

THE HERALD

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Hon. Mr. Monk's Resignation

It is announced from Ottawa that Hon. F. D. Monk, Minister of Public Works in the Federal Cabinet, has resigned from office. The reason assigned by report for Mr. Monk's withdrawal from the Board Cabinet is, that he is unable to see just eye to eye with his Leader and the majority of the members of the Government on the matter of granting emergency aid to the Imperial Navy at the present time. It is said that Mr. Monk, after an investigation of the conditions and circumstances calling for assistance from the Government of Canada, is convinced that an emergency really exists, and that the situation which confronts the Empire at this juncture is grave and even critical. But Mr. Monk, it is stated, thinks that even an emergency contribution from the Federal Treasury for the navy, should not be made until the matter had been submitted to the Canadian electorate.

According to report this is how the matter stands; but the whole case is based on assumption, as we are not in possession of any declaration in reference to it either from the Prime Minister, Mr. Monk or any member of the Cabinet and for the present cannot have, as the resignation has not become effective. Even when the resignation is officially announced, we may not be made acquainted with the real cause. Assuming, however, that the case is as reported there is no reason for alarm. Mr. Monk's co-existence in the most cordial relations with the Prime Minister and his Cabinet colleagues; but his lofty sense of honor impels him, in virtue of the attitude previously assumed by him, to retire when he finds his views are not in accord with those of a majority of the Cabinet. Whether or not the existing circumstances justify such scrupulous exactitude we are not in a position to know; but we feel sure that Mr. Monk's conscientious convictions and high sense of honor will have the respect of all right thinking men. As his Royal Highness, the Governor General, was not expected back to Ottawa before Monday night of this week, Mr. Monk's resignation could not become effective before Tuesday.

Our Liberal friends, always on the outlook for some sensation to momentarily revive their drooping spirits, are shouting until they are red in the face about the "Cabinet crisis," brought about by Mr. Monk's resignation. Let them possess their souls in patience. There is no "Cabinet crisis," the vacancy in the Public Works Department is filled by Mr. Perley, member of the Cabinet without Portfolio, who temporarily takes over the Department, until further arrangements are made and a new Cabinet member selected. In this way everything goes along quite smoothly, and nothing further need be said concerning the matter for the present.

Fears have been expressed in Liberal quarters that the announcement of the Government's naval policy will be made the occasion for flag-waving and drum-beating. The fear of flags and drums seems to have spread wonderfully of late. What is a flag for if not to wave, or a drum if not to beat?—Montreal Gazette.

Canada's Finances

The Dominion's finances were never more prosperous according to the half-yearly financial statement which has just been issued. A striking feature of the statement is the decrease in Canada's debt by ten million dollars as compared with a year ago. The revenues for the six months from March 31 to Sept. 30, amounted to \$81,378,650. This is an increase of \$17,309,126 over the same period in 1911, at the rate of 27 per cent. It is expected that the revenue for the year will reach the record-breaking total of \$175,000,000 if the present rate of interest is maintained.

The revenues for the half year and the half year of 1911 were made up as follows:

Table with 3 columns: 1912, 1911, and a third unlabeled column. Rows include Customs, Excise, Post Office, Public Works, Railways, and Miscellaneous.

The expenditure upon consolidated fund for the six months was \$45,931,539 as against \$35,933,456 in 1911. The expenditure on capital account shows a reduction of some nine hundred thousand. The expenditure was \$11,671,983 as against \$12,318,027 in 1911. The most noteworthy decrease is in the Transcontinental. Although the work is being rushed by the Government, the expenditure is nearly three million less than 1911.

