

THE HERALD

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JAMES McISAAC,
Editor & Proprietor

Unprecedented
Conservative Victory.

Never, in the political history of this Province, was a Government so heartily endorsed by the electorate as was the Mathieson administration in the elections of Wednesday last, the 3rd inst., as will be seen by the returns published in this paper. The overwhelming majorities rolled up for the Conservative candidates in almost all the districts throughout the Province, show how strongly the newly formed Government, led by Hon. John A. Mathieson, is entrenched in public confidence. The emphatic and sweeping defeat administered to the Liberal party in this election plainly indicates that the public conscience had been thoroughly aroused against their mal-administration. Whatever of public confidence the Liberals enjoyed locally at any time since 1891, they had long since forfeited, and they managed to hold power only through the influence and prestige of the Laurier Government, while it remained in office. As soon as the people of Canada hurled Laurier and his entourage from power, the local Liberal Government were left without a leg to stand on. The Federal Liberal Government was their main prop, and when it disappeared they went to pieces like a house of cards.

The late Liberal Provincial Government left behind them an unenviable reputation as administrators of the public trust committed to their keeping, and left to their successors in office a legacy of debt appalling in its magnitude. Their conduct during their years of office, as well as the demoralized condition in which they left public affairs, plainly indicate that all their energies were exerted, not for the good of the Province, but to keep themselves in office. They have now been hurled from place and power, and buried in political oblivion, and a new and brighter political era has dawned for Prince Edward Island.

Hon. Mr. Mathieson and his associates are face to face with a serious problem; but we feel sure they are fully equal to the task. They are able, willing and anxious to take up the public business, and to bring order out of chaos. They may be dependent upon to exert their best energies for the amelioration and uplifting of our beloved Province. From Premier Borden and his friends at Ottawa justice, a large measure of justice, may be expected. The promise has been given and we know it will be kept. Already we have in the car ferry matter the greatest boon that our Province has known. Those who have granted us this will be equally just to us in other directions. We feel, therefore, that we may confidently look forward to bright days for Prince Edward Island under the strong and energetic administration of Hon. Mr. Mathieson, which the people have so overwhelmingly endorsed at the polls. Heartiest congratulations to Premier Mathieson and his associates in victory.

In consequence of the heavy storm yesterday, no foreign mail reached the island. The Minto started from Pictou for Charlottetown twice during the day, but had to return both times. The Earl Grey left here for Pictou towards noon and got over. This morning the Minto left for Charlottetown, but encountered such terrible conditions that she went to Georgetown. The Earl Grey also started for here, but she also went to Georgetown.

Car Ferry Endorsed.

At a great meeting of representative citizens from all parts of the Province, held in the hall of Prince of Wales College on Friday evening last, the proposal of the Federal Government to establish a car ferry between this Island and the mainland, was unanimously adopted amid much enthusiasm. The meeting was held under the auspices of the Charlottetown Board of Trade and was called to order by Mr. Higgs, President of the Board. On motion, Rev. J. J. McDonald, Kinkora, was elected Chairman. In opening the proceedings, the Rev. Chairman spoke at some length on the unspeakable advantage the proposed car ferry would be to our Province. He then called on Hon. W. S. Stewart, who moved the following resolution, seconded by Rev. Dr. Gauthier:

Whereas the Province of Prince Edward Island has been placed under great disadvantages in matters of transportation due to the short rates being on "three short hauls," viz., from points of shipment on the P. E. I. Railway to terminals, one rate; from said terminals via Charlottetown Steam Navigation Company's Steamers to the I. C. B. terminals one rate; from the I. C. B. terminals to points of destination on the I. C. R., one rate.

That these inequalities in rates have made it difficult for the exporters for P. E. Island products to compete with dealers in like products in the other provinces where one continuous rate for the distance traversed is in force; that notwithstanding the great improvements that have been in mail and passenger transportation in other provinces, Prince Edward Island today has very little better mail and passenger service than it had at the time it entered Confederation, viz., one outward and inward mail and passenger service daily;

That these disabilities, in part, at least is due the steady decrease in population accompanied by a decrease in our representation in Parliament; That Prince Edward Island can never enjoy its full measure of prosperity until it is put upon an equal footing in matters of passenger, mail and freight transportation with the other provinces of Canada;

THEREFORE RESOLVED, that this meeting of the Board of Trade and the Farmer's Institutes, merchants and citizens in general of Prince Edward Island most heartily endorse the project announced by the Federal Government to establish a car ferry to connect the P. E. Island Railway with the Intercolonial Railway, the standardizing of the P. E. I. R. and the eliminating of the three short hauls; and hereby requests our representatives in Parliament to use their earnest and united efforts to have these improvements carried into effect at the earliest possible day.

