

THE HERALD

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Provincial Political Movements.

The Provincial Government have at last appointed an Attorney-General. Tardie as they have been about this matter it is quite possible that the appointment would not even now be made, were it not that the Supreme Court met during these days and it is necessary that the Crown should therein have its properly constituted law officer. But it is the unexpected that has happened in connection with this appointment. The plan has not fallen into the lap of the legal gentleman whose name was supposed to be watering for it. Mr. D. McKinnon, member for the Murray Harbor district has been the lucky man. Ever since the appointment of Judge McDonald, rumor, apparently well founded, had connected the name of Mr. Tardie with the only other legal gentleman among the Government supporters in the Legislature. It has been said that he pressed very hard for the office, and would not take no for an answer; but now the appointment is made and he is not the man. What does all this mean? Was he compelled to back down in consequence of the divisions and complications among the brethren to which his appointment would likely give rise, or was he forced to smother his ambition for the reason that he saw defeat staring him in the face, in the event of his presenting himself for re-election? Was it one or both of these causes that nipped in the bud the political aspirations of this legal gentleman? If he abandoned his post of contention because he feared to face his constituents, he certainly exercised a wise discretion and correctly gauged public opinion. But what about Mr. McKinnon; what are his chances for re-election? These are questions that naturally suggest themselves. Mr. McKinnon's majority at the general election was not very large, and we doubt whether or not his position has been strengthened since then. No doubt he and his colleagues in the Government imagine their task about the building of the Belfast and Murray Harbor railway, which would run through his district, will be a big lever in his favor. In this they may find their mistake. The people of that district well know that it was the Conservatives who forced the Grits to favor the building of the railway. The people of that district also know that the Grits have so often deceived them in the past that no confidence can be placed in their promises of building the railway. They may feel morally certain that all this excitement about the railway and the bridge are for election purposes. Then again, at this writing, we have no knowledge when the election may be brought on. Perhaps the Government intend to hold the elections in this and the Belfast district at the same time. However this may be, we notice that they selected their candidate for the latter district on Saturday last. The Grits standard bearer for the Belfast district is Mr. David P. Irving of Vernon River. Mr. Irving, we understand, is a successful and wealthy farmer. What manner of politician he is remains yet to be seen. He is one of the commissioners recently appointed by the Government to investigate matters in connection with the Provincial Lunatic Asylum. On Saturday also, the Conservatives of the Belfast district nominated A. A. McLean, Esq. Barrister, as the opposition candidate for that district. Mr. McLean is well known to the electors of that district. He is a native of the district; he has run several elections there and has, for a time, represented the district in the Legislature. Mr. McLean is a first-class man, esteemed and respected by every one who knows him, and we shall be very much surprised if he does not carry the district by a sweeping majority. The electors of this district now have a chance to take a forward step in the cause of good government. By electing Mr. McLean to the Legislature, they will show to the world that they condemn the policy of the present Government, that they set their face against the recklessness and extravagance of the administration. The electors of Belfast have in their own hands the power of dealing a blow to the Government from which it can never recover. They are well acquainted with the Government's record of false promises and broken pledges; they well know how the Government has piled up the debt of the Province; how it has yearly increased the deficits; they need not be told of the Government's hypocrisy and deception. Do they wish to put a stop to all this? Then let them elect Mr. McLean.

As intimated in our Ottawa letter, signs of an early Dominion General Election seem to be accumulating. The rottenness manifested by investigations of Ontario elections plainly indicates that the Local Government of that Province is tottering to its fall. The Manitoba Government will soon have to appeal to the people by virtue of the expiry of the Legislature term and Local politics in British Columbia, as well as in Prince Edward Island, are in such a condition as to afford very little comfort to the Laurier Government.

Under these circumstances the Government plainly perceive that delay might be very dangerous to them. Should they wait till general elections should be held in the Provinces named, the Grit Government might be defeated in every one of them. That could scarcely mean anything but destruction for themselves. There only hope they evidently imagine rests in anticipating the downfall of these several ministries, by at once appealing to the people themselves. This may be a very slim hope.

OUR OTTAWA LETTER

THE GENERAL ELECTION—SIR WILLIAM WILL PROBABLY DISSOLVE THE HOUSE—MR. TARDIE IS TAKING CHARGE.—THE END OF A SUBSIDY JOB PROBABLY A QUARTER OF A MILLION MADE BY CHARTER MONGERS.

(Special Correspondence to the Herald.)

