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JAMES McISAAC,

Editor & Proprietor.

As the end of the year is approaching, we must ask our friends to be so kind as to send in their Herald subscriptions. We need the money and trust that subscribers who have not already paid will not delay. What is put off from time to time is liable to be neglected altogether; so please remit now.

The Petition Stands.

On Saturday last, Judge Fitzgerald rendered his decision on the question raised by the respondent's counsel in the election petition filed against Cyrus W. Crosby. It will be remembered that at the by-election held in the first district of Queen's County on the 7th day of July last, Mr. Crosby, the Liberal candidate supporting the Provincial Government, was declared elected. A petition was filed against his return, and in this the 8th of July was inadvertently set down as election day. Mr. Johnston, counsel for Crosby, asked for and obtained an order from the Chief Justice to set aside the petition, because of the date therein mentioned. The point was argued before Judge Fitzgerald, and Mr. Mathieson, Counsel for the petitioner plainly showed that the petition was in no way invalid in consequence of the reason alleged; that any day between the date of the writ and the return thereof could be taken as election day, as the election was going on all this time. He pointed out that sometimes all the votes are not polled till declaration day; as happened in the Bedouk district at the general election last autumn, and presented other cogent arguments against the objection raised by the respondent. The Judge reserved his decision until Saturday as stated and then delivered his judgment in favor of Mr. Mathieson's contention, dismissing the objection and declaring the petition all right. Of course no one who looked into the matter had any doubt about what the decision would be; but the respondents and their press made a number of very silly statements at the time regarding the matter. In the light of the Judge's decision these statements, which we may publish later, should make these gentlemen feel pretty cheap.

Important Information.

Late London and Ottawa advices convey intelligence of much importance to Canada in general and to the Maritime Provinces in particular. The announcement is definitely made that the site for dry-docks and repairing sheds capable of dealing with the largest ocean liners, and warships will be secured at St. John N. B., by Harland and Wolff, the great British ship building firm. It is stated to be the intention of the firm to equip and maintain a repairing establishment equal to the one they have at Belfast. The expenditure, at the outset, in acquiring land and constructing necessary works is set down at £200,000 about a million dollars. This, however, does not by any means represent all the expenditure contemplated. The above statements embrace, in a general way, the information on the subject, sent out from London. This is confirmed by intelligence from Ottawa, to the effect that the plans of the great firm regarding the establishment of ship-building industries in Canada are nearing maturity. The whole scheme entails extensive proposals

for both the Atlantic and Pacific; but the initial work will be done at St. John. It is expected that, in addition to the dry-dock at St. John, there will be one at Lewis, and also important works at Halifax. It is expected that, if a Canadian navy is to be built it is to have its initiative at St. John. It is also thought the Canadian Pacific Railway Company is behind the enterprise. That would be a big factor in the success of the whole business. Should these plans mature the greatest possible advantage would accrue to St. John; to the Maritime Provinces in general and necessarily and especially to Prince Edward Island; as it would create an increased market for our products.

Our Leader Speaks.

Mr. R. L. Borden, Leader of the Conservative Opposition in the Canadian House of Commons, addressed a monster public meeting in Mason's Hall, Halifax, Thursday evening last. This was the Leader's first public political speech since his return from Europe, and it was most fitting that it should be delivered in his own city and his own constituency. Mr. Borden was accorded a most hearty and enthusiastic reception by his political friends and admirers. In the course of a most powerful and comprehensive address the Leader dealt with the leading public questions now most urgently demanding the attention of the public men of our Dominion, and laid down in clear cut terms his views on the matter of Naval Defence. In this connection he emphasized the principle that responsibility is the price of autonomy. He left no doubt as to where he and his party stand on the naval defence question. They are, he pointed out, in favor of an Imperial system in which Canada shall have a share, and which shall involve a Canadian naval construction programme, with ships built in Canada, by Canadians from Canadian material. The Leader connects this programme with a Canadian commercial ship building policy. Another authoritative statement of much interest made by Mr. Borden was that a national convention of the Liberal-Conservative party will be held after the close of the next session of Parliament, or some time during the summer or autumn of 1910. This convention, he said, would be representative, not only of all the Provinces, but of all the constituencies. A gathering such as this would represent the intelligence and convictions of those who form the party at large, and whatever declaration of principles would emanate from such a body, would have the highest obtainable authority. After stating that the Halifax platform of 1907 was announced on his own authority, after consultation with many leaders in the opposition ranks, the Leader pointed out that a number of the resolutions therein contained had been adopted by the Government, although they voted against them when the platform had been unanimously adopted by the Conservative members of Parliament. The Leader's great speech was received by his hearers with the utmost enthusiasm and amid thunderous applause. Mr. Borden is in excellent health after his holiday and is in splendid fighting trim for the coming session of Parliament which may be looked forward to as a hot one.

