representing as he does thousands of Scotchmen in his capacity as Premier, should have gone out of his way to insult one of the best and most intelligent branches of the British people. Lord Dundonald, in every respect, is so far superior to most of his detractors that to him their attacks will be of small moment, but there are those, and their number is legion, who will not tolerate the insult that has been leveled at the man who has the gentlemanly good taste to ignore the puny blows of puny men.

MR. BORDEN HONORED.  
The Conservative members of the Senate and House of Commons paid a high tribute to their leader the other day, by presenting him with a magnificent souvenir consisting of 24 pieces of plate and a full complement of cutlery, numbering 18 dozen. The gift was valued at nearly \$1,000. The leader's fiftieth birthday was made the occasion of the tribute to his many sterling qualities, which in the short space of three years, have made his name a household word throughout Canada. Speaker after speaker bore testimony to the high esteem in which Mr. Borden is held by his party in all parts of his native land. The coming premier was assured that at the approaching elections he would have the undivided support of the rank and file of the party, which has always stood for the upbuilding of this country. The presentation was made by Sir Mackenzie Bowell and Mr. F. D. Monk.

## SHOE ON THE OTHER FOOT.

While Lord Dundonald is being bounded by the Liberal press and insulted on every side, a prominent Canadian, Sir Percy Girouard, is having a similar experience in South Africa. The gifted son of a French-Canadian is being forced to resign a position which he has filled with credit to himself and his country. According to the Liberal press, Sir Percy is getting just what he deserves. He is a "foreigner," as the word is interpreted by Sir Wilfrid Laurier, and should therefore be deported without the slightest consideration. In this case the shoe is on the other foot and one of the brightest young men who has been given to the Empire by Canada is in the same box as Lord Dundonald. This should bring the Fisher-Dundonald incident home to the electors in a way that no other argument could. Both men have been forced to the wall for political purposes. Those who sympathize with Girouard are bound to feel that Dundonald has been stabbed in the back.

## STAND BY THE MILITIA.

The end of the Dundonald Fisher incident is not yet. The Canadian people should cherish it as one of the signs to be visited on the heads of those who are doing their best to introduce machine methods into a branch of the public service, which if tolerated, marks the ruin of the Militia. Lord Dundonald in calling the hand of the Minister of Agriculture did what any self respecting Canadian would have done. The time has not arrived in this land of freedom of thought, when even a boss can abuse men with impunity. Placed in the same position as Dundonald has been, it is safe to say ninety men in a hundred would have acted as the commanding officer of the Canadian forces did. The fact that Dundonald acted somewhat hastily is easily understood by those who know Mr. Fisher. The Minister of agriculture, of all the ministers, is perhaps the most conceited and incompetent. Like most small men, he is incapable of seeing further than the end of his nose, and through Dundonald he attempted a miserable

and petty act of political trickery which was not tolerated for a moment. It would require a pretty good stretch of imagination to picture the man who relieved Lady-smith submitting his dignity and self-respect to the boot soles of such as Mr. Fisher, and the inevitable rebellion followed. But the action of Dundonald will pass from sight with his return to England. Not so with the Minister of Agriculture. Canada will have the pleasure of his company as well as that of his associates for some time yet, and the people, who are even above the Minister of Agriculture, are to say by their ballots whether they approve or disapprove such acts as have been brought home to the door of the man who has done so much to injure the military system of Canada. It is all very nice to refer to Dundonald as the best soldier who has ever presided over the militia, but the cause of his removal, the Hon. Sydney Fisher, is the person on whom the eyes of the electors should centre on the day of the next election. If the people are to pay for the maintenance of the force, the Fishers and their kind should be given a back seat.

## YANKS EXPECT TO MAKE MONEY.

The civil engineers of the United States expect to make a lot of money out of the Grand Trunk Pacific construction. Already they have secured about everything in sight, but they are not yet satisfied and the professors of American engineering colleges are pointing out to their graduates that to the Grand Trunk they must look for employment. This is what one of them said the other day in addressing his graduating classes:—

"If the published newspaper reports are correct, stating that the Grand Trunk Pacific will cost \$150,000,000 to build, that means [taking the average cost of the engineering at ten per cent of the total], \$15,000,000. And as there are American engineers in charge of the work, there is no reason why the greater part of this sum should not come into our hands. Infact, I think it is the greatest opportunity we have had for the last quarter of a century, if not the greatest we ever had, for the training of the American railroad engineer."

