

THE HERALD

WEDNESDAY, FEBRUARY 8, 1911

SUBSCRIPTION—\$1.00 A YEAR.

TO THE UNITED STATES \$1.50

PUBLISHED EVERY WEDNESDAY

AT 81 QUEEN STREET,

CHARLOTTETOWN, P. E. ISLAND.

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Editor & Proprietor

Please Send In Your Subscriptions.

Reciprocity Agreement.

Yesterday was the day agreed upon between the Government and Opposition in the Dominion Parliament, for the continuation of the debate in the House of Commons on the reciprocity arrangement recently made at Washington by representatives of the Canadian and United States Governments. We may, therefore, assume that the discussion is now in full swing. As this is a very important question it is not unlikely that the debate will continue for a considerable length of time.

Reciprocity is somewhat of a catching expression which, thirty-five or forty years ago, had a deeper significance to the people of Canada generally and of Prince Edward Island in particular, than at the present day. So far as we are concerned we are not unconditionally opposed to a reciprocity treaty or bargain between the two countries, provided it could be shown that our people would reap large advantages therefrom. But just now, there are so many subsidiary questions involved in the matter; it is so many-sided, and the outcome so uncertain that it is extremely doubtful if the risk of its ratification by Canada would be justified. The question should be investigated and duly considered from every point of view before the plunge should be taken.

Thirty-five or forty years ago a renewal of the old reciprocity, abrogated by the United States in 1866, seemed to offer the best and indeed the only chance for us to improve our trade in natural products. Reciprocity, in those days would have been of great advantage to us, no doubt. Our friends in the United States were quite well aware of our need of, and our desire for, reciprocity; but they set their face against us, and invariably turned a deaf ear to all our advances in that direction.

This conduct on the part of our neighbors forced Canada to look elsewhere for new avenues of trade, and compelled her statesmen to solve the problem of inaugurating improved fiscal arrangements and instituting such tariff regulations as would insure stability to our new trade conditions.

To meet the contingencies presenting themselves, Sir John McDonald inaugurated the National Policy, which gave a new impetus to our trade and under which our industries grew and prospered. The necessity of solving these difficult problems have been of the greatest possible advantage to Canada. It imparted energy and confidence to those charged with our public affairs, and the result has been that our industries rapidly developed, our trade expanded and the Dominion went forward with leaps and bounds. The wonderful material progress of Canada and the extraordinary wealth and extent of the natural resources that this progress has revealed, have turned the eyes of the whole world towards us. From the point of view of tariff and trade Canada has achieved wonders and has become practically independent of our American friends.

Our neighbors to the south are not blind to these facts,

and all at once they have manifested the keenest desire to arrange with us what, on its face, would appear to be a not unreasonable reciprocal trade arrangement. This is the danger zone; just at this point Canada's peril is greatest. This complacency on the part of our Republican neighbors may be the pitfall for Canada's destruction. We shall continue the development of the question in our next issue.

Ottawa Correspondence.

Ottawa February 2. Now that Sir Wilfrid Laurier has called upon his followers to vote down the very motion for the continuation of the debate in the House of Commons on the reciprocity arrangement recently made at Washington by representatives of the Canadian and United States Governments. We may, therefore, assume that the discussion is now in full swing. As this is a very important question it is not unlikely that the debate will continue for a considerable length of time.

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by reason of that and other pledges which have long since been relegated to the limbo of forgotten things once the object for which they were promulgated was attained. Now in the year 1911 Sir Wilfrid Laurier says he will be very willing to receive any suggestions which will have a tendency to make the Senate a more efficient legislative body. Surely during the fourteen years in which he has held the administrative reins Sir Wilfrid Laurier has been able to obtain some sensible ideas respecting Senate reform, without being obliged to throw out the childish plea that he cannot make up his mind as to the best thing to be done and is willing to receive suggestions. That is baby talk. It is the cry of the opportunist who blunders along trusting to luck to help him out in time of emergency. Senate reform is one of the pressing needs of the day. At the present rate of progress and under existing conditions which make the upper house the haven of rest for Liberal incurables who have long since passed the prime of their political physical and mental life, the Senate will in a few years be a Liberal hive. Reform there must be either in the method of appointment or in abolishing the "life sentence". And it is not for the opposition to suggest what reforms should consist of.

