

THE HERALD

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Federal Parliament.

The Parliamentary session at Ottawa, opened with the usual formalities on Thursday last. Following is the speech which his Royal Highness the Governor-General read to both Houses of Parliament, as recorded in the Senate Chamber:

I take this public opportunity of expressing to you all my deep sense of gratitude for the comfort and support that were afforded us at the time of the serious illness of the Duchess of Connaught, by the numerous messages of sympathy that were received from Canada, and by the knowledge, that the hearts of so many Canadians were with us during these dark days. I can only regret that my enforced absence made it impossible for me to fully express the duties of my high office during a considerable portion of last year.

It gives me great pleasure to be able to congratulate you upon the remarkable expansion of Canada's trade with other countries in the past fiscal year, during which our total trade far exceeded that of any preceding year.

The bountiful crops with which the Dominion has fortunately been blessed during the past season have been harvested under unusually favorable conditions which have enabled the transportation companies to make full use of all the facilities at their disposal, thus the difficulties, which sometimes arise in former years have not been manifest, and an unusually large proportion of the crops have been conveyed to the seaboard before the close of the season of inland navigation.

Canada has been favored by a long series of prosperous years and, although at the present moment business is slightly restricted by the financial stringency which prevails throughout the world, I feel convinced that this condition will be merely temporary, and that the boundless resources of this Dominion, which are so fully and universally known and recognized give us the fullest assurance of continued material prosperity and progress. As a result of the recent decennial census the representation of the different provinces must be readjusted, as required by the British North America Act, and a bill will be introduced for that purpose.

A bill consolidating the railway act and its various amendments as well as bills relating to the civil service and other trust loan companies will be submitted for your consideration.

Several other bills will be submitted including measures providing for increased representation of the provinces of Manitoba, Saskatchewan, Alberta and British Columbia in the Senate.

The volume of immigration during the present fiscal year promises to be greater than that of any preceding year. It has come in greater measure from the British Isles and from the United States, but a large stream of desirable immigrants has also reached our shores from other countries.

You will be pleased to learn that satisfactory arrangements have been made with the various provinces under the Agricultural Instruction Act, past at the last session. My advisers are convinced that the co-operation between the Dominion and the provinces which is thus afforded will accomplish results in assuring better agricultural instruction and needful improvements of existing methods of agriculture.

The work of the National Transcontinental railway has been rapidly advanced during the past year and notwithstanding the difficulties attending construction of the Hudson Bay railway and the provision of terminals every possible progress has been made, in bringing that important project nearer to completion.

In connection with the highly important subject of transportation of our products, the providing of adequate terminal facilities at our great national ports has received and is receiving the attention of my advisers.

You have doubtless learned with satisfaction that a new government terminal elevator at Port Arthur is completed and that it has been in operation since Oct. last. In conjunction with this a system of interior terminal elevators has been begun which will provide largely increased facilities for the farmers of great grain producing provinces.

The international conference on safety of life at sea which has been in session in London for several weeks has had under consideration questions of the highest importance and it is hoped that its deliberations may result in more effective measures for assuring the safety of the passengers and crew of ocean-going steamships.

Representatives of Canada were appointed by order-in-council and have been in attendance at all sessions of the conference.

Gentlemen of the House of Commons.

The accounts for the last fiscal year will be laid before you. You will be pleased to know that revenue has been ample to cover both ordinary and capital expenditure.

The estimates for the next fiscal year will be submitted at an early date.

They have been prepared with due regard to necessary development of the resources of the Dominion coupled with careful attention to economical administration.

After the ceremonies in the Senate the members of the House of Commons returned to their Chamber and commenced business. The introduction of new members was the first item on the programme. Five Conservatives and one Liberal, who had been elected since last session were presented to Mr. Speaker. These were: Hon. Arthur Meighan, Solicitor General; A. E. Hanna, South Lanark; H. M. McLeod, York; N. B. Morris, Chateauguay; S. J. Glass, East Middlesex and R. E. Truax, South Bruce. After the usual routine of opening day the House adjourned to Monday of this week.

After routine proceedings in the House of Commons on Monday 19th, the debate on the address in reply to the Governor-General's speech was commenced. The mover was H. F. McLeod, recently elected by acclamation in York, N. B. The seconder was Mr. Lavalle, of Bellechasse, P. Q. Both gentlemen acquitted themselves creditably and made a decidedly good impression.