This country, in the opinion of this gentleman, is going to establish a training school for the American railroad engineer, at a cost of \$15,000,000 and the American is to receive \$15,000,000 for attending the school from which Canadians are practically excluded, because Mr. Hays being an American wishes to surround himself with his fellow countrymen. The Grand Trunk manager is quite willing to allow Canada to pay the bills but he insists on running the whole show. Mr. Fielding contends that it would not be wise to oppose the wishes of Mr. Hays, for then he might not be ready to accept the contract in its present form. So much the better. It would mean a loss to the people of Portland who have been assured by prominent Grand Trunk officials that their city will receive an immense amount of new freight when the G.T.P. is completed. The ending of the negotiations might spoil the new school for American railroad engineers, but there is this to be said, that the Conservative party have advocated the Government building any necessary roads. No government would dare to employ outside labor.

## MR. BORDEN HONORED.

The Conservative members of the Senate and House of Commons paid a high tribute to their leader the other day, by presenting him with a magnificent souvenir consisting of 24 pieces of plate and a full complement of cutlery, numbering 18 dozen. The gift was valued at nearly \$1,000. The leader's fiftieth birthday was made the occasion of the tribute to his many sterling qualities, which in the short space of three years, have made his name a household word throughout Canada. Speaker after speaker bore testimony to the high esteem in which Mr. Borden is held by his party in all parts of his native land. The coming premier was assured that at the approaching elections he would have the undivided support of the rank and file of the party, which has always stood for the upbuilding of this country. The presentation was made by Sir Mackenzie Bowell and Mr. F. D. Monk.

## MARRIED.

At Georgetown, on June 21st, last, by Rev. J. A. Fisher, P. P., assisted by Rev. J. C. McMillan, D. D., Hugh Allister, McDonald, son of A. J. McDonald, M. P., to Catherine Elizabeth McMillan, daughter of Angus McDonald. Congratulations.

## DIED.

At Lot 11, on June 19, James P. Moran, aged 61 years, son of the late James Moran. R. I. P.

At Antigonish, N. S., on June 12th, Mary Moran, in her 60th year, widow of the late John Fitzgerald, and daughter of the late James Moran, of P. E. Island. R. I. P.

THIRTY-THREE persons were killed on Monday by accident which took place near a Spanish town ten miles west of Kingston. Jamaica is in the main conduit of the West India Electric Company which operates the street cars from Kingston, and the shareholders of which are principally Canadians. The Olmstead arrived from Boston yesterday morning at three o'clock with the following passengers: S. B. Jefferson and wife, P. A. Conlin, E. W. Moriarty, Martin Doherty, J. Finnegan, Geo. McTig, J. E. Taylor, Thos. Taylor and two children, G. McGinn, Ella Needham, Cyrus Nieldon, Mrs. Nieldon, E. L. Fowler, Mrs. J. White, Mrs. C. McDonald, Frank O'Brien, Calla Rockford, Mrs. W. J. McKenzie, Mrs. J. Callaghan, Katie McKenzie, Katie A. McKenzie, J. McCauley, Christine McRae, Eliza Morrison, Mrs. P. Carey, Mrs. (Jilliant), Catherine Bruce, Joe Wayne, Mary Adams, Miss Jennie McDougall, Mrs. Joe T. McDougall, Miss Margaret Gillis, Miss McDonald, Wm. McMillan, Lemo Dotsendorf, E. Mosher, Mrs. I. McLeod, Annie McConnell, Albert McConnell. Her outward passengers in the afternoon were: Mrs. Scott McLeod, Edward McLeod, and wife, Lizzie McLeod, John I. Crockett and wife.

## GRAND



## Scottish Gathering.

The Annual Scottish Gathering of the Clans, under the auspices of the Caledonian Club of P. E. Island, will be held on the

Driving Park Grounds  
AT SUMMERSIDE

On Wednesday, the 20th of July.

