

THE HERALD

WEDNESDAY, MAY 19, 1909
SUBSCRIPTION—\$1.00 A YEAR.
To THE UNITED STATES \$1.50
PUBLISHED EVERY WEDNESDAY
AT 81 QUEEN STREET,
CHARLOTTETOWN, P. E. ISLAND.
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Editor & Proprietor.

The Fishery Treaty.

In any diplomatic transactions between the Laurier Government and the United States authorities, we may count on Canada's interests being sacrificed. This was the case in the matter of the Alaska boundary and in every other question between the two countries of an international character, which has originated and been concluded since 1896. As a matter of fact, the Laurier Government's chief concern in matters of this nature would seem to be how best to please the plenipotentiaries of the United States. So notorious has this playing into the hands of the Americans become, that we shudder whenever we hear of the initiation of any negotiations between the two countries in anticipation of the fresh sacrifices Canada is about to make to our friends across the line. If the Laurier Government are allowed to engage in many more transactions of this kind there will be very few of Canada's rights and privileges that shall not have been handed over to our neighbors.

Our latest diplomatic transaction with the United States, in which Canada has undoubtedly suffered severely is the waterway treaty. In this case it cannot be pleaded that the Imperial Government sacrificed Canada, the Ottawa Government are wholly and directly responsible for whatever surrender there has been in the matter.

The nature of this latest surrender was brought before the House of Commons on Friday last, in a vigorous arraignment of the Government in connection therewith, by Mr. McGrath, member for Medicine Hat. Mr. McGrath presented the striking contrast between the carelessness of the Canadian Government and the business methods pursued by the Americans in this matter. The result was that the American section of the commission completely dominated the Canadian commissioners and the interests of the Dominion has been subordinated to the Americans on the St. John River; at Niagara and on the St. Mary River, in Alberta.

The Laurier Government allowed the negotiations to dawdle, taking three years to appoint their commissioners, and when they were appointed it was found that they had no special qualifications for the work they had to do. They were chosen in consideration of their services as campaign manipulators, rather than in virtue of any special fitness for diplomatic negotiations. Two of their number were taken from the corridors of the departments at Ottawa. The chairman of the Canadian Commissioners was Mr. G. C. Gibbons, a lawyer of London Ont. who had been a campaign manager for Mr. Hyman, one time Minister of Public Works, who secured his appointment. Under his auspices was carried out the famous London conspiracy, in connection with Hyman's election, the exposure of which was followed by Hyman's resignation and retirement from politics. Gibbons was better at campaign manipulating than in protecting the rights of Canada in treaty making. Another of the Commissioners was Louis Coste, C. E. of the Public Works department, the man who took \$2,000 from the

Collingwood Dock company for designing a dock, on which as a salaried officer of the Public Works department he reported favorably for a Dominion subsidy. The Secretary of the commission got pay for 210 days at \$10 a day and expenses in one year, though the commissioners seem to have met only 40 days. This man was said to have been editor of a Government newspaper, actively at journalistic work during the whole twelve months.

Through the carelessness and procrastination of the Laurier Government, the Canadian Commissioners were not appointed till two years after those on the American side. The American Commissioners were trained experts, appointed solely in consequence of their special knowledge and fitness. They were eminent authorities on the particular subjects to be submitted to them. The energy and promptitude with which the Americans pushed the work of negotiation was shared by the Colonial office at London. In striking contrast was the lethargy and procrastination of the Canadian Government, who only moved when prodded by the Colonial office.

The result of the meeting of these two sets of Commissioners was disastrous to Canada. The trained expert American Commissioners, who had been busy for two years with the questions to be dealt with, met a band of machine politicians, with no special knowledge of their business, and easily dominated them. The American Commissioners overbore the Canadians on every point and had things just about as they wished. The consequence is, that if the treaty will be ratified in its present state Canada stands to suffer most severely, and the United States will get concession after concession, to which she has no legitimate claim.

