

THE HERALD

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JAMES MCISAAC,
Editor & Proprietor.

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Hon. John A. Mathieson, Leader of the Government, accompanied by Mrs. Mathieson, left here Friday afternoon for Ottawa, via Georgetown. He will be joined in a few days by Hon. John McLean, and Hon. A. E. Arsenault, who, with the Premier, constitute the delegation from the Provincial Government to lay our claims before the Federal authorities. This Province has large and well founded claims against the Dominion, and Premier Mathieson and his fellow delegates may be depended upon to ably present these claims and vigorously press them. No time could be more opportune for a satisfactory adjustment of our just claims. Premier Borden and his new Government are desirous of dealing out justice to all parts of the Dominion. More than that, the Premier of Canada is well acquainted with the disabilities under which we labor, and is in sympathy with the new Mathieson Government. In view of all these facts, there is every reason to hope that the presentation of our claims by the Island delegation will result in largely augmenting our Provincial finances. Success to the delegation.

A Grain Growers Delegation is at Ottawa and has been in conference with the Government with reference to a proposal that the Government erect an elevator at Vancouver, private interests not having moved in that direction. Were the port equipped for handling grain it would be in a position to avail itself of such opportunities as the opening of the Panama Canal will bring, also such developments as the recent reduction of the duties on wheat by Mexico in consequence of a scarcity there. Thus the new outlets for Canadian wheat might develop. The proposal is that the Government erect an elevator of 250,000 bushels capacity so built as to be capable of addition as the need arises.

The Morning Post of London, Eng., has the following appreciation of Hon. Geo. E. Foster for his negotiations with Australia and New Zealand: "The treaty he has arranged is broad, and takes lines that should not present difficulties. If the links between Canada and the antipodes and between Australia and New Zealand are formed, then only the United Kingdom would remain outside the system of mutual preference. We have good hopes now that this step also will be taken in the near future."

"Canada can no longer travel on a child's ticket," is one of the brightest things ever uttered in the Dominion. It is worth months of argument in focusing the issues at stake. Prof. Kylie, who made the remark at the Canadian Club, said many other brilliant things. We prime our commercial pump with borrowed capital, another of them.—Toronto World.

The difference between the Laurier Government and the Borden Government on the Ne Temere marriage question is that the Laurier Government has promptly decided that it will find out from the Privy Council whether it has jurisdiction to act.—Ottawa Citizen.

Official Investigation.

The Borden government will turn the searchlight on the whole of the long series of transactions involved in the construction of the National Transcontinental Railway. Pending an official announcement it is not possible to state definitely the terms upon which the investigation is to be conducted, but that the probing will be deep and the examination thorough and far-reaching there is no doubt. The Standard understands that the work will be placed in the hands of two men likely to be selected being F. P. Gutelius of Montreal, now general superintendent of the C. P. R., and George Lynch Staunton K. C., of Hamilton one of the best known members of the Ontario bar. Mr. Staunton already has a reputation as an investigator, and Mr. Gutelius occupies a leading place in the railway world of Canada, having served the C. P. R. efficiently for many years in all parts of the Dominion. The appointment of these two men will mark the second important step taken in connection with the Transcontinental Railway under the administration of Hon. Frank Cochrane. The investigators will be given powers wide enough to enable them to go as far as need be in search of the truth about the Transcontinental and the work of the Parent Commission. Mr. Cochrane has been at pains to obtain for this work the services of men whose ability is undoubted and whose report when it is presented, will be of real value. Where the Hodgins charges, the Lumsden resignation and the complaints of the Grand Trunk Pacific officers failed to result in settling the doubt in the public mind as to the honesty in the methods employed in the construction of the railway, the Gutelius Staunton inquiry is expected to succeed. The investigation will necessarily occupy considerable time.

On January 27th communication by wireless telegraphy was opened between Canada and Spain the stations being Marconi Towers at Glace Bay, Cape Breton and Aranjuez in Spain. The first messages on the 26th, westward were from Right Hon. R. L. Borden, and Hon. J. D. Hazen, in whose department of the naval service the wireless service falls. The texts of these messages were as follows:

Long Distance Wireless

Ottawa, Ont. Jan. 26th, 1912
'Canelejas, Madrid, Premier Spain.
'Via Marconi Towers, Glace Bay, C. B.
'I am glad to have the privilege of extending to the Spanish government and people the heartiest congratulations and good wishes of my government and of the people of this Dominion on the occasion of the opening of your first long distance wireless telegraph station.