Following are the train arrangements—

## REGULAR TRAINS.

STATION.	TRAIN DEPARTS.	FARE.
Tignish	6.00 a. m.	95 cents.
Alberton	6.34 "	85 "
Elmsdale	6.44 "	85 "
Bloomfield	6.59 "	75 "
O'Leary	7.12 "	75 "
Coleman	7.21 "	75 "
Portage	7.36 "	60 "
Conway	7.45 "	60 "
Ellerslie	7.57 "	45 "
Port Hill	8.01 "	45 "
Richmond	8.14 "	45 "
Wellington	8.27 "	35 "
Misouche	8.45 "	15 "
Summerside	arrive 9.00 a. m.	

## SPECIAL TRAIN.

STATION.	TRAIN DEPARTS.	FARE.
Charlottetown	8.45 a. m.	75 cents.
Royalton Junction	9.00 "	75 "
Milton	9.12 "	75 "
Colville	9.21 "	75 "
N. Wiltshire	9.29 "	60 "
Hunter River	9.39 "	60 "
Fredericton	9.50 "	45 "
Elliot's	9.56 "	45 "
Bradalbano	10.02 "	45 "
Cape Traverse	6.30 "	60 "
Albany	6.47 "	45 "
Kiukora	7.93 "	45 "
Emerald Junction	10.08 "	45 "
Freestown	10.18 "	35 "
Kensington	10.32 "	25 "
New Annan	10.42 "	15 "
Summerside	arrive 10.55 a. m.	

Returning leave Summerside for Charlottetown at 6.10 p. m., and for Tignish at 7 p. m.

From Stations east of Royalton Junction one way first-class fare to Royalton Junction added to special fare from there to Summerside, good going by regular morning train and special train on July 20th, good to return July 21st, 1904, and at one way first-class fare to Summerside by regular trains on July 19th, good to return on July 21st, 1904.

For prize lists and full particulars see programme.

ALEX. McDONALD,  
Sec'y Games Committee.  
June 29th, 1904—3i

DAVID SMALL,  
President.

THE  
Centenary Tea!

ON THURSDAY,  
The 14th of July next.

The parishioners of St. Andrew's intend celebrating the Centenary of their parish. The celebration will begin at 9 o'clock a. m., by a solemn Pontifical Mass, by His Lordship Bishop McDonald. A sermon suitable to the occasion will be delivered by the Rev. J. A. McDonald, Grand River, Lot 14. On the church ground tea tables, saloons, etc., will be erected for the accommodation of those attending the celebration. This will be a home-coming day for St. Andrew's. Come and see your friends and have a good time. Celebrations of this kind happen only once in a century. The magnificent Memorial Altar donated by his Lordship Bishop McDonald and priests who are natives of the parish will be used for the first time on that day. It's a gem.

If the day prove unfavorable the celebration will take place on the first fine day following.

Following are the train arrangements and fares:

## SPECIAL TRAIN.

Stations.	Train Dep'ts.	Fare.
Souris	8.25 a. m.	60c
Harmony	8.37 "	60c
New Zealand	8.45 "	60c
Beat River	8.52 "	60c
St. Charles	8.58 "	45c
Selkirk	9.04 "	45c
Five Houses	9.18 "	45c
St. Peter's	9.28 "	45c
Marie	9.43 "	30c
Korell	9.48 "	25c
Lot 40	8.53 "	20c
St. Andrew's arr.	10.10 "	

## SPECIAL TRAIN.

Stations.	Train Dep'ts.	Fare.
Charlottetown	9.20 "	45c
Royalton Junction	9.35 "	45c
York	9.45 "	35c
Tracadie	10.04 "	30c
Mt. Stewart	10.21 "	20c
St. Andrew's arr.	10.25 "	5c

## REGULAR TRAIN.

Stations.	Train Dep'ts.	Fare.
Georgetown	6.15 "	60c
Cardigan	6.32 "	45c
Perth	6.44 "	35c
St. Teresa's	6.56 "	30c
Fosk's	7.02 "	25c
Pisquid	7.14 "	10c
St. Andrew's arr.	8.30 "	

Returning leave St. Andrew's for stations on the Georgetown branch at 5.15 p. m. For Souris and Charlottetown 7 o'clock p. m.