What is to be thought of a Government that is willing thus to sacrifice the country's rights; that is more concerned about rewarding political hangers on than having our country represented in diplomatic transactions by the best talent available for the purpose; that is quite satisfied to allow our rights to be sacrificed to allow our rights to be sacrificed and our heritage to be bartered at the demands of the patronage system?

It is a fine spectacle to see Senator Ellis and the Globe read out of the Liberal party by Mr. Pugsley and the Telegraph. Time was when the mercenaries were thankful to be admitted to the army after it was victorious, but now they march to the winning side after the fight and set about court-martialing the battle-scarred veterans.—St. John Standard.

The supplementary estimates for 1909-10 just brought down at Ottawa add more than a million to the proposed expenditures for the year and make the total, in round figures \$110,000,000. As the public revenue will not exceed \$80,000,000, according to the calculation of the Finance Minister, we shall be \$30,000,000 short, and a new debt will have to be incurred to cover the deficiency. Already the Minister has asked for authority to borrow once again, and this time in order that there may be no mistake, and that the \$10,000,000 to be loaned to the Grand Trunk Pacific may be on hand when called for, the amount to be sought in the London market is \$50,000,000.

The Montreal Star says: "Mr. Fielding wants to borrow some more money, but he does not want to let the Canadian people get the advantage of the high interest he must pay. He will go to London and probably pay four per cent. for his loan, while millions of Canadian money is being loaned the banks here at three per cent.; and all Mr. Fielding will do for us is to pay three-and-a-half per cent. for such small sums as can be deposited in the Government Savings Banks. If Canada has to pay this higher interest on such rock-bottom security as a Government loan why cannot the Canadian with a little money to invest get the benefit of it?"

Advices from North Sydney say that the Revenue cutter Gladiator effected seizure of the French fishing schooner Dictator for violation of the Customs regulations, committed last year. Captain Gordon saw the Dictator coming out of St. Ann's one day last summer. Upon being interrogated the master of the Dictator said he entered at St. Ann's, but it was afterwards discovered that he had not done so. Captain Gordon had been on the watch for the French schooner ever since, and seized the vessel which is laid up at North Sydney with a watchman on board.

Hon. George E. Foster asserted in his speech on the Grand Trunk Pacific that if a company promoter were to make statements as far from the truth as those made by Sir Wilfrid Laurier when he presented the railway scheme to Parliament, the offender would be punishable for false representations. There can be no doubt that this view is correct. The Mail and Empire remarks truly that "Any man who induces another to enter into a business project, making untruthful allegations with respect to the proposed enterprise in order to persuade the other party to consent, is guilty of fraud."

Lord Kitchener, the greatest of British soldiers, in whom all classes have supreme faith, has almost completed his term as commander of the forces in India. He will then make a tour through China, Japan, Australia and probably Canada, before his return to London. He will then likely be appointed to act in an advisory capacity to the Committee of Imperial Defence, until the expiry of the term of office of Sir William Nicholson. When that occurs Lord Kitchener will in all likelihood be appointed Chief of the General Staff and First Military Member of the Army Council, retaining his seat on the Imperial Defence Committee.

The Newfoundland elections, on the 7th, inst., resulted in the return of the Morris Government by a sweeping majority. It will be remembered that the general election seven months ago, resulted in a tie of the respective followers of Sir Robert Bond, then Premier, and Sir Edward Morris, Leader of the Opposition. As each side had eighteen members, there was a deadlock in the Legislature. Bond resigned before meeting the House, and Morris formed a Government; but could not elect a Speaker when the session opened. The Governor then granted a dissolution and Morris, as Premier, appealed to the people. The contest was bitterly fought; but the result is, as far as known, Government 26, and Bond Opposition 10. Bond himself is elected.

