

THE HERALD
 WEDNESDAY, MAY 24th, 1905.
 SUBSCRIPTION—\$1.00 A YEAR,
 PUBLISHED EVERY WEDNESDAY
 JAMES McISAAC
 Editor & Proprietor.

Notes and Observations

Saturday, May 13th, opened clear with bright sunshine; but quite a heavy frost the night before had produced considerable ice and the wind was piercingly cold. The ride from Charlottetown to Summerside over the P. E. Island Railway was an extraordinary character, or calling for special remark. The crossing from Summerside to Point du Chene on the Princess was accomplished within the time limit, and without outward circumstance. Captain McLean was on the bridge and Pursor Ryan was at his post, a guarantee that everything was all right. The waters of the Strait were comparatively smooth, and so far as rolling of the steamer is concerned the passage might be called ideal. But the cold piercing wind kept the greater number of the passengers indoors and winter overcoats felt quite comfortable. Good connections with the Intercolonial Railway were made at Point du Chene, and the train rolled on to Moncton with no unnecessary delay. The St. John train pulled in shortly after and continued its journey without unusual detention. Passengers for Montreal and intermediate points on the Intercolonial wait at Moncton for the Maritime Express leaving there at 9.20 p.m.

The cold weather continued, and it is only expressing a truism to repeat the stereotyped expression of the poet that here "winter lingers in the lap of spring." All along the Metopodia region and well up into the Province of Quebec there were abundant evidences of this. Considerable quantities of snow were lurking here and there, skirting river beds, along fences, in bushes and following the sinuosities of numerous ravines. In some places decaying ice still covered the lakes and rivers. The natural scenery along this region at its best is certainly beautiful beyond description. The beauties of mountain, forest, river and lake in the full flush of their summer grandeur have a charm difficult to surpass. But under present circumstances, the absence of vegetation, the presence of snow and ice and intense cold, rob the scene of many of its charms. All this, however, will be changed before long.

A short distance beyond Rimouski, where the railway skirts the margin of the river, one may see, especially when the tide is very low, a number of peculiarly shaped fence enclosures extending out four or five chains from high water mark. The structure is simply a fence of poles and wire bound closely together. The fence starts, as already stated, from about high water mark on the shore and continues straight out for about the distance described, then it is bent round into a "pen," almost constituting a circle. But instead of meeting the straight portion of the fence and completing the circle, when within a few yards of it it bends back and sweeps out towards deep water in the form of an arc of a circle. It is a peculiar looking arrangement and naturally attracts attention. Enquiry soon elicited the information that they were simply herring traps. When the tide rises the herring come in, get within the arc and well up towards the shore. They cannot pass through the straight fence which bars their progress in that direction, and while engaged in seeking a passage through they work down towards or into the pen. Meantime the tide recedes and the ebb forces them to the extremity of the pen where they unavailingly exert their energies to force a passage. When the tide has receded to its lowest ebb the unsuspecting herring are stranded in the pen. Abundant evidence of the success of the operation is furnished in the large quantities of herring strewn on the banks of the river. In this same vicinity attention was attracted by white objects appearing here and there above the surface of the water. At first one would almost imagine a dash of foam caused by a point of rock or some other obstruction; but the white apparition is out of sight immediately, and one is convinced it is some kind of a fish. Sure enough it turns out to be halibut, which appear to be very plentiful in quite close to the shore.

As the train moves along evidences of advancing spring slowly

present themselves and signs of vegetation are more or less visible. Much of the land appears to be black, loamy and very fertile; but a peculiar feature of this section extending for many miles, is the enormous quantity of stone which it produces. This is a grey stone apparently the same as that from which churches and other buildings are constructed. They are scattered over the fields, in piles here and there and in great rows along the fences. At a little distance they so much resemble flocks of sheep that the beholder is not convinced of his error until he comes close to them. After passing Riviere du Loup and reaching within a hundred miles of Quebec, increasing evidences of vegetation present themselves. The grass is coming and seeding has commenced, and from this on the change in the season is most marked. Coming on towards Montreal the grass is well advanced, cattle are grazing, seeding is in full swing and grain is up to the ground. The weather, too, has undergone a remarkable change and has become quite warm. The great city of Montreal is a most interesting place, and has many points of attraction. The number and magnificence of its churches impress all visitors. Its universities and colleges constitute it one of the greatest educational centres of North America, while as a mart of commerce and the home of immense wealth it is renowned. It is also one of the great railroad centres of the continent.

