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Cotton reports shows 3,015,000 bales for season's crop. And this, too, just as fashion decrees even slenderer feminine lines—The New York Herald.

"What is the next question to bring before the American people?" asked the politician. They have had questions enough," replies a voter. "What they want now is a few answers."—Puck.

There are one million five hundred more women than men in England. The Mother Country is confronted with a condition not at all new, and the is for the girls to come to the only remedy Canadian West—Vancouver Province.

The promise that the Hudson Bay Railway will be hauling grain by 1914 is apparently made on the authority of the Minister of Railways and Canals, Hon. Frank Cochrane. Mr. Cochrane is a man of his word, and few words at that.—London Free Press.

"There are difficulties in having one policy for one part of the country and another policy for another part of the country," said Sir Wilfrid Laurier at Cornwall. He ought to know. On that matter he speaks with the authority of an expert.—Toronto Mail and Empire.

The onus of proof that Canada should have woman suffrage lies upon those who propose it for Canada, and there does not appear to be available yet, or generally available, a preponderance of proof that it is desirable, sufficient to overcome the objections that come from many whenever the question is raised.—Ottawa Journal

They have the judiciary of the English-speaking world in the United States as well as in the British Empire, trying to answer the question "How rotten must a rotten egg be before it is too rotten to sell and is rotten enough to condemn and destroy?" And the world has gone for ages on the assumption that noses were given us to pass summary judgment on just such questions.

A nation wide straw vote conducted by the Chicago Record-Herald shows that the Presidential contest is between Roosevelt and Wilson, with Wilson leading. Taft seems to be out of it. Of course, it is likely that Taft will get a great part of the silent vote. Men who are in favor of Taft are not as a rule admitting the fact.—Toronto Mail and Empire.

Following the decision of the Minister of Agriculture recently to protect as far as possible Canadian potatoes from the dangerous potato canker, which has done great damage to the crops in Europe, the Department of Customs at Ottawa is issuing an order to all collectors prohibiting the importation of potatoes from Europe, Newfoundland and the Islands of St. Pierre and Miquelon. The regulation is made under the act to prevent the introduction or spreading of insect pests or diseases, destructive to vegetation. The prohibition applies to Great Britain, whence Canada imported 164,000 bushels of potatoes in the four months ending July 31.

What an extraordinary amount of misinformation the Liberal papers manage to cram into their columns from day to day. So rife is the manufacture and circulation of false and misleading statements by these journals that very little notice is taken of the same; for the very reason that falsity is borne on their very face. Just the other day scare headlines in the opposition papers declared that "the canning interests are applying for a temporary removal of the duty on canned tomatoes and other vegetables imported from the United States, on the ground of shortage of supply this season in Canada." The public was informed that representatives of the canning interests were petitioning the Government to allow the canners to buy their supplies in the States, bring them into Canada already canned, and then place the labels of the Canadian companies on the cans for disposal to customers. Our Liberal friends gloated over this discovery and thought they had caught the Government party at a disadvantage. Their dream was soon rudely shattered, as the following information from Ottawa dated the 4th inst., will serve to show: "The story that Canadian canners find themselves unable to fill their orders in the home market and are asking the government for the free admission of canned goods to enable them to take care of the demand proves to be incorrect in two respects. The canners are not in the position described and they are not making any application to the Government. The question has not come before the Government in any form, enquiries today having elicited an official denial of the statement published. That no such situation has arisen is emphatically stated in a message to the Government today from E. D. Smith, of Winona. Mr. Smith characterizes the story as ridiculous and adds that Canadian canners can supply all the home demand readily." Will our Liberal friends as industriously circulate the contradiction? Not likely.

Hon. J. D. Hazen was the guest of Honor at a banquet in the hospital of the Grey Nuns at Sorel, Quebec last Thursday evening. Albert Gendron, President of the Workingmen's Conservative Club, presided, and on his right sat the Hon. J. D. Hazen, the guest of the evening, while on his left was Hon. F. D. Monk, Minister of Public Works, with Sir Rodolph Forget and others at the guest table. It was the most notable gathering ever tendered by old Sorel to a minister of the crown.

The revenue of Canada for the six months from March 31 to Sept. 30 breaks all records; it amounted to \$81,378,650. This is an increase of \$17,309,126 over the same six months period in 1911, the figure for that half year having been \$64,069,524. Thus the increase has been at the enormous rate of 27 per cent. If the second half of the fiscal year produces an equal amount the revenue will reach \$160,000,000.

The King's County Exhibition held at Georgetown on Tuesday of last week, was eminently successful. The exhibits were numerous and excellent, and the attendance was quite large. The exhibition and cattle show served to demonstrate what the Eastern section of the Province is accomplishing in agricultural industry. The fruit exhibit, not very large, was exceedingly fine. There was ample evidence that the farmers of King's County are quite awake to the advantages and opportunities within reach and fully prepared to advance on the road to prosperity.

British Manufacturers And Protection.

A noticeable feature in the Old Country is the steadily increasing demand for a moderate policy of Protection. It is only necessary to refer to the changed attitude of the Association of Chambers of Commerce of the United Kingdom, representing the great industrial interests of the country to appreciate the movement towards reform which is taking place. At the annual meeting of the Association in 1908 a resolution favoring Tariff Reform was supported by forty Chambers, while thirty voted against it, and thirty one refrained from voting. In 1909 a similar resolution was supported by forty-six Chambers, the vote of the remainder was practically unchanged. In 1910 fifty-one Chambers voted in favor of the resolution while forty-one were neutral and only twelve chambers against. In 1911 a resolution asking for the appointment of a Royal Commission to inquire into the fiscal question was carried unanimously. A further resolution praying the Government to give favorable consideration to the proposals for reciprocal trading within the Empire, which would be submitted to the forthcoming Imperial Conference by the representatives of the Overseas Dominions, was carried with only about half a dozen dissentients. The change in these four years discloses a remarkable change in public sentiment.