Ottawa, Feb. 3.—The Dalhousie dredging case was before the public accounts committee again this morning. This was the case where a telegram sent by the Public Works department authorizing work at "Bathurst" read "Dalhousie," where it was received, and the contractors, A. & R. Loggie, continued the previous season's work. This cost the sum of \$30,000. Geoffrey Stead, district engineer of the department, was examined by Mr. Crockett. He said on May 25, he received instructions from the Public Works Department to appoint Louis Alain an inspector for the work at Dalhousie early in July. He learned that the work was to be gone on with and only on August 2 did he discover that the work at Dalhousie had not been authorized. On August 4 he was instructed to inform Andre Loggie that the work was not authorized and that there was no appropriation for it. He did so. Two reports of the work which he received during August he sent to the department. On Sept. 25 he was ordered to forward the accounts and the work continued until Nov. 2.

An Altercation here arose between F. B. Carvell and Mr. Crockett. The former objected to some questions which the witnesses had been asked. Mr. Crockett suggested that Stead had "got a tip" as to how to answer. Hon. Pugsley claimed that the witness had been insulted. Mr. Crockett resented this construction upon his examination. Mr. Carvell said he would not allow the witness to be bullied as last year. W. H. Smythe, sitting behind Mr. Carvell, warned him that he was the biggest bully around and that they intended to have no more of his tactics. All the committee wanted was the truth. Mr. Crockett asked Mr. Stead if he took the letter Sept. 24th as authority after the telegram of Aug. 4th and so the work went on until the end of the season. In reply to further questions, Mr. Stead said Louis Alain, inspector, who had been appointed by order of Hon. Mr. Pugsley could not write and had to have his reports made out by some one else.

Most of the day on the 3rd. in the Commons was spent in supply. John Stanfield put Mr. Graham in a hole. First Mr. Pugsley brought up the railway rates granted by the Intercolonial in connection with the Laurier question at Montreal, last autumn.

from Lewis to Montreal, the rate was \$150 return. The distance traversed was 326 miles, so that the Liberal electors travelled on their political mission for less than half a cent a mile. Mr. Graham said that if the leader of the Opposition would hold a meeting of a similar description, the Intercolonial would grant a similar rate. "Thanks awfully," said John Stanfield in effect. "How about that Truro meeting held by Mr. Borden last autumn? The Intercolonial refused to grant any special rate at all to electors who wished to attend the Borden meeting. But there was a circus in Truro that day and the railway granted a special rate to the circus. But before it would grant a reduced rate ticket to an elector, it made him buy a circus ticket, as a guarantee of good faith." "I'll investigate," said Mr. Graham lamely.

The conference which Premier Roblin and Hon. Robert Rogers, of Manitoba, had with Sir Wilfrid Laurier and Hon. W. S. Fielding on the 3rd, regarding the extension of the boundaries of Manitoba, ended without an agreement having been reached. When the conference was over Sir Wilfrid Laurier was asked if he had any statement to make. "We're negotiating," was his reply. Premier Roblin was more communicative. He said Sir Wilfrid had promised to make a formal proposal to the province within thirty days. He added that the Federal representatives had refused to consider any proposal by which Manitoba would get the same financial treatment as Alberta and Saskatchewan. The Ottawa ministers also refused to come to any agreement which would allow Manitoba to have the control of all the lands within its boundaries, and so place it on an equality with Ontario, Quebec and other provinces. "From what we saw today," said Mr. Roblin, "it is a million dollars to one cent that we shall not be able to come to an agreement with the present administration at Ottawa."

