

The Herald

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JAMES MCISAAC
EDITOR & PROPRIETOR

Car-Ferry Terminals.

On Wednesday last a special train under the auspices of the Board of Trade, conveyed a large party to Carleton Point for the purpose of viewing the great terminal works constructed by the Dominion Government. The party, including members of the Board of Trade, members of Parliament and of the Legislature, clergymen, railway officials and newspaper men, numbered about sixty. The train arrived at its destination shortly after 11 o'clock, when the visitors were met and courteously received by Mr. Frapp, Superintendent Engineer of the work, Mr. Downing, resident Engineer, and Mr. Tapley, Engineer of Government Railways. The party proceeded at once to inspect the harbor works, the pier, buildings and approaches for the Car Ferry, freight traffic, etc.

The breakwater at the entrance of the new harbor is nearly finished. It is 600 feet long, 180 broad at the bottom, 20 feet broad at the top, and its height from bottom to top is 38 feet—15 feet of it being above high water level. The pier with its rubble mound approach, and landing slip at the end, is almost complete, except the laying of the rails and the erection of part of the sea wall, which is built on the seaward side of the pier to a height of 6 feet. The landing slip at the end of the pier still requires considerable work before it is completed, and the bridge over it is to be yet supplied. The concrete cribs on each side of the slip were made on the mainland and towed over on their timber bottoms. The "pockets" in them are yet, for the most part, to be filled with stone. The landing pier is 2,740 feet, and the rubble mound approach 2,000 feet.

Dredging is still in progress in the "turning" basin between the slip and the breakwater. When completed the pier will be covered with four lines of track, and the landing slip with two lines. The iron bridge over the slip will be raised and lowered to the level of the Car Ferry by steam power.

After the party returned to the station house from viewing the pier and approaches a meeting of the Board of Trade was held, when the matter was discussed of transferring freight from the broad to the narrow gauge cars, pending the standardization of the P. E. I. Railway. Superintendent McEwen and other officials of the Railway presented considerable valuable information regarding freight handling. Mr. Tapley explained the provisions that would be made to facilitate the transfer of freight from one set of cars to another, under all conditions.

In reply to Mr. Beer, Secretary of the Board of Trade, Mr. Frapp stated that in his opinion, if the weather were fine, the whole work could be completed and ready for the Car Ferry service by the first of January next.

Minister's Official Visit.

Hon. Frank Cochrane, Minister of Railways, Mr. F. P. Gutelius, General Manager, Government Railways, Mr. J. K. McNeill, General Superintendent, Mr. A. C. Hayes, General Traffic Manager, Mr. Smart, Master Car Builder, and Chief Engineer Brown, all of Moncton, arrived here on Friday

night last, on the C.G.S. Stanley. On Saturday morning at 9.15 the visitors left by special train for Summerside. They were accompanied by Horace McEwen, Esq. Supt. P. E. I. Railway, Mr. Alex. McDonald, Divisional Freight Agent, Mr. W. T. Huggan, Divisional Passenger Agent, Mr. A. Scott, Resident Engineer, D. Nicholson, Esq. M. P., Judge Stewart, Mayor Brown and Mr. James McIsaac. The special arrived at Summerside about 11.30, and the Stanley which left here a short time before the train, reached Summerside about three quarters of an hour after it. After the Minister and the officials inspected the railway plant and premises, the party boarded the Stanley which proceeded to Carleton Point. She steamed directly to the pier, and anchored in the basin inside the breakwater. After inspecting the basin, the pier and approaches, Hon. Mr. Cochrane, Mr. Gutelius and the Engineer were of the opinion that, weather permitting, everything will be in readiness for the Car Ferry to commence service at the end of the present year. Having finished the inspection the party again boarded the Stanley which proceeded to cape Tormentine. The Steamer, with Captain Sencabaugh in command, executed her movements without a hitch. She ran right up to the pier at Tormentine and docked without a jar. Hon. Mr. Cochrane, and the Railway officials from the Mainland left the steamer here and took a train for Moncton, and the Stanley came direct to Charlottetown.

The work on the Tormentine side is further advanced than at Carleton Point. The slip is finished and the bridge over it is in course of installation. There is however some dredging still going on in the basin.

