

THE HERALD

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Please don't delay your Subscriptions for 1907. We shall esteem it a great favor if you remit now.

New York advices of the 15th, indicate that shipping men are very much interested in the race of two great ocean steamers. The steamers are the new Turbine steamer Lusitania, and the fast Lusitania, now the holder of the trans-Atlantic westward record holder. They are scheduled to start from Queenstown practically together on September 7th. The declared object is to determine how the two vessels compare in speed under exactly similar conditions. The test will be watched from the decks of each by crowds of people representing not only the shipping world, but many financial and social leaders, who have paid high premiums for their cabins for the voyage. The record now is five days, seven hours and twenty-three minutes.

Mr. Bowser recently appointed Attorney-General in the British Columbia Ministry, on appealing to the people of Vancouver for re-election, was returned by a majority of 1843. When Mr. Bowser was called to the Cabinet by Mr. McBride, it was announced that he would be opposed by Mr. Joseph Martin. Mr. Martin evidently discovered that his task would be worse than useless; so he withdrew from the field. The opposing candidate was Mr. Kingsley, the nominee of the Socialists. The vote stood 2,964 for Bowser to 521 for Kingsley. The people of Vancouver appreciate the manner of government given them by Premier McBride and are not to be carried away by any facts their opponents may think well of espousing in the hope of deceiving the public.

His Excellency, Earl Grey, Governor General of Canada, accompanied by the Countess Grey and their daughters, Ladies Evelyn and Sybil Grey, together with their suite, arrived here from Point de Chene by the steamer Minto shortly after ten o'clock Monday evening. Immense crowds had assembled at the Government wharf; a guard of honor was drawn up on the wharf and the 82nd Regiment Band was in attendance. His Hon. the Lieut. Governor and his aid as well as his Worship the Mayor and councillors were at the landing awaiting the arrival of the distinguished visitors. The enthusiasm of the assembled multitude and every thing in connection with the arrangement betokened the joy of the people and their desire to accord a most hearty welcome to His Majesty's representative and his family. After the Minto had come to anchor his Excellency accompanied his A. D. C. and Secretary landed at the wharf, where he was heartily welcomed. It then became known that, in consequence of the late hour, Lady Grey would not land until the morning. After inspecting the guard of honor, his Excellency returned to the steamer. Yesterday at half-past ten their Excellencies and suites landed and proceeded to Government House. They afterwards drove to the McMillan Consolidated School at Hillsboro. In the afternoon the distinguished visitors were driven about the city and its environs, by his Worship Mayor Paton. In the evening a dinner party was held at Government House, and today his Excellency and suite are attending the Scottish games at Georgetown. The people of Prince Edward Island extend a cordial welcome to their Excellencies and wish them a most pleasant visit.

It is announced from Ottawa that Sir Wilfrid Laurier has gone fishing. Generally speaking this is an agreeable manner of recreation, that may be enjoyed in haunts somewhat remote from the hurly burly of political strenuousness. Under such conditions the chief Liberal cabinet maker may have sufficient undisturbed leisure to evolve a solution of the problems that confront him in connection with his proposed cabinet reconstruction. The two departments without heads, the Public Works and Railways, hold out greater inducements than any others in the administration. Immense amounts of money are annually spent by these departments and any member of Parliament aspiring to one or other of

them is sure to have a strong backing from his friends and followers who will not be slow to conjure up for themselves scoops and rakes off. The vacant portfolios have last been held by Ontario and New Brunswick men respectively; and naturally the Government members from these Provinces are now hot foot after them. Archie Campbell, Speaker Sutherland, Mr. Calvin and Mr. Pardee, are said to be the Ontario members hottest in pursuit of the Public Works Department, while Mr. Carvell, Dr. Pugsley, Mr. Turgeon and Senator Ellis are seated as the New Brunswick aspirants for the ministry of railway. To select one of these respective groups for each of the vacant portfolios and prevent all the others from kicking is the task that confronts the Premier. If he succeeds during his fishing expedition in straightening out this cabinet tangle to his own satisfaction and the satisfaction of all his aspiring supporters, he may certainly claim more than the ordinary fisherman's luck.

