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By Boat and Rail

Tuesday May 16th open ed fine and clear; but with a high cold wind from the north west. All along the line farmers were at work in their fields; but vegetation was backward enough, and the grass but tardily pushing ahead.

The good steamer Northumberland, was then on the Summerside-Point du Chene route and with Captain McLeod on the bridge accomplished the trip across the Straits in good style. But it was rather uncomfortable crossing for the land lubbers; as the waters had been disturbed by the high winds and white caps were much in evidence. The good ship rolled a bit and "sea legs" were necessary for maintaining a perpendicular. A number of passengers were attacked by the genuine *Mal de Mer* and the majority of them deemed a horizontal position the most comfortable.

The Northumberland arrived at Point du Chene in due time, and after a brief delay the journey to St. John, over the Intercolonial Railway, was commenced. After half an hour's wait at Paines Junction, the train from Halifax arrived and all were on the move again. Moncton Intercolonial headquarters is a lively railroad city. The almost constant movement of trains, coming and going gives the place an air of bustle and hustle.

The trip from Moncton to St. John, over the Intercolonial, is made in comfortable cars on a smooth road. It is fast, comfortable travel with no jars or jolts. For some distance from Moncton the line runs through an uninhabited country. The land is barren and rocky, with here and there, with groths of scraggy trees. Along this section there seems to be very little land under cultivation. Here and there patches of intervals appear; but beyond these, little or nothing inviting. As the journey advances, however, the country improves. After we strike the head waters of the Kennebec, considerable tracts of intervals come into sight, houses and barns straggle into view. The country becomes more and more interesting as the train moves along; villages and towns come in sight. Sussex is a town of considerable proportions surrounded by a good country. From this on the scenery is attractive. The road bed is in the valley of the Kennebec, whose waters widen as we advance and on either side rise hill or mountain ridges. Hampton, Lakeside, Rothesay and numerous other towns and suburban towns and villages are attractively located along the waterside. From these to St. John, the city of the Loyalists is but a brief space.

Charming weather conditions prevail. Wednesday morning, when the splendid steamer Calvin Austin of the Eastern Steamship Company's line swung from her moorings and started for Boston. The scene was decidedly interesting and strikingly picturesque. The city and suburbs, perch-

ed on the heights surrounding the harbor stood out in bold relief in the clear morning air. The immense docks and great elevators on the west side now denuded of the activity centering round them during the winter months when the huge Atlantic Liners engage in Canada's Ocean freight business, loomed large in their loneliness. Fleets of foam floating down from the reversible falls are tossed about like airy phantoms in the surging and swirling of the tremendous tide. A large number of passengers boarded the good ship and there scene was animated when farewells were taken and friends bade friends good-bye. Among the passengers from St. John was my good friend, Mr. L. R. Thompson the courteous and obliging traveling freight and passenger agent of the Eastern Steamship Company, who accompanied by Mrs. Thompson, was setting out on a visit of some weeks to the principal cities of Canada and the United States as far south as Washington.

Island visitors to Boston who desire to combine railway and steamboat travelling should patronize the Eastern Steamship Company. This Company has a splendid fleet of steel steamers, that travers an interesting and a picturesque route and their officials are most attentive and efficient. The Calvin Austin Captain Mitchell, is a large and admirable equipped steamer with a passenger capacity of 1,200. When she does not make the trip between St. John and Boston direct she traverses an interesting scenic route, calling at East Port, Lubec and Portland. Turning in from the Bay of Fundy she passes through a veritable archipelago at the entrance of Passamaquoddy Bay. She passes Campobello, Grand Manan, Deer Island and numerous other islands and inlets, winding in and out among them in a most interesting fashion. Intending travellers by this route should apply to Mr. Thompson, who will take pleasure in furnishing them with every information.

The course of the steamers from East Port to Portland is right along the coast of Maine not far from the land. From Portland to Boston a portion of the coast of three States is passed; Maine, New Hampshire and Massachusetts. St. Anne's light house in the form of twin towers near the entrance to Gloucester harbor is the first prominent mariner's guide that comes into view on the Massachusetts coast. This coast all along is naturally rocky and inhospitable; but it is well studded with beacon buoys and all manner of aids to navigation. Along here are passed the "Reef of Mariner's Woe" immortalized by Longfellow in his "Wreck of the Hesperis," Manchester by the Sea, Marble head, Salem, Lynn, Manhattan, and the islands and islets without number that stud Massachusetts Bay and Boston harbor. Treading her way between forts, beacons and buoys, following the winding of the channels amid hundreds of crafts of all descriptions, the Calvin Austin glides into dock at Boston.

Ottawa, May 16
 Sign that the Government will go to the country in the early autumn after a redistribution bill has been put through based on the census returns which will then be compiled, are multiplying. The latest indication that Sir Wilfrid Laurier will make the jump is to be found in the supplementary estimates for the fiscal year ending March 31 next which total \$17,000,000, the largest bulk of sup-

plementaries on record. The main estimates made up the large amount of \$136,000,000 and these additional items bring the estimated expenditures for the twelve months to \$155,000,000 considering the fact that the Liberals when in opposition denounced even the most modest expenditures for the public service the lavish manner in which this government is spending the money of the people for purely political purposes cannot possibly be defended. No one knows better than Sir Wilfrid Laurier himself that the record of his administration is not one which appeals to the Canadian who looks for honesty and fair dealing and it is only by spluttering the country over with public works that the sins of commission and omission can be hidden.

