

THE HERALD

WEDNESDAY, AUGUST 6, 1913.

SUBSCRIPTION—\$1.00 A YEAR. TO THE UNITED STATES \$1.50 PUBLISHED EVERY WEDNESDAY AT 81 QUEEN STREET, CHARLOTTETOWN, P. E. ISLAND. JAMES McJSAAC, Editor & Proprietor

Please Send In Your Subscriptions.

The Car Ferry.

On Thursday last July, 31st word was received here that on that day the contract had been let for the terminal at Carleton Point, on the Island side, for the car ferry across the Northumberland Straits. This completes the contracts for this great work, of such paramount importance to our Province. Work on the terminal at Tormentine, on the New Brunswick side, is going on. The ferry steamer is under construction in the old country and now this last contract is closed and work will commence at Carleton Point without unnecessary delay. The contract for this last link was considerably delayed for one reason or another, but every step taken in connection with the matter showed that the Federal Government and especially the Minister of Railways, in whose department the operations lie, are bound that the work shall be properly done without unnecessary expense. The contract for the Carleton Point Terminal has been entered into by the Roger Miller Company of Toronto, for the sum of \$950,000. This is the third time figures were asked for by the Government in this connection. In the first place the contract was awarded to the Halifax Dredging Company, but when the time came to complete the bargain it was found they had not complied with the requirements of the specification, as to the kind of stone to be used. In consequence of this the Minister of Railways cancelled the contract and the tenderers forfeited the \$75,000 they had put up as a deposit. New tenderers were then called for, but only one was received and it was considered altogether too high. Finally the Roger Miller Company, a reputable firm of Toronto, tendered at the figure named above and their tender was accepted. We notice that our Liberal friends manifested unusual sensitiveness over the little delays that were caused in this last link in connection with the car ferry. They are very anxious that this important public work should be advanced without any unnecessary delay. So are we all; but it is our opinion that the Government are doing very well in the matter. In less than two years from their assumption of office the construction of the ferry steamer and the terminals on both sides are under way. Considering the importance, the intricacy and the unusual character of this great undertaking, it appears to us that all reasonable men will admit that the Government have done remarkably well. At any rate our Liberal friends should be the last to open their mouths by way of complaint. It certainly comes with very bad grace from them to offer any adverse criticism. Several years before Laurier reached power he visited this Province in the winter season. Having to cross by the Capes on his return, he got a taste of the disabilities under which we labored in our transportation arrangements with the Mainland. On his return to Ottawa he wrote a letter, that was published in our local press at the time, declaring that whenever he come to power he would at once grapple with the question of projecting a tunnel under the Straits, to afford us

continuous communication with the mainland. He secured power and remained in office fifteen years and during all that time he never took the least step towards implementing his promise; never instituted a survey or anything else in connection with the matter. No wonder our Liberal friends fell very sensitive when they see the early fulfillment of this important transportation problem by the Borden Government.

Anxious For Trouble.

During the past week or more a dispute has been going on between certain employees of the Intercolonial Railway, at Halifax and other places, and Mr. Guitelius, General Manager of Government Railways. So far as we understand the matter, the grievances alleged to exist, are confined to clerks and freight handlers, members of the Canadian Brotherhood of Railway Employees. It is reported that unless these employees get what they are looking for they will bring about a strike, and by this means demoralize business in their line all along the Intercolonial Railway. A strike is a most undesirable thing and should not be encouraged by any well wisher of the community.

As far as we understand the dispute, from reading the newspapers, it includes a demand for increased wages, a shortening of hours of labor and membership in the Brotherhood of Railway Employees. Judging by the reports appearing from day to day, the question of wages and hours of labor appears to be in a very fair way of adjustment. But there remains the Brotherhood membership. It appears that the General Manager and the Minister of Railways request that a certain number of clerks occupying confidential positions shall withdraw from membership in this Brotherhood. Without any specific or inside information this seems to be how the case stands at present.

