

The Herald

WEDNESDAY, JUNE 3, 1914
 SUBSCRIPTION—\$1.00 A YEAR.
 TO THE UNITED STATES \$1.50
 PUBLISHED EVERY WEDNESDAY
 AT 81 QUEEN STREET,
 CHARLOTTETOWN, P. E. ISLAND.
 JAMES McISAAC,
 EDITOR & PROPRIETOR.

Please Send In Your Subscriptions.

St. Lawrence Tragedy.

The destruction of the Empress of Ireland and the loss of over a thousand lives, elsewhere described in this day's Herald, constitute the most shocking and tragic marine disaster in the history of navigation on the St. Lawrence. The Empress of Ireland was one of the finest steamships afloat; she was the flagship of the great Canadian Pacific Line and the pride of the St. Lawrence route. The Empresses were triumphs of marine architecture, and had established a reputation for safety and had secured the confidence of the travelling public. These were, no doubt, the feelings that animated the great throng of passengers that embarked on this great ship when she left Quebec Thursday afternoon last. But how dreadful was the disaster that overtook them only a few hours later! In less time than it takes to relate the tragedy this magnificent ship and the far greater part of her human freight were at the bottom of the St. Lawrence. Only a mere remnant are left to tell the sorrowful tale. This tragedy comes home to us the more poignantly that it was enacted in our home waters and not in mid ocean, and that it came with such dreadful suddenness. Even the marvelous wireless was beaten in this case, so fearfully sudden was the collapse.

The following messages of sympathy in connection with the terrible disaster have been received: To Premier Borden, through the High Commissioner's Office, London, from our future Governor General: "Grieved to hear of disaster to Empress of Ireland. Kindly convey sympathy of Princess and myself for relatives of victims (signed) Teck."

From King George came the following to the Duke of Connaught: "I am deeply grieved over the awful disaster to the Empress of Ireland, in which so many Canadians lost their lives. Queen Mary and I both assure you of our heartfelt sympathy with those who mourn for the loss of relatives and friends."

To Sir Thomas Shaughnessy, president of C. P. R. is Majesty cabled.

"In the appalling disaster which has befallen your company by the loss of the Empress of Ireland in which so many perished, I offer you my sincere sympathy."

The King received Saturday morning the following telegram from Raymond Poincaré President of the French Republic: "It is with profound emotion that I learn of the terrible catastrophe in connection with the Empress of Ireland which will plunge so many families into mourning. From my heart I tender to Your Majesty the sincere regrets and keen sympathy of the French people." Emperor William of Germany cabled: "Deeply shocked at the fearful accident which befell the Empress of Ireland. I hasten to express to you my deepest sympathy with the bereaved families."

The Supplementary estimates laid on the table of the House of Commons, Ottawa, on May 28th, by Hon. W. T. White contained a vote of \$20,000 for the Jubilee Anniversary of the Charlottetown Confederation Convention of 1864. The estimates contain \$3,000 for the improvements to the Char-

lottetown public building and \$9,500 for improvements to the Summerside building. Other Prince Edward Island votes are as follows: Alberton—Repairs to wharf, \$5,000. Bay Fortune—Breakwater repairs, \$2,000. Bay View—Repairs to wharf, \$1,250. Charlottetown Harbour—Further amount required, \$15,000. Clifton—Repairs to wharf, \$1,250. Cooper's Shore (Port Hill) Extension of wharf, \$2,500. Cove head—Extension of Shear dam, \$5,000. Graham's Pond—Reconstruction of breakwater, \$1,500. Rocky Point—Further amount required, \$25,000. Rustico Harbor—Beach protection, \$2,500. Tignish Harbour—Wharf, \$1,300. Victoria—Crapaud—Repairs and improvements to wharf, \$1,400. The total estimates are, \$17,438,912. Of this amount \$9,666,197 is chargeable to revenue and \$7,772,715 to capital account.

