

THE HERALD

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JAMES MCISAAC,
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The Quebec Bridge.

(St. John Standard.)

It is now supposed that the plans of the Quebec bridge will be so far prepared this year that a contract for the superstructure can be let. This will bring the task within some four or five years of completion. The cost of the work yet to be done is estimated at \$6,000,000 to \$7,000,000.

Originally the structure was to cost \$4,000,000. Though it was to be used by trunk railways, a private corporation, promoted by Mr. Parent, was encouraged to take up the work. Mr. Parent was Premier of Quebec, and the province gave a grant. He was Mayor of Quebec city, and that municipality gave a subsidy. He obtained a subsidy from Ottawa. For himself he drew a salary of \$3,000 a year, and made no investment worth mentioning.

In fact no one put up money of his own. The company drew subsidies as it proceeded. It borrowed all it could. Finally it had no more money, and went to the Dominion ministers for a guarantee. At that time the company was bankrupt.

That was the time the Government should have taken over the enterprise, since it had to become responsible for the cost. The Dominion had then agreed to construct the Grand Trunk Pacific from Winnipeg to Moncton, this bridge forming a part of the track. The promoters could have been offered repayment of all that they had expended of their own with interest, and would have had all their promotion expenses. But the promoters were after larger gains at no cost to themselves and the Dominion Government was giving Mr. Parent all he wanted.

The Government guarantee, good for six or seven million, was given. But though the Federal Government was now paying for the bridge, it still neglected to watch the expenditure or to supervise the work. The plans prepared by the company were shown to Mr. Douglas, the bridge engineer of the Railway Department. This officer criticized them. He did not feel sure that the structure would be strong enough. He suggested this to the head or deputy head of the department, but nothing came of it, and the company went on with its programme. As the Government was the party chiefly interested, it should have had an inspector on the work. That would not have cost one-tenth of the subsequent outlay required for the Commission which found that the company's engineer on the ground had not the qualifications for supervising an enterprise of that character. It may be observed also that this engineer inspector was also employed by the Transcontinental Commission as district or division engineer on the Quebec Division of the Grand Trunk Pacific. He was drawing the same salaries at the same time, just as Mr. Parent was at the same time drawing a salary of \$10,000 a year as chairman of the Transcontinental Commission and \$3,000 as President of the Bridge Company.

We all know what came of it. The bridge went down. Nearly four score lives were lost. The work for which the Government had become

guarantor had gone. Everybody lost but the company, which made money out of the disaster. When there had been something to buy from the company the Government refused to purchase. Now when there was nothing but a liability the Government came to the rescue, paid all the bills, and actually repaid to the company all the money it claimed to have expended including the cost of promotion, with six per cent. interest and ten per cent. allowance for profit. These were the terms on which the Government had the right to take over a completed and successful structure in case the company did not wish to part with it. It was the terms on which the Government bought the wreck and the liability from a company which had destroyed everything but its own fortunes.

Now the bridge which was to cost \$4,000,000 is to cost \$14,000,000, and it will all come out of the Dominion treasury.

Our Antepodean Cousins.

In an article on the visit to Canada of the Australian delegates to the Imperial Press conference in London, the Montreal Star, among other things, says: "Probably no two other Colonies need so much to get better acquainted with each other as Canada and Australia. They are the two largest 'children' and yet they are hardly known the one to the other. The Mother Country knows each of them better than they know each other, which may be only natural but which hardly bears out the common Colonial theory that we have all the enterprise and fraternalizing ability of the race. And now that the Australasians come to London by way of Canada, we can no longer plead distance.

These two great Colonies have grown up under very different circumstances. Canada has always been next door to a large, progressive and aggressive Anglo-Saxon neighbor. We have touched shoulders with a mighty nation of very similar civilization, interests, motives and thought. Our language is the same; and we have exchanged books, papers, citizens, clergymen, teachers, settlers and even politicians. Our lives have been more or less woven together; and it is inevitable that this neighborhood has affected our development. One result is that the Australian, who has never known a kindred influence save that of the British Isles, always seems to us to be 'very English'; and we, doubtless, appear to him to be 'quite American.'

