

THE HERALD

WEDNESDAY, JUNE 25, 1913.

SUBSCRIPTION—\$1.00 A YEAR.
TO THE UNITED STATES \$1.50
PUBLISHED EVERY WEDNESDAY
AT 51 QUEEN STREET,
CHARLOTTETOWN, P. E. ISLAND
JAMES MCISAAC,
Editor & Proprietor

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Visit of The Minister Of Railways And I. C. R. Officials.

On Thursday evening last, Hon. Frank Cochrane, Minister of Railways, accompanied by Mr. G. F. Gullish, General Manager of the I. C. R., Mr. P. B. Brady, General Superintendent of the I. C. R., and other officials and public men arrived here on the Northumberland from Pictou. They were accompanied from Pictou by A. A. McLean, M. P., who had gone over in the morning. The Minister and the I. C. R. officials came here to look over the P. E. I. Railway and to investigate matters in connection therewith.

On Friday forenoon the visitors accompanied by a number of others went to Souris and Elmira by special train. The party comprised Hon. Mr. Cochrane, Mr. G. F. Gullish, Mr. P. B. Brady, Messrs J. S. Stanfield, M. P., Chief Government Whip; A. A. McLean, M. P.; D. Nicholson, M. P.; J. R. McLeod, C. Jamieson, M. P.; J. C. Douglas, M. P., Cape Breton; Hons. J. A. Mathieson, Premier; John McLean, W. S. Stewart, J. A. McDonald; Messrs. A. C. McDonald, ex-M. P.; A. L. Fraser, ex-M. P.; Daniel McGregor, Montague; H. McEwen, Supt. P. E. I. R.; A. McDonald, Chief Clerk; S. F. Hodgson, Chief Storekeeper; W. T. Huggan, Cashier; P. P. McQuaid, Mechanical Superintendent; J. Yates, Secretary to the Minister; Frank Sawyer, Secretary to General Manager; P. H. Leger, Secretary to the General Superintendent; W. L. Cotton, J. R. Burnett and James McIsaac, Charlottetown. At Harmony J. J. Hughes, M. P., joined the party.

Elmira terminus was reached at 11.40 and after brief inspection of matters there by the Minister and the officials, the train backed into Souris. Here the railway wharf and the breakwater were inspected, and various matters in connection with these were discussed. After dinner at the Sea View Hotel, the train started on return, reaching Charlottetown shortly after 5 p.m. The special was in charge of conductor John McDonald and driver Joseph Millman.

On Saturday morning all the visitors except the Minister of Railways went to Tignish by special train. Hon. Mr. Cochrane had been over this part of the road before. On Saturday forenoon he drove out to the Country across the river and greatly admired everything he saw.

The special on return from Tignish went direct to Cape Traverse. In the meantime Hon. Mr. Cochrane, accompanied by A. A. McLean and D. Nicholson, M. P., and Hon. M. McKinnon, left here in the Government Steamer Brant, and joined the others at Cape Traverse. Here the Minister and officials inspected the site for the car ferry terminal at Carleton Point. They then crossed to Cape Tormentine where they inspected matters there in connection with the terminal.

On Monday the whole party left Tormentine by train for Fredericton direct. It is not impossible that, as a result of the visit of Minister Cochrane and the officials of the I. C. R., the people of this Province may, before long hear of something that will please them.

A Progressive Government.

Canada's greatest problem is, without any doubt, transportation and the most cursory observation of what the Federal Government are doing will show that they are fully alive to their responsibilities in this connection. The Government engineers are now busily engaged in making necessary arrangements for the projection and carrying forward of great public works in different parts of the Dominion, involving an expenditure of \$45,000,000 of appropriations. It is the intention to have all these well under way before the year terminates.

So far as our own Province is concerned the greatest and most expensive improvement is the car ferry, which is now moving forward. Other public improvements of much convenience to our people may be looked for as a result of the recent visit of the Minister of Railways and the managing officials of the Government railways.

Among the great works in contemplation or already in progress may be mentioned, the new terminals and docks for the I.C.R., Halifax, costing eight or ten millions while a big drydock is also to be built. St. John has the extensive Courtenay Bay improvements in full swing including also a drydock. In a few days the contract will be awarded for the largest drydock in America at St. Joseph de Levis, opposite Quebec, while the River St. Charles will be deepened and many new terminal facilities added for railway steamship service.

In Montreal the Harbor Board is proceeding on the strength of government advances with yearly stage improvements which will aggregate \$18,000,000.

Tenders will be called this week for Toronto harbor works costing \$6,000,000, while Hamilton is also to have great harbor improvements and work on the Welland Canal improvements will be full blast in a little while.

On Georgian Bay extensive dredging works are in progress, and work is rushed on the present canal, while at the Soo with its Port Arthur and For William improvements are in progress consisting of new docks and ware houses, grain elevators and harbor improvements.

A system of internal elevators will be built on prairies and those at Saskatoon and Moosajaw are already decided on. Vancouver is to have big docks, harbor facilities and drydock while similar works on the breakwater at Victoria are well started. Esquimalt in the extreme west gets a first class drydock. The Minister of Railways has also in contemplation the double tracking of the Intercolonial from Moncton to Halifax. All must admit these gigantic public improvements indicate a Government of action not of mere words.

Parcel Post In The States.

In view of the decision of Mr. Pelletier, the Postmaster general, to establish a parcel post system in Canada it is of interest to note the result of investigation carried out by Mr. David J. Lewis, of Maryland, a member of the joint committee on a general parcel post in the United States. Mr. Lewis is a postal expert and was instrumental in writing the most important sections in the Parcel Post Act. He has been studying the operations of the new act for the first five months of its enforcement and has come to the conclusion—a conclusion which is concurred in by the Post Office Department—that the parcel post is a great mon-

ey maker. He is convinced, however, that the zone system in force there is defective and that the rates should be reduced so as to benefit the consumer, extend the scope of the carrying trade and at the same time successfully compete with the express companies.

