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Editor & Proprietor

Please Send In Your Subscriptions.

Parcel Post System.

It will be remembered that at the recent session of the Dominion Parliament, an act was passed empowering the Post Master General to inaugurate the parcel post system throughout Canada. Hon. Mr. Pelletier, the Post Master General, is now maturing his plans, and it will probably be not very long before parcel post routes shall be opened and the system put into effect.

Rural mail delivery has been widely extended by the present Federal Government and continues to expand, and now comes the parcel post delivery as its complement. There can be no doubt that in conjunction with the rural mail delivery, the parcel post system will prove a service of great convenience to the farming community, as well as to all others. It will be, we feel sure, a great saver of time and money.

Parcel post is a new system, more or less complicated, and its success will, in a great measure, depend upon the basis on which it is established. The sections of country where it comes into operation will be divided into zones, and the extent and compactness of these will be an important factor in the success of the whole system. Rates will correspond with the extent of the radius to be traversed.

The Post Master General, it is understood, has fixed a special rate within a radius of twenty miles of the point where a parcel is posted. This will serve a double purpose. It will protect country merchants against too great competition, and at the same time provide an economical form of delivery for articles sent short distances.

In addition to the rural mail delivery, the telephone is now established in many rural sections of our own Province, for example, and these two combined prepare the way for the successful working out of the parcel post system. When it is established farmers or their wives may order anything needed in hurry, by phone or wire from the town or village where the rural route begins, and have it delivered by the next mail. A parcel, carried by this system, may weigh up to eleven pounds and have a combined length and girth of seventy-two inches. There are few articles delivered by mail that would not fall within these measurements. The privilege of having your parcel delivered by the same carrier who delivers your letters means much in a busy season.

Company Must Pay.

In the Court of King's Bench in London, quite recently, a decision of no inconsiderable importance, in connection with the Titanic disaster, was rendered. The question involved was the extent of liability for loss of life by the owners of the ship, the White Star Company. The case in question was that of an Irish farmer, who claimed damages for the loss of his son. He was awarded \$500 as compensation. Two similar awards had been given in the court below, but compensation, in each case, had been deferred on the plea entered by the company, that it was not responsible for damages. Similar claims have

been put forward in the United States; but have not yet been settled; consequently the decision of the London court was awaited with no inconsiderable interest.

Reviewing the result, the Boston Transcript points out that the company contended the conditions printed on their passenger tickets, exempted from liability for loss by a passenger, even though the loss were caused through negligence of the company's servants. "Now the negligence of its servants," the journal continues, "is legally the negligence of the company, and the plea of non-liability for any result of negligence because of a disavowal of liability on the ticket was both petty and preposterous. The obligations and responsibilities of transportation companies or 'common carriers' are clearly defined by statute and regulated by the spirit of a 'common law' that makes equity supreme. It avails a company nothing to print on its tickets a notice equivalent to an assertion that it thereby puts itself beyond the reach of the law. Such a ticket may deceive some ill informed passenger, but when it is brought into court the law vindicates its authority in the administration of justice, entirely regardless of the ticket trick. The White Star Company said on its tickets that it would not be responsible for any loss, even if caused by its negligence; but the King's Bench Court holds it responsible and makes it pay."

In the United States District Court at New York in October last the company presented a petition for the limitation of damages arising from the loss of the Titanic to the sum of \$91,805, though at that time claims in excess of \$1,000,000 had been filed. The plea was that certain Federal statutes limited the liability of a ship owner for the loss of property to the value of the property salvaged, plus the amount obtained for freight and passenger transportation. Nothing was saved from the Titanic but fourteen lifeboats, and the value of these added to the amount received for freight and passenger fares made up the sum to which the company wished to have its liability limited. "It is about time," is the Transcript's comment "that the question was decided. That it will be equitably decided there is no reason to doubt. American justice will not fall behind English justice."

Exploring Hudson Bay.

The Dominion Government are making extensive preparations to erect piers and a breakwater and to provide terminals at Port Nelson, the Hudson Bay terminus of the railway from Le Pas. The sealing steamers Bonaventure and Bellaventure are now at Halifax and the Boethic, and the Minto will be there at an early date to be outfitted. The Bonaventure and the Bellaventure will take the construction plant. The Minto, with Captain Anderson representing the Hydrographic Department, will accompany the expedition, and will survey channels, and explore Hudson Bay. The Boethic, which has been chartered by the Naval Service Department, will carry coal for the Minto. She will take on 1,000 tons of Welsh coal at St. John's, Nfld. In August a dredge will be sent up, which will complete the outfit. In addition to construction supplies the Bonaventure when she sails will take about 100 men and before winter sets in there will probably be a population of 250 at Port Nelson. Several million feet of lumber have already been sent up and a thoroughly modern construction camp will be provided.

Three times as much timber is burned down every year in Canada as is cut for commercial purposes, declares B. N. Winegar, one of the foremost forestry authorities of this country. This is the loss that is going on every

year and that we do not always think or when we read each summer of the forest fires that are raging in the Northern country. The flames can destroy in a few minutes what it took Nature a generation to build up. The loss is ours.—London Free Press.