With a general election in sight both sides are particularly active. Mr. Borden has made the attitude of the opposition clear on the reciprocity issue and the passage of the agreement which Messrs Fielding and Paterson made in Washington without due thought and consideration, and without giving the people a chance to express their views thereon will be resisted to the end. The tour of the opposition leader of the prairie Provinces of Manitoba, Alberta and Saskatchewan will carry the war into Africa for it has been openly boasted by the Government that so far as the west is concerned the opposition by opposing the agreement are placing their political heads in a noose. There are strong signs however that the western farmer is changing his mind about the pact. He does not relish the idea of being placed under the heel of the United States trusts which is bound to come by the lowering of the tariff wall. In the past the farmer has found a market for eighty per cent of his products right here at home and no one will complain that he has not enjoyed an era of good prices. The whole aim of the Canadian people has been to build up a strong and virile nation within the British Empire and in spite of the open hostility of the United States she has started well. Now with a stroke of the pen Mr. Fielding, free trader that he is, wishes to change the channels of trade, and the west is beginning to see the hollowness of the pretensions of these gentlemen who sit for the time being on the treasury benches. This it is that Mr. Borden's approaching tour of the prairies is being anxiously awaited by those who refuse to be stampeded by the specious promises of Laurier-Fielding Fisher and Company. The farmers are a level headed class of citizens. They will listen to a business question treated in a business way and Mr. Borden will undoubtedly not only receive an enthusiastic welcome at the hands of his far western fellow citizens but he will succeed in convincing them that this policy of the government is a delusion and a snare.

Mr. Fisher the Minister of Agriculture, was one of those ministers who strongly represented the suggestion that parliament should adjourn during the absence of Sir Wilfrid Laurier from Canada attending the Imperial Conference and the Coronation ceremonies. The premier however knew his colleagues better than they knew themselves. The astute prime minister was aware that once his hand was taken from the tiller the ship of state would roll heavily in the political seas for the reason that none of his subordinate officers

could steer. Mr. Fielding, the chief mate, knows nothing of the tact and diplomacy that are necessary to lead the House. The Finance Minister loves to fight too much. Mr. Fisher possesses the doubtful ability of ever getting on the nerves of the opposition, and with him as leader of the House, parliament would undoubtedly sit the whole year round. The Minister of Agriculture tried to fill Sir Wilfrid Laurier's place for a day as soon as the premier sailed but he made an awful mess of it. He refused point blank to answer legitimate questions put by the opposition, and get into several snarls by his obstinate attitude towards those who sit to the left of the Speaker. By insisting that parliament adjourn during his absence Sir Wilfrid Laurier showed to the country that this was a "one man" government.

It is becoming evident that the enumerators who are to commence the work of taking the census on June 1st will be nothing more than agents for the government who will canvas everyone on behalf of Liberal candidates. This was emphasized during the discussion of Mr. Fisher's methods of selecting these men on the recommendation of Liberal organizers and party executives. Mr. Fisher told parliament that the names of those who recommended these temporary officials to him must be kept an inviolable secret. What will be the result. It is costing the people of Canada over a million dollars to know how many persons are at present living in the Dominion. If there was ever a work which should be undertaken not on party lines it is this. Census taking is one of the serious events in the history of Canada as a nation, but these hired hacks of Mr. Fisher recommended by his party heaters are to be paid by the people to do political work. It was ever thus with Mr. Fisher. His statesmanship runs on a very narrow gauge. He is for the party he supports first, last and all the time and as for the public welfare and interest that may so hang as long as he has the patronage and the privilege of appointing hundreds of men to go up the side lines and concessions ostensibly counting heads but really going as the paid agents of Liberalism.

Ottawa, May 20.—A sensational episode took place in the Senate on Friday May 19th. His Excellency Earl Gray being severely criticized for his alleged slighting of Parliament by sending his Deputy Sir Charles FitzPatrick to Give the Royal Assent to bills prior to the two months adjournment. Senator Power led the attack and was supported by Sir MacKenzie Bowell. Sir Richard Cartwright came to the defence of the Governor extolling his service to Canada in the high position he holds.

Greenwich, Conn, May 22 Fredk Husted after making a final payment on a mortgage that had encumbered his valuable farm, went insane. He secured a shot gun and pretended to examine it. While looking down the barrel of the gun he persuaded his twelve year old son to pull the trigger in order to test its action. The boy promptly obeyed and his father fell dead. The young lad is almost crazed with grief.

The schooner Ponhook from Barbadoes with a cargo of molasses for the Nicholson Tobacco Co arrived on Saturday after a voyage of 21 days marked through out by fine weather. The Ponhook is a handsome three masted schooner almost new and is owned in New York.



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