Exchanges contain an account of a thrilling adventure on Thursday night of last week in New York Bay, as follows:

The young women were Misses Helen and Marjorie McCurdy, daughters of George L. McCurdy, of Hinsdale, Ill., and Miss Edna Targoon, a trained nurse of Chicago. On the Prinz Friedrich Wilhelm were the father and mother of the two Misses McCurdy and their younger sister, Miss Alice. Mrs. McCurdy, who was in apparent good health when she went abroad on Jan. 3 with her husband who is manager in Chicago for several marine insurance companies, developed an affection of the heart in London.

Soon after the steamer, home bound, left Southampton, Mr. McCurdy sent a wireless message for his two daughters to get a trained nurse and meet the steamer here, and they reached New York three days ago.

A wireless message from Mr. McCurdy received at the Waldorf hotel last night urged the management to get a tug and put the nurse on board the steamer as soon as possible, sparing no expense. The message added that the ship was anchored in the Ambrose channel. John Stewart, one of the assistant managers of the hotel, immediately got on the telephone and called up one tow-boat agency after another, but could not get a boat. One captain said he would not put to sea in such a fog for \$10,000.

Finally Mr. Stewart got the Merritt and Chapman Wrecking company to agree to send its big wrecking steamer Chancellour out. The Misses McCurdy insisted on accompanying the nurse. Mr. Stewart tried to dissuade them, pointing out the danger of being out on such a night in a comparatively small vessel, with the possibilities of collision and the certainty of an uncomfortable, sleepless night, but they said they would go even if they were assured their boat would sink.

Mr. Stewart first got hold of Dr. Doty at quarantine and he agreed to send a physician with the Chancellour provided Collector Loeb furnished the permission. This was arranged also.

In charge of the vessel was Capt. S. A. Hayford, a veteran who would tackle any job in any weather. A start was made a little after ten o'clock.

Although Capt. Hayford knew the Prinz Friedrich Wilhelm's exact location, it was a different matter for him to find it in the fog and gloom. He shaped his course down the channel and kept

on going slowly and whistling at intervals, while he knew he must be near the mouth of the new ship thoroughfare. Once in a while he could hear a ship's bell going, but in the dense blackness no light came into view.

The young women spent their time between the pilot house and the deck, mostly on the latter, walking up and down and peering ahead and to port and to starboard. The ship's cook made black coffee for them at intervals and the night wore on. When daylight broke this morning the young women were still on watch. It was not until what seemed hours later that a great black shape suddenly loomed up out of the fog.

"There's your ship," called the captain from the pilot house, and then the white superstructure and yellow funnels flashed out, and there was the Prinz Friedrich Wilhelm groping its way along towards quarantine. The liner immediately dropped anchor, and as soon as it had come to a stop a ladder was put up and the young women clambered up.

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Reciprocity in England.

The British public on the 4th through the morning London newspapers made its first acquaintance with the full text of the United States-Canadian reciprocity agreement. It was communicated to the colonial office at the end of the previous week by the Governor-General of Canada and made available to the board of trade, but for some unexplained reason it was not communicated to the press until the 4th. The unexpectedly wide scope and sweeping character of the agreement causes surprise and renews the perturbation of the Unionist newspapers. These organs exhort the Unionists to drop all differences and realize the gravity of a situation that calls for the greatest energy. The Morning Post says: "Let the Unionists drop all their schemes for the reform of the House of Lords, and fight to the death for Imperial and national union."

The Daily Telegraph looks to Arthur J. Balfour as the only man of the party able to deal with the difficult situation. "Mr. Balfour," the Daily Telegraph says, "is greatest with his back to the wall, and he knows the height and breadth of this crisis." All hopes that the agreement will not be ratified appears to have vanished from the minds of the political writers whose utterances are now confined to the means of dealing with the new situation.