'Premier of Canada.
'Ottawa, Jan. 26th, 1912
'Talveton, Madrid.

'Minister of Agriculture, Trade and Commerce.
'Via Marconi Towers, Glace Bay, C. B.

'The successful completion of radio-telegraph communication between Spain and this Dominion marks another step forward in the development of scientific accomplishment and it affords me much gratification to be able to extend to you the best wishes of my department by means of one of the first messages transmitted to Aranjuez Marconi Station.

BORDEN

'Premier of Canada.
'Ottawa, Jan. 26th, 1912
'Talveton, Madrid.

'Minister of Agriculture, Trade and Commerce.
'Via Marconi Towers, Glace Bay, C. B.

'The successful completion of radio-telegraph communication between Spain and this Dominion marks another step forward in the development of scientific accomplishment and it affords me much gratification to be able to extend to you the best wishes of my department by means of one of the first messages transmitted to Aranjuez Marconi Station.

HAZEN

'Minister of Naval Services.

Extensive Territory Desired

The Province of Quebec through the government of Sir Lomer Gouin, has entered the field as an applicant for wider boundaries. The request of the Quebec government is practically identical with the one made to the Laurier government when a general readjustment of boundaries was under consideration some years ago. It was determined at the time by resolution of the House that any territorial addition to the Province of Quebec should not affect the unit of parliamentary representation as determined under the British North American Act. What Quebec asked for, and apparently is still anxious to obtain, is an extension to include practically the whole of the northeastern peninsula of Canada. The proposal is that the entire district of Ungava, comprising all that territory lying between Hudson Bay and Hudson Strait, together with the strip of eastern coastline now being longed in Newfoundland should be included. The only conditions suggested by the province are that the claims of the Indian inhabitants be adjusted by the province and that the extension be without effect upon the unit of representation.

Local Government Appointments.

At meetings of the Executive Council, held on Wednesday and Thursday of last week the following appointments were made: To be Coroner for King's County, John D. McIntyre, M. D. Montague Bridge. To be additional Coroner for Prince County, Edwin Tanton, M. D. Summerside. To be Inspector of Schools for Queen's County, James H. Devereaux, Vice Hammond Johnson who resigned to become Principal of West Kent School.

JUSTICE OF THE PEACE

Queen's County—A. Roy Jones Hazelbrook, Lot 48, William O'Brien, Monaghan, Lot 36; Geo. McDonald, Cornwall, Lot 32. King's County—Gavin Mardock, Murray River, Lot 63, William Aiyward, Bristol, Lot 39; Peter Byrne, Byrne's Road, Lot 39.

COMMISSIONERS OF DEEDS.

King's County—Gavin Mardock, Murray River, Lot 63; William Aiyward, Bristol, Lot 39; Andrew Lewis, St. Peter's Bay.

BOARD OF HEALTH, LOT 15.

To be additional member—John J. Gallant, Mt. Carmel, Edlebert Poirier, Abrams Village, Stanislaus O. Gallant, St. Christosom.

To be member and Chairman of the Board of Health, Alberton, vice Joseph L. Dyer, deceased—James E. Birch, Alberton, Mr. J. E. Wyatt, M. L. A., has been promoted to the dignity of King's Counsel.

Federal Parliament.

The question of reciprocity within the Empire received some attention in the House of Commons some days ago. The matter was brought up by Mr. Pugsley who asked some questions regarding trade matters. R. B. Ames followed with an exceedingly careful review of trade positions between Canada and Australia. He advised against a simple exchange of minimum tariffs and urged that members of the two governments get together and agree on lists of articles in which a real exchange could be effected. Mr. Foster agreed that there was promise in the attempt to establish closer trade relations with Australia. He also agreed that it would be better to sit down and frame a list of really serviceable exchanges between the two countries, leaving in what would be eventually advantageous. He went on to say that a few weeks ago D. H. Ross, trade commissioner in Australia, reported that it might be possible for the Australian government to put upon its statute book at the session just past a preference in favor of Canada.