Why Blake Left Canada.

The retirement of Hon. Edward Blake from imperial politics has temporarily revived the discussion of the reasons why a public man of his recognized ability and high standing should have abandoned a leading place in the political life of Canada for a relatively inconspicuous role in the imperial parliament. We say inconspicuous advisedly, for while the member for South Longford espoused the Irish cause whole heartedly he never rose to prominence among the leaders of the Irish party, nor yet did he shine in debate on so called colonial issues where his former high standing as leader of the Liberal party in Canada might have given weight to his utterances and enabled him to do the Dominion good service in the imperial councils.

A new generation has grown up in Canada since the eventful period when Hon. Edward Blake cast off the mantle of Liberal leadership in the Dominion, resigned all his interests here and was next heard of as the representative of the Irish constituency in the imperial house. The historic election of 1891 was approaching and the leaders of the Liberal party, overwhelmingly defeated in 1882 and 1887 on the free trade platform, had resolved to go to the country on what was known as the policy of commercial union with the United States. Future historians will regard this as one of the crises in Canada's political destiny. The Conservatives had inaugurated the national policy of protection; the United States had attempted to crush us with its fiscal exactions; Great Britain seemed indifferent to our future; we had spent great sums in developing our railways and canal systems and, as Mr. Blake said, we had "a Northwest empty still." Canada was in the critical position of a land corporation that has a great block of real estate on which it has spent large sums in laying down streets and water mains and other improvements, but the lot purchasers do not arrive. Our well populated neighbor to the south of us was antagonistic to the enterprise under British auspices and the protective tariff. Sir John McDonald and the Conservative leaders had absolute faith in the future of the country but for the time being it cannot be denied that things looked blue. Hon. Edward Blake, Sir Richard Cartwright and others of the leading men of the Liberal party honestly did not share in the optimism which characterized the Conservative leaders. In this crisis the Liberal party decided to knock under to the United States and to appeal to the less sanguine element among the Canadian people by going to the country with the policy of commercial union with the United States. The Conservative leaders declared that this policy would inevitably commit the country to political union. Hon. Edward Blake was then leader of the opposition and, as subsequently transpired, his view coincided with that of Sir John McDonald as to the inevitable result of commercial union. Then came the crisis in Mr. Blake's political career. If he had had the courage of his convictions and taken a patriotic stand before the people of Canada his political destiny would eventually have placed him in the position of prime minister of Canada. But he temporized and finally adopted the colorless middle course. He resigned the leadership of the Liberal party but concealed his reasons pending the outcome of the approaching general election out of regard for the interests of his party. Had he maintained his

position and set his face against the policy of commercial union it is doubtful if the Liberal party would have persisted in a course which led to its crushing defeat in 1891. As that election showed while the people of Canada regarded the national prosperity with anxiety, they were neither discouraged nor had they lost faith in its future as an integral portion of the British empire independent of fiscal friendship or aggression of the United States.

It was only after commercial union had gone down to defeat at the hands of the electors that a letter written by Mr. Blake before the election was made public, revealing his attitude towards that policy and announcing his retirement from Canadian politics. His usefulness was gone. The letter revealed him as a man whose political integrity would not allow him to lead a party on the line of policy which he believed would result in severing Canada from the British crown, but his patriotism had not been strong enough to impel him to make any effort to prevent what his political foresight discerned. Then Hon. Edward Blake severed his connection with Canadian politics and crossed the ocean to represent an Irish constituency in the imperial parliament.—Ottawa Citizen.

Ottawa Weekly Letter.

