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JAMES McISAAC
Editor & Proprietor

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Subscriptions for 1907. We
shall esteem it a great
favor if you remit now.

Ottawa Weekly Letter.

Mr Cooper's Testimony

Inadequate Inspection.

Liberals Gone Out of Business in London.

Ottawa, Oct. 28, 1907.

The evidence of Theodore Cooper, C. E., consulting engineer of the Quebec Bridge, brings home in startling fashion to the Government a large share of the responsibility for the awful fatality of August 29th. Mr. Cooper is positive that the deflection in "chord 9 west," which happened several days before the accident, showed that it was incapable of doing its work, and that "it was perfectly possible by prompt and intelligent action, to have stayed the chord and prevented the failure of the bridge."

CALAMITY MIGHT HAVE BEEN PREVENTED.

To another question Mr. Cooper replied that this prompt action should have been taken either by the officers of the Phoenix Company or the Quebec Bridge Company. Again he says: "I believe if prompt action had been taken to protect the chord from further deflection, it could have been done by the employment of three hours work and \$100 worth of timber and bolts."

BETTER INSPECTION NEEDED.

This sensational statement coming from the chief engineering authority connected with the bridge places the responsibility on the engineers at the spot, or on those who failed to provide efficient experts. Mr. Cooper states that he does not believe that the engineers at the work were equal to the duties devolving upon them. The engineer of the Phoenix Company on the ground was Mr. Birks, who was killed in the accident, and who was "competent in his line of experience" but without the thorough training and knowledge necessary for this important task. As to the Quebec Company's staff Mr. Cooper believes that the only one qualified for a superintendent was Mr. McClure, who doubtless did his best. He did not think that Chief Engineer Hoare had qualifications "as a thoroughly technically educated and experienced bridge engineer."

STARTLING STATEMENTS.

Further Mr. Cooper testified that his instructions had not been followed in all particulars. He had asked that the large traveller be removed from the projecting arm, and was told that it would be done when the smaller one was put in its place. He did not know until after the collapse that both travellers were on the bridge at once. Again Mr. Cooper says that the preparation of the plans was too much hurried and that the work of construction was too much rushed to admit of proper care. He also makes the striking statement that in making the plans he was given to understand that the resources were limited, so that it was not a question of the best bridge possible, but of the best bridge which could be made with a limited amount of money available.

GOVERNMENT RESPONSIBILITY.

This brings us to the Government responsibility. The Dominion of Canada was paying for this bridge. Already the Government has been made responsible for \$7,000,000, which soon will be raised to \$9,000,000 or \$10,000,000, while the company does not claim to have expended a quarter of a million, and probably has not contributed \$50,000 in cash. The bridge is to be a great public work—a common thoroughfare for all railways, tramways and vehicles crossing the St. Lawrence below Montreal. Government is paying for it. Government intends to control it for the benefit of the public. Yet there was no Government engineer to see that the public was getting a safe bridge. There was practically no Government supervision of the plans,

as the bridge engineer of the Railway Department has testified. While the Dominion administration went before Parliament and obtained an appropriation of all the money required, it allowed the Bridge Company to make the contracts, to settle the designs of the bridge, to provide or not provide proper superintendence to inspect or not inspect the work of construction. In fact the whole thing was left as if the Government and the nation had no interest in the matter.

MR. GRAHAM'S SATISFACTION.

The present Minister of Railways made a statement at the time of the accident in which he said that the Government had done right in not interfering with the construction work. Thus he claimed, the responsibility for the accident had been avoided. Now that we have heard the evidence of the Government bridge engineer, Mr. Douglas, who said that the matter was taken out of his hands, and of the consulting engineer, who states that there was no proper superintendence and inspection, we begin to see what this escape from responsibility means. If the Government had provided adequate inspection, according to Mr. Cooper's ideas, the calamity would have been avoided, the bridge would be in place and the victims would be alive. The work might have gone on to completion, and two or three years time have been gained. Public outlay of some \$10,000,000 would have become productive at a much earlier date. A loss of millions would have been avoided. But greater than all some four score men who perished in the disaster might have been saved. Mr. Graham may rejoice over a responsibility which he fondly but vainly thinks the Government has avoided, but he would have had more cause of satisfaction over a catastrophe averted.