The Liberals take a contented view of the situation regarding the agreement as having dealt the death blow to the protectionist government. Augustine Birrell, chief secretary for Ireland, speaking at Bristol on the 4th said that he was rejoiced to see free trade principles conquering all over the world. He contended that Canada was perfectly free to make the best bargain she could. "Our business," he added, "is to wish her well in her enterprise." Thos. Skinner, the English director of the Canadian Pacific Railway, in an interview confessed that he views the agreement with mixed feelings. If ratified, he said, the agreement would have a disturbing effect on the Canadian transcontinental railways, but the growth and development of the north-western provinces of Canada were so great and rapid that he had no misgiving that this would more than meet the loss arising from the agreement. "The principal United States transcontinental railways," Mr. Skinner added, "such as the Great Northern and Northern Pacific, in which a good deal of British capital is invested, must benefit considerably. Indeed the agreement is practically the realization of Jas. J. Hill's persistent agitation." On the whole Mr. Skinner thought the agreement advantageous to Canada, and though politically somewhat dangerous, he was perfectly confident of Canada's loyalty to the Mother Country.

After reciprocity between Canada and the United States was agreed to in 1854, the exports in one year through the port of Quebec fell away from \$10,047,088 to \$6,294,808, and the imports from \$7,017,816 to \$2,930,229. The net going shipping numbered 1,558 in 1854, and in the following year only 877 vessels left that port. The port of Montreal showed similar decreases, due to the fact that the reciprocity treaty diverted trade to the United States ports. In 1866, the last year of the reciprocity treaty, the exports from Montreal were \$6,831,000, while in 1867 they were \$8,104,000. The imports for the same year at Montreal showed an increase from \$24,241,000 in 1866 to \$28,139,000 in 1867.

What happened to the ports of Quebec and Montreal in 1864 will occur again under similar circumstances in 1911, and the winter port of St. John cannot fail to be affected. The Times seeks to prove that because United States products are exported through St. John, exports of Canadian produce through the winter port will not suffer under the proposed agreement. This red herring across the trail, however, will not deceive anyone acquainted with the advantages of the shorter haul from Western Canada to the States. Mr. William Whyte, of the Canadian Pacific, and Sir William McKenzie, of the Canadian Northern and other railway authorities who, perhaps, know more than the Times about transportation matters, are agreed that reciprocity would change the course of Western trade entirely. Should this treaty become law, St. John will get the small end of what is now a constantly growing and remunerative business.

The devotion of Mr. Pugsley to the welfare of St. John, his single hearted desire that nothing shall stay the wheels of progress, and last, but not least, the evidence of his devotion in the large sums of public money he has secured for designing out noise—all these things have become an article of faith among his followers. The future development and prosperity of St. John are unquestionably threatened by this agreement of reciprocity. What is Mr. Pugsley going to do about it?—St. John Standard.

Therefore to get rid of these skin diseases it is absolutely necessary that the blood should be thoroughly cleansed of the accumulated poisons, and for this purpose there is nothing so equal as Burdock Blood Bitters.

This remedy has been on the market for over thirty-five years and when you use it you are not experimenting with some new and untried remedy. Miss Stella Eichel, Milledale, Fort St. Vrain, writes: "I have been bothered with Salt Rheum on my hands for three years and it itched so I didn't know what to do. I tried everything but nothing seemed to be any good. I heard of Burdock Blood Bitters and bought two bottles of it, and now I am perfectly cured and have no Salt Rheum on my hands any more. I cannot speak too highly of Burdock Blood Bitters."

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LOCAL AND OTHER ITEMS

In the Quebec Legislature Monday, Provincial Treasurer gave notice of a bill providing for the taxation of automobiles according to horsepower. The revenue from this tax is to be handed over to the Department of Agriculture, to be applied to the improvement of highways.

An entire fishing village of 253 men which had been established on the ice outside Bjorne Sound in Finland, was carried out to sea in the gale Friday night. The disaster was not discovered until morning when the village was already out of sight. Boats have been sent to the rescue but had not yet returned at last accounts.

There was a fair attendance at the market yesterday and prices were sustained. Pork reached 8 1/2 cents per pound and in some cases 9 cents were paid. Eggs were from 24 to 28 cents a dozen and butter 25 cents a pound. Other staples changed hands at about the same price as at previous quotations.