The Nickel Falsehood

Despite specific assurance of the Imperial Government to the contrary, Liberals are sticking to the falsehood that Canadian nickel is reaching Germany. Without even paying truth the homage of pretence at argument, they make the bald assertion that members of the Ontario and Dominion Governments are a party to the sending of Canadian nickel to the enemy to kill Canadian soldiers. We will not do the Conservative party the injustice of answering such a monstrous lie. Eleven members of the cabinets of Mr. Hearst and Sir Robert Borden have sons fighting at the front. Need any sane man be asked if he believes them guilty of such vile treason in their own flesh and blood.

But it is maintained by more intelligent and honest Liberals that at the outbreak of the war Canada, or the Canadian Government, should have promptly prohibited the export of a single pound of nickel, or else expropriated the Sudbury mines altogether and operated them as a national enterprise. The answer to this is supplied with characteristic insight and clarity by Sir Wilfrid Laurier's own finance minister, the Hon. W. S. Fielding. In a recent article in his newspaper, the Montreal Journal of Commerce, Mr. Fielding points out that "there is another side to the question and grave reason to doubt whether the prohibition of the export as proposed would serve the good purpose which is so generally approved."

The ex-finance minister adds that—"The shipment of the article to the United States may be and probably is necessary to enable the British forces and the Allies to obtain metal for their purposes." Mr. Fielding strikes the nail on the head. Expropriation of the mines or prohibition of the export of nickel at the beginning of the war would have deprived Britain

of a nickel supply at a time when its need was vital. For the Government to have interfered with the operation of the plant, either by prohibiting export or expropriation would have meant inevitable delay: and in getting nickel to the Allies would have closed or crippled the munition plants of Canada, Great Britain and the United States. Such a disaster would have won the war for Germany months ago.

There is nothing less difficult to understand than the Borden Government's handling of the nickel question. At the outbreak of the war it was faced with two problems, (1) how to prevent Canadian nickel reaching the enemy, and (2) how not to prevent it reaching Britain. As was only natural and to be expected, the matter became the subject of discussion with the party most vitally interested, the British Government. And as a result Germany has never got a pound of Canadian nickel since the beginning of the war, while Britain and her Allies have got all that they required. British and Canadian officials check up every pound of Canadian nickel matter that goes to the United States refinery and every pound of refined nickel that leaves it. We have their assurance, we have the assurance of Mr. Bonar Law on behalf of the Imperial Government, and we have the assurance of the British Navy, that not a pound of our nickel reaches the enemy.

Allison Vs. Kyte

Because the Borden Government has erased the name of J. Wesley Allison off the roll of Canadian honorary Colonels, the Opposition press jubilantly declares that it is a final vindication of the Kyte-Carvell charges. Well let us see. Kyte and Carvell charged that fuse contracts had been let in the United States at exorbitant prices so that friends of General Hughes' might benefit financially; that the Canadian Shell Committee let large contracts to American firms that had never made a fuse and "never intended making a fuse," that contracts for fuses were improperly let in the United States to the detriment of Canadian industry; and that General Hughes was "responsible for the whole nefarious transaction." How many of these charges were proven? Not a single one, and in fact, very little attempt was made by either Kyte or Carvell to sustain them. Mr. Kyte, characteristically enough, ran away from his own case, and Mr. Carvell, who was supposed to represent him, welched on his friend and cravenly pleaded that his client had merely made "statements."

And as for Colonel Allison, why was he condemned? Was it because, as Carvell insinuated, he had dishonestly come into possession of money from fuse contracts and divided the spoils with his friends, including the Minister of Militia? Not at all. The Commission report condemned Allison because he neglected to inform Sir San Hughes and the Shell Committee that he would be financially benefited by the fuse contract let by the committee to the American promoters whom Allison had interested in the matter. The commissioners did not blame Allison for taking his share of the commission which the contractors divided among themselves. What they blamed him for was his pretence of disinterestedness. So far as his taking the commission in itself was concerned, he neglected to inform Sir San Hughes and the Shell Committee that he would be financially benefited by the fuse contract let by the committee to the American promoters whom Allison had interested in the matter. The commissioners did not blame Allison for taking his share of the commission which the contractors divided among themselves. What they blamed him for was his pretence of disinterestedness. So far as his taking the commission in itself was concerned, he neglected to inform Sir San Hughes and the Shell Committee that he would be financially benefited by the fuse contract let by the committee to the American promoters whom Allison had interested in the matter.

lateral editors might be well advised to read Mr. Kyte's speech again and study it in the light of the Meredith-Duff report.

