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Editor & Proprietor

Big Boom At Halifax.

On Wednesday of last week Hon. Frank Cochrane, Canada's Minister of Railways, visited Halifax and was tendered a luncheon. In his speech, after the luncheon, he made announcement of the most momentous consequence to Halifax. He declared that "Halifax should share in the marvellous growth of Canada." For this purpose, he announced that the Federal Government had decided to spend \$30,000,000 in harbor improvements. This money is to be spent in building docks and establishing terminals to facilitate the carrying on of extensive ocean traffic. These are the words of the Minister in describing the docks and terminals decided upon by the Government. Referring to the docks he said: "These are to extend for one and a half miles from the Lumber Yard to Point Pleasant Park, and will consist of six piers, 1,250 feet long and 300 feet in width with capacity sufficient to dock at least thirty ships. There will be one bulk head loading pier 2,000 feet in length, at which the ocean greyhounds will land. This pier will be equipped with immigration buildings, sheds and a grain elevator."

The Minister's description of the anticipated terminus was as follows: "A new union passenger station will be erected at the end of Hollis Street which will be of ample size and suitable architecture. These terminals will be approached by a double tracked railroad which will branch off the main line at the Three Mile House and extend southerly through the low divide between Bedford Basin and the head of the North West Arm. It will then skirt the Arm in such location as will do the least damage to property in that vicinity, avoiding all level crossings and, for the most part, passing through deep cuttings, so as not to mar the beauty of that district, and, finally, reaching the terminals by passing under the lower end of Young Avenue. The streets in the residential district, where the railways are submerged, will be carried over the cuttings on artistic bridges in keeping with the present surroundings. At the terminal ample tracks will be provided for the economical handling of the business for the wharves and union station; also proper facilities for the housing of engines and the care of passenger cars."

All will admit that this declaration on the part of the Government projected a scheme that will create a revolution in the progress of Halifax.

The spirit in which the Government's big boom is viewed in Halifax may be gathered from the press comments. The Chronicle, the leading Liberal organ, says: "In so far as the announcement indicates the intention of the Government to provide Halifax with a modern system of terminal equipment, commensurate with its position as the premier port and the natural gateway of the Dominion, on the Atlantic, it ought to be welcomed as a just recognition of the claims of Halifax to a generous share in public expenditure." The Herald, Government organ, has this to say: "The policy of the Premier, while particularly affecting Halifax and Nova Scotia generally, is national in its character, Hal-

ifax is truly the gateway of Canada. As a sweet sounding phrase the term means nothing, but as a business and as a national proposition it means much. By making Halifax a great seaport, Mr. Borden will be advancing, in no small degree, the material development and upbuilding of this young giant among nations."

Even all this wonderful expansion does not fully embrace what the Government intend doing for Halifax, for the Minister of Railways significantly remarked, when explaining the reasons for removing the railway terminus from the North to the South of the city: "The future will disclose what we propose doing at the Dry Dock." Is that to be the site of a great steel shipbuilding industry? With these marvellous improvements at Halifax and at St. John, as well as the Car Ferry across the Straits, Prince Edward Island is bound to benefit largely. All this goes to show that the Borden Government is a Government of deeds and actions, not mere talk, like the Laurier Government. The Borden Government does not confine its energies to the development of the West; but pays attention, in the most practical fashion, to the East as well. For fifteen years the Laurier Government talked about what was to be done for the Maritime Provinces; but in one year the Borden Government projected public improvements to cost in the vicinity of \$60,000,000 in these parts. That is the difference between words and deeds.

As a result of the two bye-elections of members of the Ontario Legislature on Monday, the Liberal Opposition lost one of the few seats it held at Toronto. Whatever force it was that gained the Laurier party its success in the Provincial contest in Saskatchewan, it has evidently spent itself. Since that event, in every election where polling took place, parliamentary or legislative, in Manitoba and Quebec as in Ontario, the Liberal party has shown loss of strength.—Montreal Gazette.

The real "larger market" is to be found in Liverpool, which, in reality, sets the grain prices for the world. In that dominant world market the Unionist party of Great Britain proposes to give us a tariff preference on our wheat and other farm products. The ratification of Reciprocity would have rendered it impossible for the Canadian agriculturist to secure such an advantage over the American farmer, who is his chief competitor, both on this continent and in Europe.—Regina Province.

There is nothing incredible in the announcement made by the Outlook of London, that the Balkan and Greek League is an alliance for mutual protection against the Powers, as well as an offensive league against Turkey. Hitherto the States comprising this alliance have had their bounds fixed, and their power defined by diplomats of neutral States. They have decided that the next adjustment will be made by the parties concerned. The statement that they are tired "sitting in the ante-room" while other people determine how much they shall have of the soil or the liberties they fight for, is quite natural under the circumstances. But when the war with Turkey shall be over, which may be a long way ahead, the allied States may not feel like entering into the new conflict with stronger powers, which have been passing through no exhausting and improving ideal.—Vancouver News-Advertiser.

New Zealand Stops Dumping.

New Zealand has declared war upon cheap foreign goods which are imported into the Dominion under the guise of being of British manufacture. Mr. Fisher, the Minister of Customs, has proposed a scheme whereby the dumping of goods made under sweating conditions in foreign countries will no longer be possible. He intends to make recommendations to the Cabinet that a technical expert should be appointed to keep the Customs Department advised on the matter of the kind of goods which are being exported from England to New Zealand. It is reported that the reason for this move is that the Minister is in possession of information which shows that large quantities of goods made on the Continent of Europe under wretched conditions are being sent out to the Dominion with the label: "Best quality made in London." Some of these goods are made by people who are paid at the rate of less than 25 cents per day, and are shipped to England and then exported to the Colonies as of English manufacture. Two experts have been already told off to watch the exports and imports. These two officers supervise the exports to Australia, and work both in England and on the Continent, and the proposal is to appoint a third officer to perform similar duties with regard to New Zealand. Information has also been gained that certain classes of goods stamped as genuine all through contain doubtful material, and steps are being taken to stop the importation of these articles. St. John Standard.

