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Let the manufacturers of the East show a disposition to start branch factories in this part of the country and we will be able to forgive a good deal.—Lethbridge News.

We scarcely think the majority of Liberals will thank the chief organ for attempting to tie them up again to the Reciprocity band wagon which got so badly overturned last September.—Guelph Herald.

Clothing is now being made from paper in England in an effort to cut the cost of living in that direction. Many a man in this country has tested the heat retaining qualities of a newspaper under his vest.—London Free Press.

In Toronto, with one of the Great Lakes lying at their front door, the citizens cannot obtain sufficient water to keep the grass growing on their lawns, and there are restrictions for the use of water for household purposes.—Prince Albert Herald.

The report that Canada's contribution to the Imperial Navy would be \$30,000,000 has been promptly denied. In all fairness Premier Borden should be allowed to tell his own story. He is much too busy at present to be button-holed every day to deny foolish guesses.—Calgary Herald.

These are bad days for the Kaiser. It is now reported that Russia has signed an agreement not to treat with Germany on any European question without first consulting France. It will be some time before the Kaiser and Czar again meet to talk about the weather.—Montreal Herald.

The value of a dollar bill is still going down. The cost of living increased one per cent. the month of June over the month of May. Prices in June were near 11 per cent. higher than they were in June 1910. Has the average wage gone up 11 per cent. in the twelve months?—Saskatoon Phoenix.

Pedestrians have the right of way on street crossings, and if they would exercise it within reason they would do good service. The pedestrian who, when on a street crossing sees a vehicle approaching, goes on his way, gives much less trouble to the driver of a vehicle than he who stops and starts back and, perhaps, starts ahead again.—Victoria Colonist.

How can Italy claim to have command of the sea against Turkey when the war has not interfered in the slightest measure with the output of Turkish cigarettes? It might have been far different were it not for the comforting fact that the cigarettes are so largely manufactured in London, New York, Montreal and elsewhere.—Toronto Mail and Empire.

Now that the Senate has adopted a resolution which in plain effect broadens the scope of the Monroe doctrine, the House of Representatives will consider it more than ever a patriotic duty to weaken the navy. As we increase our responsibilities let us decrease our ability to meet them. Let the dignity of our protests and the fury of our anger be

self-sufficient deterrents to any nation planning an invasion of our rights.—Chicago Tribune.

During the three months, April 1 to June 10, of the current fiscal year, 175,341 immigrants arrived in Canada. Of this number 121,998 arrived at ocean ports and 53,343 from the United States. The figures show an increase of 15 per cent. as compared with those for the corresponding months of last fiscal year, which were 109,316 at ocean points and 43,802 from the United States, making a total for the three months, April 1 to June 30, 1911, of 153,116. During the month of June this year there were 45,888 arrivals, 32,140 of them having been at ocean ports and 13,748 from the United States, as against 40,008 for June 1st, last year, 27,973 of whom were at ocean ports and 12,035 from the United States.

The Unionists gained a seat in the British House of Commons on Friday by the election of their candidate for the Northwest division of Manchester to fill the vacancy caused by the retirement of Sir G. Kemp. Sir John Randles defeated Gordon H. Ewart, the Liberal candidate, 5,573 to 4,371. The capture of the seat has infused a remarkable spirit of jubilation into the Unionist party. It is the eighth seat that the Unionists have won from the Radicals since the general election; and all the efforts to explain away the successive defeats of liberal candidates at by-elections fail to dissipate the sense of depression on the liberal side which is enhanced by the retirement of the Master of Elibank, who organized a successful liberal election campaign, and the rebellious attitude of the Labor Party which threatens to put 150 candidates in the field at the next general election.