AN OBJECT SURRENDERED.

It is now clear that the Government has surrendered the London constituency. There is a labour candidate in the field, but he is not a Liberal, and if the Government party is giving him support and sympathy it is doing so on the sly. The wreck of the machine in London, the prosecution of the principal machinists and the flight and fear of others, have thoroughly stampeded the Liberal party, which at the last general election claimed a majority of 500 in London. This is a partial and just reward for the iniquities of the past. The remainder of the penalty will be awarded by the criminal courts and the exposure that has followed the investigation. And London is not the only seat which the Government has held by such conspiracies.

THE BELATED SESSION.

Parliament is called for November 28th, a week later than last year. Very little business was done last year before the Christmas holidays. Mr. Fielding delivered his budget speech containing the new tariff bill, which was then withdrawn for repairs and heard of no more for nearly two months. On the 18th of December the House adjourned until January 9th. The House was in session before Christmas only three full weeks. If the Christmas adjournment is made at the same time this year there will be only two weeks work before January. It seems hardly worth while to call the House together and start the machinery for so little work, especially as the pay of the whole Parliamentary staff begins when the House meets, and continues right through the vacation.

LAURIER THE UNREADY.

The delay takes place because the Government is not ready with public business. Though the fiscal year closed seven months ago, only two of the departments have issued their reports. When the members come together at the end of next month they will for the first time have before them the blue-books which they should have had opportunity to study for three months before Parliament met. One reason that so little business is done in the early part of the session is that the Government is never ready with business. Another is that the private members are obliged to spend the first half of the session obtaining information that ought to be available when the House meets. The Public Accounts Committee cannot get to work until it has the Auditor General's report, and the departmental accounts which are obtained after the examination of the Auditor's statement. Consequently the session is usually a third over before the financial investigations begin.

It is understood that the estimates for the next year will exceed by many millions those of any previous Session. But all the most striking and controversial appropriations will be held back till near the end of the session. We may expect an election year supply bill, with wharves where there is no water, post offices where there are few people, breakwaters where there are no ships, railway subsidies where no one intends to build a road, and all the usual extras of the campaign estimates. In Mr. Pugsley the government has a minister of Public Works skilled and adroit in this kind of humbug. For a good many years he has been entertaining the people of New Brunswick with vain promises, and now he will carry his discredited goods to a wider field which is less acquainted with their value.

THE MINISTER OF JUSTICE.

Mr. Aylesworth is in bad health and is at the Clifton Springs for a long rest and treatment. He has become very deaf and announces that if his hearing shall not be restored he will resign his office. The Toronto Globe and other Government organs explain that Mr. Aylesworth has been overworked. It is a fact that the whole burden of public speaking, campaign work and party organization in Ontario has been thrust upon him on account of the incapacity of his colleagues from that Province. With Mr. Aylesworth in office the other Ontario ministers have allowed the matters to drift. With him away the condition of the party in that great Province will be still more hopeless than it is now. Yet it will not be surprising if the Minister of Justice shall be seen no more in the House of Commons.

A GREAT TOUR.

Next week Mr. Borden will have finished his tour of the Dominion. While his meetings in the Eastern and Central Provinces were conspicuously successful; those in the West were by far the most largely attended, most enthusiastic and the best from all points of view of any ever held west of Lake Superior. It is now quite certain that there will be a great political overturn in Western Canada at the next general election. Instead of a solid British Columbia for the Government there is reason to expect an almost solid Conservative representation. In the new Provinces the Conservatives are sanguine of electing a large majority of representatives. They are taking hold of organization work with true western energy and determination. Manitoba was Conservative in 1904, though the thin red line still gave the Government three or four seats that did not belong to it, and so enabled Sir Wilfrid to claim a majority. There is a strong determination to prevent another such outrage even though vigilance committees and shot guns should be required. The Halifax platform is exceedingly popular throughout western Canada.

Financial Panic In New York.