We would not like to hear that a strike had been declared among employees of the Intercolonial, or any where else for that matter. But we certainly would not wish to see an employee deprived of any reasonable and just right. As a matter of fact we are of the opinion from all the evidence before us, that in the present instance all matters in dispute can be adjusted amicably to both sides. Indeed we expect to hear any day now that such adjustment has taken place.

So much for the merits of the case, let us now briefly review the attitude assumed towards the controversy by the Liberal papers, nearest the scene of the anticipated trouble. The most unreasonable and virulent of these is the Halifax Chronicle, which thus clutches at everything that can possibly be converted into party capital against the Borden Government. When men are excited and carried away by passion, rather than governed by reason, as in cases of this kind, no newspaper with the good of the community at heart will encourage such unreasonable conduct or pander to the passions of those excited. But this is just what the Chronicle has been doing with all the vehemence of which it is capable. From day to day under flaming headlines, the most false and misleading statements regarding the controversy have been flaunted before the public by this fire eating Liberal organ. All this is done in the hope of exciting the would-be strikers beyond all control and thus bringing about trouble for the Government.

Here in this city and Province, not affected by the al-

leged difficulties, the same nefarious work of exciting to rebellion has been going on. The Island end of the evil business has been conducted by the Patriot, not in any original way, to be sure. It just toots its little horn as an echo of its larger and more virulent brother agitator in Halifax. It simply dumps into its columns, the outrageous vaporings of the Chronicle in the hope, no doubt of creating some ill feeling against the Borden Government. This is the scandalous conduct in which the purveyor of Liberal sentiment at Halifax and its echo and obsequious imitator at Charlottetown are engaged. Highly creditable to be sure! (Since this was written word, has come that the dispute has been satisfactorily adjusted. The Chronicle, Patriot and other promoters of mischief have consequently only given an expression of their evil propensities.)

A Significant Protest.

The decision of the British Government not to take part officially in the Panama Exhibition to be held at San Francisco in 1915 is regarded in the United States as due to the refusal of Congress to accept the British view in the matter of tolls to ships that will pass through the Panama Canal. The Boston Transcript in reviewing the situation regrets that the new administration has not seen fit to deal with this question, and candidly admits that the longer the clause exempting the United States coast-wise commerce from the proposed tolls for all other vessels the worse will the United States government stand before the world. "We have violated," it says, "the terms of the treaty which secured Great Britain's consent to the building of the Canal by this country, and we have answered her well-warranted protests by repeated petty-foggery. Having no justification of our course in statesmanship or the ethics of diplomacy, we have resorted to the devices of the lawyer with a desperate case on his hands which cannot be dealt with by straightforward practice. To some extent, at least, we have alienated our best friend among the nations, how much or how little cannot yet be known; but her attitude toward the invitation to take part in the exposition is perhaps the most significant indication of her feeling that has yet been given."

Germany, it is reported, has come to the same decision as Great Britain, and it is expected other countries of Europe, as well as Japan, will also abstain from taking part in the Exhibition. Japan's feelings have been hurt by the action of the California legislators in their discrimination against Asiatics in the matter of land holding. The situation will cause a revival of the discussion in the United States as to the wisdom of the course taken by Congress on the matter of canal tolls. The great majority of the newspapers in the Republic, and many eminent lawyers and statesmen, have expressed themselves against the exemption. It is not the action of Congress in providing for the admittance of the vessels without toll, but its refusal to refer the dispute to The Hague Tribunal, that is the source of grievance that finds expression in the refusal of the British Government to celebrate the opening of the canal.—St John Standard.

Just at present a representative of the New York Sun is speeding across the Pacific from Yokohama to Victoria, B. C., in an endeavor to break the previous record of 39 days, 19 hours, by girdling the earth in 35 days, 21 hours and 35 minutes. Rapid transit has made pronounced strides since the days of Jules Verne's notable "Round the World in Eighty Days," or even Nelly Bly's trip, under the auspices of the New York World a few years later, in forty five.—Hamilton Spectator.