Passengers from stations west of Royalton Junction can procure extension return tickets at one way first-class fare on July 15th, good to return on July 15th, 1904.

BY ORDER OF COMMITTEE.

St. Andrew's, June 29, 1904—2i

## Osborne House,

Has lately been renovated and is fitted up with all modern conveniences now open for the accommodation of guests. Free coach to and from train and boats.

SIMON BOLGER,  
Proprietor.

May 11, 1904—4i

Hurrah for the Glorious 4th  
—AND THE—  
Mammoth International Tea

Trains East and West—Souris to Tignish Low Rates, THOUSANDS of excursionists expected.

The Mammoth International Tea in aid of

St. Ann's Church, Hope River,

Will be held at Hunter River Station

On Monday, July 4th.

It is the intention to make this the complete Tea Party of 1904. The day's programme will include dancing to excellent violin music, singing on swings that cannot be surpassed, and games of all kinds usual at outdoor festivities. The tables will be supplied with every delicacy to tempt the most exacting palate, and the quantity will be sufficient for the largest gathering. Temperate drinks of the very best brand, strawberries and cream, fruit and various other good things will be sold at nicely appointed booths. In making arrangements for July 4th omit anything you like, put your foot to take in the Mammoth International Tea. It is sure to be the most enjoyable outdoor event of the season.

Should the day prove unfavorable, the tea will be held on the first fine day following.

Following are the rates and train arrangements in connection with the Tea Party.

## REGULAR TRAIN.

Stations.	Train Dep'ts.	Fare.
Tignish	6.00 a. m.	\$1.25
Alberton	6.34 "	1.15
Bloomfield	6.56 "	.85
O'Leary	7.12 "	.95
Coleman	7.21 "	.85
Conway	7.45 "	.85
Port Hill	8.01 "	.85
Wellington	8.27 "	.75
Misouche	8.45 "	.60
Summerside	9.15 "	.60
Kensington	9.48 "	.45
Freestown	10.08 "	.35
Emerald	10.17 "	.35
C. Traverse	6.30 "	.45
Albany	6.47 "	.45
Kiukora	7.03 "	.45
Bradalbano	10.24 "	.45
Fredericton	10.37 "	.15
Hunter River	arrive 10.50 a. m.	

## SPECIAL TRAIN.

Stations.	Train Dep'ts.	Fare.
Souris	7.00 a. m.	.95
Harmony	7.15 "	.95
Beat River	7.31 "	.85
St. Charles	7.37 "	.85
Selkirk	7.45 "	.85
St. Peter's	8.04 "	.75
Five Houses	8.22 "	.75
Morell	8.27 "	.75
Lot 40	8.32 "	.60
St. Andrew's	8.50 "	.60
Fort Macleod	8.55 "	.60
Bedford	9.17 "	.45
York	9.30 "	.45
Colville	10.05 "	.20
Chilton	9.30 "	.45
Milton	8.55 "	.35
N. Wiltshire	10.15 "	.10
Hunter River	arrive 10.30 a. m.	

Fares from stations not shown above at correspondingly low rates.

Returning trains to leave Hunter River for the West at 5.00 p. m., and for the East at 5.45 p. m., and for Cape Traverse at 6.27 p. m.

## MEET ME AT THE ALWAYS BUSY STORE

Colored  
French  
Dress Muslins—AT—  
STANLEY BROS

## A BARGAIN

500 yards French Dress Muslins and Organdies, worth up to 35 cents

For 20c. Per Yard.

These are all the latest patterns and newest colorings in stripes & fancies.

Want a  
Muslin Dress?

Come Quick and Get First Choice.

Stanley Bros.

## Special Sale

## —OF—

## Washable Silks!

At 25c. per yard.

Saturday morning we place on sale a line of very pretty wash silks suitable for waists, at the very low price of 25c. per yd.