

# The Daily British Whig

YEAR 75—NO. 41.

KINGSTON, ONTARIO, SATURDAY FEBRUARY 18, 1911.

SECOND PART

## THE DUKE OF CONNAUGHT

### The Distinguished Career of King George's Uncle, Canada's Next Governor General.

The announcement that his royal highness the Duke of Connaught, the only surviving brother of "King Edward the Peacemaker," and uncle of King George V., will in September next become governor-general of Canada, has excited the keenest interest all over the dominion. The appointment of his royal highness is for a term of two years, but it may at the end of that time be further extended. The duke and duchess with their suite will take up their residence in Rideau Hall next fall.

It had long been mooted that the duke would succeed Earl Grey. King Edward was anxious that his brother should represent him in Canada, but the death of his majesty rendered necessary a rearrangement of plans, as to represent King George at the opening of the parliament of United South Africa. His royal highness will again be needed at the coronation this summer, and when the great event is past he will, in due course, enter upon the duties of governor-general of Canada, a post which, it is understood, commands itself greatly to the duke and his charming duchess.

This is the first time in which a prince of the blood had been called to preside over the destinies of the dominion. It is understood that there is no intention of establishing a royal court in Canada. His royal highness will, like his predecessors, be a democratic governor, and, save for the fact of his royal lineage and the added éclat and dignity thus given to the post, there will be no change in the present happy relations of governor and people.

#### Served During Fenian Raid.

The duke's connection with Canada is a long and pleasant one. Forty years ago, when a young man of twenty, he came to Canada, and served as a soldier through the Fenian raid. Since then he has several times returned to Canada, each time enhancing not only his own but his family's popularity.

The duke of Connaught is a gentlemanly, unassuming man, with very affable manners. He is not likely to be passed by in a crowd. His fine figure, soldierly bearing, and handsome face arrest attention. Queen Victoria was particularly attached to her son "Arthur." He is a good public speaker, clear and exact, always doing his best to further the interests of the object or institution

which has secured his patronage. From first to last he has been a hard-working soldier, and it is of interest to-day that he came to Canada when he first entered the army.

#### Received Irish Names.

He was Queen Victoria's third son and seventh child. He was born on May 1st, 1850. His full name is Arthur William Patrick Albert, and there is a pleasing little anecdote that tells how he came to receive this name. In 1849 the queen and her consort paid a visit to Ireland. It required some courage to do so at that time. Her majesty's life had recently been attempted by an Irish lunatic named William Hamilton, and many persons supposed that this man represented the feelings of his countrymen. Nevertheless, two months later the queen, with Prince Albert and four of her children, landed at the City of Cork, which from that moment became known as Queens-town.

Many perils had been predicted by her English advisers; and at the very least it was thought that she would receive insult. On the contrary, the perfect confidence with which she not only came to Ireland herself, but brought her children with her, appealed to the chivalry of the Irish people; so that her reception was marked by enthusiastic expressions of loyalty. From one of the arches which had been erected in her honor there fluttered a live dove, which descended and nestled in the queen's lap. This appealed to a certain vein of superstition among the ignorant, and everyone accepted it as a sort of emblem of peace and quiet. As the queen was passing through the streets of Dublin a ruddy-faced Irishwoman thrust her way to the front and called out "Oh, queen, dear! Make one of them children Prince Patrick and Ireland will die for you!" The hint was taken, and when the queen's next son was born, less than a year afterwards, Patrick was chosen as one of his baptismal names. The name Arthur was bestowed on him by his godfather, the great Duke of Wellington. Later, he received the title of Duke of Connaught, to please still further the Irish people, just as his elder brother, Prince Alfred, was created Duke of Edinburgh, in compliment to the loyal Scots.

The Duke of Connaught was bred up as a cadet in the Royal Military Academy at Woolwich, being gazetted

lieutenant in the Engineers two years later. He became a lieutenant in the Royal Artillery in November, and in the following year was transferred to the Rifle brigade. He first saw active service in 1870 in connection with the Fenian invasion of Canada. In 1873 he became acting brigadier major at Aldershot, and next year was transferred to the mounted arm, being



THE DUKE OF CONNAUGHT.

posted to the Seventh Hussars. Assistant adjutant general at Gibraltar in 1875-76, he was appointed personal aide-de-camp to the queen in May. In the autumn he was put in command of the first battalion of the Rifle brigade with the rank of lieutenant-colonel.