Federal Parliament

Ottawa, May 26.—For the greater part of today the Commons chamber was all but deserted. The thermometer registered 87 degrees in the house and the Liberal opposition to the Canadian Northern resolutions is withering away. The fighting spirit of the more militant section of the opposition is ebbing out. Their fighting threats are no longer heard, and although Hon. W. M. Pugsley attacked the government with vigor in the afternoon and evening, it was plainly to be seen that he was only beating a magnificent retreat. Prorogation is now the chief matter discussed and June 5 is set down as the latest date of the leave taking. Messrs. Pugsley, Laurier, MacDonald, and Carvell were the only members of the opposition to take part in the attack upon the C. N. R. resolutions. Premier Borden and the solicitor general defended the agreement. Perhaps the chief complaint which the opposition had to make today was that MacKenzie and Mann had not been made to put up sufficient of their personal security, but the Premier and Mr. Meighen were able to show that the government had gone further than any previous administration in dealing with railways. MacKenzie and Mann had been made to give their personal guarantee that all their debts would be taken care of, so that the \$42,000,000 guarantee will all be spent for the purpose for which it is intended. Most of the clauses in the resolution were passed when the house rose, shortly after midnight, and it is expected to go through tomorrow.

Before getting back to the Canadian Northern debate the few members who were in the Commons this morning, after the holiday, briefly discussed the Hindu immigration question which has now reached a critical stage in British Columbia. Hon. Frank Oliver asked for information as to whether the government would invoke the clauses of the new regulations setting aside the authority of the courts to prevent the actual landing of the Hindus now in port at Victoria. Hon. Dr. Roche replied that the government certainly intended to enforce the provisions of the new regulations, and the Hindus would be kept out, unless they could show that they were neither artisans nor laborers, or otherwise within the exemption clause. The minister of the interior stated that strict orders had been given to all immigration agents, as well as to the steamship companies, that only immigrants who were prepared to settle on the land were to be allowed to come to Canada at present. F. B. MacCurdy of Quebec-Shelbourne, asked the postmaster-general if any steps would be taken to censor mail matter, dealing with the selling of oil stocks in connection with the present Alberta boom. Mr. Pelletier said that he would look into the matter.

The house then got back to a discussion of the C. N. R. proposals in the committee stage. W. F. Carroll of Cape Breton, referred to the fact that Premier Borden and the Conservatives in parliament had laid down the precedent in connection with the Grand Trunk strike of three years ago that when a company refuses to treat its employes properly, any

legislation which that company may seek from parliament should not be granted until justice was done to the employes. Mr. Carroll thought that advantage should be taken of the present situation to compel MacKenzie & Mann to act equitably at Nanaimo. He intimated that if the government took no action along this line, he would move a formal amendment with this end in view. Premier Borden, while promising that he would consider the suggestion, said that only a small portion of the mines involved in the labor dispute on Vancouver Island were under the control of MacKenzie & Mann.

Ottawa, Ont., May 27.—There is war in the Liberal party and Hon. Wm. Pugsley is the whole cause of it. There have been bickerings and complaints regarding his conduct since he returned to Ottawa last week, but the ill-feeling he has occasioned has not betrayed itself in public until today, when A. K. MacLean of Halifax, openly opposed him in the house. The whole trouble is over the C. N. R. agreement. The Liberals have been split into four factions, each with a mind of its own regarding the Canadian Northern. The strongest faction is led by Sir Wilfrid Laurier and Hon. Geo. P. Graham. Their position is that the C. N. R. must not be allowed to go into the hands of a receiver and that something must be done immediately to enable the system to be completed as speedily as possible. The second faction is led by Hon. W. A. Charlton and C. A. Wilson. Their claim is that the government has made the best bargain possible with the C. N. R., and ought to be supported. They and their followers have refused to support the Liberal party or any portion of it that opposes the government in this matter. The third faction is led by F. F. Pardee, the chief Liberal whip. Their policy is the elimination of MacKenzie and Mann from the management of the C. N. R. The fourth and last faction which has developed is led by Hon. W. M. Pugsley and E. M. MacDonald. They desire the government to do nothing for six months or a reduction of the capital of the company to \$30,000,000 meanwhile taking an option on the road and leaving MacKenzie and Mann in absolute control. It is well known that E. M. MacDonald moved the six months hoist in absolute opposition to the wishes of Sir Wilfrid Laurier and now Dr. Pugsley comes along with another protest which roused A. K. MacLean's indignation. On the clause giving the C. N. R. running rights over the government railways Dr. Pugsley said that the clause gave the railway the right to select any parts of the government railways over which they desired to run. The only thing the government could do was to set the terms, and if these were not satisfactory the C. N. R. could appeal to the railway commission. He thought this was a serious matter, particularly in connection with the Hudson Bay Railway and the St. John Valley Railway, and proposed that the agreements should also be approved by the governor-in-council. Mr. MacLean criticized the Pugsley amendment severely, and pointed out that it would only bring about undesirable local disputes. The amendment was voted down eventually. The resolution finally passed the committee stage. It will be read a second time tomorrow and occurred in after which the bill based on the resolution will be introduced.