Mr. Borden's Ideas.

The clear-cut, definite announcement made by Mr. R. L. Borden at the Halifax meeting recently, regarding the duty of Canada in the matter of naval defence has caused much comment at Ot

tawa, especially in Liberal circles. It is somewhat astonishing that the country should have to wait for a definite pronouncement for many months from the government and in return receive nothing more than the specious platitudes of Mr. Brodeur or the equally plausible frothings of Mr. Mackenzie King. It is regarded as the capital as one of the signs of the political times that the leader of the opposition should in a careful and well thought out statement exactly hit the nail on the head so far as the Canadian feeling towards the sharing of the Empire burdens are concerned. As Mr. Borden pointed out, nationalhood involved certain responsibilities from which Canada could not escape, and one of these was the taking of measures to defend our borders and protect our commerce. Mr. Borden showed that a question of naval defence should not be made a matter of party but nevertheless it must not for that reason be allowed to drift along in the hands of the present unbusiness-like administration. Although Mr. Borden has removed the naval question from the arena of party politics the proposals of the government will receive that keen and unsparring criticism which it is the duty of the opposition to give them. Another matter ably referred to by the Conservative leader was the duty which devolved upon the government, once having decided upon a plan and securing the ratification of parliament thereto that its administration be purged from all semblance of dishonesty and graft. This is an essential point and one which must be insisted upon and carefully watched. There must be none of the wholesale jobbery and trickery which has marked the doings of other administrative departments of this government. The Canadian navy must be far removed from the clutches of the hanger on, and the political favorite who wishes to supply it with its requirements at the usual Laurier middleman prices. The broom must be always applied to clean the inside of the new department if the Canadian navy is to have a broom nailed like Drake's of old to its masthead and sweep the sea. There will be nothing more patriotic for the Conservative party to do during the coming session of parliament than to see that all traces of politics are cleaned out of the navy proposals. The assistance to the fighting force of the Empire must not be saddled at the outset with any such barnacles as have been proved by Royal Commissions to have impaired the usefulness of the Department of Marine and Fisheries. And this work must be done by the opposition in parliament. They have now the clarion call of their leader to follow: A clean and national navy, backed up by the spirit of the Canadian people.

Loss of Life and Property.

The Italian Statistical Bureau publishes an estimate of the mortality in the great Messina earthquake. The total number of persons killed in the three provinces of Messina in Sicily and Reggio and Catanzaro in Calabria is put at seventy-six thousand five hundred and sixty-three. At Messina alone sixty thousand persons were killed—almost half of the inhabitants. The number of persons injured is unknown and very probably will never be ascertained. On an average it can be said that two persons were injured for every one killed, hence approximately about one hundred and fifty thousand killed. No estimate of the damage to property has been made, but it is known that two hundred and thirty-one cities, towns and villages suffered. In connection with the figures a curious incident has been discovered. During the year 1908 the excess of births over deaths throughout Italy amounted to twenty-six thousand, three hundred and sixty-nine, and this number almost corresponds to that of the earthquake victims. Thus the population of Italy was not diminished, but merely stopped increasing for a year on account of the earthquake. Since the earthquake twelve thousand persons have emigrated to America from Messina and ten thousand from Calabria.

Western Winter.

The dip in the weather which commenced at Winnipeg on the 9th continued; first snow of the season also fell, and while it was very light, it remained on the ground in spots. Chilly weather is reported from many places in the Canadian west, extending from the great lakes to the foothills of the Rockies. A sixty-mile blizzard, accompanied by alternate rain, hail, sleet and snow, was raging at Duluth Minn. Shipping on Lake Superior is delayed in consequence. A heavy snowfall was reported for thirty miles east of Regina and scattered furies east of that to Brandon. There was almost one inch on the level. The first snow of the season came to Fort William on the 10th, when a cold rain turned first into sleet and then into snow. There was not sufficient, however, to show on the ground.

Historical Relics.

Washington advices say that the British embassy there is greatly exercised over a letter received from a Philadelphia in which he says that British relics of great historical value are being hawked in America for sale to the highest bidder. The relics consist of the documents of the Parliamentary award of prizes and medals to Lord Nelson, and officers and crew for their victory at Trafalgar. The Philadelphia correspondent asserts that the documents offered for sale are the original and have the great seal of Great Britain affixed.

Southern Hurricane.

