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JAMES MCISAAC,
Editor & Proprietor.

The Patriot's Tangled Web.

In its endeavor to make good its task of imposing on the people, the Patriot has of late had recourse to the most extraordinary squirming, wriggling and wool-gathering. For quite a while it wrestled with the problem of how best to prevent its readers from penetrating the sophistries and contradictions of the public men for whom it undertakes to speak. It was its wits ends to stave off the wrath of the people against Mr Warburton's silly statement in the House of Commons, that it had "been the custom among the people of Prince Edward Island always to insist on the pound of flesh from the Government." He, Mr Warburton, said he was not one of those who insisted on the pound of flesh, and he did not propose taking any such ground. How very encouraging to the people of this Province to hear from Mr Warburton that he did not propose to insist on the pound of flesh in the matter of demanding our rights from the Dominion! Was it to be thus into the hands of the Federal authorities that he was sent to the House of Commons? When did the Federal authorities ever refrain from demanding the "pound of flesh" in their demands against our Province? Did Mr Warburton refrain from demanding the pound of flesh in his demands from the Dominion Government, regarding the swamp? Did he not get the pound of flesh, and the blood and bone, even to the very marrow? In the same speech, Mr Warburton again demonstrated how lightly the Islands disabilities sit upon him, by his sneer about the tunnel. He referred to Capes Traverse and Tormentine as the part "where we heard about a tunnel being built, a year or two ago." This insinuating reference to the tunnel project was the only one he made on the subject. Not much wonder the Patriot found it impossible to condone these contemptible sneering remarks.

Although Mr Warburton seems to have been the spokesman, to voice the sentiments of the other Liberal public men of this Province his guilt is no greater than theirs. Mr Haszard, Captain Read and Mr John Richards had been at Ottawa and in conference with Warburton, Mr. Jas. W. Richards and Mr L. E. Prowse, before this speech was delivered. We must suppose then that Warburton was only giving expression to what had been agreed upon by the precious group. Must we assume that this is the plan Premier Haszard had adopted to accentuate his interest in the tunnel? In his platform, published before the Provincial general election last autumn, Mr Haszard embodied this plank, which by the way he borrowed from the platform of the Leader of the Opposition: "With the assistance of our representatives at Ottawa, to urge upon the Federal government an immediate survey of the Northumberland Straits in order to ascertain whether or not the construction of a tunnel within reasonable limits is practicable, and if found to be so then to urge the work to be undertaken." Was it by a disclaimer of the demand for the pound of flesh and the sneering reference to the place "where we heard about a tunnel being built a year or

two ago," that Premier Haszard undertook to press for the survey of the straits?

When the delegates returned from Ottawa, they were interviewed by the Patriot and some other papers, and, among other things, they caused the impression to be conveyed that there would be no survey of the Straits regarding the tunnel this year, as there had been no appropriation by Parliament for this purpose. But an election for the Legislature is to be held in the first district of Queen's county on the 7th day of next month. A large section of this district is quite contiguous to Cape Traverse, and naturally the people there resident are deeply interested in the tunnel. It is but natural, then, that any encouraging signs in this direction would be pleasing to them; and so it happened that the Patriot of the 10th inst, contained this statement: During his recent visit to Montreal Premier Haszard was thus quoted by the Montreal Star. "The prospects of a Tunnel under Northumberland Straits to connect the Island with the main land depended entirely on the federal representatives of the larger Provinces. A survey is to be made this summer, a careful estimate prepared, and if it is found that a tunnel can be constructed for a reasonable sum, say from ten to fifteen million dollars, I think our chances are very good in the Tunnel line, at least, larger undertakings have been carried out in many of the other Provinces, and to my mind this Tunnel is due the inhabitants of Prince Edward Island." Of course this statement was not true and the Patriot knew it was false; but it was opportune and the organ quoted the paragraph and commented upon it. It went into ecstasy in its citations of what great things might be expected from its political friends in connection with this matter. Perhaps it was thought the incident would pass unnoticed; but it did not. It was just a little too glaring, and Premier Haszard found himself obliged to inform the press that the Star was in error in reporting him as saying the survey for the tunnel would be made this summer. So this mare's nest was exploded.