The trip from Montreal to Portland over the Grand Trunk railway is made during the night, and not much can be seen of the country through which the road passes. A portion of the Province of Quebec, a corner of the State of New Hampshire and a part of Maine is covered by this route. The service is good and the officials of the road are courteous and obliging. Portland was reached about 8 o'clock in the morning in a down-pour of rain.

The run from Portland to Boston over the Boston and Maine railroad is accomplished in about three hours and a half. It is a great road, the trains make fast time and officials and employees are most courteous and obliging. On this run you cross a portion of the State of Maine, New Hampshire and Massachusetts, and the country traversed is most interesting. You pass through many busy cities and towns, where commerce and manufacturing are in full swing. Commodious and well kept farmsteads, well trimmed lawns, neat cottages, swimming thrills and comfort and well cared for orchards abound on every hand. Bar Harbor and several other renowned watering places are also passed on this line. Within a hundred miles of Boston vegetation was greatly advanced. The grass was six or eight inches high, grain was up everywhere and fruit trees were completely covered with blossoms. It was raining in Boston as well as in Portland. For three or four days the weather was very unpleasant, cold and damp, sometimes pouring rain.

Boston, needless to say, is a most progressive city, extending its limits and increasing in population at an extraordinary pace. Civic improvements and beautifying of the city are constantly going on. Electric railways are extending their ramifications in all directions, on the surface, on the elevated, through tunnels and through tunnels, constituting a marvellous network on the ground, over ground and under ground. The everlasting whirl of elevated and surface cars passing certain junctions in the subway is well calculated to try the nerves of the uninitiated. It would be an endless task to undertake a description of the great new buildings and other striking evidences of material advancement and civic improvement and beautification of this great city. One of Boston's greatest recent engineering accomplishments is the projection of the tunnel under the harbor connecting Boston proper with East Boston. This tunnel, which has been opened within the last year, is somewhat over a mile long, has a double electric railway track and is lit from end to end by electric lights. Cars constantly pass through it in both directions. One experiences no unusual sensation when riding through this tunnel on the cars. A revolving stair way is a novelty sure to attract the attention of a visitor to Boston. Falling down stairs, and even falling up stairs, and sometimes having the stairs falling down or appearing to fall down against the person undertaking to ascend, are contingencies that most people have heard of; but the ordinary use of a stairway are for climbing upwards, and in this connection stairs are associated in the minds of most people. To reverse this condition of things and have the stairs do the climbing, while the person stands still is certainly something new. There are not yet a great many of these stairs in Boston. The writer was going to lunch with a friend and to shorten the distance was passed through the great dry goods establishment of Houghton and Dutton. Here we proceeded along the floor onto a step of the stairs and we went to the next floor without further effort. We simply stood still and the revolving stair did the work. The "Bridge with wooden piers," supposed to have inspired Longfellow's poem of "The Bridge," from Boston to Cambridge is replaced by a splendid iron and stone structure, newly completed. There are a few of the things likely to attract the attention of one who has not been in Boston for a few years.

Boston like other great centres of population, possibly to a greater degree than most others, is a cosmopolitan city. People from many countries contribute to its population. Prices