OTTAWA, August 17th, 1907. The summer passes and Sir Wilfrid appears to be making little progress with the repairs of his shattered Cabinet. Having spent two or three weeks in conferences and disputations on the subject, the Premier has concluded to go off in the woods for a week's fishing and reflection. Mean while the impression grows that two or three ministers now in the Cabinet must disappear. They are a source of weakness rather than strength.

A CAMPAIGN THAT FAILED.

As predicted the rotten egg argument applied to Mr. Bourassa has been more than a failure. It has given the Nationalist leader a strength and prestige that he did not have before, and widens the gap between him and the machine Liberals of Quebec. Since the Quebec meeting was broken up by Mr. Bourassa has addressed one large and attentive audience in another part of the Province, and has arranged to speak at a number of meetings soon to be held. Several prominent men in the Liberal party have cast in their lot with him and will speak at his meetings. In his attacks upon corruption, graft, immorality and extravagance in Government circles at Ottawa and Quebec Mr. Bourassa is doing a good public service. Whatever difference there may be between him and the Conservatives the opposition party must have some respect for him on account of the enemies he has made. Mr. Bourassa remains and will remain a Liberal, but the dominant Liberalism has greatly departed from the standard to which he still adheres.

SIR CHARLES HIBBERT TUPPER.

The return of Sir Charles Hibbert Tupper to active political campaigning in Eastern Canada is an event of political interest. Sir Charles Hibbert is one of the best stump speakers in the country. His own political life has been free from any kind of stain or reproach and his ability and experience qualify him for useful service. Leaving public life much poorer than when he entered it, as did most of his colleagues, Sir Charles Hibbert has recently given his whole time to professional work. He has established a large and profitable practice in British Columbia. This is where he differs from several members and ex-members of the Laurier Government who were poor when they took office and are now in a position to live high without earning anything. In his recent addresses to his former constituents in Pictou and to his friends at Halifax Sir Charles Hibbert strongly commended Mr. Borden's leadership and announced that in the coming election he would himself be prepared to take the platform in Nova Scotia as one of his supporters.

MR. SIFTON'S FLOATING PALACE.

Speaking of public men who have become opulent in office, the newspapers of Ottawa, Montreal and Toronto give glowing descriptions of a remarkable new yacht which Mr. Sifton has had built for himself. This is described as about the finest and most costly boat to be found on the St. Lawrence and the lakes. In size, speed, splendor of its appointments, luxury of its accommodation, the Sifton yacht has few, if any, superiors in this part of North America. No expense has been spared in providing skilled officers and a professional cook

Last year the news columns of the papers were eloquent in their descriptions of Mr. Sifton's \$400,000 summer home near Brockville and how the ex-minister has provided them with a new sensation.

THE POWER BEHIND.

It is hardly accurate to speak of Mr. Sifton as a retired Minister. He is still a member of parliament, though he is not often seen in the House. He is in effect the minister from the West though there are two nominal ministers to carry out his programme. Western members of parliament supporting the government do not trouble themselves about Mr. Oliver or Mr. Templeman. If they want anything they go straight to Mr. Sifton. While Mr. Oliver put up a frail defence of the Western land deals carried through since he became a minister it was easy to see that they were not his deals and that several of them were made without his consent. It is also well understood that Mr. Oliver would soon cease to be a member of the government and would not long have the support of the Turfitts, Adamsons and Burrows if he refused to wear the Sifton yoke. When one considers these western transactions, the Yukon record, Mr. Sifton's connection with the railway history of the country, and the condition of his own personal fortunes the point will easily be seen of certain observations made in Parliament in 1906 by Mr. Bourassa.

BEFORE AND AFTER TAKING.