Estimates that Canada's revenue in the present fiscal year will reach the grand total of \$160,000,000 are justified by the financial statement up to the end of July which has just been completed. The revenue for the four months which are by no means the heaviest of the year, reached the record amount of \$52,457,317, an increase of twelve millions over the corresponding period last year. In July the aggregate receipts were \$14,619,207, an increase of three millions. The principal sources of revenue in the first third of the year were: Customs, \$36,649,574; excise, \$6,320,620; post office, \$3,000,000; public works, \$4,433,829; miscellaneous, \$1,853,293. The expenditure on consolidated revenue in the four months was \$28,298,071, an increase of five millions, while on capital account the outlay was \$3,897,356, a decrease of \$900,000. It is evident from these figures that the government is pursuing the policy of paying as much as possible out of current revenue rather than charging to public account. Since the commencement of the fiscal year the public debt has been decreased by twenty million dollars.

The Verdict For Protection

The Democratic platform professes to believe that the protective policy injures American industry and labor. It alleges that "the high Republican tariff is the principal cause of the unequal distribution of wealth. It is a system of taxation which makes the rich richer and the poor poorer. Under its operations the American farmer and laboring man are the chief sufferers. It raises the cost of the necessities of life to

them, but does not protect their product or wages."

This opinion, inasmuch as it is an attack on Protection, is not shared by a majority of the great commercial nations of the world. France has had experience both of Free Trade and of Protection, and it finds that its industries prosper more under Protection than under Free Trade, and that under protective tariffs there is more employment for labor than under tariffs for revenue only.

The Germans are no fools. They put their scientific brains to the study of economics and apply the lessons they have learned from observing the experience of other nations with the workings of tariffs. As the outcome they thought it better for German industry and German labor that these should be protected against foreign competition. Their experience with Protection has satisfied them that it benefits the worker and the farmer, and they keep on strengthening the protective policy year after year.

If two of the leading industrial and commercial nations of continental Europe thought that Free Trade were beneficial to the laboring classes they would pursue that policy. The fact that they deliberately choose Protection shows that their experience is that protective duties on foreign articles raise the wages of laborers. A thing that benefits European workers can not hurt laborers on this continent. It is well known that a protective policy increases the wages of labor.

The Mother Country has had ample experience of Free Trade and the condition of labor and the lower scale of wages prevailing there in contrast with that in countries under a protective tariff, show that Free Trade does not benefit the British laborer. The policy of Tariff Reform is steadily gaining ground. No less than eight seats have been won by the Opposition since the last general election. A policy of Tariff Reform and Imperial Preference are two of the main planks in the Unionist platform.

Three somewhat pointed questions which advocates of Free Trade have failed to answer are worthy of consideration. Why is a large section of the British people thinking seriously of returning to Protection? Why has France a high protective tariff? Why did Germany, when weighing the advantages of Free Trade and Protection, deliberately adopt Protection and reject Free Trade?—St. John Standard.

American Ships Free.

Washington, D. C., Aug. — 9. The Panama canal administration bill providing free passage to American ships, prohibiting railroad owned vessels from using the waterway, and authorizing the establishment of a one man government when the canal is completed, was passed by the senate tonight by a vote of 47 to 15. The provision for free tolls which was fought out in the senate Wednesday was endorsed again just before the passage of the measure.

Attached to the bill as it passed the senate were two important amendments directed at trust or railroad control of steamship lines. The first by Senator Reed, would prohibit ships owned by an illegal industrial combination from using the canal and the second by Senator Bourne would force railroads to give up water lines which might otherwise be their competitors if it were proven that they were stifling competition.

Opponents of the free toll provisions for American ships, against which Great Britain made formal protest, carried their fight up to the last moment of the bill's consideration. Just before its passage, Senator Root moved to strike out the section giving free tolls to American coastwise and Hoke Smith of Georgia, moved to strike out the provision for free tolls to American ships in the foreign

trade. Both of those motions were defeated by overwhelming votes. AMERICAN COASTWISE CRAFT FREE.

As the bill passed, it would permit American coastwise vessels to pass through the canal free without conditions, while American foreign trade ships might pass through free if their owners agreed to sell the vessels to the United States at a fair price, in time of war or emergency.