To allay its chagrin, and with the hope of still pulling a little wool over the eyes of the voters of the first district, the Patriot comes out on the 11th, with the announcement that Mr Warburton had gone to Moncton, specially to see Mr Butler, deputy minister of Railways, regarding the survey of the New London and North Shore railway. By the way, why did Mr Warburton find it necessary to go to Moncton for the purpose alleged; Mr Butler was here in Charlottetown, for a few days, why could he not ask him here? Moreover, why did not Mr L. E. Prowse, the other member for Queen's County accompany Mr Warburton? Were they both in the same box, just a little shy of appearing before the public in Charlottetown at that particular time? The New London and North Shore Railway is a project most decidedly remote from realization; nothing had been heard of it, either in or out of Parliament, since the election last autumn; but of course the hope of influencing a few votes in the New London district, pushed it to the front once more. This is how the Patriot in its wool-gathering process has been running over the political game. The Patriot's game of political bluff and deception reached a climax on Monday of this week, when the organ issued an appeal for "clean politics." How much that sounds like the shout of "stop thief" from the fleeing criminal, who wishes to evade his pursuers. When shouts of righteousness are heard from the house tops, it is time to look up your spoons. The Govern-

ment organ coolly discusses "Christianity and morality," and "appeals to every clergyman and moral reformer" to come to its assistance. How charming these phrases sound in the organ of the party that harbors and puts on the back such moral lepers as Emmerson, Sir Frederick Borden and Sifton, and such notorious political boodlers as Pugsley. It pretends to be in favor of a fair field and of having elections conducted on their merits. So are we; but the organ well knows that under such circumstances, the Government could not elect a corporal's guard. The organ sanctimoniously inveighs against "corruption and bribery with whiskey or money." Could hypocrisy go further, in view of what the lifting of the more corner of the veil in the election trials has revealed; in view of the persistency with which leading members of the Liberal party have effaced themselves, when wanted to give evidence regarding their own performance at election times.

"O, what a tangled web we weave, When first we practice to deceive!"

In October last, a short time before the Dominion elections, two letters were printed in the Eye Opener, purporting to be written by Mrs. Maria Allison of Ottawa. These letters contained serious charges against the moral character of Sir Frederick Borden, Minister of Malitia and Defence in the Government of Sir Wilfrid Laurier. Copies of the papers containing these letters were republished by Mr. W. M. Carruthers of Kentville, N. S., within the constituency Sir Frederick Borden brought an action for criminal libel against Carruthers. Nothing more was heard of the case until about the 1st of the present month, seven months after the action was brought. Now the matter was submitted to the grand jury, and a true bill was found against Carruthers. On the second of this month the case was called in the Supreme court at Kentville. The accused was in court, with his counsel, ready and anxious to proceed to trial. Present in court, also, was Mrs. Maria Allison, of Ottawa, ready to go on the witness stand and testify to the correctness of the statements contained in the letters in question. Her nephew from Fraserville, Que. was also present in court to corroborate her testimony. The accused was arraigned, the indictment was read by the prothonotary, and Carruthers pleaded not guilty. His counsel put in a plea of justification, alleging that the statements in the letters were true, and that he believed the publication of them to be in the public interest. It would be the most natural thing in the world to suppose that the prosecution would at once proceed to free Sir Frederick from the aspersions on his moral character contained in these letters, now claimed to be true and published in the public interest. But to the astonishment of all present, counsel for the prosecution rose and stated that in view of the length of the plea of justification, the Crown would not go to trial at this term. Counsel for the defence urged as strongly as possible that the trial proceed; but to no purpose. The court could not compel the Crown to proceed; so the case was allowed to stand over till October. The trouble was that the prosecution were afraid of the witnesses ready to prove the charges against the Minister; they had evidently hoped that the grand jury would throw out the case and were unprepared for the readiness of the defence to make good their charge. Surely our public life has sunk to low depths of moral degradation when a man, accused of being a moral skunk finds it necessary to have recourse to subterfuges such as we have noted, to prevent exposure; and surely the Laur-