'Looking at the matter as carefully as I could said Mr. Foster, I came to the conclusion not to make any effort, and it was for the reason that I thought it would

be better instead of tying ourselves up to an exchange of preference for preference, to try to come to an arrangement which would be less expensive in the matter of actual results. The proposition which I have made in writing to the Minister of Trade and Customs of Australia, is one which I hope will result in a conference, if possible, between members of the two governments, and at least between special commissioners who shall be empowered by the two governments to act in that line. A moment later he added: "It is not my part to indicate what I think will be the best way to proceed. If it so happens that I should be one of the negotiators, it would probably be better that I should not have gone too extensively into the matter prior to my meeting our friends from the other side."

Turning to the West Indies, he expressed a willingness to pay a larger amount to secure a better service and went on to make the announcement already noted. Sir Wilfrid Laurier discussed the subject more lightly than the earlier speakers, introducing one or two references to reciprocity. He agreed that the instability of Australian politics had been a difficulty, and expressed an apprehension that this may recur. He also was disposed to think that the opportunities for exchange are small. Discussing methods he committed a slip of the tongue which roused a laugh. "The best way," he said, "would be to send commissioners to Washington," also he feared that it would be hard for Canadian protectionists and Australian protectionists to agree. Mr. Middlebrooke mentioned a factory in Owen Sound, which makes chains only. Under existing conditions it sold last year to Australia \$171,000 worth. These went he thought, through Atlantic Canadian ports. The trade should be doubled. F. B. McCurdy, of Queen Shelburne, advocated intercolonial steamers to the West Indies. If that railway does not take some such step, another will, he said. He observed that in establishing a service it will be necessary to choose between two methods: 1st, Having a central depot in the West Indies, and transshipping at it to small vessels, which will ply to the individual islands. 2nd, Going to the individual islands, and so having smaller, slower ships with less cargo capacity.

An arraignment of the immigration policy of the late government and the several railway companies in past years for neglecting the Maritime Provinces in order to develop the West and a request to the Borden government to speedily inaugurate a policy of publicity and immigration to promote the more rapid development of the provinces were the main points in a resolution proposed by E. N. Rhodes, Conservative M. P., for Cumberland, N. S., Monday afternoon Jan. 29, and which occupied the attention of the House at both sessions. It was a field day for the Maritime Provinces. Mr. Rogers, Minister of Interior, in endorsing the resolution, made the important statement that satisfactory arrangements had already been made with the provincial governments of British Columbia, Ontario and New Brunswick. He expressed himself as much encouraged by the progressive policy of Premier Fleming and stated that the terms on which the Dominion government would assist immigration to New Brunswick would be announced by Mr. Fleming at an early date.

Mr. Rhodes made a most effective speech full of striking statistics which conclusively showed that in the past the Maritime Provinces have been denied a square deal. He favored a more equitable distribution of the money devoted to immigration and an active campaign in the old country. The discussion was continued by several Maritime Province members. Among those taking part on the Government side were A. B. Foster, King, N. S., O. S. Crockett, York, N. B., and A. A. McLean, Queen's, P. E. I.

Mr. Rhodes' resolution was as follows: "That inasmuch as the immigration policy of the government and the several railway companies has for many years been almost entirely confined to the development of western Canada, and largely in consequence of this policy the provinces of Nova Scotia, New Brunswick, and Prince Edward Island have not

grown in equal degree with the rest of the Dominion, in the opinion of this House, in order to promote uniform progress and prosperity throughout Canada, the government should speedily inaugurate and carry out a policy of publicity and immigration designed to promote more rapid development of the said provinces."

Reviewing the resources of the provinces Mr. Rhodes went on to refer to the hay crop, the possibilities for wheat raising, fruit growing, root growing, the timber resources, the mineral wealth, the petroleum wells, natural gas and heavy oil, the fisheries. The extent of these resources should induce a large flow of immigration. The provinces occupied a strategic position. They had two magnificent harbors at St. John and Halifax, a full day's sail nearer Great Britain than other Atlantic ports, yet despite the inflow through those ports there had been 5 per cent. increase in New Brunswick and Nova Scotia in ten years, and P. E. I. had gone back. Mr. Rhodes contrasted the increase in the prairie provinces in ten years: Alberta had increased 500 per cent., Saskatchewan 500 per cent., Manitoba 200 per cent. why he asked, with our resources our intelligent people and our geographical advantages have we remained stationary?