Before the orders of the day were called Mr. Kyle, of Richmond, asked as to the authenticity of a report published in Sydney, to the effect that the government was taking over the Cape Breton Railway and that a survey was being made for an extension from St. Peters to Louisbourg. Premier Borden replied that he knew of no negotiations in regard to the purchase of the railway, nor of any survey with a view to an extension of the line to Louisbourg. The house spent the rest of the day on the C. N. R. legislation, and good progress was made with the resolution stage of the agreement. This morning the principal subject of discussion was the clause empowering the governor in council to increase the stock of the subsidiary companies.

When the Canadian Northern resolutions came up for concurrence this morning Mr. Duncan Ross (West Middlesex), moved an amendment to the effect that no definite action be taken until a parliamentary commission had thoroughly probed the affairs of the railway. The Premier called for the rejection of the amendment, stating that the opposition could test public opinion on the matter later. Sir Wilfrid Laurier said that a very incomplete inquiry had been made into C. N. R. affairs. He did not think Mr. Borden would have the courage to go to the country. "What about the courage of the hon. gentleman on the Grand Trunk Pacific and the navy bill?" asked Mr. Borden. When the discussion was resumed in the afternoon, Mr. E. M. MacDonald said that the "equipment trust" of the C. N. R. and the bonded indebtedness of the Mount Royal Terminal Company should be investigated. A vote was taken on the amendment moved by Mr. Duncan Ross, and resulted in ninety votes against the amendment and forty-six votes for it, a government majority of forty-four. Mr. W. F. Nickle of Kingston, voted for the amendment, and Mr. Bennett did so in effect, since in his absence. Mr. George H. Bradbury of Selkirk, who was paired with him, was prevented from supporting the government. Hon. Wm. Pugsley moved the amendment of which he had already given notice, providing that the capital stock of the C. N. R. be reduced to \$30,000,000, and held in trust for MacKenzie and Mann for five years, the government to have the option of purchase of the road at a price not over \$30,000,000 during this time and the stock, providing that no default was made, and the government did not exercise its option, to be then returned to MacKenzie and Mann. Premier Borden in replying to Dr. Pugsley, stated that his amendment differed in an important respect from the former one. The resolution now meant that the government was to undertake the completion of a road they did not own and might never own.

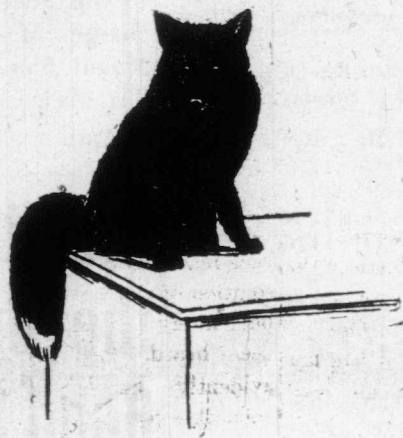
Ottawa, May 28.—The first reading of the bill to give effect to the C. N. R. agreement provoked three amendments from the Liberals, all of which were voted down with handsome majorities. One of these was a silly demand that the government itself should control the freight rates on the C. N. R., that is to cut the railway commission out of control; an impossible undertaking. Hon. Robert Rogers put the finishing touches to this argument. He pointed out that there were three railways operating in western Canada and that it was impossible to legislate for one company alone. He said that in 1911 after he entered the Dominion cabinet one of the first questions coming to his attention was the discrimination in regard to western freight rates. At the request of the Winnipeg Board of Trade the question was submitted to the railway commission. Mr. Rogers then read the reply of the late Chairman Mabee in which he said he would set on foot an inquiry at once. Judge Mabee had stated to Hon. Frank Cochrane that this was the first time the matter had been called to his attention. As a result the inquiry had opened which had resulted in the decision given a few months ago. This decision was gratifying to the people of western Canada. Apparently the Liberals said Mr. Rogers had only awakened to the true conditions in western Canada after they entered opposition.