Australia has developed alone. Except for the impetus it has received from our common Mother, it has enjoyed a purely individual growth. It is distinctively Australian, and is like nothing else in the world. No American Republic has cast over its shadow its bulk. Where its literature has not been native, it has been British. It has experienced no infusion of another nation which, while the same in race, is different in political aspiration. Australasia is probably freer from foreign blood than the British Isles themselves; and yet it has established institutions easily the most democratic and untrammelled on earth.

Nature has made of it a more urban and a less rural nation than ours; and the ever-present possibility of an awakened Asia has made it militant. The policy of defence is further advanced there than here; for the very good reason that the Australians believe more vividly than we do in its necessity. If we had a half-continent, suitable for semi-tropical settlement, lying within easy reach of four hun-

dre million of Asiatics who were intensely over-crowded and might at any time think of a giant migration into our empty spaces, we would be far more anxious about ships of war and compulsory military service than we are. With us, it requires an effort of the imagination to see our duty; with the Australasians, the menace of possible danger presents itself visibly to their eyes.

These differences make mutual study more interesting; and the shame is that there has not been more of it. We should know each other like brothers, and so be ready to co-operate in our common task of helping strengthen the Empire of the to-morrow which will be in a peculiar way the Empire of the Colonies. Undoubtedly the British Empire of the next century will be very largely what Canadians and Australasians agree to make it; and the sooner we take the initial step of understanding each other, the better will we build when the burden falls upon us.

This is what the Montreal Witness, a strong Liberal paper, tells its friends about partisanship and patronage: "The Liberal party is content to remain before the country in a very dubious light through its determined stand in favor of the corrupt and corrupting system of patronage in the administration of the Civil Service outside of Ottawa. What is the reason of this difference between the outside and the inside services? We know of no explanation but the unlawful one, that the outside service, as it is, is largely made up of people who have been, and perhaps can be, useful at elections, and who could not pass any standard measure of fitness that a reform law would prescribe for them. Is any light shed upon it by the doctrine announced by Mr. Lemieux as that of Sir Wilfrid Laurier and Sir William Mulock, that when any member complained that some one in the public service had been working against him at an election, that civil servant should be dismissed without trial, a rule on which Mr. Lemieux stated that he had acted in a case complained of. The Opposition put a gloss on Mr. Lemieux's rule and read into it, that when any member, supporting the Government, complained, the person complained of should be dismissed. In support of this gloss is the fact that no case was alleged of a civil servant being similarly dismissed at the instance of a member of the Opposition, although, as civil servants, like other people, are liable to be influenced by bread and butter considerations, we should expect such offences against Opposition members to be as ten to one."

The Resolution of Confidence.

(From the News of Toronto.)

After Mr Pugsley had been whitewashed by a Government majority of twenty-seven there was a deal of re-priming. The slender majority awoke the anger of the Government and the jeers of the Opposition. Liberal members met in caucus, and endorsed a resolution expressing for Mr Pugsley their undying regard, and their complete satisfaction at the manner in which he had met the charges of the New Brunswick Royal Commission. All this would be a fine example of loyalty to a party friend if the Minister of Public Works had met the charges. If he had had a reasonable defence which could have thrown any doubt whatever on the findings of the Commission one could not have wondered at the caucus and the resolution of the caucus. But the speech of the Minister was such a weak and helpless performance that no man of any intelligence could be misled by it. Mr Pugsley made no explanations whatever. He made plenty of statements, most of which were at variance with the sworn testimony of his own friends who appeared as witnesses before the Commission.

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He said that the Commission was partisan and unfair, but he pointed out no conclusion which departed in any way from the evidence. His statements on the disposition of certain sums of money,

notably one of \$39,000, were glaringly false. He included that sum in his "official" list of company expenditures, saying that it was "wrongfully excluded" by the Commission. But he did not and could not tell where it had gone. He suggested that the balance of the railway stock had been paid for by this \$39,000, but there is evidence to prove that only \$500 went for that purpose.

He did not meet the charge that he kept no books. He did not justify his conduct in sitting in the Government councils and managing this sham company at the same time. He failed to give a creditable explanation of the shortage of \$134,000. He denied the charge that he had misled the Legislature respecting the cost of the Central Railway, and that he had prepared false records, even though the official Hansard of the Legislature gives the lie to his statement. In every respect the speech of the Minister was a pitiable sample of reckless and irresponsible denial. The report of the Commission stood unshaken when he had finished, and the speech of Mr Crockett tore the Pugsley defence to shreds and tatters.