For one thing the provinces were perhaps too richly endowed. Prosperity in other countries came in inverse proportion of natural advantages. For another the merits of the provinces were not known to the Mother Country. Quoting statistics from the Department of the Interior, Mr. Rhodes showed that out of \$116,705 spent in distributing literature in ten years, only \$13,767 was devoted to descriptions of the Maritime Provinces. Out of 38 successful farmers sent as a delegation last year to England only one went from the provinces. He also drew attention to the railway corporations who ignored the East in order to sell their lands in the prairie provinces. Mr. Rhodes advocated a propaganda of advertising assisted by the government. The revenues of the provinces were too small to do much by themselves. He was glad to note that Premier Fleming's suggestion for a home reunion movement had been taken up by New Brunswick. The Maritime Provinces, he maintained, should have one-eighth of the total money expended on immigration, or at least \$250,000 a year. How that money was to be spent he was not concerned, but each province should have an immigration commissioner in England. R. Bikerdike, of Montreal, brought up his previous complaint that immigrants should be examined on the other side and expressed his strong disapproval of existing legislation by declaring that he would "turn the immigration act."

A. Dewitt Foster of Kings, N. S. made an effective reply and thanked Mr. Carrol with favoring protection for the coal industry. He gave an interesting review of the resources of Nova Scotia. The question of distribution of immigration, he said, was the whole argument. O. S. Crockett followed at the evening session in a short but effective speech. There was a general feeling that in the government's advertising propaganda for the past ten or twelve years the Maritime Provinces had been ignored. There was no objection to the west being advertised, but it should not be exclusive as in the past.

Mr. A. A. McLean, (Queen's, P. E. I.) spoke as follows: "In the Maritime Provinces our farmers are not able to carry on the farming operations as they should be carried on for want of help. Our young men and women are leaving the farms, and the result is that the older men have to work very hard and are almost discouraged. It is not true as has been said by the hon. member for Westmorland, (Mr. Zenger, Ont.) that there is no incentive to engage in the farming industry in the Maritime Provinces. On the contrary, there is every incentive. We have the best home market in the world. We get the best prices for our products than can be obtained anywhere. We have good soil, especially in the Province of Prince Edward Island, in which all the land fit for agriculture is under cultivation. In order to show the hon. member for Westmorland that he is wrong, I would point out that in 1901 the total products of the farm and live stock in Prince Edward Island was only \$7,415,990, whereas in 1910 that had increased to \$11,753,000, or an increase of \$4,338,000 in nine years. I think, therefore, there is every incentive in the Maritime Provinces to engage in agriculture. We are rapidly progressing, we are going ahead by leaps and bounds, all we want today and all we ask the Government for, is a supply of farm laborers of both sexes. Not only require hundreds, not thousands, but tens of thousands of men and women to settle again on their old home steads. In fact the land of the west will soon be a thing of the past, and our young men in the future will probably stay at home where they can prosper as well as anywhere else. We have great hopes in the east if the government will give us a share of the money we should have to obtain the necessary help for our farmers. Another thing which the farmers of the maritime provinces require is transportation. In the west transportation has been rapidly pushed forward and is still being pushed rapidly on today, but in the east, now that we have a progressive government in office, look forward to a new era in which every attention will be given to the development of transportation facilities in eastern Canada and not devote them entirely to the west. Let us only have proper transportation facilities, and we shall have no lack of immigrants. We require men from Denmark to teach us something about butter making and hog raising. We raise a great number of hogs in the maritime provinces, but we would benefit by the labour of men from these other countries, who have made this business a great success. We want fishermen from Scotland and men from England who understand farming. Mr. McLean went on to show how little had been done in the past, and to express the hope that the Minister of the Interior would give this matter of immigration to the Maritime Provinces, his most favorable consideration."

CARD

To the Electors of Ward Five:
LARRY AND GENTLEMEN.—Having been nominated by a large number of voters as Candidate for Ward Five, I ask your favorable support, and, if elected, I promise to give my very best attention to the needs of the Ward, and to further the best interests of the City in general.
W. W. WALKER.
Feb. 7, 1912—11



Overcoats Going At Less Than Cost

There's a lot of men's and boys' overcoats left over from our recent money raising sale, and we do not want to carry them in stock over this month. These coats are in College, Convento, Chesterfield and Senator styles, in all the most fashionable designs in fancy stripes and plain tweeds. They are now worth every cent of their former price, but we are going to clear them out at cost and less.

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JAMES H. REDDIN Barrister, etc. Has Removed his Office from the City Hotel Building, Great George Street, to rooms over Grant's Implement Warehouse, Corner of Queen and Sydney Streets. Collections attended to. Money to loan. Ch'town, Feb. 22, 1911—6m

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