Enormous Trade Expansion

September's trade figures show that the great expansion in both our import and export Canadian trade continues. Exports for Sept. were valued at \$92,423,003 compared with \$53,850,164 for the same month last year, and the total for six months \$537,703,851, while for the corresponding six months in the last fiscal year the value was \$342,093,617. Exports of the mine for Sept. increased from \$5,600,416 to \$6,981,919; animals and their products from \$10,188,424 to \$12,183,712; agriculture from \$11,139,936 to \$25,164,034; and manufactures from \$8,244,974 to \$27,801,177. Exports showing decreases were fish from \$2,770,333 to \$2,366,727; and products of forest from \$6,527,625 to \$5,475,740. Imports for September amounted to \$68,796,262, and for September last year \$38,030,320. Imports for six months were valued at \$390,995,243, and for the corresponding period last year, \$213,592,519. Canada's total trade for the first six months of the present year was \$1,148,894,415 and for the same period last year, \$559,533,363, or an increase of over one hundred per cent. Customs revenue for Sept. was \$11,942,791 and for Sept. 1915, was \$7,904,993. For the six months the customs revenue amounted to \$70,102,854, compared with \$44,421,013 for the first six months of the last fiscal year.

H. R. H.'s Farewell Message

Ottawa, Ont., 16.—The following farewell communication passed between Sir Robert Borden and the Duke of Connaught on the occasion of the governor-general's departure. The premier wrote His Royal Highness: It has been my agreeable duty recently, on more than one occasion, to give public expression to the regret with which the people of Canada have learned of Your Royal Highness' intention shortly to relinquish the post of governor-general and return to England. As the departure of Your Royal Highness draws near, may I be permitted to add the assurance that this feeling, which animates all classes of the community, is nowhere more heartfelt and earnest than among those whose privilege it is to occupy towards Your Royal Highness the relation of constitutional advisers of the crown. It is a great satisfaction to us that these relations have uniformly been of the most cordial character. We are very sensible of the fact that in the conduct of public affairs during the eventful period of Your Royal Highness' administration we have had in fullest measure the earnest and effective co-operation of Your Royal Highness in all things, great and small, which had for their object the good of the people of Canada. Particularly is this true of all matters relating to the war, in which we have enjoyed the inestimable advantage of Your Royal Highness' ripe experience and wide knowledge of military affairs.

"It is with the deepest appreciation of your eminent services to this country that my colleagues and I bid Your Royal Highness farewell. You will carry back with you, Sir, the wishes of the Canadian people that the success which Your Royal Highness has achieved among them may attend, in equal measure, your further labors on behalf of our beloved sovereign and his world-wide Empire. We venture to hope that when your official connection with this country shall have ceased, Canada may continue to retain some measure of this sympathy and interest in her affairs, which Your Royal Highness has so abundantly manifested during the whole period of your administration of its government. May I beg that Your Royal

Highness will convey to Their Royal Highness the Duchess of Connaught and the Princess Patricia my best wishes, and those of my wife, for a safe and enjoyable voyage to England. With renewed assurances of my profound respect and regard, I have the honor to be, Sir, Your Royal Highness' faithful servant,
R. L. BORDEN."

The Governor-general replied: "I cannot leave the shore of Canada without assuring you, as its prime minister, of the very deep regret with which I sever my official connection with the Dominion. It will always remain to be a source of great pride that during a period of five years I held the proud position of His Majesty's representative in Canada. I shall, at all times, continue to take the greatest interest in all that affects the welfare and happiness of all sections of the Canadian people, and will ever remember, with the deepest gratitude, all the kindness I, the Duchess and our daughter, have received in every part and province of your great Dominion. In bidding farewell, I pray that God may ever bless Canada and its people."
(Signed) ARTHUR."

Gunarder Sunk

New York, Oct. 19.—The Cunard liner Alania, which sailed from this port October 7, was sunk by a mine in the English Channel today and some of her crew may have been lost, according to cable advices to the local Cunard officials. The Alania met her fate while proceeding to London from Falmouth, where on Tuesday, the officials said, she landed all of her passengers, including 21 Americans, who sailed on her from New York. The vessel's captain, H. M. Benison, and the majority of the crew of 250 were saved, according to the advices, but some of them were reported missing.

Definite word was received Wednesday, it was announced, of the landing of the passengers at Falmouth the day before, removing all doubt as to their safety. Moreover no bookings, it was stated, were made for London by the steamer, and all passengers were told that they would have to complete their journey from Falmouth to London by rail. The cablegram telling of the vessel's loss read: Alania struck mine in English Channel this morning. Sunk during the forenoon. Benison and majority of crew saved. Several missing. Through a stenographer's error the text at first made public, made the third sentence read, "passengers and crew saved," making it appear that the passengers had been in jeopardy, but this error was later corrected.

