

THE HERALD

WEDNESDAY, FEB. 17, 1909  
 SUBSCRIPTION—\$1.00 A YEAR.  
 PUBLISHED EVERY WEDNESDAY  
 AT 81 QUEEN STREET,  
 CHARLOTTETOWN, P. E. ISLAND.  
 JAMES McISAAC,  
 Editor & Proprietor.

Nearly a month and a half of 1909 have already elapsed and still a great many of our subscribers have not remitted their subscriptions to the Herald for 1908. They have been furnished with statements of their accounts and have been pretty constantly kept in mind of this little obligation; still they have shown great tardiness in its fulfilment. We need the money and should be pleased to hear from our friends without further procrastination.

A Comedy of Errors.

If our Provincial Government had succeeded in consummating the first two weeks of the Legislative session in accomplishing practically nothing; if they have amply demonstrated the political duplicity and hypocrisy of their pretensions in their urgent precipitation in calling the House; they have also furnished abundant evidence of their unpreparedness for proceeding with the public business, and the want of unity and cohesiveness in their own ranks. Proofs of this came thick and fast last week, when the respective divergency of views proclaimed by the Premier and one of his colleagues in the Government were unloaded upon the public.

These disclosures of discordant and disjointed viewpoints, of the would-be happy political combination, constitute a veritable "comedy of errors." First we have the declarations of the Leader of the Government, in his speech on the address, delivered on Tuesday the 9th inst. This portion of the debate was pronounced by the *Patriot* of the following day, to have been "one of the most valuable contributions to local politics that has been given in this Province for some time." A little further on, the Government organ said that Mr. Haszard "showed, beyond successful contradiction, that our Province had been treated fairly and squarely by the Federal Government, who, under Sir Wilfrid Laurier, had given due consideration and recognition to our interests and our claims." Referring to the tunnel, the *Patriot* reports the Premier as saying that, "up to the present, however, no survey on which a fair basis of calculation could be made, has been accomplished; and the borings for coal at Earnscliffe have demonstrated that there are many difficulties in the way of tunnel boring in this part of the Dominion."

The words above quoted not only betray absence of encouragement of the tunnel project; but indicate a desire to throw cold water on the matter. But the words put into the Premier's mouth on this subject by the Government organ, convey a very faint idea of the vehemence with which he flouted whatever had already been done in connection therewith. The performances of Sir Douglas Fox, he contemptuously brushed aside, and declared the survey made at the Capes under the direction of that eminent engineer, as a "Bogus Survey." This is a sample of the "valuable contributions to local politics," we get from those who undertake to discuss questions of which they have very little knowledge; this is the manner of political history ground out by "bogus" statesmen. What a humiliating position Mr. Haszard and his

associates would occupy if they went to Ottawa to urge the settlement of our unjust claims, when they would be confronted with the *Patriot's* declaration that we "had been treated fairly and squarely, by Sir Wilfrid Laurier." But, we may reasonably assume that Mr. Haszard is studying how best to push his own claims on Sir Wilfrid Laurier, and with this object constantly in view cares very little how the claims of the Province may eventuate.

Now comes the next chapter in the comedy of errors. The Premier was followed in the debate on the address by Capt. Joseph Read, for whom Mr. Haszard labored so hard to manufacture a constituency, and who was made a member of the Government as soon as he was engineered into the House. Captain Read had scarcely taken the floor when he took direct issue with his Leader on the tunnel question. He came out flatfooted in favor of the project, and expressed the opinion that the difficulties were not by any means such as the Premier had conjured up. As regards Sir Douglas Fox, the captain expressed his entire confidence in him as one of the most eminent engineers in the world. "There is nothing 'bogus' in any engineering project he undertakes. As evidence of this confidence in Sir Douglas Fox, the Captain intimated that he had been in communication with him on the tunnel question, and had in his possession a letter recently received from him. He pointed out that the process of tunneling had made wonderful advances of late years, and instanced the successful accomplishment of much more difficult undertakings of this nature than that under the Straits could possibly be. He flatly contradicted the Premier's inferential difficulties in connection with coal boring operations. The enormous coal mining operations at Sydney, for instance, were a strong argument in favor of the feasibility of our tunnel. Here, operations had gone down thousands of feet and had extended for miles under the sea, and had excavated areas hundreds of times as extensive as would be the space boded for the tunnel. Surely this was the most unkindest cut of all."