Edward Island supplies its quota of this population. The Islanders here as elsewhere hold their own and generally speaking give a good account of themselves. They are found in trade, in the mechanical arts and in the professions, and get their share of the good things going by working for them. The number of Islanders forging ahead in and around Boston is legion. The writer has met quite a few of these, and of them it affords him pleasure to record words of praise for their kindness and to express his pleasure at their success in their various avocations. Among the Islanders practicing medicine in Boston and vicinity are: Dr. R. J. McCormack on Warren Street, near the Roxbury line. He has been here for a number of years; has established a large practice, constantly increasing. He is highly esteemed by his acquaintances, and in him the writer had a warm and sympathetic friend. Dr. A. J. Dyer of Cambridge is building up for himself a solid and lucrative practice. He is a young man of the highest character and of excellent attainments. He is just the stamp of man to merit success, and he is sure to achieve it. Dr. C. H. Dalton practicing his profession in Somerville, and building up a fine business. He is a young gentleman whose professional attainments, habits and conduct ensure for him success. Dr. William Johnston and Dr. Harry McLeod, in the Dorchester District, have already established for themselves excellent professional reputations in North America and are enjoying lucrative business and the esteem of the people among whom they practice. Then there are the Cunningham brothers, in Cambridge, almost a whole family of doctors. There are four doctors of them, three brothers and a nephew. Besides these one extensively engaged in the drug business, and two are in the real estate business. One of the latter is Mr. Henry J. Cunningham, ex-Chief of Police of Cambridge, and one of the leaders of the Democratic Party in that city. Dr. Henry E. Smith, formerly of Kingsport, is carrying on a successful dentistry practice in a successful business in the book business. Mr. Murphy is not only successful in business, but is a sincere and warm friend, and the writer begs to record his sense of gratitude for the very great kindness and hospitality extended to him by Mr. and Mrs. Murphy during his visit. Among other Islanders in Cambridge are Mr. Peter J. Carmichael who carries on an extensive and successful hardware business; and Mr. Daniel J. McLean, who occupies an important and responsible position with Messrs. McCloskey and Hartly, real estate brokers. J. D. McIntyre occupies, and has for many years, a position of trust and responsibility with the celebrated mercantile house of S. S. Pierce and Company, Boston. Mr. John C. McDonald still occupies the position he has for many years so worthily filled as head of the mechanical department of Young's Hotel. Charles J. McLean, A. D. McLean, D. B. McDonald, H. E. McKeen and scores of hard working men are successful in the insurance business. Mr. Patrick Kelly, formerly of Charlottetown, still continues the shoe business at the old stand, Cambridge, and always pleased to see anyone from the island. Among those who are not Islanders the writer is privileged to reckon among his friends Dr. J. S. Thompson, formerly of Antigonish, N. S., a gentleman of high character and attainments, successfully practicing his profession in East Cambridge. A flying visit to Wakefield enabled him to renew fraternal greetings with his friend Mr. Hugh Connell.

On Thursday evening the 18th inst., the Prince Edward Island Association celebrated their 45th anniversary by a social reunion in Berkeley Hall, Boston. The guests of the Association in Mr. Charles J. McLean and the Vice President is Mr. Charles W. Connors. The directors are Messrs. John C. McDonald, Daniel J. McLean and Peter J. Carmichael. On the occasion in question the writer enjoyed their hospitality as the guest of the Association. A most pleasant evening was spent in dancing and other social amusements. The Association is doing a commendable work in bringing together the Islanders and perpetuating the traditions and keeping alive and strengthening the bonds of love that bind them to their native island home. The Association is also beneficiary to its character and affords assistance to its members in case of illness. It was the privilege and pleasure of the writer to briefly address the assemblage and to comment on the good work of the Association.

He went to Montreal and was connected with St. Patrick's Church under the control of the Sulpicians. He subsequently spent some time with the Sulpicians at Dunwoodie Seminary, New York. Last year he returned to the diocese and was appointed to the pastorate of St. John the Baptist's Church, Miscouche. A few days previous to his demise he felt his health failing and proceeded to the home of his mother, Tignish, where he died on Thursday as above stated. His remains were solemnly borne to the church at Tignish Friday afternoon and lay in state until Saturday morning. The office of the dead was chanted by Bishop and clergy at 9 o'clock, and at 10 o'clock Solemn Pontifical Mass was celebrated by his Lordship Bishop McDonald, with Rev. D. M. McDonald as arch priest, Revs. J. C. McLean and Dr. Curran as deacons of honor, Revs. A. E. Burke and P. P. Arsenault as deacon and sub-deacon of office, and Rev. J. A. McDonald master of ceremonies. The sermon *di circumstance* was preached by Very Rev. Dr. Morrison, V. G. Besides the priests mentioned many others of the diocesan clergy were present. The funeral was very largely attended and representatives of the C. M. B. A., Knights of Columbus, A. O. H. and Artisans participated. Eternal rest give unto him O Lord, and let perpetual light shine upon him.