Sir Wilfrid Laurier followed, criticising the Government for not getting into operation the part of the Transcontinental between Cochrane and Quebec. He defended the Senate for its action last year in throwing out the Highways Bill and the Naval Aid Bill, and declared that the non-introduction of the latter this session proved that the Bill had been founded upon neither principle or emergency, but only upon expediency. The German peril that passed away but there was another peril for Canadians in the present economic situation and the high cost of living. There was in the speech from the Throne an admission that business was not satisfactory and a confession of the impotence of the Government to deal with the situation. Canada's resources were boundless but it was the duty of the Government to develop them. The cost of living had advanced at an alarming rate. It was quite apparent that the prices paid to producers in Canada were not in keeping with those paid by the consumers. He would not say that the tariff was entirely responsible for existing high prices, but he would say restrictions on trade in the tariff were used by combines to promote their illicit gains. That being so, the Government must act. Concluding, the Leader of the Opposition moved the following amendment to the Address: "We regret to represent to your Royal Highness that in the gracious speech with which you have met Parliament, while it is admitted that business is in a depressed condition, yet there is no indication on the part of your advisers, of determination to take any steps towards relieving such situation."

The Prime Minister, in reply delivered a strong speech. After congratulating the mover and seconder of the address he plunged into the heart of his subject and attacked the Liberals for killing the Highways Measure. It was useless and undesirable for the Government to take up the time of the House with this Bill while the Senate remained as it was today. There were at least four important measures, said the Premier, which the Liberal majority in the Senate and rejected or so encumbered that they became unacceptable. These were the Highways Bill, the Branch Lines Bill, the Tariff Commission Bill and the Naval Aid Bill. The situation with regard to the Upper Chamber was peculiar in that Canada had less control over the majority in its Upper Chamber than any Dominion within the Empire. If the Senate and its friends are disposed to force upon us the question of the constitution of the Senate and the nature of appointment thereto, we are ready to accept that issue," he said amid cheers.

Referring to the Naval Aid Bill, the Premier reviewed briefly the events of last session leading to the defeat of the Bill. If passed, this Bill would have done much to stop the increase of armaments in Europe. The Senate's action, however, had been welcomed in certain quarters and the action taken by the House had been understood even within the Empire as indicating unwillingness on the part of the Canadian people to do anything for the common defense. These representations had been unfortunate and mischievous. The impression had gone abroad that the solidarity of the Empire was a myth. Since the Liberal Opposition had declared the Bill would again be defeated if reintroduced, the Government, under the circumstances, did not regard it as desirable either for Canada or the Empire that there should again be given this opportunity of rejecting the Bill and bringing discredit upon the country. But the Government remained firm in its determination that their ships should be provided and it was the firm intention at a later date, when circumstances were

such that it could be passed, to bring down a Bill to that end. For himself he hoped the day was near when all differences would be settled by some great tribunal, but while war remained the last Court of Appeal, we must remember the great heritage committed to our keeping. The Government desired that the measures proposed and those still to be proposed should be such as not to retard disarmament. It would be the duty of the Govt. to consult with the Admiralty and if restriction or diminution of naval building was pursued they would always be ready to assist until the ships were actually begun, then to review her proposition and if cessation of building were possible she would gladly share. Until then it was the national duty to bring the proffered assistance as the best possible to the common defence.

Mr. Borden pointed out that while the Opposition had demanded an appeal to the people on the Bill of last session they had not demanded for a permanent policy. As far as the permanent policy was concerned it would be submitted to the people at a general election. That had been the pledge he had made and that pledge to the people he would keep. He was glad that Britain's relations with other nations were of such an excellent character, but the destinies of the world were influenced by predominant naval power that could be exercised in one quarter or another of the world.

Steamer A. W. Perry Effects A Rescue.

Boston, Jan. 7.—The foundering of The Bath schooner Grace M. Martin, thirty miles south of Matineus Rock, yesterday, and the timely rescue of her crew of seventeen men from an open boat by the steamer A. W. Perry of Halifax, Boston, was reported by wireless today. For nearly 24 hours the Martin's crew, in an open boat nearly 100 miles off shore, battled against death under the bitterest of weather conditions. The distance from the spot where the schooner foundered to the steamer route between Boston and Halifax is fifty miles which represents the drift of the Martin's long boat from shortly after sunrise yesterday until dawn today when the castaways were picked up by the Perry. The Grace A. Martin heavily laden with coal, sailed from Norfolk for Portland on January 10th. She was caught in the westerly gale off Cape Cod on Monday, but her skipper decided to continue across to the Maine shore instead of seeking shelter at Provincetown. The vessel was driven further off shore on Tuesday. Two days of hard pounding opened up her seams, and she filled and sank. The crew probably had sufficient warning to take some food and heavy clothing before jumping into their long boat. The Grace A. Martin was a five-masted vessel, built at Bath in 1904 and registered 267 tons net.