OTTAWA, Sept. 30.—Public opinion is fast settling down to the view that the Laurier Government will appeal to the country before another session. It is true that more than one minister is said to have declared that the government has no such intention. Mr. Tardie, in his first interview after his return to Canada was still more emphatic in his announcement that no election would take place in the near future. He argued the case out, insisting that there was no ground or reason for a dissolution when parliament had two years to run. These assurances seem to carry little weight, though the refusal to accept them is a poor compliment to the veracity of our rulers.

THE RIGHT ARM IN DANGER.

If a Dominion election is ordered within a few months the reason for it will be the one mentioned in a recent letter. The Hardy government of Ontario is on its last legs. Its cup of iniquity is full and running over. The recent revelations of the Waterloo election case are among the worst in the political annals of the country. Following West Elgin and South Ontario they reveal a condition of things that has horrified even those who are accustomed to previous exposures of electoral corruption. The existence of a provincial "machine," organized expressly for the commission of all sorts of crimes, from the purchase of a vote to the personation of a returning officer; the manufacture and use of bogus ballots, the preparation of false returns, with the accompanying crimes of perjury and forgery; the recognition of this criminal organization as a part of the campaign machinery of the liberal party; the protection of the criminals by the law officers of the crown, and their reward by appointment to offices under the federal and provincial governments; these things have started and shocked the whole people. They have made it impossible for the Hardy government to survive another session. Mr. Hardy and his colleagues know this and are preparing for the worst. Mr. Tardie has only to be convinced of it, as his Ontario colleagues are, and he will probably order his premier to dissolve the Dominion parliament and, if possible, get a favorable verdict from the people of Canada before the crash in Ontario comes. In February of last year, during the Ontario general election campaign, Sir Wilfrid Laurier, speaking at a meeting in this city, with Mr. Hardy, appealed to the electors of Ottawa to support the provincial government, declaring that the Hardy ministry was "the right arm" of his own administration. Sir Wilfrid does not cut off the right arm that offends, but the people of Ontario are doing it for him. There is reason to believe that the premier of Canada would prefer to have his election now, than to go into the fight left handed.

MORE PROMISES.

Sir Wilfrid has been making some preparation for an election. Speaking on Wednesday of this week at St. Croix, in the County of L'Annapolis, he made a suitable campaign observation: "I am consoled," he said, "for the unfavorable weather, because I have seen what bad roads you have, and how much you need a railway in the County of L'Annapolis." He then proceeded to explain that the South Shore railway, subsidized last session, would be speedily constructed, and would be to that part of the province what the North Shore was to the other side of the river. It may be worth while to recall the fact that the South Shore when completed, will be a competing line with the Drummond road, which was purchased this year by the government. The Grand Trunk is another competing line between Quebec and Montreal, and the Canadian Pacific a third.

GREAT TIMES FOR THE MIDDLE MAN.

Announcement is made that the Edmonton, Yukon and Pacific Railway company has sold out its charter and property generally to Messrs. Mackenzie and Mann for a handsome sum in good cash. A tale hangs on this transaction. This company has a charter obtained from parliament and repeatedly amended and altered at the request of different promoters, until it has authorized construction of railways from Edmonton toward every point of the compass. The original intention was apparently to construct a line to the north or north east toward Athabasca landing, but

the Mackenzie and Mann plan for the construction of a second railway across the continent, from Lake Superior to the Pacific, was developed, the promoters of the Edmonton line concluded that they would make their line a link in that system. Consequently they got another bill through the house, giving them the right to build from Edmonton to the Yellow Head Pass through the Rocky Mountains. That gave them something to sell out, but not enough. So they went to the government and asked for a subsidy. As the company included Mr. William Pugsley, a St. John lawyer, who seems to have a strong pull with the minister of railways, the application was successful. The subsidy bill of this year gave Mr. Pugsley's company a bonus of \$3,500 a mile for the first fifty miles of the road, a vote which carries with it the assurance of like subsidies for hundreds of miles that are to follow. When the item was before the house Mr. Foster asked some questions. He wanted to know who were the directors. Mr. Blair could not, or would not, tell him, but he assured the house that Mr. George McAvity of St. John was president, and that his name was a sufficient guarantee that the company seriously intended to go forward with the work of railway construction. Mr. McAvity, it may be remarked, is a hardware merchant in good circumstances. He is a prominent political supporter of Mr. Blair, and his firm supplies large quantities of material without tender for the Intercolonial railway.

MR. FOSTER'S CRITICISM.