Mr. McLean, who followed, in the debate lost no time in pointing out the extraordinary divergency of opinion between the Leader of the Government and Captain Read, also a member of the Executive. He also called the attention of the Premier to the *Patriot's* version of the Leader's speech, particularly as regards our claims against the Federal Government. He said it would make it very awkward for the Leader of the Government to find the authorities at Ottawa fortified with this leader from the Government organ, when he went up there to look after our claims. The Premier immediately took the floor, and declared the *Patriot* had put words in his mouth that he had not uttered. He emphatically refused to be bound by the declarations of the party organ. Our readers will thus see that the comedy is becoming more and more involved, and will surely anticipate the denouement with the utmost curiosity.

The debate on the address was continued on Thursday by several members on both sides of the House and, for the most part, the Leader of the Government had a respite, so far as the *Patriot's* declarations regarding his "valuable contributions to our political history is concerned. But if he flattered himself with the thought that he had heard the last of this, he was very much mistaken. He was evidently

becoming more sensitive on the point, too; for when Mr. McKinnon read the *Patriot's* version of Mr. Haszard's declarations, anent our claims at Ottawa, the Leader of the Government jumped to his feet and reiterated, with much vehemence, his refusal to be held responsible for the language the party organ put in his mouth. Mr. McKinnon asked Mr. Haszard, if he repudiated the *Patriot's* words, and the Premier answered there was nothing to repudiate; he had not at all used the language attributed to him by the *Patriot*. We must assume then, said Mr. McKinnon, that the Premier disclaims the *Patriot's* declarations. Mr. McKinnon went a little further in his enquiry, and asked the Leader of the Government whether or not he admitted, repudiated or disclaimed the following, from the same article in the *Patriot*, which he read to the House: "The Premier's peroration of his admirable speech was an eloquent reference to Prince Edward Island—the fertility of the soil and its attractiveness as a country to dwell in. It is indeed a beautiful land, with skies of Italian blue, where fogs are unknown, and where, all summer long, there are but few days when the sun does not shine radiantly upon this lovely Island. The climate is unsurpassed, the wild rose, the fern, the spruce, the fir, the cedar, birch and maple, as well as the undulating scenery all go to make up as picturesque a country as the eye could delight to gaze upon. Fields of feathery oats, acres of dark green rye crops the golden wheat, verdant meadows, happy homesteads, and a social people, with all the advantages of civilization and Christianity, here live together, abundantly provided for, fearing God, honoring the King, and enjoying the blessings of economical and progressive Liberal Government."

The writer of this precious monologue had evidently been dreaming of days and scenes of primitive simplicity. His imagination seems to have carried him back to the "Acadian land, on the shores of the Basin of Minas," where dwelt: "Men whose lives glided on like rivers that water the woodlands. Darkened by shadows of earth, but reflecting an image of heaven." This whole comedy is the logical result of the Government's game of bluff. The precipitate calling of the Legislature was planned to impede the course of justice, and prevent the political extinction of some of the members supporting the Government. The trouble is that the actors in the farce did not rehearse their parts together, and now we have the sorry spectacle of the multitudinous contradictions brought out in this comedy of errors.

In the ice skating race between Norval Buptis and John Millon, at St. Paul, the professional indoor world's skating records were broken. In the half mile Buptis lowered his own world's record to 1:17.1. Millon established a new world's record for a mile, making the distance in 2:39.2, and also lowering the two mile record, going against time and covering the distance in 5:45.2. The previous indoor record for this distance was 5:50.

Notice of a resolution is given in the Ottawa House of Commons calling upon the Government to issue bonds in \$100,000 of ten dollars and multiples thereof, bearing 3 1/2 per cent. interest, and put them on sale in every money order office in Canada. The object is to give an opportunity to small investors in Canada to put their savings in the Canadian bank.