The net debt as compared with a year ago was reduced nearly ten million and a half dollars, and now stands at \$313,508,376 as against \$323,938,768 at the same date in 1911. During September the revenue was nearly fourteen and a half millions, the exact figures being \$14,475,483. In September, 1911, it was \$12,032,908. The increase, therefore, was nearly 20 per cent. Customs stood at \$9,002,568; excise at \$1,778,111; post offices at \$9,950,000; public works and railways at \$1,004,583; and miscellaneous at \$739,128. The corresponding figures last year were—Customs, \$7,803,026; excise, \$1,691,295; post offices, \$9,000,000; public works, \$1,116,893; and miscellaneous, \$521,693. All the departments show large increases with the exception of public works and railways, where there is a drop of about \$112,000. Under the guiding hand of Mr. White, the Finance Minister, it is evident a careful and progressive policy is being pursued.—St. John Standard.

Both the Sirius and the Great Western crossed in 1837, but four years earlier a Canadian-built ship, the Royal William, had preceded them in the conquest of old ocean. The achievement of the Royal William is commemorated by a brass plate set in the wall of the Dominion Parliament buildings, just near the entrance to the library. The Royal William was built at Quebec and was launched in the presence of Lord Aylmer, Governor General, April 29, 1831. Her engines were made in England, and were installed by a Montreal firm. She sailed on her first voyage across the Atlantic on August 4, 1833. She called at Picton, N. S., for a supplementary supply of coal, and then proceeded directly to Cowes, in the Isle of Wight, where she arrived on September 11. During the entire thirty-eight days of her voyage she was under steam.—Montreal Star.

Sir Wilfrid has been giving to the people of Toronto the various reasons why the Liberal party did not win in the last general election. These are seventeen in number. The first is that they couldn't. The rest do not count.—Ottawa Citizen.

The Federal Parliament is definitely summoned to meet on Thursday, November 21st. An extra of the Canada Gazette was issued on Monday of this week, containing the official announcement. The Government, it is said, will meet the House with the seasonal programme well prepared. The estimates of the several departments are now being prepared and will be well advanced or completed in time for the first work days of the House.

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Nine out of ten misunderstandings can be traced to lack of knowledge. At no time in the history of the British peoples has it been so vitally necessary that they should understand not only one another's policies, but one another's purposes. Canada, Australia, South Africa need not only uncolored reports of the industrial, economic and political reports in Great Britain, but they need them sufficiently detailed to contain something of the life and spirit of the various movements.—Montreal Star.

B. L. Richardson made his opponents go some, which is something to his credit; but he was up against a man who could go. The truth is that so good a newspaper man as B. L. should have known better than expect to win on such a worn out nag as Reciprocity.—Moose Jaw News.

At New Westminster the Governor General passed through a triumphal arch constructed with cases of canned salmon. It was surmounted by fishermen in oilskins who cheered as the cortege passed under. This was literary a "fishy" ovation.—Calgary News-Telegram.

Hon. George L. Fisher, in London, in the absence of Lord Morley, has been presiding over the meetings of the Imperial Trade Commission. Over in England they recognize a mentally big man when they see him and give him big work to do.—Montreal Gazette.

Hon. Mr. Pugsley is reported as saying he does not think the result of the Macdonald election any indication of the feeling of the Western farmers in regard to Reciprocity. Mr. Pugsley is qualifying for the part of Mark Tapley in the Liberal theatrical cast. His cheerfulness under discouraging circumstances would do credit to the noted child of Charles Dickens brain.—Montreal Gazette.

To read of the arrival of a steamer in Seattle with four tons of gold aboard must have reminded many people of the old Klondyke times. Will the old days of great gold shipments ever be revived? There are many people, who know the North, who will answer this question in the affirmative. They will tell you that there are great unprospected areas up towards the Arctic coast that are just as likely to prove as rich in gold as Klondyke was. The North is by no means the formidable region that we used to think it was.—Victoria Colonist.

Relay From Ocean To Ocean.

New York, Oct. 19.—The ocean-to-ocean relay of the Federation of American Motorists, by which a message from the War Department will be carried by motorcycle messengers from New York to

San Diego, Cal., is scheduled to start from the City Hall here tomorrow morning. The route will be from New York through Philadelphia, Baltimore, Washington, Wheeling, Columbus, Indianapolis, St. Louis, Kansas City, Albuquerque, Phoenix and Yuma to San Diego.