The Alania, one of the newer vessels of the Cunard line, sailed from here on the day German submarine U-35 arrived at Newport, and must have passed Nantuxet at about the same time the U-53, the next morning, began her operations in that vicinity against British shipping. Incidentally the Cunarder was armed for defence against submarines. The Alania carried a cargo between 10,000 and 12,000 tons of merchandise, including war supplies, but no munitions. Among the items listed were rubber and copper goods; food supplies and chemicals. The main part of her cargo was to be discharged at London, only a small portion having been put off at Falmouth. Built in 1913, the ship was 520 feet long, with a gross tonnage of 13,405.

Shaken by Earthquake

Atlanta, Ga., Oct. 18.—The south was rocked by earthquake and swept by storm at the same time today. While a tropical hurricane was faying the gulf coast, earth tremors overturned chimneys and frightened many people from their homes in Georgia, Alabama and Tennessee. The earthquake did little damage, but a wind that reached a velocity of 114 miles an hour lifted roofs from houses at Pensacola, Florida, and sank a number of vessels in the harbor. One life was lost. The earthquake was felt as far north as Louisville, Ky., and east to Augusta, Georgia. Its duration was about three minutes, and there were two shocks.



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Local And Other

The Car Ferry Steamer Edward Island left here Monday night for Pictou with the freight yet. She had 46 loads, about 700 tons, near potatoes.

H. R. H. the Duke of Connaught, the retired Governor General of Canada, arrived in England on the 20th, accompanied by the Duchess and Princess Patricia.

With the whole of the vote cast in Canada count with the exception of S. Vancouver and Richmond, Conservatives in British Columbia have gained two seats, the civilian vote gave to Liberals, ex. Premier. Borden is elected in consequence of vote.

As previously announced, two week's mission opened in Dunstan's Cathedral on Sunday and is now going on. This is for the women of the Congregation, and the church is crowded at all the services. Masses are at 5, 6, 7 and 8 o'clock. The Way of the Cross is at 3 o'clock p.m. and evening service and sermon at 7.30. The mission is given the Jesuit Fathers, Casey, W. and Cox.

The Militia Department received an order from the British authorities for 4,500 pounds of fresh frozen Canadian fish weekly, France and Italy have also been making inquiries regarding fish rations for the soldiers, and it is anticipated that in a short time the Canadian government export of fresh fish to Europe will amount to 1,000,000 lbs. weekly. The orders will be placed through the War Purchasing Commission.

In open competition with agriculturists of the entire continent western Canada won nearly the grain prizes at the International Soil Products exposition now being held at El Paso, Texas, according to information received in Montreal. Seagulls, Wheeler, of Rosthern, Saskatchewan, won the sweepstakes for wheat and barley, this being the first time he has captured the world champion ship for wheat. Most of the other sweepstakes went to western Canada as well.

The Gloucester fishing schooner Arthur James "seems" to have done extraordinary work in her line of late. On Tuesday of last week she brought into Boston 100,000 pounds of fresh mackerel, and 43 barrels of salt mackerel. This was declared to be the greatest single catch of mackerel ever landed at an American port. It was further stated that the record breaking catch was made between sunset on Monday night and dawn on Thursday morning, in Provincetown Bay. On the following Tuesday morning the schooner brought to Boston 120,000 pounds of mackerel, thus breaking her own record by 20,000 pounds. The two catches netted \$19,000 and each man in the crew will receive \$490 for his work on Monday night and Wednesday night in sealing mackerel.

At a meeting of the Maritime Press Association held at Truro last week, the serious effect of the newspaper business of the increased cost of paper and other supplies, as well as labor, was discussed at length. Mr. Sayles from Ontario addressed the weekly section on the necessity of advancing the subscription rates to \$150 per week as shown that it was absolutely impossible for a newspaper to make ends meet on a low basis. He stated that already over 200 weekly papers had advanced their rates. Newspapers are doubtless suffering to a greater extent than almost any other industry by reason of high costs of material and labor resulting from the war. The only possible source of relief is having subscriptions and other accounts paid up promptly. That ready cash may be available for advantageous purchases of supplies, and with this view we desire to call the attention of our friends to the Herald subscription account. We would be loath to increase our subscription rates, and we do not so if our subscribers will pay up promptly.