Speaking of him Mr. Foster said: "I am willing to take Mr. George McAvity for what he is worth, and in some respects he is worth a great deal, but he is not a railway builder and never has been. My solemn belief is that the gentlemen who have this in charge are neither railway builders, nor do they intend to be. My solemn belief is that they are vendors of railway franchises, and that is all they intend to be." Mr. Foster went on to point out that the promoters of this road, who were not expending a cent of money, were asking parliament to put them in such a position that no company could build a railway through the Yellow Head Pass without buying them out. He said further: "It behooves the minister of railways and the first minister to give the information as to who are behind those gentlemen. I have heard that there are members of this house who are interested in it, and are voting this subsidy for these franchises behind the minister of railways. I have heard that a son of the minister is one of the promoters. I know that Mr. Pugsley is solicitor for the company, and wherever for the last twenty years you have found Mr. Pugsley you have found the minister of railways, and wherever you have found the minister of railways you have found Mr. Pugsley. It is a serious thing when parliament gives into the hands of such gentlemen, priceless franchises, worth hundreds of thousands of dollars, if they simply mean to stand there in the gap and sell that franchise at a profit to themselves."

WHAT THE MINISTERS SAID.

Sir Wilfrid Laurier came to the defence of the job. He explained that President McAvity had been a "successful business man" and was one of many successful men in business who stepped out of the business they had pursued and took up the new business of railway building. Mr. Blair declared that he personally had no connection with the enterprise. He could not answer for his son, who was of age and might have done some professional work for the president of the company. He did not deny that other members of parliament might be in it, and declared that Mr. Pugsley was an honorable man. The minister's argument, however, was the assumption that the promoters of the railway were personally going forward with the work, and he seemed to resent the allegation that parliament was asked to give his friends something that they could sell out. So the \$100,000 subsidy was voted, and with it was assumed the obligation to vote subsidies for further extensions, involving a vote up in the millions.

MR. FOSTER WAS RIGHT.

Now we have the announcement that the thing has come to pass exactly as Mr. Foster predicted. The gentlemen who got the charter and the subsidy never ceased a shovel to be lifted on the road. They have sold out what the government and parliament gave them. Mr. Foster's statement that members of parliament were concerned in the transaction proves to be true. Colonel Donville, M. P. for Kings, N. B., and Dr. Halsey, M. P. for Hants, N. S., are among the vendors of these subsidies and charters, which they had previously voted to themselves.

IT IS A GIFT.

Now let us reason this thing out! Mackenzie and Mann will build this railway. They have paid more to the McAvity-Pugsley company than the amount of the subsidy already voted. Therefore they would have been willing to build without a subsidy. The public money voted is obviously a free gift to the members of parliament and to the friends of Mr. Blair and the premier, who were let into this good thing. The Toronto Globe, the other day, contained a two column leader, which was

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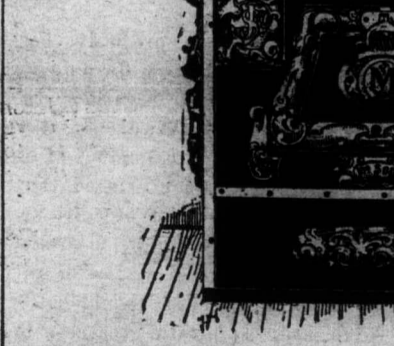
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F. Perkins & Co. Charlottetown.

thought by many to be the first shot of the coming campaign. It described the Conservatives as "an exhausted party." It cannot be admitted that there is no sign of exhaustion in the party that now rules Canada. There is a freshness and vigor in each new attack on the treasury, which speaks of infinite powers and possibilities.

MR. TARDIE'S APOLOGY.

And this brings us again to Mr. Tardie. He had not seen in Canada three days before he came to be published some wonderful interviews. He explained that Mr. Blair's blunder, which almost drove the winter trade of Canada to foreign ports was due to a failure to grasp the situation. Mr. Tardie saw it. He apologized for Mr. Fielding's withdrawal of the \$200,000 appropriation for elevators at Montreal by the patronizing observation that Mr. Fielding, who had charge in Mr. Tardie's absence, meant well, but he was not able to understand the full scope of Mr. Tardie's plans. Now that Mr. Tardie is home his plans in all the provinces and in all the departments will be worked out by himself. Wait till we see him next year.

S. S. Scotsman Wrecked.

THEIR SEVERE SUFFERING AND HORROR—OUTRAGED CONDUCT OF THE CREW.