The members of the Opposition at Ottawa, on Wednesday evening last, presented Mr. and Mrs. R. L. Borden with a beautiful landscape painting from the brush of Homer Watson, A. R. C. A. Mr. George Taylor, the chief whip, was master of ceremonies and welcomed the distinguished guests and several ladies who accompanied them to room 89, the new Conservative headquarters on Parliament Hill. Mr. Claude McDonnell, at the request of Mr. George Clare, the member for South Waterloo, paid a graceful compliment to the Conservative leader, and to Mrs. Borden who has so faithfully aided him in the hard struggle of the past eight years. This gift, he said, was

a tribute from Mr. Borden's followers expressing their fidelity gratitude and admiration.

At a meeting of the Intercolonial Club, Boston, a few evenings ago, the importance of Canadian export trade was emphasized by Governor Pothier, of Rhode Island, when he pointed out the necessity for Boston to make a vigorous effort to divert a part of this trade through Massachusetts Bay. He said that the export trade of the Dominion, in years to come, would open the eyes of the world. He pointed out that new railroad lines throughout Canada afford ready access to the vast products of the Dominion to Boston, and thence to the markets of the world. Our American friends are always ready to draw water to their own wells, from any turn in Canada's commercial prosperity; but it should be the duty of Canadian statesmen to make every possible provision to have the export trade of the Dominion find a ready outlet through our own ports.

The Laurier Government the Banker of the G. T. P.

(Montreal Gazette.)

The fact that in the final division in the House of Commons on the Grand Trunk Pacific loan bill the Government's majority was only 36 probably does not mean much, save that the Liberal party is not enthusiastic for the measure. That it should not be enthusiastic can readily be understood. When it is remembered how Conservative critics of the bill for the construction of the National Transcontinental Railway were reviled and abused when they pointed out the flaws in the Government's calculations and declared that the work could not be carried through for the sums mentioned, it can be apprehended that the revilers would prefer such a formal declaration of their folly to the least possible noise. The issues involved in the divisions were also of a nature to embarrass the members who for the sake of their parties, were called on to vote them down. The alleged reason for the Government's undertaking the heavy liabilities it did for the construction of the road were that Canadian produce for export

MIGHT BE CARRIED OVER CANADIAN TERRITORY.

to a Canadian seaport winter and summer. There are geographical and climatic conditions which will constantly work to defeat this purpose. The man who buys and owns and takes the mercantile risk connected with the movement of merchandise has an unquestionable right to say by what route it shall be sent to its destination; and while New York in the late fall and Portland and Boston in the winter offer quicker despatch or cheaper freights they will take the stuff away from St. John and from Halifax, as now they sometimes take it away from Montreal and Quebec. Anyone who can understand what the story of the Intercolonial is can understand this. It must, however, have been bitter as well as humiliating for Liberal members of the House of Commons, and specially for those from New Brunswick and Nova Scotia, to obey the call of the party whip and vote against making it a condition of a loan of \$10,000,000 of public money that the Grand Trunk Pacific and its parent company

SHOULD BIND THEMSELVES TO FULFIL THE CONDITIONS.

upon which aid had been first granted to the enterprise, namely that for the development of trade through Canadian channels and Canadian ocean ports the diversion of Canadian traffic to foreign ports, except when specifically routed thereto by the shipper, should be forbidden. It will be a strain on the partisanship of even the St. John and Halifax Liberals to defend the representatives of their provinces who put themselves on record with the ministers in this connection. There were two other amendments offered. One sought that, as security for this loan, the Government should receive a pledge of an equal amount of the capital stock of the Grand Trunk Pacific Company. The other proposed to

require that the interest to be paid on the loan should be sufficient to recoup the Government for all the expense it will be put to in borrowing the money. The Government has been referred to in this connection as the BANKER OF THE GRAND TRUNK PACIFIC COMPANY.