The Liberal members of the House of Commons know it. They are, presumably, men of some intelligence, accustomed to weighing testimony. Yet they are willing, for the sake of some party advantage of a visionary and tenuous kind, to deny their convictions, and to express confidence in a man who is discredited as no other Federal politician has been discredited since 1891. It is not in the interest of the country that this Phenomenon of High Finance who keeps no books should be in control of one of the great spending departments of the Dominion. And how can it be in the last interest of any party to guard and protect this political chameleon, who adjusts his "opinions" to accord with whatever party may be in power for the time being? No party is under any obligation to such a politician even though he may "carry" a province. Nothing quite so abject as the resolution of the Liberal caucus has been seen in Canada for some time.

Railroad Competition in Canada West.

Winnipeg, Manitoba, May.—With four transcontinentals, and a number of smaller railroads, rushing construction in Western Canada, the situation today is extremely interesting.

James J. Hill is one of the aggressors and it appears as though he will have control of the general traffic, from some of the best districts, before the end of 1910, for he is engaged in building a trunk line from Winnipeg to the Pacific Coast. Under the name of Great Northern his operations are practically unlimited, and there are at least a dozen subsidiary companies actually building short lines which, when connected up, will form a formidable rival to existing lines for several or eight of the main direct connections between the main line in Canada and the main line south of the "line," making outlet for Canadian wheat, which, of course, will be taken direct to Minneapolis mills, depriving Eastern Canada of one of its chief sources of income from the West.

The Canadian Pacific is by no means idle, and with the exception of the roadbed and building cut-offs to shorter lines, will build a number of important branches during the summer, ready to meet any demand for them to retain its business. The Canadian Northern will build 600 miles this summer between the Great Lakes and the Rocky Mountains, in addition to improving the lines now in operation. The intention of this company is to connect up its various lines to make a trunk system from coast to coast, and with the exception of the West of the Rocky Mountains but little work has to be done to accomplish this end. The Grand Trunk Pacific is another of the transcontinentals which is losing no time and already work is being pushed as fast as the latest machinery and human ingenuity will allow. Lines of 300 miles of the main line remain to be put under contract, so the company is now giving attention to its branches. A number of divisional points will have branch lines in the immediate future, and E. J. Chamberlain, Vice President of the company, promises to have two of the branches from Melville, Sask., in operation this year, and it is probable work will be started on the third before the snow falls.

REGINALD F. ROBINSON, Winnipeg, Canada. Minard's Liniment Cures colds, etc.

Away From Home.

Anyone leaving this Province in summer and reaching the mainland via Strait of Point du Chêne, crosses the Straits board of either the Empress or Northumberland, the excellent, commodious and well equipped steamers of the Steam Navigation Company. These are the finest, best appointed and best officered steamers traversing the coastal waters of the Provinces. Where can you find such capable and accommodating officers as Captains Cameron and McLane, and such obliging officials as Purser McDonald and Ryan? It would be difficult to have a better meal than those served on board these steamers. The travelling public make no mistake in patronizing these boats.

From Point du Chêne to St. John, over the Intercolonial Railway, is a pleasant ride on comfortable cars over a well equipped steady road. Moncton, the headquarters of the Intercolonial, is a busy city, well supplied with hotels, and the quarters of the half of a million of the Province. After leaving Moncton the outlook for some distance, does not present a great many attractive features. It is a very much rougher country than Prince Edward Island. Very few great level fields, such as are to be seen. Passing along, the headwaters of the Kennebecs come in view, broadening as the train advances along the margin. Some of the greatest rowers and water polo players of the world were trained on the Kennebecs. The famous Paris rowing crew of St. John, that achieved world-wide fame in the sixties and early seventies had this river for their practice ground. Sussex is a town of considerable importance, and in the early sixties came some what into public notice as a rowing ground. It was here that Charles, of Charlottetown, won the prize that caused him to be immortalized in rhyme by our Island bard, the late Mr. LePage. Quoting from memory, the lines ran as follows: "Three cheers for Hickey; three times three, The champion marksman hall! Who plucked the laurels from the tree That grows in Sussex's vale."