Dominion Parliament.

Ottawa, May 17.—The following bills were introduced and read a first time: Respecting the district of McKenzie, Mr. Fitzpatrick; to amend the Keewatin act; to amend the Keewatin act; Mr. Fitzpatrick; to amend the Northwest Territories, Mr. Fitzpatrick; to amend the Northwest irrigation act, 1898 Mr. Oliver; to amend the land titles act, 1894, Mr. Oliver; to amend the census and statistics, Mr. Fisher.

Mr. Fitzpatrick explained all these bills as having been rendered necessary by the changes made by the autonomy bill. The McKenzie bill is to erect into a district with a constitution based upon that of Keewatin, the territory north of the new provinces, extending to the Arctic Ocean.

The Keewatin act will add to the present district of Keewatin: First, all those parts of the provincial districts of Saskatchewan and Athabaska, not included in the new province of Saskatchewan.

Second, the corresponding strip of the present provincial district of McKenzie, which is not to be included in the new district.

Third, the territory lying to the east of the district of Keewatin as now constituted and extending to Hudson Bay.

The act to amend the controverted elections act provides for: First, giving jurisdiction to the new provincial courts when they shall be constituted.

Second, the transfer of pending business from the supreme court of the territories to the new courts when the latter shall be established.

Third, making special provision for cases which may arise under the act affecting elections in districts which are partly in one province and partly in another.

The act to amend the Northwest Territories act provides for the changes included in Mr. Casgrain's bill of last session and the suggestions made by Mr. McCarthy (Conservative, Calgary) in regard to the powers of educators at elections.

The bill respecting the Northwest Territories provides for the appointment of a provisional liquidator for the territories with power to take in the properties and the assets of the territories and to make such distribution of them, including the public records and documents, as may be immediately necessary or convenient, and also to pay out of moneys coming into his hands the liabilities of the territorial government.

The bill to amend the irrigation act provides for the administration of that act as applied to the new provinces. The bills to amend the land titles act and the census and statistics act have the same purpose.

Mr. Borden brought up the matter of the seizure of the sealing vessel Agnes Donahue by the government of Uruguay. He had received a letter regarding the subject in April last containing information which had not yet been given to the house, and he had also been informed to day by a telegram that the captain had been sentenced to three years penal servitude, the mates to one year and the crew to six months. The owners of the ship said they had made enquiries of the Canadian government in October, 1900, when they were starting business, and had been told that no licenses were needed for seal fishing south of the 35th degree of north latitude. They had commenced in the Falkland Islands at Port Stanley, whence they shipped to London, but a tax of ten shillings a skin had been put upon the pelts exported by Canadian sealers. They believed this had been done at the instance of some of their competitors in London. They had then been

offered the use of a port in Brazil and were proceeding thence, when they were seized. According to their own statement they were at the time of the seizure upon the high seas, some miles away from the territorial waters of Uruguay. Mr. Borden urged that in view of the severe penalties which had been imposed upon the men, which included also the confiscation of the ship, no time should be lost in making the most urgent possible representations to the British government with a view to obtaining redress.

Sir Wilfrid Laurier said that the case was certainly one of great hardship to the people concerned, but urged also that there were some very decided difficulties in the way of obtaining redress. The Canadian government might make representations, but it might turn out that the government of Uruguay depended upon the findings of their courts, and the question would then become one of fact, as to whether the ship had been outside the territorial waters. He stated, however, that the government would do whatever it could in the way of making representations to the British government.

Mr. Roche, (liberal) Halifax, subsequently informed the house that part of the crew of the vessel had taken refuge on an American man-of-war and had returned to Halifax. The serious question then arose as to whether British subjects were protected as effectively by the British flag as by the American flag.

Mr. Emmons made a reply to a statement made by Mr. Taylor several days ago in regard to freight rates on the Intercolonial railway.

Mr. Taylor had complained of the discrimination against Canadian shippers at various points, had given one or two specific instances and had wound up by claiming that the railway commission should take the matter into consideration.

Mr. Emmons, in his reply, referred particularly, only to one or two of Mr. Taylor's complaints, and left the broad question itself undiscussed.