It is believed that the message will arrive at the California city as speedily as though carried by the fastest mail trains. The message will be delivered from one relay to another without the loss of a minute. The cooperation of governors, mayors and other officials in the States and cities through which the route is laid has been promised. This will practically assure a clear road and permit the best possible time.

It has been arranged to have three riders in each relay, and each relay will carry the message approximately one hundred miles. As soon as the message is accepted by one relay, the relay just ahead will be notified by wire when to expect it, and will thus be ready to take it and carry it on without loss of time.

States Will Buy Shells in England.

Washington, Oct. 16.—A contract for part of the ammunition shells for the United States navy on which the Hatfield Steel Company of England, recently upbraid all American competitors by nearly \$200,000 on less than a million dollar contract for 2,000 14 inch shells, and by about \$200,000 on a contract of about \$1,000,000 for 2,000 12 inch shells, will be awarded to the English concern, it was announced today by Secretary Whitthrop. Just how many shells will be made by the English company has not been decided, but it is said only enough will be contracted for to serve as a test.

The Hatfield Company offered to make the 12 inch shells at \$127 a piece, and the 14 inch at \$200 a piece, whereas the American competitors, the Washington Steel and Ordnance Company of this city offered the former at \$277 each and the latter at \$200. Other higher bidders were the Crucible Steel Company, Pittsburgh; the Bethlehem Steel Company, Pittsburgh; the Bethlehem Steel Company, Bethlehem, Pa.; and the Midvale Steel Company, Philadelphia. Attorney General Whitthrop has given an opinion as to the application of the eight hour law in connection with the award. This, however, it is said, did not affect the question as to whether the contract be awarded to the English steel company or to the American concern, and was asked for only to decide "what point of the preparation of material for the shells all laborers connected in any way with the work must comply with the eight hour requirement. The decision has not been made public.

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 Pointe mobile 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 7.55 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.

MARRIED.

LANE-WEATHERS—At the home of the bride's parents, Oct. 18th James Lane, of Her Majesty, to Beattie Weatherly of Vernon River.

ARRING-FLEAWELL—At the Methodist Parsonage, Mount Stewart, on Oct. 18th George Arling miller, of Sutherland, P. E. I., to Mrs. Lottie M. Pleadwell of Milroy, P. E. I.

DIED.

ANDERSON—At West Royalty on Wednesday Oct. 16th last, Bridget Anderson, aged 68 years.—R. I. P.

CARRUTHERS—Fall asleep at Falconwood Hospital, Charlottetown Archibald J. Carruthers.

McLEOD—At Georgetown, on October 16th 1913, William McLeod, aged 78 years after a brief illness of pneumonia.

REEVES—At Fredericton, October 17th 1913, David Reeves, aged 63 years.

DOYLE—In Charlottetown, on Oct. 20th 1913, Mary infant daughter of Oba and Mrs. Doyle.

SCHURMAN—At the home of her nephew, A. Saunders, Summerside, October 21 1913, Mrs. Schurman.



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Trappy Ties Lots to select from. 25c to 50c each

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Your shirts will cost you less here. We show an immense line of "Tooke's," "W. G. & R." and "Austrian" makes, in a big assortment of colors, patterns and styles, and at prices that make selling easy. We sell the best ONE DOLLAR Shirt in Canada.

A big, well made shirt of beautiful material, that will stand the test of the wash tub, made with soft front, cuffs attached or separate, coat style, in a big assortment of patterns. Most stores charge \$1.25 for this shirt. It's the best value in Canada at our price.....\$1.00

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A beautiful line of White Balbriggan, in the well known "Spring Needle" make, beautifully finished with satin. All sizes, 32 to 34. Extra good value.....\$1.15 suit

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