The public accounts of Canada for the fiscal year 1911-12 have been printed and made public. They show that the receipts on account of consolidated fund for the year amounted to \$138,108,217.36, and the expenditure on consolidated fund account was \$98,161,440.77, leaving a surplus of \$39,946,776.59. The total disbursements were \$137,142,092.20, made up as follows:

Consolidated fund	\$ 98,161,440.77
Capital expenditure	80,989,575.96
Railway subsidies	859,400.38
Other charges	7,181,665.23
Total	\$137,142,092.20
The capital account expenditure comprised the following sums:	
Intercolonial Railway	\$ 1,710,448.56
P. E. I. Railway	128,041.81
National Trans. Railway	21,110,852.06
Hudson Bay Railway	159,632.00
Quebec Bridge	1,153,778.27
Canals	2,690,938.11
Public works	4,116,888.06
Total	\$30,989,575.96
The bounties cost \$538,530.84, as follows:	
Iron and steel	\$166,750.17
Lead	175,238.19
Blender twine	50,556.78
Crude petroleum	146,185.70
Total	\$538,530.84
The Grand Trunk Pacific received \$4,994,416.68 in accordance with the "implement clause" in the G. T. P. agreement of 1904.	
The railway bonds guaranteed by the government amount to \$18,886,969.17.	
The net debt was decreased during the year by \$122,591.32, and stood on March 31, 1912, at \$339,919,460.71.	

Estate duties in Great Britain are important sources of revenue. Three were revalued the other day and it was found that the duty payable in excess of the amount reached by the preliminary valuation was \$4,500,000. The estate of Mr. Henry Willis was asked to pay an additional \$2,400,000 on \$16,000,000 added valuation. Lord Winterstone's estate was found to be \$7,000,000 larger than originally estimated, and this excess called for extra duties of \$1,100,000. Miss Morrison's heirs paid an additional levy of \$1,000,000 in consequence of the discovery of \$11,500,000 of property not included in the preliminary report.—Vancouver News-Advertiser.

To Minimize Danger From Floating Ice.

Ottawa, Nov. 1.—Prof. Howard Barnes, of McGill University, Montreal, has submitted to Hon. J. D. Hazen minister of marine and fisheries, an interim report on his investigation of methods whereby ships may be alarmed of the nearness of ice or land. The professor regards the results of the last season's work as highly satisfactory and the work will be continued in the coming winter.

Prof. Barnes has now for three winters been investigating conditions in the St. Lawrence, in the Straits of Belle Isle, and along the Labrador coast, the department of marine and fisheries supplying him with a vessel. A government steamer will be placed at his disposal as soon as possible next spring. It is hoped that these investigations will result in the removing of the unjust discrimination in insurance rates against the St. Lawrence route.

The concluding portion of Prof. Barnes' report is as follows:

"In conclusion I must report as a result of my study of icebergs and land that very important results have been obtained indicative of methods which should be developed for equipping ships for avoiding ice and land. The experiments have been so decisive and reliable that I must strongly recommend that attention be devoted by the government and by steamship companies towards adopting accurate temperature recorders on board ship. The fact that ice sends the temperature up and land sends it down, will serve to distinguish clearly these effects. Again I must emphasize that it is a study of the variations of temperature in the sea and not the temperature itself, which will enable navigators to safely avoid ice and land at night or in time of fog.

"I strongly recommend the government to equip at once a ship to map out the isothermal lines around the coast of Newfoundland, Labrador and the shores of the Gulf of St. Lawrence and Straits of Bell Isle, for in so doing a chart could be prepared which could be of great assistance to navigators using these waters.

"Similar charts could be made all over the world, but this is a matter for international action and not for one government alone. By acting at once our government will be serving a most useful purpose and starting a work of the greatest importance to humanity."

Preparing To Swat The Mail Order Sharks.

Ottawa, Oct. 31.—Postmaster General Hitchcock, of the United States, and Hon. L. P. Pelletier are uniting in a crusade against mail order sharks who are using the mails of both countries for fraudulent purposes.

Get-rich-quick men are, according to the post office authorities here, increasing in Canada at a disturbing rate, many of those who have been driven out of New York, Chicago and other American cities by the authorities of the United States officials, having turned their attention to Canada as a particularly ripe field for their line of endeavor.

The matter has been taken up jointly by the head of the post offices of the countries, the American authorities co-operating in the effort to protect the citizens of the Dominion from these fraudulent concerns.

The All Canadian Route To Montreal.

Via the Intercolonial Railway Ocean Limited Express, the shortest, most comfortable and convenient mode of travel between all Prince Edward Island points, and Quebec and Montreal. Connection with this fast through express is made via steamer to Point du Chene daily except Sundays, and a train from the Points meets the Westbound Ocean Limited at Moncton. Tickets and reservations may be obtained at the office of W. K. Rogers, the local ticket agent. The Ocean Limited travels through a territory rich in scenic beauty and makes the fastest time of any through train from the Lower Provinces to the metropolis arriving in Montreal at 7.35 a. m. which is ample time to enable the traveller to make connections with the fast through trains of the Grand Trunk Railway for Toronto, Detroit, Buffalo, Chicago, and other Western points.

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Don't let worms gnaw at the vitality of your children. Give them Dr. Low's Pleasant Worm Syrup and they'll soon be rid of those parasites. Price 25c.



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Nice assortment in cotton and
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lines.
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All the new popular close fitting
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Lots to select from.
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