Sir Ian Hamilton, departing from Canada, spoke of the good treatment he had generally received from the Canadian newspapers. His word, he said, had not been distorted and accuracy of quotation had been a feature of the reports. General Hamilton evidently did not say anything he had reason to regret, and the way he speaks suggests that if he had he would have taken the responsibility of it. There are others like him also, and they are among the best. The man who writes: "Your reporter did not quite get the meaning of my remarks," very often means that he finds what he said is not working the way he expected.—Montreal Gazette.

NOTICE TO CLAIMANTS—All persons who have left articles of any kind with me for repairs are hereby notified that they must claim the same on or before Monday, August 4th next, as I am about closing up my business preparatory to leaving this Province. HENRY HERMANS, July 23, 1913, 21.

Rainless Wheat.

A discovery of great importance to South Africa has been made by the Department of Agriculture of the South African Union in finding a wheat which may be grown successfully on the dry yields. In one sense the discovery is not new in that the wheat which has been found suitable for South Africa is the durum wheat—Apulia—which has extended the wheat belt into the most arid regions of this continent.

To a certain extent the problem in South Africa is the problem of the dry belt in the Canadian West, but in South Africa the problem is more difficult because of the greater drought. It has been solved by specialized applications of the principle which has made dry-farming a success in Southern Saskatchewan and Southern Alberta.

Dr. William McDonald, head of the South African Department of Agriculture, states that he has been able to keep the soil seed-bed moist for a whole year. "This," he goes on, "means that, so far as moisture is concerned, we can plant a crop at any season—a most important matter in South Africa. This result has been attained by the use of moisture-saving allows, deeply ploughed, constantly harrowed, and kept covered with a dry-soil blanket which checks evaporation." Dr. McDonald adds that the South African hard wheat "has been grown under our dry-farming system without a drop of rain falling on it from seed-time until harvest, which proves the efficacy of the moisture-saving fallow, and it is a record in modern agriculture."

Despite charges of department extravagance by opposition journals, Finance Minister White can show a reduction of \$25,000,000 in the public debt during the past year. Of course this substantial amount might have been doubted, judged by Grit theory—but not practice.—Hamilton Spectator.

A fall of nine points in the stocks of American express companies followed the U. S. announcement that the parcel post limit of 11 pounds would be extended to 20. Begins to look as if the experiment of parcel post was too long delayed. It is a remedy for exorbitant express charges.—Winnipeg Telegram.

Mr. Brittain declared that the Dominion Government in deciding to make a big exhibit of sea fish at the Toronto Fair this year had taken a step which would give a great impetus to the development of the fishing industries in these provinces. "The Dominion Fisheries Department," he added, "is taking hold of the project in an energetic manner and the exhibit should do more to advertise our sea fish in Toronto and Ontario generally than any other scheme that might be tried. Our company is making arrangements to have an exhibit of the various kinds of fish caught in the Atlantic waters."

Mr. Brittain said that when the C. P. R. put on the twenty three knot boat between Digby and St. John he hoped that the C. P. R. would give them better refrigerator car service from St. John to Montreal, and thus facilitate the shipments from their big plant in Digby to upper Canadian markets. One thing of interest has resulted from development of markets for fish in the West, many refrigerator cars in which beef is brought from the West, instead of returning empty can now be loaded with fish.

Cows Sleeping On Track Cause Of Big Disaster. Ottawa, July 31.—Two cows, sleeping on the Grand Trunk right of way at Batty's Siding, at Mileage 248 from Parry Sound, this morning at 2:40 caused the derailment of Grand Trunk extra freight, the death of five men, and injuries to two others. At a late hour this evening all but one of the bodies had been recovered. This victim is still entangled under the wreckage of the front engine. An inquest will be held, but tonight the Parry Sound coroner refused to say when it would be called. Wrecking crews were working on the wreck all night in an effort to clear the track and allow traffic to pass. The later story of the wreck gives as its primary cause two cows which were asleep on the track.