Within a few miles of St. John, beside the railway track and contiguous to the river, a number of beautiful suburban towns are established. Among these are Hampton, Rothesay and Renforth. The name of the last mentioned town is associated with the old and picturesque boat race to the straits, the renowned Paris crew, already referred to, were competing in a rowing race on the Kennebecs, with the Tyne crew of England. Renforth was the stroke of the Tyne crew, and as the St. John crew were forging ahead, he called upon his men to make in a supreme effort. The strain was too much for him, and he collapsed. In a short time he was dead, and the competing crewmen forgot their rivalry and bore the body to the shore. At this spot on the Kennebecs a suitable memorial was erected, and the name of the little town, known as Wateride was changed to "Renforth."

St. John, a city of about forty-five thousand souls, has many things to offer the visitor, and has friendly people. On the west side of the harbor, are located the elevators and great docks necessary for the winter port freight business. As many as six or seven great-ocean liners dock and load here during the winter season. It can readily be seen that all this creates much activity in the shipping business. At St. John, as well as in most of the harbors and bays connected with the Bay of Fundy, the tide's ebb and flow are extraordinary. The tide at St. John rises and falls a distance of twenty-eight feet. The writer has to express his grateful thanks to R. F. Quigby L. D. Meese, Thomas Kichham formerly of Sussex West, S. D. Scott editor of The Standard, and L. R. Thompson, Travelling Passenger Agent, of the Eastern Steamship Co., for courtesies extended and kindness received. In his capacity as travelling passenger agent of this company, Mr. Thompson deeply concerns himself for the comfort and convenience of passengers by this line.

The Eastern steamship company, whose steamers ply between St. John and Boston, offer the passenger traffic in this direction, during the summer season, and their line is deserving of patronage. By this route you are only one night at sea between St. John and Boston. The direct distance between these two points by the shortest route is 138 miles. The Calvin Austin of this line, is a beautiful and commodious ship, of 4,000 tons. She is 325 feet long and 62 feet beam and has a speed of 15 knots. She has three decks, besides the hurricane deck, which rises as a canopy above the gallery saloon. She has 222 state-rooms and accommodations for about one thousand passengers. She is painted white and presents a fine appearance. Everything is scrupulously neat and clean. She is commanded by Captain Allan, a tall, portly, combed-over man, who is always at the post, always genial and attentive to the requirements of passengers. The dining room is large, airy and well appointed. It is in charge of Stewart Neely and second Stewart Johnson. Meals are served in 15 courts, so that each one can have what he wishes. This is and should be, a popular summer route to Boston and return.

Leaving St. John, the coast line of New Brunswick, and then of Maine, is in view for many hours. After some time out of sight of land, Rookport lighthouse is sighted, and from that point to Boston, the coast of Massachusetts is constantly in view. From the mariners point of view, this is a rough and inhospitable coast. Reefs, rocks, shoals and precipitous cliffs abound. Of course the coast is well guarded by light boats and fog-horns supply ample warning against approaching or impending danger. That there is no danger to the ships with light for the guidance of shipping. Then comes Eastern Point, near the entrance to Gloucester harbor. A little further on are the 'R's of Norman's Woe,' made famous by Longfellow in his "Wreck of the Hesperus." Next come Marie Head, Holloway Rock, Egg Rock, Nahant Jet, and other rocks, and these numerous other land marks, the Steamer rounds in to Boston harbor. The entrance to this harbor is through a succession of islands, rocks and forts, all properly designated. Through this archipelago, crowded with ships and crews of all descriptions, the Calvin Austin carefully picks her way until she moors at Union Wharf.

Shocking Drowning Accidents.

A terrible catastrophe happened on the 20th at St. Anne de Monts, Gaspé, Co P. Q. when six people lost their lives by drowning. The people in returning home from Ascension Day service had to cross Grand River, which is bridgless. Owing to the extra strong current the people decided not to use the scow there for the purpose, but fifteen persons got into a boat, which became unmanageable in the current. It was carried rapidly down stream and coming in contact with a rope used to pull the scow across the river was overturned, causing two smaller boats to go over as well. There was a desperate struggle by the occupants to reach land and over half of them succeeded but six—three women and three men—were swept away to their death. The bodies of the three women were recovered. They are Mrs. Leveseur, an old lady, Mrs. Gervais, St. Laurent, and a young girl named Vaillancourt. The bodies of the men had not been found. They are Arthur Derooy of Ste. Anne, leaving a wife; Philippe Simard, sailor, of Father Point, leaving a young wife, while the last one is a boy, son of Charles Chenard. The accident has cast a gloom over the parish where all the drowned people were well known, and caused the commencement of an agitation for a bridge over the river, which has always been considered dangerous.