The Encyclopedia Press, incorporated, is the name which the publishers of The Catholic Encyclopedia have adopted, in place of Robert Appleton Company, the name under which they were incorporated in 1905 for the special purpose of publishing this work. The new name has been chosen partly to do away with the confusion that had gradually arisen between the former name and that of the older house of D. Appleton & Co but more especially to have a title in keeping with the character of the publication already completed and with other similar works it is proposed to issue in due season, the undersigned will continue as President of the Company and there is no change in the directorate or management, nor in the board of editors, who are now completing the analytical index of the Encyclopedia. The publishing and editorial offices remain at 16 East 40th Street, New York City.

CONDÉ B. PALLEN, President

Job Printing at the Herald Office

MOORE & McLEOD

The Busiest Store on Charlottetown's Busiest Street.

Enormous January Clearing Sale

Discounts 20 to 50 per Cent in Every Dep't

Women's Department

During the days of this great sale you will have an opportunity to secure in this department your choice of the best assortment of coats, suits, dresses, waists, and other ready-to-wear garments that has ever been shown in this Province. It is the policy of this store to clear out in its own season every garment bought. That is our main reason why we offer in this great sale a discount of

25 Per Cent.

Now is the Time to Buy Furs

Twenty per cent off muffs, twenty per cent off all neck pieces, twenty per cent off all fur caps, twenty per cent off all children's furs, twenty per cent off all corsets, twenty per cent off all underwear, twenty per cent off all aprons, twenty per cent off all undershirts. There never has been such an unparalleled opportunity to secure what is best and newest in ready-to-wear goods, at real reductions such as these. You know that a sale means here, that the prices are actually reduced exactly as we say. That has always been our policy, and always will.

All Dress Goods and Suitings

Yours at a quarter less than regular price.

This whole great stock of dress goods is offered you at a complete price reduction of 25 per cent. There are in this section up to the minute fabrics of a score of different kinds—and a great range of each. You may choose today at a quarter less than the marked price in each case.

25 Per Cent Discount Off Silks

There are good silks of every kind—and any lady will tell you that the best silks for the money—any time and all the time are shown here. Come in, get your new dresses—please do not ask for samples—and please do not say "charge it," we have lost our piece of chalk, and won't find it till after this sale is over. Shop early each day.

One Third Off Lace, Neck Wear, Veiling

The majority of all the goods offered in this department is not more than two to three months old—new—direct from the maker in most cases.

25 Per Cent Discount Off All Wash Goods

Here is where you pick up a bargain in flannelette, Molleton, Duck and the rest.

Call and see the extraordinary value offered in all lines at these reduced prices. Come early and have your choice of the immense stock offered.

Jan. 7, 1913—1f

THE RECORD

Fox and Fur Company, Ltd.

(To be Incorporated)

Offers to the public an opportunity of investing in Fifteen (15) Pairs Choice Dark Cross-Bred Foxes

Capitalized at \$50,000.00

Divided into 2,000 shares of \$25.00 each.

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Record Fox Company

The foxes owned by this company are now mated, and comprise fifteen (15) pairs choice dark cross-bred animals, procured from litters containing a large per centage of pure blacks. They have been selected by experts thoroughly qualified to judge of fur values and show from 50 to 90 per cent. black.

With the phenomenal advance within the past few months in the price of fur from such stock, resulting in active demand for the live animals as breeders; also from the probability of producing some black pups, there is every prospect of a handsome dividend from them by next September.

Only a limited number of shares are being offered, so if interested it would be well to communicate without delay with any of the Provisional Directors, or with the Secretary-Treasurer, Capt. Ernest Kemp, 115 Rochford Street, Charlottetown, P. E. I. Terms 50 per cent. in cash to accompany application. Balance in 30 days. Prospectus will be mailed on application.

Jan. 7, 1914—1f

To the Electors of the City of Charlottetown.

LADIES AND GENTLEMEN—

At the urgent request of a large number of influential business men, I have decided to contest the City for the Mayorship at the forthcoming Civic Election. If you do me the honor to elect me I will endeavor to do all in my power to further the best interests of our City. As the time is short, it will be impossible for me to make a personal canvass. I therefore take this opportunity of soliciting your support. I am, Ladies and Gentlemen, Yours most sincerely, R. H. STERN, January 21st, 1914—34

Interest in Foreign Missions Re-acts strongly on our work for the Church at home.

American Catholics are beginning to realize the principle of Christian life. Get in touch with the Acts of present day Apostles among heathen peoples.

Read—The Field Afar, ORGAN OF THE NEW Catholic Foreign Missionary Seminary.