According to the statistics of the Department of Trade and Commerce, the production in Canada in the crop season of 1912 and the exports of the leading grains were:

Table with 2 columns: Production (Wheat, Oats, Barley) and Exports (Bushels). Values are listed in thousands.

To the exports of wheat there should be added 18,600,000 bushels being the equivalent in grain of 3,738,000 barrels of flour sent out of the country. With this addition, however, the exports of wheat were less than a half of the crop. In the case of oats the exports were about a fortieth of the harvest. It would be inferred from this that even the free trading grain grower of the West has his biggest market in a home country.

Fish Trade In The West.

"The market for fish is steadily increasing in Western Canada, and if the railway would put on a good refrigerator car service there would soon be a big expansion of fish business in the Maritime Provinces," said A. H. Brittain, business manager of the Maritime Fish Corporation in St. John the other day.

"Our Company has at present orders for 2,000,000 pounds of sea fish in the markets west of Fort William. That means a matter of 100 cars, and shows how the demand for sea fish is growing in the Canadian West. A few years ago practically no sea fish were shipped west of Toronto. Now we are shipping right out to Vancouver. Most of our business is done in Quebec and Ontario, and we have very large orders in the cities of those provinces. The outlook for the fish business this year is excellent. Apparently the money stringency in the West is having a good effect on the fish trade probably because fish are cheaper food than beef."

"We have hopes that both the C. P. R. and L. C. R. will furnish a better refrigerator car service shortly. To give an illustration of the situation, I may mention that last year our company alone shipped 2,000,000 pounds of fish by express. That has caused the railways to sit up. Of course a great bulk of our shipments are made in carload lots, but the railways might as well have the business we now have to turn over to the express companies."

Mr. Brittain declared that the Dominion Government in deciding to make a big exhibit of sea fish at the Toronto Fair this year had taken a step which would give a great impetus to the development of the fishing industries in these provinces. "The Dominion Fisheries Department," he added, "is taking hold of the project in an energetic manner and the exhibit should do more to advertise our sea fish in Toronto and Ontario generally than any other scheme that might be tried. Our company is making arrangements to have an exhibit of the various kinds of fish caught in the Atlantic waters."

Mr. Brittain said that when the C. P. R. put on the twenty three knot boat between Digby and St. John he hoped that the C. P. R. would give them better refrigerator car service from St. John to Montreal, and thus facilitate the shipments from their big plant in Digby to upper Canadian markets. One thing of interest has resulted from development of markets for fish in the West, many refrigerator cars in which beef is brought from the West, instead of returning empty can now be loaded with fish.

To Complete Trent Canal.

Ottawa, Aug. 3.—It transpires that the construction of the Trent Valley Canal is within sight. This waterway has been before the public for nearly a century, and has been under construction for many years. The Lurier government left it in the extraordinary position of being more or less completed in the middle, but with little or nothing done at either end. Local disputes made it difficult to decide on the route at each end, and in one election it was promised that the canal would have two mouths open into Lake Ontario.

Hon. Frank Cochrane has taken the work up in earnest, and recently went over the route from Trenton on Lake Ontario to Orillia on Lake Simcoe, and from Orillia over the proposed route of the Georgian Bay section as far as Ragged Rapids on the Severn River. This will give complete water connection between Orillia and Lake Ontario. The Port Severn section at the Georgian Bay end will be advertised in a day or so. The remainder of the work between Port Severn and Lake Couchiching will be advertised in three sections from time to time in the coming fall and it is hoped that the work on the sections will be completed in 1913.

The train was being drawn by two locomotives, a light one in charge of Engineer P. Maxwell, and a "hog" in charge of Percy Crawley. On each engine rode four men, two of them, Genever and Bateman, being student fireman who were making their first run. The train was a fast freight with 22 cars of flax for quick delivery at Boston, and was making quick time.

When the first engine struck the recumbent cows it was thrown off the track and was followed by the heavy engine and five cars piled on top of it in the bog, which extended beside the track at this point. Engineer Crawley was thrown clear of the cab and lit in the bog almost unhurt. Price, a fireman was also thrown clear of the wreck and escaped with some bruises. William Leveille a French Canadian, was seriously injured, and is now in the hospital at Parry Sound where he was reported to be doing well.