DIED

At Forest Hill, Lot 41, on May 21st Gregory McCormack, son of Simon and Flora McCormack, aged 25 years. May his soul rest in peace.

At Friarion Road, on May 23rd, William Walsh, aged 14 years. R. I. P.

On Wednesday May 26th, 1909, at the residence of her brother-in-law, A. C. McDonald, Montague, after long suffering, departed with exemplary patience, Catherine, third daughter of the late Hon. John S. McDonald, of Charlottetown. The funeral left Montague by train Friday morning 28th. On arrival at Charlottetown, the cortege proceeded to the Cathedral, where a Requiem was sung by Rev. F. McDonald. The funeral then proceeded to the cemetery on St. Peter's Road, where the interment took place. May her soul rest in peace.

At the residence of his brother, Dr. R. J. McCormack 86 Warren Street, Boston, on May 25th. Dr. Alexander Leslie McCormack, aged 63 years. Deceased was a native of this Province, and was born at the North Side Lot 42. After attending the Normal School at Charlottetown he went to Boston, and after a short time commenced the study of medicine. In due time he took his degree from New York University. He then took up the practice of medicine in which he was very successful. He built up an extensive practice in East Boston. Some years ago, while in the exercise of his calling, he met with a serious accident, and since then had been in delicate health. Since the some years, he resided mostly with his brother, Dr. R. J. McCormack, where he died, as above stated, after an amiable illness. The funeral took place on Friday morning and was largely attended. A Mass of Requiem was celebrated at the parish church of St. Joseph. Rev. T. Kelly, Dr. R. J. McDonald, Dr. George McKee, George McDonald and W. D. Carmichael. The interment was at Holy Cross cemetery, Malden. Besides his brother and other relatives, he leaves to mourn two sons and one daughter, Mrs. Taylor, and a large circle of friends. To the place of committalment, in their bereavement. May his soul rest in peace.

The Market Prices.

Table with market prices for various goods like Butter, Calf skins, Eggs, etc.

McLean & McKinnon

Barristers, Attorneys-at-Law, Charlottetown, P. E. Island

J. A. Mathieson, K. C., E. A. MacDonald

Mathieson, MacDonald & Stewart, Barristers, Solicitors, etc.

Newson's Block, Charlottetown, P. O. Building Georgetown

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Do you need a new Spring Coat? We can assure you that nowhere else will you find as fine a range of Coats at such little prices. \$4.25, \$5 and \$6, etc.

Stanley Bros.

Mortgage Sale.

There will be sold by Public Auction at the Law Courts Buildings 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 the line of the stable until it meets the line dividing the property of the said John Kelly and Patrick Kelly, thence northwardly nine feet to the dwelling house formerly occupied by John Kelly, thence westwardly 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 herebefore described, commencing on the south side of Longworth Street, and running thence southwardly nine feet along the said property herebefore described, thence northwardly parallel to the said western boundary of the property herebefore described for the distance of about thirty-four and one-half feet to Longworth Street, thence eastwardly along Longworth Street the distance of six feet three inches to the place of commencement, being a right of way under an agreement bearing date the twenty-first day of February A. D. 1884, made between Patrick C. Kelly and the said Edward Kelly, also full and free right and liberty for the said Grantor his heirs and assigns at all time hereafter for day or night and for all purposes with or without horses carts carriages or wagons laden or unladen to go pass and repass and to drive cattle sheep and other animals 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 herebefore lastly described for the distance of about thirty-four 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 herebefore lastly described for the distance of twenty-eight feet to Longworth Street, thence along Longworth Street to the place of commencement, being the land hereby before lastly described and the land of Patrick C. Kelly colored red on a plan annexed to the said agreement dated the twenty-first day of February A. D. 1884.

Alley & Co.

JOHN T. M'ELLISH, M. A., LL.B. BARRISTER and ATTORNEY-AT-LAW. NOTARY PUBLIC, ETC. CHARLOTTETOWN, P. E. ISLAND.

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