ier Government must be a rotten fabric, when such a man is retained as one of its members. Not only that but this man is sent to London to represent Canada at the forthcoming conference on Empire defence. Surely this country is entitled to some protection, and this man should be excused from going to represent Canada anywhere, until he frees himself from the charges here preferred against him.

The public debt statement of Canada stands at 313,126,831, as compared with \$307,980,221, on April 30th, an increase in the month of May of \$5,146,609. On May 31, 1908 it was \$265,515,496, so that the increase in the year has been \$47,611,335. Such is the economy of the Laurier Government!

According to the Budget of the Finance Minister, of Newfoundland the fiscal year, ending on June 30th, will show an estimated deficit of \$155,000 as against a surplus of \$4,300 for the twelve months ending June 30th last.

Away From Home.

All Islanders, who have succeeded and upheld the good name of our Province in Uncle Sam's Dominions, have not by any means settled in and around Boston. Stewart some of his Province who went away many years ago, have retained the good reputation of the homeland in New York, in California, in Connecticut, and many other States of the Union. Many of these have home before Confederation, when Prince Edward Island was a British Province, and before Canada's greatness and boundless resources were revealed; otherwise the motherland might have had the benefit of their energy and sterling integrity. That they succeeded in the land of their adoption and that their names are synonymous for honesty and uprightness constitute a reflection of honor and pride on the land of their birth and early manhood.

Among those who have acted well their part, and honorably sustained the reputation of successful Islanders abroad, stands Mr. John E. McDonald of Noank, Conn. Mr. McDonald is a native of Head St. Peter's Bay, and early in life acquired from his father a good knowledge of the shipwright's art. With this knowledge, a sturdy physical constitution, and sound principles of integrity and moral rectitude he left his home in the hey day of his young manhood to seek his fortune in the United States. Forty-four years ago he came to Boston, there he made his home, and there he has remained ever since. Noank was but a hamlet when he first settled there; but it has now become a considerable town. Noank is on the shore line of the New York, New Haven and Hartford Railway, and is just about one hundred miles from Boston. You pass through Providence, Stonington and many other places of considerable note on Narragansett Bay before you reach Noank. The Myatic River empties into the Bay near here and a good, almost land-locked harbor is formed.

Between Bath, Maine, and New York, a place along the Atlantic coast has been so active in wooden ship-building as Noank. As many as seventeen wooden ships have been built here simultaneously, and no one was one launched than the keel of another was laid. Palmer and Company have, from away back, been the chief factors in the shipbuilding and repairing business. With this firm Mr. McDonald early became associated. He soon became superintendent of all ship-work done here, and later became interested in the firm. The elder Mr. Palmer has retired and his son holds the place; but Mr. McDonald holds the firm's interest. He is a student of mechanical operations; his shipyard on the water front, embraces thirty or forty acres and is fitted with all manner of up-to-date mechanical appliances. Mr. McDonald gives the glances of his eyes to many of them that have been employed by him.

Shortly after coming to Noank, Mr. McDonald married Miss McEneaney, sister of the late John McEneaney, well remembered and much esteemed citizen of Charlottetown. His son, A. B. McEneaney, the shipman, now carries on the business in the old stand on Quebec street, opposite the Herald office. Mr. and Mrs. McDonald had a family of two sons and two daughters. Their eldest son is a priest of the diocese of Hartford and their eldest daughter is a nun. The other son and daughter are married and live at Noank. Mr. and Mrs. McDonald, now alone again, have a fine home and display a generous hospitality. Islanders who visit them are one of the most cordial welcome. May their happiness and good fortune dwell with them to a green old age.