There remains the last but not the least, Hon. Clifford Sifton. I do not know what his financial circumstances are, but I do not think he comes under the heading of those self sacrificing heroes who have lost everything they earned in their private capacity by serving the country. Everyone knows that the Hon. Member for Brandon arrived in Ottawa a few years ago in very modest circumstances. I do not claim until it is proved that the Hon. Member for Brandon has built up his fortune at the expense of the people of Canada; but he was at the head of one of the largest Departments of this Government and if he could, out of his salary of \$7,000 and his indemnity, build up a large fortune this proves that he did not sacrifice himself for the country. It is sometimes observed that politics act in a strange way toward some people. When I entered politics I had four horses and a country house. Now I have no horses and no country house. But I have seen members of Government who when they entered it had no horse and no house at all, and now they have several horses and several houses.

KEEP YOUR EYE ON HIM.

Seeing that Mr. Sifton is liable to return to Sir Wilfrid's Cabinet in the coming reconstruction, and that even if the Western representation in the Government shall remain as it is he will still be the dominant influence in that part of Canada, considering further that Mr. Sifton is one of the promoters of a great steamship enterprise now under consideration by the Government, the reflections of the Member for Labelle are not yet out of date. AN EXPENSIVE ENTERPRISE. In a few weeks the Canadian branch of the Royal Mint will be ready for business. The building as completed with the grounds and the walls, will have cost close upon \$400,000. The equipment, furnishings and machinery will probably bring the bill to considerably over half a million. Four of the officers have already been engaged. The Canadian master of the mint, Mr. Bonar, starts out with a salary of \$5,500, and the contract provides for increases to \$6,500. Mr. Cleve, the superintendent, is now paid \$3,500, but will later receive \$4,500. Two foremen have salaries of \$1,200 to start with and promise of increase. These four officers will thus draw some \$12,500 a year, with certain expenses additional.

PROSPECTIVE EARNINGS.

Now, it may surprise the reader to know that 12,500 a year is more than the average amount paid by the Dominion for the manufacture of all its coins silver and bronze during the last twelve years. By arrangement with the Royal Mint in England Canadian silver coins are manufactured at 3 per cent, of the face value. As the average quantity obtained has been about \$200,000 a year the cost of their service was \$6,000. During the last three years the quantity of silver coins has been much larger, averaging about \$600,000 in consequence of the exportation of United States coins and the return to the Treasury of worn money. But even in these years the average yearly outlay was only \$18,000, to which may be added \$1,000 or \$2,000 a year for cents. At most the average cost of coining the silver, bronze or nickel required in Canada for many years to come would not be more than \$30,000 to \$50,000—or about twice as much as the Country will pay in salaries to four officials of the Mint.

THE ANNUAL CHARGE.

The interest charge on the cost of this Mint at the present rate, will be \$20,000 a year. Maintenance and repairs, heat, light and motive power will amount to a large sum, as those matters are managed in public buildings at Ottawa. A force of mechanics, mostly brought from abroad will be employed. There will be the usual large army of secretaries, stenographers, clerks, porters, and doorkeepers. Altogether the annual charge, without the sinking fund, will probably run over \$100,000. All for the performance of a service which has heretofore cost the country less than \$10,000 a year. "HAS NOTHING TO DO WITH THE CASE." It is true that Mr. Fielding supported the mint proposition by pointing out that there was only fifty cents worth of

silver in coin of a dollar face value, making \$100,000 per cent. in \$200,000 coins. But this does not affect the question, because the profit has been received without a Canadian mint. If the \$100,000 of profit has gone to the mint in England the minister's argument would have been sound. But the mint in England took only its 3 per cent, and the Canadian Government has always had the rest. As the country only pays the 3 per cent, so the total earnings of the Canadian Mint must come out of that.

THESE CRIMINALS ARE SAFE.