In support of his resolution Hon. Mr. Stewart made an eloquent speech, pointing out the relief that would be afforded to our Province by the Government's project of a car ferry. He showed that the serious handicap to which the people of this Province had been so long subjected would be removed by this ferry. The three short hauls would disappear and freight shipped in any part of the Island would go forward to destination without change. The same would be true of passenger traffic.

Rev. Dr. Gauthier delivered an eloquent speech in seconding the resolution. The exodus from our Province would be stopped, he said, and the young men would be content to remain on the farms and assist to make our Island Province what nature

destined it to be, the ideal home of a sturdy and intellectual people.

A. A. McLean, M. P., was the next speaker. He reviewed the steps that had been taken by himself and his colleague, Mr. Nicholson, in connection with this matter, and then read a letter he had read from the Minister of Railways dated at Ottawa on December 29th, 1911, confirming the telegram previously sent, which we published last week. The letter concludes as follows:

"The Government considers that this service is due to the people of the Island, and that they have waited long enough for continuous communication with the Intercolonial Railway and the railway system of the Dominion. "It is the intention of the Government to at once investigate the question as to the best type of boat for this service, and I can assure you that there will be no more delay than is justified to ensure a proper selection and equipment.

Faithfully yours,
(Signed) F. COCHRANE.
Needless to say, the pleas

ing information contained in the Minister's letter was received with ringing cheers by the audience.

Donald Nicholson, M. P. followed, who strongly endorsed the proposal and spoke of the interviews with the Prime Minister and Minister of Railways by Mr. McLean and himself, and the practical results therefrom, as intimated in the Minister's letter just read.

Brief speeches enthusiastically endorsing the project and commending the promptitude of the Government in grappling with the problem at once, were delivered by Jas. W. Richards, M. P., Alex. Martin, ex. M. P., D. A. McKinnon, ex. M. P., Hons. Premier Mathieson, John McLean, J. A. McNeill, E. Arsenault and Charles Dalton, Messrs Geo. E. Hughes, N. Rattenbury, W. B. McKenzie, Chief Engineer Government Railways, Dr. Bagnall and Rev. Mr. McDougall, Cape Traverse. The resolution was then unanimously adopted by standing vote, and the meeting closed with the National Anthem and cheers for the car ferry.

Splendid Government Victory.

Liberals Buried Under an Avalanche of Conservative Votes.—Only Two Opposition Candidates Emerged Alive from the Conflict.

The general Provincial election, on Wednesday last, resulted in the most splendid victory ever achieved by the Conservatives in this Province. The Liberals succeeded in electing only two of their candidates, and these with vanishing majorities as compared with the previous election. Mr. Richards, the newly appointed Liberal Leader, and his colleague, Mr. McWilliams, are all that is left of the Opposition. It was a grand day's work for Prince Edward Island, second only to the achievement for the whole of Canada on September 21st last. The weather on election day was ideal, and the electors turned out in force, silently and determined, and by their votes buried in political oblivion the party that had so long mismanaged the public affairs of this Province. The result by districts, allowing for some minor changes by special votes, is as follows:

Charlottetown, Common and Royalty.

	Stewart	Nash	Jenkins	Hughes
Ward 1 East	135	12	32	8
Ward 1 West	91	19	23	4
Ward 2 East	112	18	43	2
Ward 2 West	74	5	19	1
Ward 3 East	68	8	24	5
Ward 3 West	45	18	11	4
Ward 4 East	98	26	34	12
Ward 4 Central	69	31	19	17
Ward 4 West	97	23	42	5
Ward 5 East	141	45	63	26
Ward 5 East (Central)	118	43	51	27
Ward 5 West (Central)	130	44	45	25
Ward 5 West	162	62	71	31
	1338	354	477	165
East Royalty	91	25	51	17
West Royalty	38	20	28	14
	1467	399	556	196

Majority for Stewart, 1068 Majority for Jenkins, 360

Queen's County—First District.

	Kennedy	Oroby	Myers	Cousins
Long River	69	82	26	72
French River	48	42	24	89
Clifton	65	72	53	60
Granville	95	45	58	36
Hope River	108	29	72	21
Hazel Grove	40	28	34	20
Straneshel	65	19	49	18
Bradalbano	146	48	110	37
Westmoreland	63	28	46	27
Crapaud	67	69	55	45
Melville	73	28	58	19
Emyvale	64	21	53	18
Bonshaw	64	97	61	56
	967	608	699	453

Majority for Kennedy, 359 Majority for Myers, 240

Queen's County—Second District.

	Buntain	McPhee	Jenkins	McMillan
New Glasgow	82	67	59	45
Hunter River	81	58	64	86
North Rustico	104	65	53	88
South Rustico	81	47	55	29
Wheatley River	120	30	87	27
North Wilshire	88	125	77	80
Kingston	49	97	42	68
Milton	58	42	51	94
North River	44	72	33	65
Nine Mile Creek	81	76	54	56
St. Catharines	33	73	85	54
	821	747	660	527

Majority for Buntain, 74 Majority for Jenkins, 183

Queen's County—Third District.