In an address to Senator Bristow, chairman of the joint committee, Mr. Lewis recommends that the present complicated zone system which makes it inconvenient to send parcels through the mail should be simplified and that the intricate scale of rates now in existence should be done away with. Mr. Lewis would substitute a simple system of zones. He would have one hundred miles to each zone, the first or local zone to include a distance of one hundred miles. Instead of the elaborate rate system, Mr. Lewis proposes to establish a rate of three cents for the first pound, plus half a cent for each additional pound in the first zone, and for substitute zones an additional half cent per pound for each additional zone of one hundred miles; no charge to exceed twelve cents per pound. He calculates that with this low rate the United States Government would make about twenty per cent, above the cost of service.

A writer in the Boston Transcript, who reviews the report of Mr. Lewis at length, calls attention to the fact that, when the United States Congress established the parcel post system nearly a year ago it was specifically provided that the Postmaster General, acting in co-operation with the Interstate Commerce Commission, could make constructive improvements without additional legislation. The act provides that if the Postmaster General "find on experience that the classification of articles available, as well as the weight limit, the rates of postage, zone or zones and other conditions of mailability or any of them are such as to prevent the shipment of articles desirable, or to permanently render the cost of the service greater than the revenue, he is hereby authorized, subject to the consent of the Interstate Commerce Commission, to reform from time to time such classification, weight limit, rates, zone or zones, or conditions of mailability or either in order to promote the service to the public or to insure a receipt of revenue adequate to pay the cost thereof."

Under the new rates suggested by Mr. Lewis—the rates at which the Government of the Republic would make a profit at 20 per cent.—it is calculated that forty-five pounds of farm produce could be transported by parcel post one hundred miles at a transportation expense of 25 cents. A greater saving, it is claimed, would result to the consumer. One example is given. A forty five-pound lot of fresh vegetables, eggs and meats, for which the consumer ordinarily pays \$5.75, though the price at the farm is only \$2.90, could be delivered at the kitchen door for \$3.15—well under even the wholesale price in the market, as at present reckoned.

In the Canadian Act the complicated schedule in the system of the United States has been avoided and a simple zone system modified from that adopted by the Republic has been worked out. Mr. Pelletier after a thorough investigation has expressed his conviction that the parcel post can be operated at cheap rates and can also be run as a business proposition without loss. The system in force in the United States is widely different in many details from that to be established in Canada, but many changes which may follow the report of Mr. Lewis will naturally be watched with interest.—St. John Standard.

A Review of The Work of The Experimental Farms.

For more than a quarter of a century the Dominion Experimental Farms have been carrying on experiments to find out the best kinds of crops and animals and the best ways of handling them for profit. This has been going on not only at the Central Farm at Ottawa but also in the Maritime provinces, the Prairie provinces and in British Columbia. The benefits that have resulted to the Canadian farmer from this work are undoubtedly very great but still thousands of earnest men are not receiving the full advantage of what is being done for them. Perhaps many do not receive the reports and bulletins containing the information while others receive these publications regularly but do not find the time to study out the lessons from them. In order to help especially this class of busy men and women there has been issued by direction of the Hon. Martin Burrell, Minister of Agriculture, a special bulletin containing the outstanding conclusions that have been reached during the 25 years that the Experimental Farms were under the directorship of Dr. Wm. Saunders recently retired.

This review which has been prepared by Mr. J. B. Spencer, B. S. A., Editor of the Publications Branch, tells of lessons that have been learned concerning fertilizers, cereals, fodder crops, farm field work, live stock, horticulture, arboriculture, chemistry, poultry, weeds and plant pests. In addition many of the recent developments of the Farm system are enumerated. It is shown that not only have the Farms and Stations been increased in recent years to fourteen but great advancement is being made in all of the older Farms. This review which is tastefully gotten up has been issued for free distribution by the Publications Branch of the Department of Agriculture at Ottawa.

An Ocean Rates Enquiry.

The appointment of a commission by the Dominion Government to investigate the increase in ocean freight rates is of importance to St. John, as the Winter Port of the Dominion and should result in placing clearly defined facts and conclusions on the subject before Parliament and the public. In the last two years the increases, notably on wheat and flour for British ports, have been unprecedentedly large. It seems quite certain that the heavy increases materially hinder the export trade of Canada, and react most unfavorably on the price of export cereals in the West.

The information laid before Parliament on this subject by Mr. Arthur Meighen made a prima facie case for an official investigation, following the enquiry previously conducted by the Department of Trade and Commerce. Speaking in the House on the subject, Premier Borden stated that the matter was one for the attention of Parliament, and the Government was prepared to lose no time in recommending or applying such remedies as might be found workable if any injustice or hardship were shown to exist. Commenting upon the situation the Toronto Mail and Empire justly points out that as Canada's Atlantic trade is of such immense consequence to her, and unwarranted rate impositions so injurious to her internal trade, an early enquiry would be advisable.

His Lordship the Bishop goes to Tignish on Saturday where he will inaugurate his Confirmation Itinerary on Sunday next.

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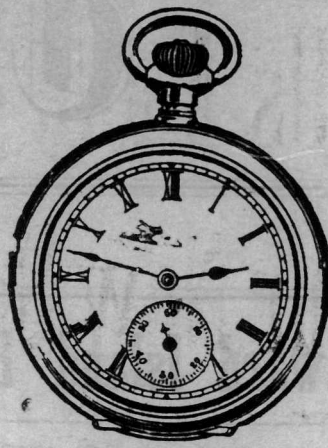
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