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The tariff bill was then brought down for third reading. Mr. A. K. MacLean of Halifax moved that section 2 of the bill be struck out. Section 2 provides for the imposition of a surtax, the minimum rate to be 20 per cent ad valorem, but the amount within this minimum rate to be left to the authority of the governor-in-council. Hon. W. T. White explained that the legislation was for defence, not for aggression. Under the old act the question whether the surtax was to be imposed or not rested with the Minister of Customs. The new act made the surtax more flexible and enlarged its scope to meet discrimination against Canadian shipping. Sir Wilfrid Laurier said the surtax

(Continued on page three.)

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Federal Parliament.

(Continued from page two)
 was a tax and should be fixed parliament. There was a tender under the present administration to remove power from parliament and give it to the governor council. On a standing vote the amendment was lost and the bill was given third reading.

Ottawa, May 29.—That the civil service should be disenfranchised; that a royal commission should be appointed to inquire into conditions in the service and find who were loafing on job and who were not; that there should be fewer women in the service and that the civil service commission should be abolished were all suggestions made by members on both sides of the house during discussion of the civil service bill today. The bill was brought down this morning by the Minister of Finance and introduced, but will not go through until next session. Hon. W. T. White made an important announcement for members of the outside service in Montreal and other cities when he stated that competitive examinations were to be extended to the outside service at Ottawa and during recess the government would consider the extension of the system to the remainder of the outside service. It was also announced that a system of contributory superannuation would be established. During the discussion many hard things were said of civil servants by members, one remarking that he was "sick and tired of all this talk of civil servants being underpaid. It is pure political clap trap, whether it comes from this side of the house or the other. Mr. Fowler of Kings-Albert suggested that Hon. Mr. White might take up the question of disenfranchisement of the civil service during the summer and observed that a royal commission to pick out the dead wood among the public servants would be a beneficial thing. He also thought the present civil service commission should be abolished and that there were too many women in the service. The resolution was reported and the bill introduced.

Appalling Marine Tragedy

The most appalling marine tragedy in Canada's history occurred in the St. Lawrence River early on Friday morning last, when the Palatial ocean steamer Empress of Ireland, of the C. P. R., line went to the bottom and 1034 human lives were lost. The disaster occurred at 1.45 a.m. Friday morning, about four miles east of Father Point, and was caused by a collision with the Norwegian collier Storstad. The Empress left Quebec Thursday afternoon, bound for Liverpool, having on board 1,054 passengers, besides her crew of 413, making in all 1,467 souls on board. Of these, 1,034 were lost and 433 saved. Of those saved only 159 were passengers and 274 of the crew. Captain Kendall, commander of the Empress is among the saved. He was picked up on some wreckage, quite unconscious.
 It is said a heavy cloud of smoke from forest fires was hanging over the river. The Empress had slowed down at Father Point and landed her pilot at 1.30 in the morning. At 1.50 twenty minutes later, the I. C. R. operator at Father Point was awakened by the "S. O. S." ring on his door bell. Rushing to the apparatus he was informed by the Marconi operator that the Empress of Ireland was sinking, having been struck by some vessel. He could get no other signal from the doomed vessel. The manager of the Marconi Station at Father Point immediately notified the Government Steamers, Eureka at Father Point and Evelyn at Rimouski. These steamers started at once for the scene of the disaster; but when they arrived there was no sign of the Empress. She sank to the bottom fourteen minutes after she was rammed and only some wreckage, a number of life boats and the coal steamer were to be seen. The Empress coming down the river and the Collier Storstad going up seem to have seen each others lights and signals by the whistles were exchanged; but too late to avoid the collision. The Storstad appears to have struck the Empress about midship and went scraping along to the stern tearing her vitals out. The water