The great fight of the day centered about the provision to prohibit railroad owned ships from using the canal. The broad terms of the original house bill, which would have required every railroad in the country to dispose at once of any steamship lines with which it might otherwise compete were not accepted by the senate. This was modified so that railroads would be prohibited only from owning steamship lines that may operate through the Panama canal.

The Bourne amendment, however, adopted later by the vote of 36 to 25, restored much of the vigor anti-railroad provisions of the house bill. It provided that if the Interstate Commerce Commission should find that any railroad had an interest in a competitive line of steamers, and that such interest was injurious to the welfare of the public the commission might compel the railroad to dispose of its steamer connections.

Senator Brandagee, chairman of the Inter-oceanic Canals Committee of the senate, made an ineffective fight on the rigid provisions against railroad ships. After the amendment had been adopted to the house bill, he moved that the whole paragraph relating to railroad control be stricken out. This motion was defeated 45 to 18. A subsequent proposal by Mr. Brandagee to permit any ships to use the canal, giving to the interstate commerce commission power of control over them, also was defeated.

The Reed amendment, against trust owned ships, was called up for a second vote before the bill passed, and was adopted on final passage by a vote of 36 to 23. The completed canal bill finally was passed with Senators Burton, Crane, Galliger, Lodge, Root and other opponents of the free toll and anti-railroad features of it voting against it.

In the form in which it returns to the house the bill adds to the general scheme for operating and governing the Panama Canal, provisions for the admission to American registry of any foreign built ships owned by Americans, provided they are operated wholly in the foreign trade.

VIOLATES TREATY.

Senator Brandagee, closing the debate, insisted that the provisions of the senate bill, admitting American vessels engaged in the foreign trade to free passage in the canal, was an undoubted violation of the Hay-Pauncefote treaty with Great Britain. He opposed also the Williams amendment admitting American owned foreign built vessels to American registry, provided they did not engage in coastwise trade.

"It has been proposed that this would help build up the American merchant marine," he said. "To my mind it would be a humiliating spectacle for Americans to see ships travelling around the world under the American flag, with the label, 'Built in Germany' attached to them."

Cheap Fares To Toronto Exhibition.

In connection with the Canadian National Exhibition at Toronto, which will be held this year from August 24th until September 9th, the Intercolonial Railway will give very low excursion rates, which will give the opportunity to many to visit the "Queen City" on the occasion of its great annual fête. The Toronto Fair is the largest and most attractive of annual exhibitions in America, and this year new permanent buildings have been constructed and its extensive boundaries enlarged by new boulevards. Aside from the attractions of the exhibition a visit to Toronto at this season is sure to be enjoyable, and with the very low rates prevailing it will be possible for persons of moderate means. From Charlottetown the round trip fare will be \$25.75, good going August 22, 24, 26, 27, 28, and September 4 and 5. A special rate of \$18.85 will prevail on August 23 and 24, and on September 3rd. All tickets are good to return September 11th. Maritime Province travellers will have their choice of two through vestibuled trains, the Ocean Limited and the Maritime Express, both of which connect at Bonaventure Union Station, Montreal, with the through Grand Trunk Railway trains for Toronto. It will be well for intending travellers to apply early for reservations. August 7, 1912.—31

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RE-OPENING DAY Monday, August 19th

The college term of 1912-13 of the Charlottetown Business College commences Monday, August 19th. Those who wish to make a right start towards a successful, commercial career should enroll on the opening day so they will get an equal start with other ambitious boys and girls. The earlier you enroll the sooner you will graduate—it doesn't pay to procrastinate. C. B. C. courses cover Bookkeeping, Shorthand, typewriting, Office Practice, Penmanship, Banking, Business Correspondence, English Branches, Navigation, Engineering, Reporting. Candidates are prepared for any position in the Civil Service. A special course can be arranged to suit the needs of individual students. To those entering during the month of August a discount of 10 p. c. will be allowed on our regular rates. Write today for free prospectus and full information to Principal L. B. Miller.

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