The Winter Carnival opened in Montreal on the 11th in the midst of a severe snowstorm but this was no disadvantage, as there were no opening formalities. The ice palace is finished, except the lightning, and was visited by enormous crowds during the afternoon of the 11th. The second day of the Carnival the 19th scored a huge success, winding up with one of the most gorgeous scenes ever witnessed in the city, when the big Ice Palace at the approach to the Mountains was stormed by 2,000 snowshoers to the accompaniment of pyrotechnic display. Two hundred thousand people crowded the park during the evening, the crowd being so dense that during the greater part of the day the street and suburban traffic was completely hampered.

It rested with the Government whether or not this would be a business session. Let the public accounts be tabled and the necessary information be brought down, and the Opposition were prepared to go on with the public business. Let the reports of the committees on education and claims be presented and we should have business. Referring to Mr. Laird's allusion to the permanent public works constructed by the Government, Mr. Mathieson advised that gentleman to go down to Vernon River and inspect the new bridge built there by the Government. The concrete on the piers had been of about the same consistency as ordinary plaster, and the ice knocked it off just about as it would plaster, within a few months of the construction. He could see the whole of Vernon Church through the chinks in the abutments. All this was in the Premier's district, and this is one of the permanent public works of which we hear so much. It is a part of our

SESSIONAL NOTES.

Speaking on the 8th on the address in answer to the Lieut. Governor's Speech, Mr. Mathieson Leader of the Opposition, after the usual congratulations of the mover and seconder, said he could not understand how those speakers, for the Government, who said so many things approved of by the Opposition, could remain on the other side of the House. A little more and over they must come. Referring to the death of the late Speaker, Dr. Douglas, he pointed out that he was a good man and a good Speaker. He congratulated Speaker Smith on his elevation to his honorable position, and said that so long as he met with the approval of the Opposition he would not be far astray. Coming to the matters mentioned in the speech, he wished to know what claims were settled by the Government, during the recess. \$4,000 held back for charges on Government lay and returned in favor of the Federal election, does not constitute a claim. Neither was the refund on account of the double amount claimed for the Hillsboro bridge. These were only restitutions for pilferings. It was not clear from the speech what is meant by additional claims to be settled. In the Journal of 1907, can be found a joint resolution passed that session. Last session a committee was appointed to press our claims. These included: delays in winter communication, interruption of telegraph communication; fishery claims; refund for the prosecution of criminal prosecutions; compensation for expenditure on railroads and canals on the mainland, from which we reap no benefit. An amendment to a resolution was passed to the effect that all these claims would be prepared free of charge; yet, in the face of this, \$225 were paid for the preparation of one little bill. None of these claims have been advanced, so far as we know.

He agreed with the statement in the speech, that we had good crops last season; but the prices were not as satisfactory as they should be. Farmers in Nova Scotia get far better prices for their potatoes than we do, and why? Because our transportation connections and freight rates are at fault. A great cause of the failure of recognition of our claims should be laid at the door of those apologists, who invariably raise the cry that the other party did no better. That was reprehensible. It is all very fine to send our people to Truro, to study matters agricultural; but why should not this agricultural education be imported here at home? The history of the agricultural department of the Provincial Government, up to the present has been a failure. We have no experimental farm, yet; although, in 1907, that hope was held out to us in the Lieut. Governor's speech. In April 1908, the *Patriot* said that "Before this time next year, we will likely have a splendid experimental farm." This year there is nothing in the speech about this experimental farm. Why have we not our own experimental farm? Referring to Mr. Palmer's statement that the Government had been sustained, he said this only proved the undue influence of the Federal Government and official hoodlers. The Government were not there by the will of the people of the Province. Mr. Palmer's historic review of the tercentenary celebration at Quebec was the most interesting part of his address; but there was not one word about it in the Lieut. Governor's speech.

The House did not resume work on the 10th, until 4 o'clock p.m. Mr. Mathieson asked the Leader of the Government, if he still adhered to the position he assumed, of not answering questions till the address had been furnished. Mr. Haszard replied that he still held to that position. Thereupon the Leader of the Opposition proceeded to show how decidedly contrary this conduct was to the practice of all British Legislatures. There was nothing in the practice of this Legislature, of the Dominion House of Commons or the Imperial Parliament to warrant such a course. In support of his contention, he quoted from May and Bournout, our two standard authorities on procedure. After further pointing out the untenableness of the ground taken by the Premier, Mr. Mathieson left the question at that.