During last week for several days, there was a panic in financial circles in New York, and as a consequence in other places. Many fortunes were lost in the crash, and bank after bank went to pieces. On Friday some improvement came and likely the difficulty is now tided over. Following is a summary of Friday's financial news in the great metropolis: In the light of the general excitement the savings banks thought it wise to put into effect the rule requiring thirty to sixty days' notice for the withdrawal of deposits, and this will prevent the withdrawal of money which would otherwise be put in safety deposit boxes. The savings banks if they continued to make payments, would be obliged to withdraw funds from the national banks, thereby causing an additional strain on the general banking situation. There was not the slightest hint that any of the savings institutions was in anything but the soundest condition and it was pointed out that the savings banks of this state are so restricted by law by investing their money that they can be no question that all of the securities in their possession are of good value and readily salable in normal times.

The institutions which closed their doors today, with the sums due depositors, were:—The United States Exchange Bank, Harlem, \$600,000. International Trust Company, about \$100,000. The Borough Bank of Brooklyn, \$4,000,000. The Brooklyn Bank, \$2,300,000. Williamsburg Trust Company, Brooklyn, \$7,500,000. The First National Bank of Brooklyn, \$3,500,000.

The First National Bank of Brooklyn, the Williamsburg Trust Company, and the International Trust Company, were allied institutions. None of these companies had any important business connection with the larger banks which are representative of the city's financial affairs.

On the other hand a number of favorable features marked the day. The Trust Company of America and the Lincoln Trust Company, the two organizations which suffered most from runs, have been slowly paying out to their depositors, and closed today with all demands having been met. In the case of the trust Company of America, the run has well-nigh spent its force for the great bulk of the depositors have been paid off. At the close of business there were a good many in line at the Lincoln Trust Company, but there also was a marked reduction in the number of anxious depositors.

The most favorable incident of the day was that the stock exchange was provided with funds ample to meet its immediate necessities by a money pool headed by J. P. Morgan, which sent \$15,000,000 to the exchange during the afternoon. The stock market had held relatively firm all day, but when the pool money was offered in the loan corner, there was an immediate uptrend of prices and the market closed strong at the best prices of the day. A very encouraging feature of the afternoon's developments was a signed statement by Clark Williams, the newly appointed state superintendent of banks, affirming the solvency of the local institutions.

There was the usual crop of alarmist reports afloat during the day, one of them to the effect that a large dry goods house was seriously involved, but this, as well as all the other rumors, proved to be false.

A further encouraging development of the afternoon, the good effect of which can scarcely be over-estimated, was the decision arrived at unofficially to issue clearing house certificates, probably tomorrow. This will relieve the banks materially.

At the time when the excitement was at its height the announcement that a pool had been formed with J. P. Morgan at its head to come to the rescue of the brokers, for whom it was necessary to provide sums at once in order that they might carry the stocks they were holding for their customers was received with unspeakable joy. The Morgan pool brought a sum of money amounting to about \$25,000,000 into the loan corner of the exchange where it was quickly distributed in such lots as would be most effective in rendering support.

The effect of this relief measure was instantaneous and the rate on call money dropped from 100 per cent to 10 per cent. Stocks advanced more rapidly than they had declined and it was only a few minutes until Union Pacific, the market leader, was selling at 105. Other stocks were similarly affected and the rally was complete. Seldom, if ever, had the veterans of finance seen a grave situation saved so quickly and so effectively by such a Napoleonic stroke. When the stock exchange closed everyone was getting all the money he wanted. The close was marked by a memorable scene in which the brokers gathered around the principal trading posts and gave three cheers for J. Pierpont Morgan and the members of the pool which had saved the day.

Of course anything in the shape of a financial panic in Wall Street affects the money markets in other places than New York, and in this instance the stock exchanges in Boston, and other American cities as well as in Montreal felt the effects of the New York fluctuations. Montreal however, does not seem to have been very seriously handicapped, as the following statement issued on Friday shows:

A canvass of all the branches of trade and commerce represented by the business men of sound ability and careful judgment, reveals the fact that not in a single branch of Canadian industry is fear expressed for the financial future of the country. With the exception of one firm, optimism, free and happy, leads the dance of commerce. That the recent flurry-fare-up's bangs and busts, in the stock market would be sure to effect legitimate trade and commerce has been the opinion of every merchant here. But they can do no harm. In the long run, prices will resume their normal level. The present tightness of the money-market will make things more easy and natural in future and it will not be long before the prices set by the law will rule once more.