The expression describes the situation. The Government, however, only partly lives up to the position it has assumed. It declined to ask for or take a banker's security. The supporters of the Government voted that in its attitude it was right. They must have felt somewhat uncomfortable. They would not have been made more sure in their position either, by the speech of their leader. Practically every serious statement made by Sir Wilfrid Laurier in regard to what has been shown to have been made without knowledge of its responsibility. He told Parliament that all the National Transcontinental Railway would cost Canada would be about \$50,000,000. It is now known that if the country only had to pay three times that sum IT WILL BE FORTUNATE.

In defence of himself and for the encouragement of his supporters, however, he could only repeat his old abuse of the men who had shown they knew more than he did about what he was designing to do. He described their criticism as due to blind hostility, Parliamentary elections as a vindictive of his course. He sought to justify his falsified predictions by saying the early settlers of Canada were ignorant of the capabilities of the Northwest, and implied that the story of the Red River Valley would be repeated in the northern wilds of Ontario and Quebec. It must have sounded hollow even to those who were eager to get a reason for doing what they had to do, reason or not. Some observers say there has been since the late elections, the country over, a marked decline in the apparent strength of the Government. It can be imagined that the loss will be more marked when the meaning of its action on this Grand Trunk Pacific matter is appreciated.

Loses Life to Save Dory.

A sad drowning accident occurred in Chebucto Bay, near Canso, on Wednesday last, when Levi Cohoon, in an effort to save a dory which had broken adrift from his larger boat, was thrown into the water and drowned. Cohoon, in company with Heskiah Dart, left with A. Wilson and Sons' boat, the Blue Bell, early in the morning for Petit de Grats to buy fresh fish. A dense fog covered the bay and the wind held about southeast until Cohoon and his companion reached about midday, when the wind suddenly hauled down northwest and blew a gale. The Blue Bell was towing a large double dory and as the strong wind kicked up a heavy chop the dory's painter parted. Several attempts were made to pick up the dory, but the heavy sea kept the boat out of reaching distance. Cohoon, who was steering, asked his companion to jump into the dory, when they rounded her in another attempt to get a line to her, but Dart, recognizing the danger, refused. Cohoon, who was a strong, fearless energetic fellow, made the leap himself and landed in the dory, but his weight and the force of the jump immediately upset the boat and Cohoon was caught in a trap underneath. He was a splendid swimmer and it is thought that the gunwale of the dory, upsetting so suddenly, must have struck and stunned him, as the body never came out from under the boat. As the wind was so strong Dart could not do more than manage the larger boat alone and she quickly fell out of reach of Cohoon and the dory. Dart got back to the town as quickly as possible and reported the accident, when the steamer Olive went in search, hoping to find the body at least. The search was rewarded with the finding of the broken dory only. Mr. Cohoon was forty-seven years of age and leaves a wife and four children, the youngest of whom is ten years.

An Angler's Elysium.

According to advertisements all summer resorts are alike. They are the best ever—but if fishing is better anywhere else than in "Georgian Bay" we do not know where it is. There is a greater variety of fish in this water than anywhere else, and they are always hungry. The only place where you can afford to fish is where the fish are numerous, big and delicious in flavor, and that place is Georgian Bay—so the fishermen say. Suppose you send for booklet, issued by Grand Trunk Railway System free, telling about the home of the bass, pickerel, pike, and the noble trout family.

J. QUINLAN, D. P. A., G. T. R., Montreal.

Great Ice Fields

St. John's Newfoundland advices of the 18th, say: Great fields of ice extend out from the shore of nearly every section of Newfoundland constituting an active menace to ocean navigation. Within ten days a dozen ocean liners have put in here or at nearby points badly damaged and reporting narrow escapes. Coastwise shipping is subjected to an effecting embargo, and the return from the recent elections at St. Barbe are held up by the ice-bombardment of the steamer Eagle, which is grasping the ballot boxes. Not for nearly a score of years have the ice fields held intact so long as this season and only a shift of the prevailing westerly winds, which have driven the ice-floes in the direction of the Gulf stream.