Last week the following questions were asked, and answers to them were promised by the Government at some future time: Mr. John McLean asked the Commissioner of Public Works in the matter of a road from the Starb Factory at Baltic to Fairfield, to lay on the table of the House. (1) All petitions received by the Government or by the Commissioner of Public Works or by an officer of his Department respecting the opening and construction of said road. (2) All petitions received by the Government or by the Commissioner or any officer of his Department in respect to said, and in particular a copy of a letter written by the Commissioner to Hon. Lauchlin McDonald relating thereto. (3) Has the Government paid or agreed to pay any money on account of said road for land or work? If so, to whom respectively, and how much? (4) What course does the Government intend to take in respect to said road?

Mr. A. F. Arsenault asked the Commissioner of Public Works to lay on the table of the House a statement in respect to the rebuilding of Haldimand Bridge, Lot 15, in Prince County, in the year 1905, showing: (1) Whether the contract was let by public competition or how otherwise. If by tender, how many tenders were received, from whom, and for what

amount respectively? (2) Also the plans and specifications of said work and all reports, letters and correspondence in respect to same. (3) Was any and what amount paid for extras? (4) Was the work performed according to specification?

Mr. Murdoch McKinnon asked for an answer to Question Number Six. The Commissioner of Public Works replied that this answer would take a good deal of time to prepare. Mr. Wyatt asked in respect to question Number Seven for the names of agricultural students, etc.

On Thursday forenoon Mr. McLean resumed the debate on the address. He again referred to the difference between the ideas expressed by the Premier and Captain Read. He pointed out that if the Government were in earnest about our claim in the matter of the fishery award, we should receive our right without waiting till the other Province considered themselves ready to assist us, as had been outlined by the Leader of the Government. If the *Patriot* reported the Premier correctly, said Mr. McLean, we would have much difficulty in securing any more claims. Mr. Haszard here interrupted and said he could not be held responsible for what appeared in the party organ. He said he did not use as strong language as that paper attributed to him. The Commissioner of Public Works, said Mr. McLean, was very active, through his agents, in the first district of King's, just before the election; but the works in which they were employed were not of a very permanent nature. Mr. McLean here referred to the need of a steel bridge across the St. Lawrence, and to the piling of steel bridges in eastern King's County. He also called attention to the manner in which the public money had been wasted in connection with Vernon River Bridge and other jobs.

Referring to the election, Mr. McLean asked that if they had been held a month before, instead of a month after the Dominion election, there would now be very few Liberals in the House. There was a time when the Sheriffs had not a vote, and were not appointed by the Government, but the Judges of the Supreme Court. Had the former condition prevailed at the time of the last election, Captain Read would not be here, as the Sheriff of Prince County would not have been in a position to vote him in. If the Sheriff were to be given judicial powers, then he should lead both sides alike. This manner of conduct was not carrying out the will of the people. Had Mr. Read as much modesty as he has assurance, said Mr. McLean, he would go out the back door as quickly as he came in. He himself would feel very cheap, indeed, if he wormed himself in and undertook to address the House, as Mr. Read had done. He expressed the hope that this matter would be adjusted in the courts.

After Mr. Agnew had made a few remarks, Mr. A. J. McDonald took the floor, and addressed the House at some length. He took Mr. Agnew severely to task for his political presumption, and

administered a stinging rebuke to the Government supporters. Many electors told him, he said, they wanted to vote for him; but if they did they would get no work at the steamers, he said. This was a shame and a disgrace. Yet the people responsible for this condition of affairs call themselves Liberals. Men are elected to this House, he said, by the hirings of the Dominion Government. Are these Liberals? They are fond, he said, of calling out "Tory," to us, on this side of the House; but who are carrying out the pure old Tory tactics? This is what those people, calling themselves Liberals, have brought us to. Congratulating the Speaker on his appointment, he showed that one duty of the presiding officer was to protect the minority. Referring to the elections, he said that the Opposition had, undoubtedly, a majority of the independent votes of the Province. There was no election in Charlottetown, because the place is owned by the Dominion Government. Frederick Peters disfranchised the Dominion officials when the Conservatives were in power at Ottawa; but no sooner was the change of Government there, than their votes were given back to them again; but they must not vote for any but the party in power. Candidates on the Government side have a better chance to get votes. At the time of the elections the Government officials and electors went mad giving jobs on the roads. There was no public sale of these jobs. The only questions asked were "for whom are you going to vote?" "How much will you do this job for?" Regarding the tunnel, he considered it a question more for the consideration of the Dominion Government, than for us. This is the only way the Dominion Government can fulfil the terms on this point. Let us have the tunnel and the question will be settled; otherwise we should receive an equivalent.