Recent advices from Florida, tell of violent storms and raging seas. Several steamers and sailing vessels were caught in the devastating storm and fared badly. The Florida East Coast Railroad Extension steamer Phil Shaeckel arrived at Key West from Sugarloaf, bringing the first direct news from the thousands of men employed on the extensions concerning whom there was grave apprehension. The camps at Bonahia and Sugarloaf were destroyed, and the grade for the city miles above Stock Island is badly damaged, but there has been no loss of life along the line. The probable loss of two Boston schooners, the Frontenac and Medford, in the southern hurricane, was reported to the owners, John S. Emery & Co. Boston. The Frontenac, which was a four-masted vessel, had a cargo of coal for Baltimore and was driven on shore by the storm. She was reported to be full of water and so badly damaged that she may prove a total loss. The Medford, also a four-masted, had a cargo of gravel on board when she was torn from her moorings and sunk. She will be a total loss. Captain F. A. Richardson of the Medford was rescued in an exhausted condition, but recovered. All hands were saved on both vessels. The Frontenac was built five years ago at a cost of \$80,000 while the Medford cost \$600,000 to build nine years ago. Both were partially insured.

Canada Evidently Holds Another Record in Connection with Transportation Matters.

The Great Guide of the Railways and Steam Navigation Lines in the United States, Porto Rico, Mexico, Canada and Cuba, is regarded by the transportation men, especially those engaged in handling tickets and giving information to the public, as indispensable—it is the bible of the world. Charles E. Morgan, who has represented the Grand Trunk Railway system and its allied lines at Hamilton, Ont., for a lifetime, recently received a letter from the Manager of the official Guide, in which the opinion is expressed that Mr. Morgan is entitled to the credit of being the "most constant subscriber" his name appearing continuously on the subscription list of the "Guide" since March 1st, 1909.

Sport Near Wake Station G. T. P.

In the vicinity of Wake Station on the Lake Superior Branch of the Grand Trunk Pacific Railway, good duck hunting is to be found. The lakes in the vicinity are also well stocked with muskies and mountain and salmon trout. Moose, caribou and red deer are plentiful and good sport is secured any one visiting that district. Guides may be secured by writing to E. Porter Hogg, Wake, Ont. Wake is 160 miles from William.

Lake Steamer Aground.

The fine big Canadian Pacific steamer Athabasca ran aground in a terrible sea, near Owen Sound on Lake Ontario. She struck on Flower Pot Island at the north end of Bruce Peninsula, during a blinding storm. The steamer's bow was high on the flat rock and the main part of the ship was in about fifteen fathoms of water. There were sixty persons on board at the time; the sea was running so high that no vessel was able to approach near enough to take off the passengers and crew. Later advices say she is aground with a boulder through her bottom. Her sister ship, the Alberta took off her cargo and passengers.

Agriculture in Missouri.

The enrollment in the College of Agriculture of Missouri University this year is 15 per cent in excess of that of any previous year. The new agricultural building which is to cost \$100,000 is not expected to be ready before the beginning of the next academic year, and it is now expected that its accommodations will be taxed to the utmost. A seed-testing laboratory is also being established in connection with the College.

For The North Pole.

Canada is to have a North Pole Expedition of her own, and Captain Bernier will with the steamer Arctic carry it out. That was announced by Sir Wilfrid Laurier at the conclusion of an address by the Arctic's Commander delivered before the Ottawa National Club.

Highlands of Ontario.

Many people have chosen resorts by the sea for their vacation this summer, others the mountains, and still others the inland waters of the Highlands of Ontario for that much needed rest that one should take at least every twelve months. In many cases the desired haven was found, but in others, the more fashionable resorts did not give the restful repose which in most cases is needed and return to the office with only half the good accomplished. There is one place, however, which offers unlimited inducements to those who desire to relax, or those who are in need of relaxation from every day work. This place is known as the Algonquin National Park of Ontario, situated 205 miles north of the city of Toronto and 165 miles west of Ottawa. Here the conditions are ideal. The altitude at the Park station, your only objective point, is 1700 feet above the sea level. The "Highland Inn" built for the accommodation of 100 people on a bluff overlooking Cade Lake, is a comfortable hotel set on one of the twenty spots of "is" charming scenery. Made-up of a wood with bathrooms with hot and cold water, large bright sleeping rooms, cosy lounge rooms with large bright open fire places, are a few of the special features. The "Inn" is also heated by furnace. The months of October and November are ideal in this locality and sojourn there is recommended. For further particulars, descriptive literature, maps, etc., apply to J. Quintar, E-cavatore Station, Montreal.

MARRIED.