During high wind on the last a carriage shed 60 feet long adjoining a barn at Lafayette Falls at Woodland farm at East Douglas, Mass., was blown around so it was faced in a new direction. It was built three weeks ago and was constructed of good timber. Carriage and farming implements in the shed were turned upside down.

The Truro News Publishing Company building was yesterday completely destroyed by fire. The building is a total loss. The fire started in the Mangle machine. The insurance covers the loss. The company will endeavor to start the paper at once on temporary quarters. The fire fighters saved the adjoining buildings only after hard work.

That Canada has made, since 1900, repeated advances to Australia for a Liberal preferential trade arrangement, but has been unable to get more than excuses for delay, promises of future consideration, or evasions of one kind or another, is shown by a return presented to Parliament giving the correspondence between the Dominion and the Commonwealth.

The proposed Reciprocity Agreement between Canada and the United States was denounced in unmeasured terms on Monday by Lord Lansdowne and Mr. Balfour, leaders of Opposition, in the House of Commons. The hunching of this subject on the very day that Parliament assembled, suggests that the matter may have a conspicuous place in the deliberation of the present session.

A blue book was tabled in the Commons Monday by Mr. Fielding giving detailed figures as to the results of the proposed Reciprocity Agreement with the United States. It shows that they would mean a total reduction of Customs (taxation) to the amount of \$2,507,824. Of this \$1,413,210 will affect natural products. The chief reduction will be \$455,246 on salt, \$100,507 on agricultural implements and \$95,117 on flour. The total reduction made by the States on Canadian products reaches \$4,840,338.

A letter received by former Senator Thomas W. Palmer of Detroit on his 81st birthday, reveals a curious accident in the career of the statesman, in which he practically bet that he would live to be 75 years old. The Senator, at 64 years of age, proceeded to wager \$150,000 with several companies—for no company would "take the entire amount alone—that he would live more than 11 years. The wager took the form of an income policy. For the amount the Senator deposited, he received an income of \$12,500 a year for life, which he lived one year or 100. The Senator has drawn \$212,500 on the bet.

The power driver tabulating machinery of the Census Bureau Washington was credited with its first accident, when Miss Alice V. Houghton, a clerk was scalded by the instrument at a work table. Her hair became entangled in the rollers and her scalp, including the skin of her forehead and her eyes, brows were ripped off. The doctors took one hundred stitches. They believe the girl will recover and possibly save her hair. An investigation looking to the installation of safety devices will be made.

In St. Petersburg, Russia, Dr. Pashchenko is undergoing trial for wholesale murder. His plan was to administer poison, under the disguise of medicine, to patients. His victims embraced many wealthy people whose fortunes were coveted by relatives. He paid the doctor enormous sums of money for the crimes. In all cases the victims were persons, who for one reason or another were to be put out of the way at the desire of some interested party. The aged criminal has confessed to at least forty murders of the nature described. It is given in evidence and confessed by the criminal that he received as much as \$250,000 for one of these murders.

Our store has gained a reputation for reliable Groceries. Our trade during 1910 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Madigan.

Sprained Arm. Mary Ovington, Jasper, Ont., writes:—"My mother had a badly sprained arm. Nothing we used did her any good. Then father got Hagyard's Yellow Oil and it cured mother's arm in a few days. Price 35c."

For further particulars apply to the office of Matheson, McEwen & Co., Solicitors, Richmond St., Charlottetown, P. E. Island.

Dated this 21st day of December, A. D. 1910.

Credit Foncier Franco-Canadien Mortgagees

A. A. McLean, K. C. & Donald McEwen

McLean & McEwen

Caught a Cold

Which Ended in a Severe Attack of Pneumonia.

Too much stress cannot be laid on the fact that when a person catches cold it must be attended to immediately, or serious results are liable to follow. Bronchitis, Pneumonia, and Consumption are all caused by neglecting to cure the simple cold.