Two recent decisions, one by the Board of Railway Commissioners of Canada and the other by the courts will tend to give considerable relief to the public. The railway board has decided that railways must, in future, accept trucks as freight and by a decision of an Ontario court, it is held that a railway company is not exempt from the payment of damages for lost or destroyed baggage above a certain value designated on the check issued by the company.—Montreal Herald.

The difficulties which will be met with at Hudson Bay by this party of engineers, surveyors and mechanics of all grades cannot now be estimated. Natural obstacles will be encountered which place the work to be undertaken in a different category to the construction of terminals and the building of wharves at St. John or other Canadian ports. As an additional outlet for the products of the West, during the summer months of each year the Hudson Bay Railway has long been in demand. It is no light undertaking but, judging by the attention which has been given by the Government to every detail in connection with it, the completion of this new route at no distant date is assured.

It is of interest to note that this is not the only expedition going North to the Hudson Bay. The Government have given a commission to Christian Leden, the Norwegian explorer, who is making a two-year trip in the regions north of the Bay. Mr. Leden will go into the Hudson Bay region by way of Winnipeg, and will make a report on his observations. One of his objects is the ethnographical study of the Eskimos of that region, who are, it is presumed, allied to the Eskimos in the Labrador regions. The Stefansson party will visit the blonde Eskimos of Coronation Gulf, whom Explorer Stefansson found on his last trip North, besides making search for other tribes of the supposed descendants of the Greenland Norsemen. In both cases data of much scientific and commercial value are expected.

Commenting on these two explorations of the Canadian Far North the Toronto Mail and Empire calls attention to the fact that they are not the only ones being made. On private account, it says, many other expeditions are being planned, particularly into Northern British Columbia, and the Labrador and Ungava districts. The springing up of interest in the North is a natural consequence. The map of popular knowledge of the great Arctic regions is being rolled farther back every year. It was only a few days ago that the Dominion Government completed arrangements for a study of the fishery resources of Hudson Bay. The coming development of the Bay as a navigation route makes its commercial wealth of immediate interest. When the resources of the Hudson Bay region on the West and the North are brought into our national survey, and possibly are being utilized, Canadians will look upon New Ontario and the rich district from North Bay to James Bay as almost in a banana and cotton-growing zone. Our 'frozen north' will have moved back by many degrees of latitude.—St. John Standard.

R. CARD. MERRY DEL VAL
Secretary of State

PASTORAL LETTER.
(Continued from page 1.)
Apostolic See or by any Prelate or Ecclesiastical Judge have been by name excommunicated, suspended, interdicted, or desired to have incurred other sentences or censures, unless within the aforesaid time they shall have made satisfaction, and, when necessary, come to terms with the parties. But if within the appointed time they could not, in the judgment of the confessor, make satisfaction, We grant that he can absolve them in the tribunal of conscience only in order that they may gain the indulgences of the Jubilee, the obligation of making satisfaction as soon as they can being imposed upon them.

Wherefore, in virtue of holy obedience. We, by this present Letter, strictly order and command all ordinaries wheresoever residing, and their Vicars and officials, and, failing them, those who are charged with the cure of souls, that when they receive transcripts or printed copies of this Letter, they publish it, or take care that it be published in their churches and dioceses, provinces, cities, towns, territories and districts, and that to the people duly prepared, as far as possible even by the preaching of the word of God, they designate, as explained above, the church or churches to be visited.

PASTORAL LETTER.

(Continued from page 1.)

Notwithstanding Apostolic Constitutions and Ordinances, especially those by which the faculty of absolving in certain therein expressed cases is so reserved to the Roman Pontiff for the time being that even similar or dissimilar concessions of such indulgences and faculties cannot avail anybody unless express mention and special derogation of them be made; notwithstanding also the special rule against the granting of indulgences "ad instar" and of indulgences of any whatsoever Orders, Congregations or Institutes, even when based and established on oath, Apostolic confirmation or any other guarantee, also indulgences, privileges, and Apostolic Letters for said Orders, Congregations, Institutes and persons thereof in whatsoever way conceded, approved and introduced, all and several of which, although of them and of their whole tenor a special, specific, expressed and individual mention, and not merely mention by general clauses would have to be made or any expression whatsoever indicated, for any other form whatsoever elaborated, for the observance of this, regarding their tenor as sufficiently expressed in this present Letter and the form prescribed for them as observed. We do for this once derogate specially, "nominatim" and expressly for the effect as aforesaid; and all things else whatsoever to the contrary. Finally that this Our present Letter, which cannot be taken to every place, may more easily come to the knowledge of all. We will that transcripts or even printed copies, when signed by the hand of a Notary Public and sealed with the seal of an ecclesiastical dignitary, shall everywhere and for all have absolutely the same authority as would belong to this present Letter if exhibited and shown.

Given at Rome at St. Peter's under the ring of the Fisherman, on the 8th day of March, 1913, in the tenth year of Our Pontificate. By special mandate of His Holiness.

R. CARD. MERRY DEL VAL
Secretary of State

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