Percy Maxwell of Depot Harbor in charge of the leading engine, was thrown into some brush a considerable distance away, and killed, as were brakeman M. Milson, of Ottawa, fireman O'Neill, Genever and Bateman, John G. Holtby, of 202 Pretoria avenue, was the conductor in charge of the freight, was not injured.

Bateman and Genever, the two student firemen, who were killed, had been engaged in Sheffield, England, by the Grand Trunk agent there, and started work on June 23rd.

Percy Maxwell, engineer, Depot Harbor; A. O'Neill, fireman, of Renfrew; M. Wilson 180 Isabella street, Ottawa. W. R. Genever, student fireman, Sheffield, England; F. M. Bateman, student fireman, Sheffield, Eng.

The injured: Percy Crawley, Engineer, of Depot Harbor, brother of A. A. Crawley, 17 Waverly street, this city, slightly injured; W. Leveille, fireman, of Depot Harbor, seriously injured.

Telephone System Destroyed.

Montreal, July 29.—The entire main exchange of the Bell telephone system in Montreal was put out of commission of a fire which started in the multiple switchboard late this afternoon. Only the main exchange is affected, the other branches and the long distance system being undisturbed.

The fire was of short duration, and did little visible damage to indicate the tremendous resulting inconvenience to subscribers. The damage, however, will be heavy owing to the intricate and expensive nature of the property destroyed.

Over two hundred and fifty girls were in the room at the time the fire started. All marched out in order without any trace of a panic. The cause of the fire has not been ascertained and officials of the company advanced no theory to account for it.

The main exchange is the largest in the city, and its importance depends not only on the number of the telephones installed, but also on the nature of the establishments deprived of the service. It includes practically all the banks, the stock exchange, the majority of the big wholesale houses, the Canadian Pacific, Grand Trunk and Canadian Northern head offices, all the important steamship lines, both ocean and inland, the City of Montreal administrative offices, including the office of the mayor and the board of commissioners, police and fire headquarters and four other police stations, the court house, the office of the great majority of lawyers, and notaries the insurance office stock brokers, newspapers, in fact, the entire business and financial district. There are nearly nine thousand telephones affected.



The Grand Annual Gathering of the Scottish Clans of Prince Edward Island under the auspices of the Caledonian Club, will be held on the

Riverside Driving Park, VERNON RIVER BRIDGE, MONDAY, AUGUST 18th.

ORATION—Address by the American Consul, Wesley Frost, Esq., at 12.30 o'clock.

Highland Fling and Ghillie Callum by Young Highland Lassies at 4 o'clock.

FUN ALL DAY BY TWO FUNNY MEN

Games commence immediately after the oration. Music by the 78th Nova Scotia Highland Pipe and Drum Regiment Band.

FARES AND TRAIN ARRANGEMENTS:

Table with 4 columns: Station, Fare, Train Dpts., and Station, Fare, Train Dpts. Lists various routes and fares between Charlottetown and other locations.

DAVID F. BETHUNE, THOS. M. McMILLAN, President, Sec'y Games Com. Aug. 6th, 1913—21

We Want 200,000 Pounds - WOOL -

THIS STORE WILL GIVE YOU the top price for Wool—either Cash or Trade.

Bring your wool along to us—we can handle all you will bring in. Bear in mind that this is now the largest and best equipped Departmental Store in Charlottetown—new goods—good equipment—prompt, courteous service.

Bring In Your Wool

Moore & McLeod.

119-121 Queen Street, Charlottetown.

Spring & Summer Weather

Spring and Summer weather calls for prompt attention to the

repairing, cleaning and making of clothing.

We beg to remind our numerous patrons that we have REMOVED from 23 Prince Street to our new stand

122 DORCHESTER STREET, Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends.

All Orders Receive Strict Attention. Our work is reliable, and our prices please our customers.

H. McMILLAN