Subscription: Fifty Cents a Year. Send in stamps if preferred. Associate Subscription: 1 Dollar. Enclose a One Dollar Bill. THE FIELD AFAR. HAWTHORNE, N. Y. July 8, 1912—31

Morson & Duffy

Barristers & Attorneys. Brown's Block, Charlottetown, P. E. MONEY TO LOAN. Jan 15, 1910—1f

Invictus-- the Best Good Shoes for Men

We are showing now a nice line of Invictus—the best boots for men. These are shown in gun metal, patent, tan and black, laced and buttoned styles. Some of the new features are the new style tongue attached to uppers, wear-proof lining and many other new ideas that dressy men should see.

Prices range from \$5.00 to \$7.00.

Alley & Co.

135 Queen Street.

J. A. Mathieson, E. C. & A. MacDonald, Jas. P. Stewart.

Mathieson, MacDonald & Stewart,

Newman's Block, Charlottetown. Barristers, Solicitors etc. McDonald, Bros' Building, Georgetown. July 26, 1911—1f

LIME!

We can supply from this date

Fresh Burned Lime

in large and small quantities suitable for farming and building purposes. Orders left at Kilns on St. Peter's Road, or at our office, will receive prompt attention

C. Lyons & Co.

May 29, 1912.

LOCAL & OTHER ITEMS

Senator George A. Cox Toronto died last Friday morning. He was 74 years of age. In politics he was a Liberal and was appointed to the Senate by the Laurier Government.

Toronto advices say: This city has the lowest death rate of any on the Continent with a population of 450,000 or more. Last year death from scarlet fever, typhoid and diphtheria fell to 750 to 454.

Congressman James M. Currier was chosen Mayor of Boston on the 13th, by a majority of thousands over Thomas J. Kenny, President of the City Council. A total of 80,000 votes polled on the coldest day of the winter, the victorious candidate received 43,809 and President Kenny but 37,250. Both are Democrats.

From Hamburg, under date of the 17th, comes this intelligence: Another great sea disaster is reported by the finding of bodies of officers of the German steamer "Alia" cast up with wreckage at Terra Del Fuego. She had 40 officers and crew and 50 passengers. The Indians say that the steamer sank there recently.

A Vienna dispatch to London says that a storm at Cracow destroyed an ancient Elm and revealed the hiding place of the Crown worn by the Kings of Poland which has been missing since the middle of the 13th Century. Though some had fallen from their places all the jewels of the Crown were found.

The "Half way House" on the Vernon River well known to the travelling public, and for many years owned by the O'Neill family, was destroyed by fire last Friday morning. The building was completely destroyed and also part of the furniture, which could not be got out in time. The fire is supposed to have caught from a defective flue. The loss is partially covered by insurance.

The P. E. I. Railway was pretty well blocked after the recent snow storms. The train from Tignish Monday morning ran off the track when about a couple of miles. A wrecking train left here for the scene and only got through Tuesday. The train from Souris and Elgin Monday did not arrive at Charlottetown until today. The line is now clear and trains from all parts are running.

A despatch of the 19th from Kagoshima, Japan says: Three great snow storms. The eruption of Sakurajima volcano were buried under a falling cleft today. One hundred bodies have been recovered. The eruptions and earthquake continue but are not so violent. In four villages 4,000 homes were destroyed. The shore is heaped with dead animals. The river has turned yellow and is covered with dead fish.

Sid Schaefer, 23 years old, lost his life in the Clarke street Montreal fire on the 18th. Sixty-year-old Abe Cohen was unconscious when taken to the 6th floor firemen. Young Cohen was revived by the ambulance surgeon. Seven families and a total of seventy-five people were rendered homeless. Floating hot ashes in wooden receptacles was the cause of the fire. The damage is \$300 to building. Thrilling rescue were made by the firemen.

The Nova Scotia schooner Lady Smith, was abandoned at sea and waterlogged, and the crew saved by the British steamer Chignecto, according to a wireless message sent out on the 16th. The Lady Smith had been sailing between Halifax and New York and carried six men. She was commanded by Captain Lob. The Chignecto was on her way from Halifax and St. John to the West Indies and will probably carry the Lady Smith's crew to Halifax.

A wireless message on the 16th from the Lusitania, bound for New York to Liverpool reported the rescue of crew of eight from the Nova Scotia schooner Mayflower. The schooner was abandoned and set on fire. On the 20th, from Fishguard after arrival of the Lusitania late that the passengers of the steamer subscribed one thousand seven hundred and seventy dollars to be delivered among crew of the "Mayflower" and volunteers who had rescued it at a great risk.