	Dewar	Chandler	Feehan	McDonald
Brackley Pt. Road	41	83	30	66
Brackley Point	28	49	17	34
Covehead	43	48	86	36
Tranquia	74	17	57	11
Little York	56	45	43	86
Bedford	102	47	69	86
Pleasant Grove	40	16	26	9

Mount Stewart	66	36	49	15
Piquid	53	36	44	36
Monaghan	65	24	55	30
Fort Augustus	70	18	49	12
Johanson's River	92	34	52	49
Mt. Herbert	49	20	40	17
Southport	59	20	32	17
	838	486	599	384

Majority for Dewar, 352 Majority for Feehan, 215

Queen's County—Fourth District.

	Martin	Irving
Pownal	55	95
Piquid Road	41	26
Cherry Valley	47	56
Vernon River	59	41
Grand View	93	38
Caledonia	35	8
Orwell Cove	55	29
Eldon	94	34
Point Priam	32	7
Balle River	71	62
Wood Islands	38	21
	620	412

Majority for Martin, 208

King's County—Second District.

	Simpson	Cox	Macdonald	Melanin
St. Andrews	51	59	49	86
Peake's	65	35	58	21
Lot 39	110	101	92	65
Marie	62	109	51	75
Hd. St. Peters Bay, N	73	56	46	46
Hd. St. Peters Bay, S	54	54	47	42
Monticello	60	61	43	52
	475	475	383	387

Majority for Macdonald, 46. Cox and Simpson tie.

King's County—Third District.

	Dewar	Nelson
Baldwin's Road	64	26
Victoria Cross (maj)		
Eighteen Mile Brook	39	30
Cardigan	62	14
Lorne Valley	96	57
Roseneath	54	34
Montague North	56	60
Dundas	99	39
Glenshanning	34	31
	504	275

Majority for Dewar, 229

King's County—Fourth District.

	Prowe	Barnes	McKinnon	Inman
Whim Road Cross	38	24	36	20
Murray River	105	66	67	40
St. Mary's Road	62	21	77	16
Glen William	84	25	71	22
High Bank	106	31	73	39
Murray Bar. South	143	66	98	37
Montague South	105	—	77	40
	643	282	499	204

Majority for Prowe, 361 Majority for McKinnon, 295

Prince County—First District.

	S. Gallant	B. Gallant	Dalton	Agnew
Aliberton	118	109	79	91
Bloomfield	145	137	92	104
Centre Line Road	66	49	56	39
Dock Road	138	85	91	58
Fortune Cove	110	68	70	63
Greenmount	147	51	136	58
Nail Pond	113	37	86	27
St. Louis	124	80	88	51
Skinner's Pond	119	36	86	37
Tignish	164	38	105	27
Piusville	000	000	000	000
	1244	690	889	555

Majority for Dalton, 334 Majority for S. Gallant, 554

Prince County—Second District.

	Matthews	Richards	Dougherty	McWilliams
Cape Wolf	68	82	39	87
Hamilton	33	104	25	99
Brae	60	63	53	45
West Deroon	38	42	29	36
Conway	51	53	40	51
Ellerslie	34	93	61	36
Tyne Valley	35	52	36	29
Mount Pleasant	36	48	38	35
	355	537	321	418

Majority for McWilliams, 97 Majority for Richards, 182

Prince County—Third District.

	Arsenault	McNally	Dobie	McLean
Cape Egmont	68	26	43	14
Central	44	85	73	74
Egmont Bay	96	72	62	47
Fifteen Point	81	31	56	25
Indian River	67	43	46	27
Arlington	69	58	59	47
Princetown	74	50	54	37
Spring Valley	37	63	38	45
St. Gilbert	67	53	54	34
Wellington	72	20	57	19
	675	497	504	369

Majority for Arsenault, 178 Majority for Dobie, 135

Prince County—Fourth District.

	Kennedy	Tuplin	Delaney	Reid
Cape Traverse	86	46	60	25
Centreville	48	51	48	31
Freetown	58	79	46	48
Kinkora	113	16	81	8
Kanovington	128	99	75	72
Newton	75	34	55	26
Ross' Corner	31	53	23	34
Seaview	80	38	54	23
Traveler's Rest	40	92	31	46
Tyton	92	126	68	86
	751	645	639	399

Majority for Kennedy, 126 Majority for Delaney, 140

Prince County—Fifth District.

	McNeill	Hosatt	Wyatt	Clark
Miscouche	123	57	75	37
St. Bleasno's	50	72	41	45
Summerside	385	191	194	114
	558	315	210	196

Majority for McNeill, 223 Majority for Wyatt, 84

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