Mrs. G. W. Bowman, Pattullo, Ont., writes:—"Three years ago I caught a cold which ended in a severe attack of Pneumonia. Since that time at the beginning of each winter I seem to catch cold very easily. I have been so hoarse I was unable to speak loud enough to be heard across the room. Last winter, however, a friend advised me to try Dr. Wood's Norway Pine Syrup, saying it had helped her. I bought a bottle and before it was half used I was completely cured. I also find it a good medicine for the influenza when they have colds."

Be aware of the many imitations of Dr. Wood's Norway Pine Syrup. Ask for "Dr. Wood's" and insist on getting what you ask for. It is put up in a yellow wrapper; three pine trees the trade mark; the price, 25 cents. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

Mortgage Sale.

To be sold by public Auction, on Tuesday the twenty-first day of February, A. D. 1911, at the hour of twelve o'clock noon, in front of the Law Courts Building in Charlottetown, under and by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the second day of May, A. D. 1891, and made between Henry R. Mooney, of Peake's Station, Lot or Township Number thirty-eight, in King's County, in Prince Edward Island, Farmer, and Ann Mooney, his wife, of the one part and Credit Foncier Franco-Canadien of the other part: All that tract, piece or parcel of land situate, lying and being on Lot or Township number thirty-eight aforesaid in King's County in Prince Edward Island, bounded and described as follows, that is to say: Commencing on the southeast side of the said tract, at the southeast corner of the said tract, and extending thence north along the said tract, a distance of thirty-five chains and ten links, thence north fifty-five degrees east to the Cardigan Road, aforesaid and thence along the said Cardigan Road, northwesterly five chains to the place of commencement, containing fifty acres of land a little more or less.

Also All that tract, piece or parcel of land situate, lying and being on Township number thirty-eight, aforesaid and described as follows, that is to say: Commencing on the west side of Brothers' Road, at the northeast angle of land now or formerly in possession of Philip Meuser, thence running north along the northern boundary of said Philip Meuser's land to the division line dividing Lots or Townships, number thirty-seven, and thirty-eight, thence running north along the said division line to land now or formerly in possession of Miss Kelly, thence running east along the southern boundary of the said Miss Kelly's land to the Brothers' Road, aforesaid and thence southwesterly along the same to the place of commencement, containing fifty acres of land a little more or less, the two above described tracts, containing one hundred acres of land, a little more or less, and being for many years past in possession of the said Mortgagee.

Also All that tract, piece or parcel of land situate, lying and being on Lot or Township, number thirty-eight, aforesaid and described as follows, that is to say: Commencing on the south-west side of the Cardigan Road, at the north boundary line of land in possession of said Henry R. Mooney, thence south fifty-five degrees west thirty-one chains and fifty links, thence west ninety-six chains to the division line between Townships, number thirty-seven, and thirty-eight, thence north, thirty chains and seventy-five links, thence east ninety-two chains, thence north fifty-five degrees east to the Road, thence along the Road five chains to the place of commencement, containing fifty acres of land, a little more or less, saving and excepting and reserving thereout and therefrom All that plot of land (with a shop erected thereon) bounded and described as follows, that is to say: Commencing on the southeast side of the Cardigan Road, at the south boundary line of land in possession of Allan McDonald, thence along the said Cardigan Road, southwesterly for the distance of thirty-five yards, thence southwesterly and parallel with said Allan McDonald's land for the distance of forty-five yards, thence northwesterly and parallel with said Cardigan Road for the distance of thirty-five yards to the place of commencement.

Saving and excepting thereout and therefrom a tract of land released from the above mortgage by the said Credit Foncier Franco-Canadien by Indenture bearing date the thirtieth day of June, A. D. 1903, and signed by the said Mortgagee to one Hugh Currie.

Also saving and excepting from this Mortgage Sale a plot of one quarter of an acre of land fronting 80 feet on the Cardigan Road, and extending back 160 feet by parallel lines and being the Lot held by the said Henry R. Mooney to Hugh Currie by Indenture of 27th August, 1888; and excepting from the said sale the schoolhouse Lot at Peake's Station.

For further particulars apply to the office of Matheson, McEwen & Co., Solicitors, Richmond St., Charlottetown, P. E. Island.