Promoted major-general in 1889, the Duke of Connaught commanded the Guards Brigade in the first division under Sir Garnet Wolseley in the Egyptian campaign, of 1882, and was present at the battles of Manhatta and Te-el-Kebir, and was thrice mentioned in despatches, much to the joy and pride of his mother.

#### Field Marshal in 1902.

The Duke of Connaught is well, and behaved admirably, leading his brigade to the attack," ran a telegram to Balmoral after Tel-el-Kebir,

and the queen at dinner that evening asked the Duke of Albany to propose a toast to the "victorious army in Egypt," and "to the Duke of Connaught." The duke thus fulfilled one of his dearest ambitions, which was to see active service. Military traditions had not the same hold on the British royal house as obtains in the continental countries, and it was

the biggest individual bag of the party, which consisted of one elephant, seven lions, fifteen rhinos, four buffaloes, one cheetah, and three hippos, besides thirty-three different species of antelope. The duke could, therefore, claim to have been the first of his royal line to confront and slay the king of the beasts. His brother, King Edward, when in India, had shot jungle tigers from a howdah on the back of an elephant, but that was a very different thing from advancing on foot, as the Duke of Connaught did in Africa, and "bearding the lion in its den."

And never was an enterprise of the kind less advertised. It almost looked as if the duke had given strict injunctions that nothing should be said or written about it by any member of his party. How different from the hunting feats of Mr. Roosevelt in the same region, with which the press of two hemispheres was made to ring! One of the finest gifts of all the members of the royal family is their splendid faculty of silence and self-suppression. The duke was accompanied by the duchess, Prince Arthur and the Princess Patricia. The latter is, perhaps, the best-beloved member of the royal family, and the whole nation is taking a keen interest in her matrimonial future. One of her chief suitors has been King Manuel of Portugal.

"Hi! you, Johnson! What do you mean by walking about town like this?"

"I'm sorry, your royal highness," stammered "Tommy," "but the fact is, your royal highness, that I've just come off guard, your royal highness, and—"

The duke arrested the excuses, with a smile. "A little less royal highness and a little pipeclay," he commented as he passed on.

On the last day of 1907 the duke was appointed field marshal commanding-in-chief and high commissioner in the Mediterranean. This commission included the oversight of the forces stationed at Gibraltar, Malta, Cyprus and in Egypt and the Sudan. After two winters' work he resigned the post, the reason given in a confidential letter to the war office "not appearing to his majesty's government to be sufficient to justify the abolition of an important post created after careful consideration in 1907." It is said that the duke retired because in his opinion there was not sufficient work for him to do.

Went Hunting in Africa.

What the duke—a very sincere and true man if ever there was one—wanted was not to have to deal with the shams, but with the realities of life, so that soon after leaving Malta he hastened to Mombasa in East Africa to confront the lions and the elephants of Uganda. In a hunting tour lasting ten weeks, and extending over 400 miles, H. R. H. managed to make

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## CHRONIC CATARRH RELIEVED BY PE-RU-NA.



MRS. F. CARR, Vineland, Ont., Can., writes:

"For several years I was afflicted with catarrh, which made life a burden. The coughing and hacking which accompanied the disease was terrible. The complaint finally extended to the stomach and I was in a wretched condition. I tried different remedies and the best professional treatment all in vain. Finally, as a last resort, I tried Peruna upon the recommendation of my sister in Hamilton. I could see steady improvement and after using four bottles of that precious medicine I was feeling well again, my old trouble being completely a thing of the past. To-day I would not take one thousand dollars for what this grand medicine has done for me. Peruna is a universally recognized catarrh remedy. It will relieve catarrh in its most obstinate form."

W. M. MURRAY, Auctioneer. Furniture Sales given special attention. Country Sales of Farms, Stock, etc., have been my specialty for long years. If farmers want the high dollar, get my services. MARKET SQUARE. (Continued on page 10.)



The Standard E-M-F "30" Five Passenger capacity Touring Car, Four Cylinders, sliding gear transmission, thirty horse power. Price, \$1,350.00 f.o.b. Walkerville, Ont.

# YOU KNOW BOTH OF US

E-M-F "30" and FLANDERS "20" CARS will be sold in Kingston for 1911 and from date by W. J. MOORE & Son.