He pointed out that a shipment of steel from Nova Scotia to Brockville, on which Mr. Taylor complained that an excessive charge had been made when it was forwarded to Gananoque, had been handled by the Intercolonial only as far as Brockville and that the balance of the haul had been done by the Grand Trunk. He also compared the rates from Trenton, N. S., to Brockville, with those from Pittsburg, of which Mr. Taylor had also complained, and figured out that although the rate from Pittsburg was cheaper in the gross, it was not cheaper when calculated upon the ton mile basis.

Mr. Emmons occupied quite half an hour reading a lot of correspondence in connection with this matter so as to place it upon Hansard and give the appearance of having dealt satisfactorily with Mr. Taylor's complaints, but at the conclusion of his speech the speaker gave him a well merited rebuke by telling him that he had been out of order in occupying the attention of the house upon such a matter. If he wished to place himself in order he would have to make a motion to adjourn.

Mr. Emmons sought to cover up his irregularity by an appeal to privilege, and failing in this, thought he could put himself in order by "apologizing" to the house. The speaker insisted, however, and he had to put himself in order by making a motion to adjourn, which created much amusement among the members.

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A low cheap dress that is old fashioned and that will not stand the wear and tear is not the one wide awake people buy. They want a dress right up-to-date in every particular. Quality, style, we have, and good wear resisting qualities. This is the kind we sell. Send for samples.—Stanley Bros.

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 50 DOZEN
Men's and Boys' Caps,
 The Very Newest Styles.
 These caps were delayed at Picton and will now be cleared at small advance on cost—Get one.
J. B. McDONALD & CO.
 May 17, 1905.

Mr. Taylor, in reply, showed that Mr. Emmons had dealt only with the particular instances and had not given any answer to the suggestion that the subject should be taken up by the railway commission. He stated also that the rates upon freight from Brockville to Fredericton had been fifty-five cents until the government obtained the Canada Eastern, and since that time it had been increased to sixty-six cents. Mr. Emmons sought to evade this point, but being pressed by Mr. Crockett (cons., York, N. B. admitted that this was the case, but said that the arrangement for the increase in freight rate had been made before the government equipped the Canada Eastern. Crockett of York pulled Emmons up sharply as to why freight rates to Fredericton from the west had increased since the I. C. R., acquired the Canada Eastern, when a promise was made before the purchase of the Gibson line that government control would give lower competitive rates and abolish the C. P. R., monopoly. Emmons tried to make it appear that the Intercolonial was powerless to do better for Fredericton, as the Grand Trunk and the C. P. R., dictated their own terms by a joint agreement, and that it was open to Fredericton merchants, if they felt aggrieved, to appeal to the railway commission. Stockton drove the matter home when he emphasized Emmons's admission that the Intercolonial was powerless in the grasp of two great railways, and that to-day shippers over the Canada Eastern were paying higher rates than ever before. Emmons replied there was no increase in the rates to Gibson or Marysville, but he did not deny that Fredericton was charged a higher tariff than ever before.

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After recess the house continued the discussion of Emmons's amendment to the railway act regarding Intercolonial running rights over leased or connecting lines, with respect to through freight rates, putting the I. C. R. in that regard on the same level as private corporations. The bill was finally agreed to after Emmons had made frequent and voluminous explanations. The house then went into committee of supply and passed some items.

Most items dealt with to-night came under the head of the department of agriculture, particularly with respect to experimental farms in the Northwest and Ontario. Hon. Fisher passed some unpleasant hours answering questions as to his management put by Wilson of Lennox, Dr. Spruille Daniel, Logan, Blain and others. Replying to Dr. Daniel he said the land of Sappan farm was not good, hence the big expense for cattle feed, etc.

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Are you near sighted? Are you far-sighted? Do your eyes need strengthening? There may not be need of suffering inconvenience on any of these accounts. We have a stock of Spectacles adapted to many eyes and capable of giving complete relief for these defects. There are few eyes which we cannot fit with proper glass. Don't delay, but come at once and get what your eyes require before they have suffered injury by the wants of these aids to the sight. We keep in stock a large variety of lenses and frames to meet the different size eyes and faces. Also telescopes, field glasses, magnifiers and compasses for boats.

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