Toddlers on the ice of a pond, four year old Mildred Johnson and three year old Oscar Johnson, of Worcester, Mass. stumbled into a hole and were drowned. Their bodies were recovered. No one was near when they fell into the water and their screams were heard too late to rescue them.

Going to pressure by President Roosevelt and Governor Gillett, the California Assembly has reversed its previous position by re-considering the vote on the segregation of Japanese students in the public schools and finally rejecting the Bill. The Assembly is now clear of any Japanese measure objected to by the national administration.

Meet Me at the Always Busy Store

WARM CLOTH COATS

We have just a few left in the NEWEST STYLES, Cloths and Colorings.

These must be closed out at once to make room for our New Goods.

You can have any one you choose, either black or colored, at HALF PRICE

Ladies' Ready-to-Wear SKIRTS.

This is a department of our store very little known. Just think how convenient it is to be able to get a Skirt made in the newest cut ready to put on for \$2.50 to \$3.00 and \$3.50, etc.

Stanley Bros.

Mr. A. J. McDonald asked the Commissioner of Public Works to lay on the table of the House the following papers and statements relating to work done on Cardigan Bridge between the first day of June, 1908, and the 31st day of December, 1908. (1) The plans and specifications for the said bridge. (2) Was the work done by contract or how otherwise? (3) If by contract, who was or were the contractor or contractors, and if more than one, for what part or parts of the work did they respectively contract? (4) If the work was done by tender, how were such tenders called for and lay same on the table of the House? (5) Was or were any Inspector or Inspectors, Engineer, Foreman or Architect, and if so, who, appointed for such work; and what remuneration did each receive, and when? Are the balances still unpaid, if so, to whom, and how much respectively? (6) What was the total cost of the work? What kind of materials were used and what prices paid for each respectively? To whom and for what quantities? (7) What are the names of the men employed on the work, the rate of wages paid to each and the time each was employed? (8) Also lay on the table of the House all contracts, letters, reports of officers appointed by or on behalf of the Government, correspondence and papers relating to said work, and hereinbefore not specially referred to?

Mr. Dobie asked the Commissioner of Agriculture to lay on the table of the House the Tax Collector's books, receipts, receipt-books, stubs of receipts-books and all papers in relation to the road taxes of Lots 13 and 14 for the last year in which such taxes fell due.

Captain Read, who had been speaking on the address concluded at 5:35, when Mr. John McLean took up the debate. Mr. McLean, referred to the Capt. as "the member for Abyssinia," seeing that he did not properly represent any constituency in this Province. He said that Mr. Read appeared to him to be like the initiator's horse very hard to catch and very little good when he was caught. He seemed to differ from his Leader on most of the Government questions. For us the matter of transportation was the most important of all questions. Mr. McLean here gave practical illustrations of our transportation difficulties from actual experience. The Leader of the Government gave no hint as to what course the administration intended to pursue on these important matters. The Government are in touch with the Intercolonial railway and were in a position to undertake something on these all important questions. Why not make an effort to ameliorate our difficulties in this direction? On the tunnel question, the Premier seemed most anxious to impress the public with the stupendous difficulties involved in the matter. The present Liberal Government, here and at Ottawa, have done nothing. The survey of Sir Douglas Fox was carried out under the Conservatives. In 1892 the Ottawa members were, for the most part, in favor of going on with this work; and he believed that was the feeling of those people now. If, therefore, this is a feasible undertaking, something should be done. If nothing is done we must take up some other means of communication. It being six o'clock the House adjourned till the following day.