Mr. Michael McDonald, brother of John E. also dwells at Noank, and has lived there for many years. After first living here for some time, Mr. Michael returned to the Island and lived for some years at Bouris. Since returning Mr. McDonald, with his wife and family, have lived mostly at Noank. He, too, is a shipwright of the first water. At

present, and for some time past, Mr. McDonald superintends the building of vessels at Myatic, a couple of miles by rail from Noank. Some very fine wooden vessels are built under his supervision at Myatic. Mr. and Mrs. McDonald have reared a family of sons and daughters. Quite recently they have been sorely bereaved by the death of a son, a bright young man of over twenty years, who last year had completed his arts course in the college of Holy Cross, Worcester, Mass. The sympathy of their friends from all sides goes out to Mr. and Mrs. McDonald in their hour of trial. Needless to say, Mr. and Mrs. McDonald have a warm place in their hearts for their native Island and are delighted to see anyone from the old home. May success attend them.

Canal Gates Swept Away.

On Wednesday last a very serious accident occurred at the Canadian canal at Sault Ste. Marie, Ont. by which the main gates were carried away, causing much damage to shipping, and great loss to public property. The accident to the "Soo" canal, as it is called, occurred in this way: About two o'clock in the afternoon, the steamer Assiniboia, a big Canadian Pacific passenger liner was in the lock bound downwards. She had just entered from Lake Superior, and was followed by the ore laden steamer Crescent city, of the Pittsburgh steamship company. The last named steamer had just entered the locks and the gates were not closed, when the steamer Perry G. Walker, of the Gilchrist fleet, coming up the river, crashed into the lower gates, in consequence of some mismanagement, breaking them, causing the Assiniboia and Crescent to rush down with the overflow of water. The Assiniboia just missed crashing into the Walker, merely grazing her side; but the Crescent dashed into her and received a hole in her side six feet square. The Walker was also considerably damaged. The Crescent and Assiniboia proceeded to the Michigan side where both now lie. The injuries to the Assiniboia seem to have been minor; but the Crescent lies at the bottom. The Walker reached the centre of the river and grounded, and was later towed to the Michigan side by two tugs. Her injuries are scarcely known yet. The water from Lake Superior was pouring through the canal in a torrent. It is thought that it will take a month from the time of the accident before the locks be available for marine trade. In the meantime shipping will go through the United States canal, at the same place. One writer, thus describes the ungoverned torrent of water rushing through the canal, with all the weight of Lake Superior behind it; The entire fall of approximately twenty feet is concentrated in the lock which was wrecked when the steamer Perry G. Walker, of the Gilchrist fleet, rammed her bow through the lower gate. The canal enclosed within its walls is a tremendous spectacle, including two waterfalls and a big whirlpool. The upper gates were open when the Walker crashed open the lower gates and the tremendous power of the rapids was given instant play. The steamer Assiniboia, a big Canadian Pacific passenger liner, moored within the lock chamber was torn from her moorings. Riding on the crest of the flood, she jammed the Walker from her path and her port anchor rammed a hole in the Walker's side. The liner's engine crew put full steam ahead in a desperate endeavor to give the big vessel steerage way and with her wheelman battling to overcome the swirling current, the Assiniboia swept into the open reaches of the river below. The Assiniboia's cargo shifted and this gave her a considerable list and started several of her plates. The Walker was whirled around several times and finally landed on a shoal out of the channel. It is said she is undamaged below the water line. The ore-laden steamer Crescent City of the Pittsburgh S. S. Company, which was just entering the locks from Lake Superior, when the accident occurred, was swept down stream like a feather. She overtook the Assiniboia and struck the latter two glancing blows after having a great hole torn in her side as she swept past the broken lower gate. Tugs caught her and towed her to the American side, where she settled to the bottom. Both of the upper gates of the upper lock and one lower gate were wrenched from their moorings. The other gate still hangs to its fastenings, twisted and broken.

Serious Fire At Quebec.