There is nothing to fear for the future, so the merchants say. If the Canadian banks can look after the legitimate needs of industry and commerce there is nothing but a clear sky ahead.

The worst October snowstorm the old-timers remember passed over Hawkesbury on Tuesday of last week. The storm commenced in the morning from the eastward, and shifting around to the south it settled in the west with a heavy gale. The brigantine Marconi drifted down from the north, while the storm was at its height, and fouled the sails of the schooner Paragon while the schooner Lawrence, lumber laden, came in under bare poles, went through the fleet and was beached at the head of the harbor. One schooner and several boats were dragged ashore. The schooner Laura Victoria lost her main mast off Cape George, and was assisted by the tug Roebuck.

Vessels in Distress.

Boston advices of the 24th inst. contain the following:—Ten of her crew lost in the squall of Monday on the Georges, was the report which the schooner Clara G. Silva, of Gloucester, brought in as she worked her way up to T. Wharf late today, her colors half-masted. Capt. Manuel J. Silva and men were exhausted as the result of their experiences in the terrible seas which had robbed the vessel of more than half its crew. Captain Silva told the following tale of the disaster: "Five of the men were out in their dories. We had been working through the night, when about 4 a. m. Monday, a squall ripped out of the north. It was a screacher that burst in a twinkling and the thickening rain was worse than the densest fog I ever saw. I believed the Silva would capsize. She was hove-down till her decks were flooded to the hatch. In about half an hour we got the schooner on her feet and tied down where she could stand the blow. Then we got busy trying to find the poor fellows fighting for their lives. About the first thing that the sea washed our way was a dory. It was one of ours. It was bottom up. Presently another dory shot by on the top of a sea. It was bottom up, too. We soon saw another dory with a man in it, but this last one was right side up. However, it was empty. That meant, four of 'em', shouted somebody with his mouth close to my ear. Trawl's dory dotted the water. Pieces of a dory painted the color of the Silva's swept by as dawn gradually gave us a wider observation. A trawl line snaked across the Silva's deck and the hooks held a man's coat and a white mitten. We were heart sick as the day advanced and none of the missing men could be found, but we stuck it out and drove the schooner back and forth over the shoals in the direction the dories should have drifted. Late in the day the schooner Francis P. Mosquito came up and reported she had picked up two of our men. All that night and Tuesday and part of Wednesday we cruised for the others, and it hardly seems possible that any of the ten could have survived.

On the following day the Schooner Malabar belonging to Joseph Read & Co. Summerside, laden with cedar shingles from Gaspe P. Q. for Salem Mass., reached in distress. Her sails were torn and she was leaking badly. The captain and crew were exhausted, and never expected to reach port alive. She was struck by a terrific storm in the Bay of Fundy.

Millions in an Automobile.

The breaking down of a big automobile, loaded with \$1,000,000, drew such a crowd around the entrance to the Grand street ferry New York, Monday that police reserves had to be called out to keep back the mob and protect the money. In the automobile were Mr. Roth, manager of the State Bank of Brooklyn, and a chauffeur. Over the top of the machine the edges of bundles of greenbacks could be seen, and when the front part of the car blew up, packages of money were scattered all over the rear seat, a few falling to the ground. The machine was headed for the Williamsburg Bank. The bank paid off every claim up to the hour of closing and funds being hurried that way were not needed. The sight of the greenbacks started a mob of hundreds to the spot and when Mr. Roth announced that the machine carried \$1,000,000, the four policemen on duty at the ferry rushed in to protect that treasure. A fire boat was moored nearby and the firemen aided in the protection. In twenty minutes the chauffeur had the machine so repaired that he could move on. Mr. Manager Roth saying that it would be impossible to reach Williamsburg before the closing hour, turned the car around and took the money back to Wall street.

Financial News from Montreal.