The Dominion Line Steamship was a total wreck at Change Island, Newfoundland, 140 miles south of Belle Isle, at the southeast point of Notre Dame Bay. The Scotsman sailed from Liverpool for Montreal on Sept. 14th. The passage to the straits of Belle Isle was a fair one, though the green crew in the stove hole lessened the speed of the ship, so that when she reached the straits she was about a day's run behind her usual average. Entering the Straits of Belle Isle on Thursday night, a dense fog banked on the vessel and made navigation a matter of great caution, at all times in the straits a precaution was taken to keep the vessel's bow to the wind, and the speed of the vessel was reduced and she felt her way in. At 12 o'clock there was a shock underneath the keel of the vessel, followed by another and another. The passengers were asleep and the crew were awakened by the shocks. On deck the thick bank of fog shut out the sight of shore. Passengers and crew were in a state of confusion. The captain, Mr. Strimling, and his officers went among the passengers, trying to calm their fears. A superficial examination of the ship told the captain that she would be a total wreck and that she must be abandoned at once. A port life boat was lowered and the crew of the woman and children were taken on board. Those who perished were in this boat, ten in all. Some were saved, for the ship had listed to port and several ladies were washed back on the deck. One lady clung to a rope for two hours before being rescued, the ship being torn from her hands. Meanwhile disgraceful scenes were being enacted on board. Hardly had the vessel struck before the men from the stove-hole rushed to the cabins, and hitting open valves and bags with their knives, took all the valuables they could lay their hands on. Several of them fired their guns and tried to force men to leave their cabins. It is said that some of the steerage passengers joined the firemen in looting the baggage of the first-class passengers. In more than one instance rings were taken from the fingers of fainting and dying women. Capt. Strimling and his officers were busy in caring for the safety of the passengers and had no time to interfere with the wretches. When morning came it was found that the Scotsman lay close in shore, alongside a cliff ten thousand feet high. A second boatload of women and children, which had been sent off, was called back, and the passengers transferred to the rocks alongside the ship. Until 6.30 o'clock the officers and some of the crew of the Scotsman worked busily in getting the passengers ashore, and when darkness and a heavy fog set in, all were safe on the rocks. But here the new danger of starvation faced them. The lower decks of the ship were entirely under water. A quantity of biscuit was carried on shore and on this, with a very little corned beef and salt herring, over two hundred people existed for four days. Some natural springs were found, but despite this the men died of hunger and water. Many of the passengers suffered from the exposure. After much difficulty some overcoats and shawls were secured for the women, nearly every one of whom had left the ship in their night clothes. The passengers were obliged to climb up a rocky cliff nearly 200 feet high before they could find a place large enough to rest. Here they stayed on the bare rock for four days and nights. The first night they had absolutely no shelter, but Saturday the captain sent up some tarpaulin and blankets. These were very acceptable, as it had rained all night and the men were bitterly cold. A number of passengers attempted to reach the lighthouse, which was about eight miles away as the crow flies. To do this it was necessary to climb about 1,300 feet higher before a practicable path could be reached, and there the difficulties had only begun. The path is rocky and uneven and is crossed by huge cliffs and gullies, which were very deep. Altogether the distance by land must have been over sixteen miles, and one gentleman took eleven hours to reach it, and rested only half an hour on the way. It was not until the 20th that the steamer Montfort came along and was signalled by the Belle Isle lighthouse. A number of the Scotsman's passengers had walked there from the wreck. After bringing these people on board the ship, she proceeded to where the Scotsman lay. The weather was bright and clear. As soon as practicable the boats were launched and the work began. The Montfort took two hundred and fifty of the passengers, and the S. S. Colman, which soon after came in sight, took the remainder, excepting four, who decided to return to England in the Montfort, the next steamer to appear. Forty five of the crew also went in the boat. On the arrival of the Montfort in Montreal on Sunday, twenty-four of the Scotsman's crew were met by their families, who were met by a large collection of jewelry, clothing and other valuables were found in their possession. Several of the crew had their clothing lined with jewelry, watches and money. The total value of the goods recovered is estimated at nearly \$5,000. The steamer which went back home by the Montfort have landed at Queenstown. They were not arrested.

Convention at Dundas.

The Liberal Conservative Convention for the Riding of King's will be held at the Court House, Dundas, on Wednesday, October 11th, at 12 o'clock noon, for the purpose of choosing a Candidate for the House of Commons.

A full attendance of delegates is requested.

D. GORDON, Pres. Lib.-Cons. Association, Riding of Kings, Georgetown, Sept. 29, 1899.

Oct. 4.—11.

NOTICE.

All amounts in Book accounts, notes of hand or judgments due the estate of the late John P. Sullivan of St. Peter Bay, must be handed in and paid forthwith, to Lawrence J. MacDonald who will give receipts therefor. All accounts not closed and arranged for at once will be placed in October court for collection.

HELEEN SULLIVAN, Administratrix.

St. Peter Bay, Sept. 27th, 1899—am.

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