**THIS ANNOUNCEMENT SIGNALIZES** the firing of the first gun in the campaign which will be made in Kingston and vicinity by the firm of W. J. Moore & Co., handling for retail distribution the E-M-F "30" and Flanders "20" Motor Cars.

**NO INTRODUCTION IS NECESSARY** for this concern or for its stock. The business is owned and in charge of Wm. M. Moore, H. Y. Moore, and A. H. Moore, with whom the motoring public of Kingston are familiar. The cars comprise the most satisfactory line manufactured in either the United States or Canada. The combination of men and car is the only element of novelty involved in the announcement.

**BEFORE THIS CONCERN WAS ORGANIZED** it was agreed by the men projecting it that the cars to be handled should possess several necessary qualifications.

**THE CARS MUST BE GOOD.** No possible hope of temporary profits should be allowed to influence us in providing something which would give our customers ultimate and final satisfaction.

**THE CAR MUST BE REASONABLY PRICED.** The general public long since came to the conclusion that a car of comparatively light weight and medium power will do anything that can be expected of a heavy road locomotive. The popular car in Canada to-day conforms to a type that is now well defined.

**THE CARS MUST BE BACKED UP BY THEIR MAKERS.** The days of the 90 day guarantee are ancient history. And the agent who would pin his faith to a manufacturing establishment which may be transitory, is falling in his first duty to himself and his customers.

**WE LOOKED THE WHOLE FIELD OVER** and we settled on the E-M-F Company as the one concern whose product filled the bill. We persuaded the E-M-F Company to give us the chance.

**NO BETTER CARS ARE MADE AT ANY PRICE** than those which bear the E-M-F Company's trade mark. This history of motoring is incomplete without the annals of the E-M-F "30" and its strenuous Clidden pathfinding, or the Flanders "20" and its "Under Three Flags" trip from Quebec to Mexico City.

**THE E-M-F COMPANY WAS THE PIONEER** in the manufacture of the popular-priced thirty horse power car and the popular priced twenty. Its cars are the standard in the automobile world—the standard in speed, simplicity, and durability.

**ONE YEAR'S GUARANTEE** of cars and equipment is back of the E-M-F Company's product—ample evidence that the maker of the cars has confidence in his own product.

**AS FOR PERMANENCY? WELL,** we are pretty well satisfied that when this business of motor car making gets through its present stormy period, the biggest and strongest company of those who have demonstrated their fitness to survive will be the E-M-F Company.

**THE E-M-F COMPANY HAS ALWAYS BEEN PIONEER** in the automobile industry. It was the first to market a capable car at \$1,500.00. People doubted the possibility of the achievement at first, but 20,000 E-M-F Company cars in the hands of satisfied purchasers prove the ability of the Company to fulfill its promises.

**MANUFACTURING PROGRESS OF GIGANTIC SCOPE** has followed the E-M-F Company's original announcement—progress that has resulted in the realization of plans made more than two years ago—the production of a thirty horse power touring car which can be sold at a profit not for \$1,500.00, but for \$1,350.00.