Several interesting immigrants, or rather repatriated Canadians, have recently arrived in this country. These are the group of Prince Albert politicians who some two years ago held the bogus poll north of the Saskatchewan town. It will be remembered that in the Saskatchewan elections, parties of officials, some of them Dominion officers, were sent to the unorganized districts to conduct the elections. They returned with ballot boxes and poll books in excellent order, and a unanimous vote of 140 to 0 for the Government candidate. It was discovered afterward by the opposition party that the polls were never held, and that the bogus officials did not go within hundreds of miles of their designated district. They sat down in a camp on the prairie by themselves, manufactured a vote's list, inventing the names, put in a ballot for each name, marking all for the Government candidate and writing the names on the poll book. Then they cheerfully swore to everything as regular and received their reward. It was a beautiful arrangement, and gave the Government candidate a majority, though he was behind in the remainder of his constituency.

READY FOR MORE.

When the plot was discovered the local representative of the Department of Justice took no action. He seems to have been satisfied. But private parties prosecuted and then the local representative of the Dominion Ministry of Justice appeared for the defence. Some of the parties on his advice pleaded guilty and were mildly fined, the machine supplying the money. Several others departed to the United States. These perpetrators of frauds perjuries and forgeries have now returned to their old resorts, and are doubtless prepared to render further service to their party in the approaching Dominion elections.

EXPENSIVE BOOK KEEPERS.

The Marine and Fisheries Department is struggling with its bookkeeping. It has a good many high priced book keepers and clerks but they seem to have got things into a bad jumble. About a year ago the Minister engaged Mr. Kenneth Falconer, a professional accountant, to supervise the work of putting the books in shape. He was paid \$40 a day for this service, and by April of this year had received \$3,871. He had not nearly finished his work. The Department sent to New York for two other experts paying each of them \$75 a day. Still more expert work was required and Mr. W. F. Russell was paid \$50 a day for 404 days, \$20,200. Another expert was paid \$30 a day for 8 days, two other gentlemen \$20 a day each for 70 days work, still two others at \$25 a day one at \$20 a day and 10 at the rate of \$15 a day each. The total bills incurred in this bookkeeping school down to April of this year was \$23,000 and the Minister at that time stated that the whole work would cost \$30,000 to \$35,000.

WORSE THAN BAD BOOKKEEPING.

The real trouble with the Marine Department has not been so much in keeping the books straight as in keeping straight the transactions of the Department. It was not bad bookkeeping that loaded down the Arctic with her grotesque Hudson Bay outfit, and supplied the Montcalm's breakers, with thousands of dollars worth of table silver and cut glass. The bookkeepers knew better than to pay the American middleman Merwin two or three times the right price for steam engines, pumps and other machinery made in Canada. It is his ignorance or stupidity that has made the Marine Department the hunting ground for plunderers of all sorts, and has swelled the expenditure in ten years from a little over one million to about five million dollars. The departmental books may be made right, but something more than expert accountants is required to keep out the grafter.

Wanted 100 subscribers to remit \$1.00 for subscriptions for 1907. Who will be the first?

DIED.

At Cardigan Bridge, on the 18th, inst., after a long illness Captain Joseph McDonald, a well known and highly respected master mariner, aged 70 years. Deceased was a native of Orwell, and went to sea at an early age. He soon won promotion and success. He for many years, commanded ships for Walsh & Owen of Charlottetown and for other Island firms and was from time to time interested in vessels and steamers which he sailed. He leaves to mourn a widow, four daughters and one son. One daughter is Mrs. Stone, New York, another the wife of Mr. John A. McDonald merchant Cardigan. May his soul rest in peace.

At Rolla Bay, on July 28th, Catherine, wife of the late John McKinnon, Soudry, aged 79 years. May her soul rest in peace.

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A dollar pays your subscription for 1907. Please send it along.

A Great Legal Issue.