A fire which broke out in Quebec city at 11 o'clock last Wednesday morning before estimated at \$100,000. The buildings burned included the lumber mills of Beland and Gignac, the Parisien Corset Factory and about twenty-five houses, all located in the heart of St. Roch's Ward. The fire started in the lumber mill and gained a great start through the employees endeavoring to get it under control without summoning the fire brigade. When the latter was finally called the flames had got a great hold on the place and were rapidly spreading to the surrounding property. Only the plentiful supply of water and assistance rendered by a detachment of men from the R. C. G. A. from the citadel enabled the firemen to control it when they did. On Prince Edward street the heat was so great that the rails on the C. P. R. track were expanded and the train due to leave at 1:30 was delayed for several hours. The damage is only partially covered by insurance.

Journalists In Trouble.

Monday's advices from Quebec say: The ways of the La Nationaliste, of Montreal, are hard. Only on Friday last was Oliver Asselin, a former editor of the paper, released from the Quebec jail after serving fifteen days' imprisonment for an assault committed on the Hon. Adolar Taschereau and today Asselin's cell in the jail is occupied by his successor in the editorial chair of the Bourassa organ, Henri Fournier. Fournier's offence consisted of saying what he thought of the administration of justice in the Province of Quebec and especially in the courts sitting in the City of Quebec. The judges mentioned in the article in question, which was entitled, "The Prostitution of Justice," did not appreciate Mr Fournier's remarks, with the result that he was cited to appear before Chief Justice Langdlier here on Saturday, and the latter, after hearing what Fournier's counsel, Mr. Lathams, of Montreal, had to say, sentenced him to three months in jail.

Minard's Liniment cures Neuralgia.

Mining Machinery By Electricity.

Advices of the 12th, from Glace Bay, C. B. say: Daniel Adamson and company, of Manchester, England, are about starting work under contract with the Dominion Coal company to install an important addition to the plant at the central electric station. No. 2 colliery. A one thousand Watt turbine generator with condenser, will be installed, using exhaust steam from No. 2 colliery. The power will be transmitted at twenty thousand volts over ten miles at the latest type of high tension pole line to the new collieries, Nos. 12 and 15, at Lingan. Electricity will be used to run all auxiliary machinery except at No. 12, which are already equipped for steam. The eventual intention is to operate all machinery including haulage, at these collieries, by electricity. The contract is a large one and will take over six months to complete. It will be the only plant of its kind in Canada. There are a few in the States, England and Germany.

Record Atlantic Voyage.

Great interest was manifested in Montreal in the voyages of the new White Star Liner Laurentic, which left Liverpool Thursday afternoon, 3rd, inst, at five o'clock, and the C. P. R. Empress of Britain, which sailed from the same port half an hour later on the following day. The Laurentic docked at Montreal at 8 o'clock p. m. on the 11th, and the Empress reached Quebec at 2:30 the same afternoon, having taken a very southerly course which added seven hours to her sailing time. The C. P. R. Empress special from the Quebec steamed into Windsor station at 8:30 that night, and her passengers were first to register at the Windsor and other city hotels. The Empress of Britain established a new record for one day's run, 464 knots, which is a knot more than her previous achievement. The Empress brought 162 first, 394 second and 385 third class. Amongst the passengers by the Britain were Sir William and Lady Van Horne, Robert Meighan, Montreal, and Mr. Beck, who is connected with the Sandringham estate of His Majesty the King, and who intends crossing the continent by C. P. R. to Vancouver.

Mortgage Sale.