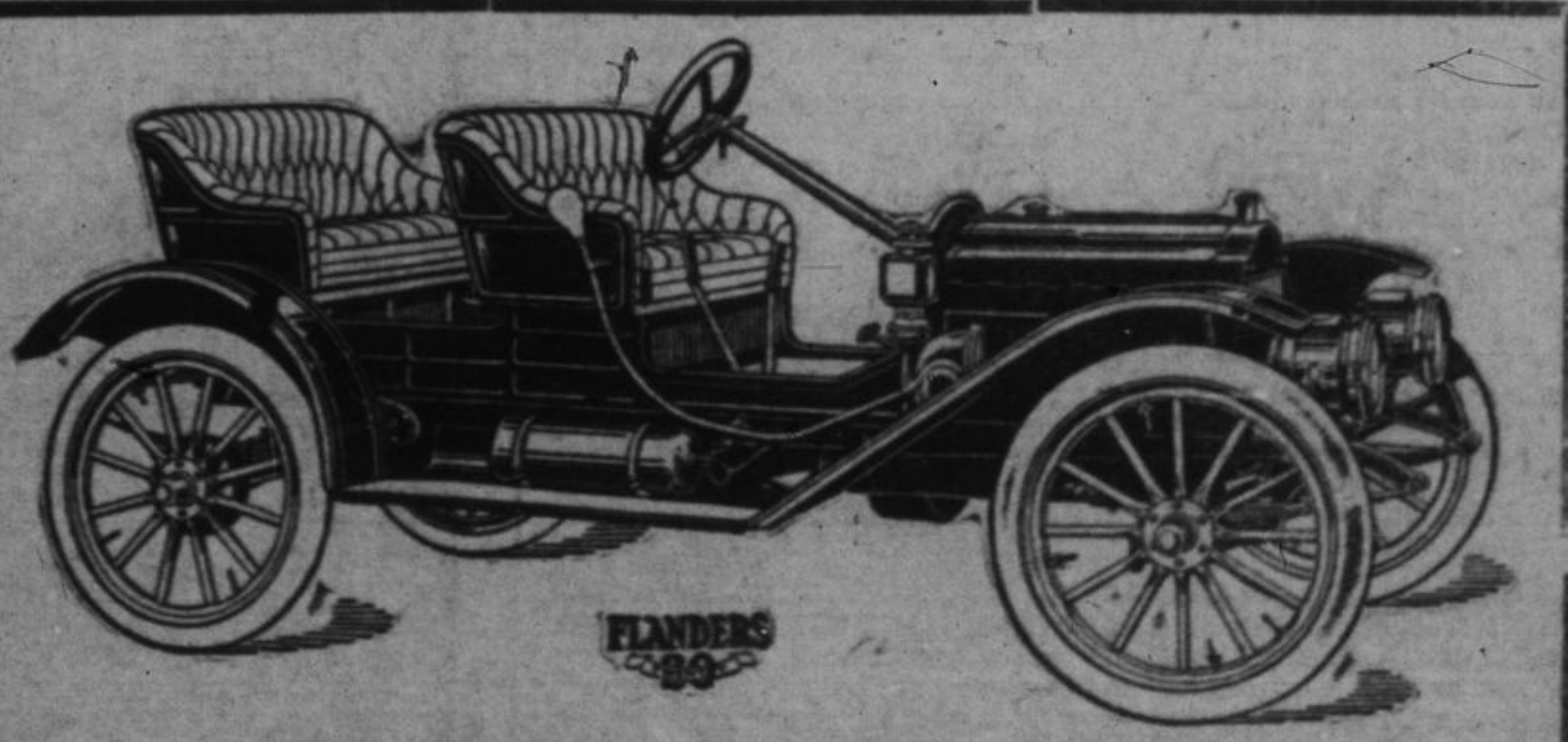
**ACRES HAVE REPLACED SQUARE YARDS** in the E-M-F Company's manufacturing space. Eight plants exist where once one did service. The Company is the one manufacturer in its class making all of its own car and equipment.

**ASSEMBLERS CANNOT HOPE TO COMPETE** with a manufacturer who can eliminate the parts-manufacturers' profits. That is the reason for the E-M-F Company's one year guarantee and unequalled selling schedule. And guarantee and selling schedule along with the class of cars are responsible for our choice of the E-M-F Company line.

**AS FOR THE DETAILS OF THE CARS** for which we have contracted with the E-M-F Company, we feel that there is little need for elaboration.

**THE BUSIEST, STOUTEST, MOST FAITHFUL MOTOR** that ever animated a man-made contrivance occupies the space under the hood of the E-M-F "30" and Flanders "20" motor cars. Sliding gear transmission, a lubrication system without a moving part, an ignition system that can simply be forgotten by the operator, the most perfect balance and economy of supplies and tires—these are qualities comprised by both the cars.

**WE CAN MAKE IMMEDIATE DELIVERIES** on a limited number of cars of both types. If you are in the market for a motor car, we will esteem it a privilege to show you an E-M-F "30" or a Flanders "20."



The Flanders "20" Suburban, Four Cylinders, sliding-gear transmission, twenty horse power. Price, \$950.00 f.o.b. Walkerville, Ont. Detachable rear seat, thus making an ideal car for combined business and pleasure purposes. This car is also furnished with Roadster and Runabout Boats. Price, \$900.00 f.o.b. Walkerville, Ont.

# W. J. Moore & Son

Wellington Street,  
Kingston, - Ont.