MYRTLE-MORRIS—On Oct. 4th, at Calgary, Alberta, James D. A. Morley, of Edmonton, Alberta, to Charlotte Colman Morley, of Boston, Mass.  
MAYHEW-WAGNER—At the Methodist parsonage, Summerside, Oct. 11th, by Rev. H. Johnson, John T. Mayhew, of Charlottetown, to Miss Agnes C. Wagner, of Boston, Mass.  
WALSH-DOYLE—A. S. Walsh, Lot 7, on the 8th line, John J. Walsh to Miss May Doyle.  
HEAD-GALLANT—At All Saints, Charlottetown, on the 12th inst., Charles David Head to Miss Agatha Gallant.  
SMITH-GALLANT—At Worcester, Mass., on the 11th, Andrew F. Smith, of Worcester, to Miss Emily G. Gallant, daughter of the late Captain Frank Gallant, of Tisbury, P. E. I.  
DAVIDSON-CAMPBELL—At Charlottetown, on the 12th inst., Charles W. Davidson to Margaret Lillian Campbell.  
TAYLOR-MANDERSON—At Hamilton, on the 12th inst., George Taylor to Jean C. Manderon.  
POPE-MARTIN—In this city, on Oct. 15th, 1909, by Rev. George E. R. on the 12th inst., George Taylor, and Christina Martin, Dundas.  
MCDONALD-MCDONALD—At Charlottetown, Oct. 18th, 1909, by Rev. George E. R. to Malcolm McDonald and Katie McDonald.  
DINGWELL-BEARSTY—At Charlottetown, Oct. 18th, by Rev. H. E. Thomas, James H. Dingwell, of Marie, to Margaret L. Bearsty, of Charlottetown, daughter of the late Charles B. Bearsty.

DIED.

MCGREGOR—At Erwood, Sask., on Sept. 12th, Everett Lyonel, infant son of L. E. and Mrs. McGregor, formerly of Summerside, aged three months and two days.  
TAYLOR—At Granville, Oct. 1st, 1909, Richard Taylor, aged 78 years.  
MCDUGALL—At New Argyll, Oct. 13th, Allan McDougall, aged 64 years.  
ESSORY—Suddenly in this city, on Oct. 13th, George Essory, in the 50th year of his age.  
CONNOLLY—In this city, October 13th, at his residence Fitzroy Street, James Connolly, aged 45 years.—May his soul rest in peace.  
GAY—At Lake Verde, on October 13th, George R. Gay, aged 64 years.  
TOOMBS—In this city, on Oct. 14th, Robert Toombs, aged 58 years.  
MCLEOD—At Glenwilliam, on the 15th, Roderick McLeod, aged 63 years.  
DUNN—At Summerside, quite suddenly, on the 14th inst., Captain Matthew Dunn, of Summerside.  
MILLMAN—At Burlington, on Friday morning the 15th, James Horace Millman, eldest son of James E. Millman, in the 8th year of his age.  
LIVINGSTON—At Clyde River, Oct. 16, 1909, Archibald Livingston, aged 92 years.  
MCKENZIE—At Clyde River, on the 16th inst., Margaret, youngest child of Archibald and Lillian McKenzie, aged eleven months and eleven days.

The Market Prices.

Table with 2 columns: Commodity and Price. Includes Butter (fresh), Butter (salt), Milk, Eggs, Flour, etc.

Clothes that can't help please—your money back if they don't. Isn't that square? Make yourself acquainted with our clothing department and your troubles will cease.

H. H. BROWN The Young Men's Man.

Macellan Bros.

THE 'EXPERT TAILORS.'

WE HAVE IN STOCK

For the Summer Trade a fine selection of TEMPERANCE DRINKS! PROFIT, CONFECTIONERY, etc. If you need anything in Pipes, Tobacco, Cigars or Cigarettes, we can supply you. DROP IN AND INSPECT. JAMES KELLY & CO. June 28, 1909—3m

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Pretty near time to be thinking about that new Winter Coat, don't you think? Our assortment this year is very large, and we feel sure that we will be able to please you with one of our coats. Tweed Coats \$4.50, \$5.50, \$8.50 Heavy Broadcloth Coats, \$7.50, \$9.00, \$11.00 WINTER CLOTH. Fine Melton, all colors, 20 cents yard. Better quality, 30 c. yd. Very best quality, 49 in. wide, 38 c. yd.

Stanley Bros.

You can distinguish MacLellan-Made Clothes from other makes, no matter where you see them. At a distance they are distinguished by their distinctive cut and stylish appearance—and at close range the contrast is made more apparent by the faultless workmanship and good material embodied in their make-up. Let us make your next suit. Macellan Bros. THE 'EXPERT TAILORS.'

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Vertical advertisements on the right margin including 'CANADA', 'MORSON & BARRISTERS', 'SNAPPY', 'SOLID FOOD', 'LADIES!', '\$50 SCHOLAR FREE', 'WIN YOU', 'LILY'.