Montreal advices of the 28th, contain the following:—While scales on Saturday morning on the stock exchange were fairly heavy, prices were well maintained. A committee consisting of the president, vice president and secretary of the exchange, during the morning waited upon the general managers of the banks having their headquarters in Montreal in reference to supplying money for the support of the market. The bankers told the committee that they had arrived at the conclusion that any further interruption in the price of local stock would be a slaughter and unjustifiable, and that they were prepared to come to the relief of the situation if necessary. If the decline continued severe damage would be done to business, while no damage had yet been effected if the conditions of the week were allowed to continue. There was in the opinion of the bankers no reason for excitement, as the conditions of business generally throughout the country were sound. It is hoped that this will put matters on a better basis, though a great deal depends upon what happens in Wall street, a severe depression there being sure to have a sympathetic call upon the situation here. All hope for the best and the opinion is general that the worst is over.

See the Mystery Clock in E. W. Taylor's window. Can you tell what makes it go.

Literary Notice.

"Uptown the course of literature takes its way" is the revised version of an old quotation. The latest instance of this movement to the neighborhood of New York's new library building is the removal of the Robert Appleton Company, publishers of The Catholic Encyclopedia, from No. 1 Union Square to the Castles Building, No. 39 West 38th Street.

Minard's Liniment cures Dandruff.

Three Hours Work and \$100. Would Have Saved the Quebec Bridge.

"If prompt action had been taken to protect chord 9 west from further deflection when the bend was discovered, the Quebec bridge would not have gone down. This would have been only about three hours' work and the expense would only have been about one hundred dollars in timber and bolts." Such is the opinion of Theodore Cooper, the consulting engineer of the Quebec bridge given to the government commission of inquiry into the disaster, which had been at work in New York for a week or so. Furthermore, Mr. Cooper to a certain extent emphatically blames both companies—the Quebec Bridge Co. and the Phoenix Co.—for the collapse, inasmuch as he is of opinion that neither had proper officials at work, men with sufficient technical knowledge to superintend a construction of such magnitude. The consulting engineer states positively that in his opinion prompt and intelligent action on the part of the officials at the bridge would have prevented the failure. This action should have been taken by the officials of either company at the bridge and the consulting company should have had at the works an engineer of sufficient intelligence to have appreciated the necessity of prompt action, while the executive of the Quebec Bridge Co. should not have hesitated in the absence of prompt action of the contractors to have given the necessary orders. "It was not the best bridge, but the best bridge that could be built with the money," declared Mr. Cooper. "The amount to build it with was limited to a certain extent, and the bridge had to be planned to meet this amount." That Mr. Cooper has not the best opinion of either the methods used or the officials in the work is evidenced by his testimony.

MARRIED.

At St. Teresa, on the 29th inst, by the Rev. I. R. A. McDonald, P. P. James Fisher, formerly of Sturgeon, and latterly of Maine, to Adella Koughan daughter of Mr. Patrick Koughan, Elliottville. The bride only recently returned from Colorado City, Colorado, where she had been a teacher for four years, in a Commercial College. Congratulations.

DIED.

At Merrill, on the 11th, inst, after a brief illness, Mary Ann, beloved wife of Daniel Bennett, aged 52 years. Deceased was a daughter of the late James Hogan, Merrill. May her soul rest in peace.

Very suddenly at Hillsboro Lot 48, on the 23rd, inst. John Driscoll, aged 64 years. Deceased was a well known farmer of that place. He was in his apparent usual health, when, after breakfast he yoked his horses and went to the field to plough. While at work he was suddenly seized with a weak turn and had to be carried into the house where he died in a few minutes. Heart disease is ascribed as the cause of death. He leaves to mourn a widow and a family of several children. May his soul rest in peace.

The Prices.

Table with 2 columns: Item and Price. Items include Butter (fresh), Butter (salt), Calf skins, Ducks per pair, Eggs, Fowls (per lb), Chickens per pair, Flour (per cwt.), Hides, Hay, 100 lbs (carcase), Mutton (per cwt.), Potatoes, Pork, Sheep pelts, Turkeys, Geese, Blk cats, Pressed hay, Straw.

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You will find Women's Fine Boots for \$1.00 and \$1.25 a pair, Boys' Boots at 75 cents, Men's Long Boots \$2.25, Men's Laced Boots (fine) worth \$2.50, now \$1.75.

ALLEY & CO.

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Oct. 30, 1907.

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