Although many of the transatlantic liners arriving in Maritime and United States ports have reported sighting large fields of ice, and many icebergs, the steamer Lake Champlain, bound from Liverpool for Montreal, was the first in collision with one of the great masses of ice. That big liner, with 1,000 passengers aboard, crashed head-on into a big ice pillar off Cape Race on May 6, and is now awaiting orders. The Tunisian last Thursday also halted on her trip from Liverpool to Montreal with a thousand persons aboard, leaking badly in her forehold after encountering heavy icefields off Cape Race. Following temporary repairs here it is expected the Tunisian will be able to proceed with her passengers.

The other steamers which have put in elsewhere with evidences of their terrible combats with the ice during the past week are the Stigstad from Truro to North Sydney, C. B. a new vessel, which was so badly damaged as to be ordered to drydock at Halifax; the steamer Phoenix, from Partington, England, which is now unloading at Sydney, prior to undergoing repairs necessary on account of damage by ice. The Newfoundland sealing fleet suffered from the ice. One sealer, the steamer Virginia Lake, was abandoned in the ice, after a vain effort by her crew to save the vessel, together with their catch of 9,000 seals. Two others had their main shafts broken and reached port under consort. The steamer Prospero, engaged in coastal service, was abandoned during the past week in the ice floes off Belleisle Strait.

The American and Canadian trawling vessels have been obliged to seek shelter in Newfoundland harbors, owing to the fishing grounds being covered with ice. That the conditions in the south were very little from these to the north is shown in the report of the steamer Rosalia, which arrived Friday night from New York.

Captain Smith, of that vessel, reported 143 bergs off Cape Race on Friday. The steamer Othello, from Cadix, arrived here last night, with a cargo of salt after a 19-days voyage. The cause of the delay was due to a forced deviation of 500 miles to the south, so that the steamer might skirt the floes.

The new Furness liner Langdale, one of the many victims of the ice fields off the Newfoundland coast, arrived at Halifax Sunday evening from London via St. John's, N.B., with several places under her forward peak damaged, as the result of forcing her way through great masses of ice in an endeavor to make St. John's. The Langdale is one of the new steamers of the Furness Line and this is her first trip to this port. She is in command of Captain Dunston. After discharging cargo here she will proceed to St. John. The Langdale was built at Sunderland in 1903 and is 3980 tons register.

A Narrow Escape.

The Newfoundland fishing schooner Cora, Captain Lee, arrived at North Sydney last Friday evening and reported the loss of two of her crew, Theodore Downey and George Osmond, both of Grand Banks, off Scotarrie, on the previous Monday. The men left the schooner to take in trawls, and shortly after a dense fog came on. After searching for some time they were unable to locate the trawls, and started to return to the schooner, which they also were unable to locate. They then set out for Scotarrie, but encountering the ice they were unable to make any headway, and were forced to remain in their dory until noon the next day, when they were picked up by the French fishing schooner Dictator, which brought them to North Sydney Saturday morning. The Cora remained off Scotarrie for two days in the hope of finding the men, when Capt Lee decided to run for North Sydney.

Death From a Rat Bite.

Death as a result of a bite of a rat was the sad fate of little Eugene Jambou, the nine days old son of Mr. and Mrs. Eugene Jambou of 134 Besserer St. Ottawa after having been severely bitten on the hand by a large grey rat. The infant developed blood poisoning. The baby had slept in its cradle in the same room as its parents for several nights, and on Friday night last this was also the case. Mrs. Jambou retired about one o'clock but husband being already asleep. At two o'clock the rat was awakened by the sound of the baby's cry and aroused the husband. On jumping out of bed he saw a large grey rat leap from the cradle to the floor and escape in spite of his attempts to kill it. The baby was found with its left hand covered with blood from several bites on the inside of the palm. Medical assistance was summoned and an antiseptic applied, but blood poisoning soon set in and the infant grew rapidly worse until death ensued.

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