There will be sold by Public auction at the Law Courts Building in Charlottetown on Friday the twenty-fifth day of June next A. D. 1909, at twelve o'clock noon, all that parcel of land situate lying and being in Charlottetown, in Queen's County, in Prince Edward Island, bounded and described as follows, that is to say:— Commencing on the south side of Longworth Street at the distance of two feet from the said Street eastwardly from the house now or formerly occupied by John Kelly, thence southwardly forty-three feet, thence westwardly five feet, thence southwardly thirty-seven feet to the rear of the stable, thence westwardly along rear line of the stable until it meets the line dividing the property of the said John Kelly and Patrick Kelly, thence northwardly fifteen feet through the stable dividing between the said John Kelly and Patrick Kelly, thence northwardly twenty-four feet to the right of way between the premises of the said Patrick Kelly and John Kelly, thence northwardly nine feet to the dwelling house formerly occupied by John Kelly, thence along said dwelling house northwardly twenty-eight feet to Longworth Street, thence along said Longworth Street eastwardly twenty-three feet three inches to the place of commencement. Also all that other tract piece or parcel of land adjoining the land hereinafore described, commencing on the south side of Longworth Street, and running thence southwardly along the west boundary of the property hereinafore described for the distance of about thirty-four feet and one-half feet to Longworth Street, thence eastwardly along Longworth Street for the distance of about six feet three inches to the place of commencement, being the land over which Patrick O. Kelly has a right of way under an agreement bearing date the twenty-first day of February A. D. 1884, made between Patrick O. Kelly and the said Edward Kelly, also full and complete description of the said parcel of land, free right and liberty for the said Edward Kelly and his assigns at all time hereafter by day or by night and for all purposes with or without horses carriages or waggon along ever and upon the road or right of way over all that land having a width of six feet three inches at Longworth Street and extending back from said Street along the western boundary of the property hereinafore lastly described for the distance of about thirty-four feet and one-half feet, thence in a northwesterly direction a distance of nine feet, thence in a northerly direction parallel to the said western boundary of the property hereinafore lastly described for the distance of twenty-eight feet to Longworth Street, thence along Longworth Street to the place of commencement, being the land hereinafore lastly described, and the land of Patrick O. Kelly colored red on a plan annexed to the said agreement dated the twenty-first day of February A. D. 1884.

The above sale is made under and by virtue of a power of sale contained in an Indenture of Mortgage, dated the twenty-seventh day of April A. D. 1908 and made between Peter D. Haysney of Charlottetown aforesaid, Railway Employee, and Annie Haysney his wife of the one part, and Edward Kelly of Charlottetown aforesaid, Gentleman, of the other part. For further particulars apply at the office of Messrs McLean & McKinnon, Solicitors, Charlottetown.

EDWARD KELLY, Mortgagee. Dated at Charlottetown this 20th day of May A. D. 1909.

MEET ME AT The Always Busy Store Where They Sell TRUNKS!

A whole large Warehouse with nothing but Trunks in it. Paper, Tin, and Zinc Covered Packers. Round Top Zinc Covered Trunks, as well as Canvas Covered ones. All sizes from 28 to 32 inch. Flat Top from \$1.85 to \$2.25; Round Top \$2.25 to \$3.25.

Carriage Wraps. 65 cents each, Natural Covered Linen, with red and blue stripes and border, fringed ends, 45 x 68. 95 cents each, Light Weight Checked Denham, fringed ends, size 45 x 65. \$1.25 each, Heavy Checked Linen Duster, brown and fawn plaits, fringed ends, 46 x 68.

Stanley Bros.

Mortgage Sale. Price \$2.50 Amherst Boots. Are the Farmer's friends. Made from Solid Leather throughout, counters, insoles and heels. They stand up and stand the strain of hard wear through all kinds of mud, slush and wet. Men's Amherst Boots, \$1.60 to \$2.75. Women's " " 1.25 to 1.75. Boys' " " 1.50 to 2.00. Girls' " " 1.10 to 1.35. Children's " " 1.00. Alley & Co.

A. A. McLean, K. C. Donald McKinnon. Barristers, Attorneys-at-Law, Charlottetown, P. E. Island. J. A. Mathieson, K. C., E. A. MacDonald. Jas. D. Stewart. Mathieson, MacDonald & Stewart, Barristers, Solicitors, etc. Newson's Block, Charlottetown. P. O. Building, Georgetown.