From the visit of the British manufacturers to Canada this summer and from their subsequent letters of friendly criticism and advice, we are able to gather that these men are keenly alive on all questions affecting their interests. They represented many of the important branches of British trade. It is men of this stamp, the leading manufacturers in the Old Country, who have been slowly but surely arriving at a decision, that as regards the old Cobdenite doctrine of "Free Trade" it is time for a change. A notable instance is the recent demand of the British manufacturers of automobiles for a tariff, as a protection against the cars dumped into the country from the United States. The movement is gathering strength. Other trades are demanding protection and a policy of Imperial Preference. In the issue of the Newcastle Daily Journal of Sept. 13th, Mr. Stephenson Haggie, chairman of Messrs R. Hood, Haggie and Sons, Limited, rope manufacturers, Wellington Quay, writes on conditions affecting as he states hundreds of manufacturers in the country. His view of the situation is worth quoting. He says:

"On the subject of Imperial Preference versus Little Englandism, and with special reference to the recent visit of Mr. Borden, the Prime Minister of Canada, to this country, I would like to put before you the following convictions of a business man, and I am quite sure there are thousands of business men in the North of England who are of the same way of thinking. "We have during the last six years, had hundreds of speeches and opinions, from carpet-bag politicians and village pump lawyers, but very few from the practical manufacturer who has gone through the mill, the man who has to face the music. Speaking personally, the great bulk of my company's exports go to our own Colonies, who gave the Mother Country the preference, thanks to their strong patriotism, and in spite of such stupid speeches as that about slamming, bolting and barring the door in their face, a speech which every loyal Englishman is ashamed of (not to mention Cabinet Ministers). Were we, by any misfortune to lose these markets, we should probably have to close our works down, and send our people home, and my case fits hundreds of manufacturers in this country."

"It is becoming more difficult every year for the English manufacturer to find selling markets for his goods, as nearly all the foreign markets are closed against him. For instance a few years ago my firm used to do a very large business with an important German company in Hamburg (one of the finest cities in Europe) and full of shrewd business men as sharp as needles, but now we do practically nothing, as Germany has shut us out or nearly so. To prove what I say, about two years ago we wrote this Hamburg firm, and asked if they would be our sole selling agents for Germany and sell under our brands, and they wrote back as follows:

"With reference to your suggestion we beg to inform you that the German mills are going ahead so quickly that in a very short time they will not only be able to supply Germany but have a sur-

plus over to send to England. When this period arrives then the tariff will be made prohibitive."

"Now this is straight from headquarters, and shows clearly how we are being shut out, and this is in return for us allowing them to flood this country with their pianos, etc., for the last twenty years without a penny against them. The fact is, the Germans prefer to make their own goods and employ their own people, and they are quite right."

"Russia is still worse, the duty and the value of those ropes, £ 60 per ton on steel ropes being £ 60 per ton, thus the duty is 200 per cent. The result of this has been that German firms, and English, too, have built wire rope factories on the spot to get behind this tariff, and are now employing Russian work men, and making a good thing out of it. This is one way in which tariffs help your home industries; they create new factories and employ more of your own people."

"There is just another illustration in my trade I would like to give you. That is the International Harvester Company of America, a powerful company with a capital of about 35 millions sterling, which has recently put up a large spinning mill on the Rhine to get behind the German tariff, and is now running with German workmen, and thus helping German industries, and spending money in Germany instead of America."

"The only way we could now get the German market is that we would have to build a factory in Germany, and then we would not only have the huge German market, but also the free English market, whereas now, under the present fiscal system, we neither have theirs nor our own. The principle of the thing is all against English industries, and of course, English workmen."

"What we ought to do is to adopt a wise policy and grasp the friendly hand held out to us by the Colonies, whilst it is offered, and before the foreigner gets hold of it. Let us enter into a family compact, a sort of British Empire commercial combine, and lay the foundation of a grander Empire in the future, that will feed itself, defend itself and defy all foes."

It is doubtful if the argument for Protection, from the manufacturer's standpoint, could have been better or more concisely put. The writer's graphic pen picture of the condition of the manufacturer under Free Trade and Protection is drawn from actual experience. It is no wonder that the majority of the industrial centres in England are hostile to the Free Trade policy of the Government.—St. John Standard.

The Fate Of Aviators.

Following are some of the fatalities occurring to aviators within a few days. From these may be judged how very perilous is the occupation of air navigation. Threnton, N. J., October 4.—With fifty thousand persons watching at the inter-state fair grounds yesterday afternoon, Charles F. Walsh, while making a spiral descent in a Curtiss biplane, fell to instant death about a quarter of a mile outside of the fair grounds. When physicians reached him, Walsh was dead and his machine was a complete wreck. Practically every bone was broken and his face and body were badly cut. He had fallen 2,000 feet. Walsh was the aviator who performed and was nearly killed at the Halifax Exhibition.

On Friday last August Berkmeier, of Hanover, was flying around the aerodrome in his monoplane, and while making a curve one of the wings of the machine tipped too far and caused it to crash to the ground from a height of fifty feet. Berkmeier was dead when picked up his skull having been crushed.

Nashville, Tenn., Oct. 6.—David Putty, a Louisville aeronaut and Lorenzo Howland were killed in an exhibition balloon ascent at Tuscombia, Ala., according to a dispatch received here. The pair fell 400 feet.

Berlin, Oct. 7.—A monoplane carrying an aviator and mechanic fell 600 feet yesterday, when the wing became warped. Both men were killed.

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