The conflict of federal and state laws on the United States has cropped up in another phase. The Legislature of Arkansas, at its last session, enacted a law to the effect that any corporation of another state which should either begin a suit against a citizen of Arkansas in a federal court, or should remove into a federal court a suit begun against it in an Arkansas court by a citizen of that state, should forfeit all right to do business in that state, and should be liable to a penalty of \$1,000 a day for each day it should thereafter continue to do business in the state. The spirit of this runs through the enactments in respect to corporations of many of the states across the border, and underlies the law which the Ontario Legislature passed at its last session, taking away the rights of any provincially incorporated company which seeks a federal charter. The fundamental federal law ordains that no one shall be deprived of life, liberty or property without due process of law. Another provision forbids a state to make any law to abridge the privileges or immunities of citizens of the United States or to deny to any person within its jurisdiction the equal protection of the laws. The statutes of the United States provide that a citizen of one state may, when sued in another, under certain circumstances, have his case tried in a United States court. When a resident of Arkansas brought suit in a state court against the Rock Island Railway, which is an Iowa corporation controlling lines in Arkansas, the agents of the company, under their interpretation of the law, applied to have it transferred for trial to a federal court. This was a defiance of the state enactment. The Secretary of State of Arkansas as directed by the law, was about to declare the Rock Island's right to do business in the state forfeited, when application was made to Judge Devanter in the United States Circuit Court for an injunction to prevent the intended action. Practically the same point, that of whether a state can take from a citizen his right to sue in a United States law, has been raised in the case of the Southern Railway, both in Alabama and North Carolina. In the latter state the railway partially surrendered, while in the former the governor threatens to call out the state troops to enforce the local law. Such violent proceedings, however, are unlikely to have no permanent effect. The courts will in the end decide what law is supreme, and, incidentally, whether property can depend on effective protection against the vagaries of amateur law makers, who, in striving to secure one object, disregard the principles of justice and the constitution, and endanger more than they seek to promote. The case is both generally and legally interesting. The years "before the war" have to be gone back to in order to get the record of a conflict of such importance.—Montreal Gazette.

Please don't forget to send in your subscription for 1907.

Old Orchard Burned.

Seventeen summer hotels, sixty cottages and a score of buildings occupied by stores were burned last Thursday night in a fire which swept the eastern section of Old Orchard, Maine, along the shore, causing a loss estimated at half a million dollars. All the buildings were of wooden construction and were therefore of easy prey to the flames, which spread with remarkable swiftness, reducing to ashes a section of half a hundred acres within three hours. The burned area extends from Old Orchard avenue eastward between Milliken Street and the great houses and private residences of this popular resort. The fire started in the annex of the Olympia House on Milliken Street, and had gained such headway when discovered that the Old Orchard fire department, consisting only of a small steamer and a hose wagon, manned by volunteer fire, was unable to stay its progress. Fanned by a brisk southwest wind, the fire communicated to a block of wooden buildings occupied as stores along the board walk bordering the Boston and Maine railroad tracks, and thence across the tracks, devastating a large district crowded with hotels, boarding houses and cottages. The fire was extinguished from Portland, Biddeford and Saco arrived within an hour after the start of the fire, but the firemen from those cities were hampered for a time in rendering efficient aid by difficulties with their couplings, which were not adapted to the Old Orchard hydrants. It was not until some buildings had been blown up by dynamite creating a gap in the path of the flames, that the conflagration was blocked. Shortly before midnight, however, the blaze was declared to be under control. The Boston and Maine railroad station situated just at the west of the limit of the burned area, was damaged to some extent, but was not completely burned. The explosion of a soda tank in Horgan's drug store on Old Orchard avenue, opposite the railroad station, caused a instant death of one man and serious injuries to two others. When the explosion occurred a crowd of people stood on the opposite side of Old Orchard avenue from the drug store watching the fire. Mr. Morrill and others were standing on a veranda in front of Parter's block. The force of the explosion sent the tank across the wide street and into the crowd, decapitating one man, while two others were thrown violently against the building. Mayor John F. Fitzgerald, of Boston, who was passing along Old Orchard avenue at the time, had a narrow escape from injury. He was slightly scratched by flying fragments of a post which the tank struck in its course, but was otherwise unharmed.

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