

THE HERALD

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Imperial Defence Committee.

A despatch received by the Federal Government from the Secretary of State for the Colonies, throws some light on the proposal that the self-governing Dominions be given representation on the Imperial defence committee.

Mr. Harcourt's despatch is dated Dec. 10th, and was sent to the governors of all the self-governing dominions of the Empire. It shows that the proposal, as now likely to become effective, was considered during the Imperial conference of May, 1911, a resolution put forward by His Majesty's government having been unanimously accepted by the members of the Imperial Conference at the committee of Imperial defence.

This resolution provided for the invitation of one or more ministers from the respective governments to the Imperial defence committee, and for the establishment, in each of the dominions, of a defence committee, to be constituted according to the decision of each dominion.

Following the change of government in Canada, advantage was taken of the visit of Premier Borden and his colleagues to London to put these proposals before them, and Mr. Borden provisionally accepted them. It will be seen from the text of the despatch that Premier Borden reached an understanding involving an important addition to the arrangement already proposed, namely by providing that the representatives of the dominions on the Imperial defence committee be informed on all questions of Imperial policy.

The dispatch is as follows: My Lord, I am forwarding by mail for the confidential information of your ministers, a record of the proceedings of the Committee of Imperial Defence on 30th May, 1911, during the Imperial Conference and on 1st August, 1912, during the visit of the Canadian ministers to London. This record deals solely with the question of the representation of the dominions on the Committee of Imperial Defence. Your ministers who were present on the first occasion will remember that the matter arose out of a resolution by Sir Joseph Ward on the agenda of the Imperial Conference asking that the Commissioners of the dominions should be summoned to the Committee of Imperial Defence when naval and military matters affecting the overseas dominions were under consideration.

The unanimous view of all those present on the 30th of May, 1911, was that the representation of the dominions should be not by the high commissioners but by the ministers who would be responsible to their own colleagues and parliament and at the same time decided that a defence committee should be established in each dominion which would be kept in close touch with the Committee of Imperial Defence at home. The resolutions ultimately put forward by His Majesty's government and accepted unanimously by the members of the Imperial Conference at the Committee of Imperial Defence were as follows:

First—One or more representatives appointed by the respective governments of the dominions should be invited to attend meetings of the Committee of Imperial Defence when questions of naval and

military defence affecting the overseas dominions are under consideration.

Second—The proposal that a defence committee should be established in each dominion is accepted in principle. The constitution of these defence committees is a matter for each dominion to decide.

The Canadian government having changed in the autumn of 1911, it was necessary when Mr. Borden and his colleagues visited England this summer to put these proposals before them as they were, of course unaware of the previous proceedings. Subject to consultation with his colleagues in Canada Mr. Borden provisionally accepted the resolution as passed and stated that he saw no difficulty in one of his ministers either with or without portfolio spending some months of every year in London in order to carry out this intention.

Mr. Asquith and I had subsequently several private conversations with him at which he expressed the desire that the Canadian and other dominion ministers who might be in London as members of the committee of Imperial defence should receive, in confidence, knowledge of the policy and proceedings of the Imperial government in foreign and other matters.

We pointed out to him that the committee of Imperial Defence is a purely advisory body and is not, and cannot under any circumstances become a body decided on policy which is and must remain the sole prerogative of the cabinet subject to the support of the House of Commons, but, at the same time we assured him that any Dominion minister resident here would at all times have free and full access to the Prime Minister, Secretary of State for Foreign Affairs and Secretary of State for the Colonies, for information on all questions of Imperial policy.

In a public speech which I made a short time ago I used the following words: "There is on the part of Canadian ministers and people a natural and laudable desire for a greater measure of consultation and cooperation with us in the future than they have had in the past." This is not intended to, and need not open up those difficult problems of Imperial federation, which seem to entail questions of taxation and representation, which have made that policy for many years a dead issue.

But, speaking for myself, I see no obstacle, and certainly no objection to the governments of all dominions being given at once a larger share in the executive direction of matters of defence and in personal consultation and cooperation with individual British ministers, whose duty it is to frame the policy here. I should welcome a more continuous representation from dominion ministers if they wish it upon the Committee of Imperial Defence, and we should all be glad if a member or members of those cabinets could be annually in London.

The door of fellowship and friendship is always open to them and we require no formalities of an Imperial conference for continuity of Imperial confidence. The foregoing actually represents the views and intentions of His Majesty's government. From Mr. Borden's public speech in introducing the Canadian naval bill it appears that he accepts the proposals which we made. The same offer is, of course, open to all the other self-governing dominions when they wish to adopt it, but the proposal is not one necessary for strict uniformity, and can be varied in the case of each or any dominion to suit their wishes or the special circumstances of their cases. I should be glad to know at your convenience whether your ministers desire to adopt some such method of more continuous connection in naval and military affairs, with the Imperial defence committee in the United Kingdom. I have, etc.

(Signed) HARCOURT.

New Steel Bridge.

(At Montague, officially opened, with appropriate ceremonies, attended by an immense throng of enthusiastic people.)

Friday last was a gala day in the thriving town of Montague, and brought together an immense throng of people from town and country, who participated with enthusiasm in the ceremonies attending the official opening of the splendid new steel bridge erected by the Provincial Government. The bridge and the principal buildings were gaily decorated with flags and bunting, and the people were out en masse.

The new bridge has a single steel span 180 feet long and 16 feet wide. This is the longest, widest and heaviest span yet erected by the Provincial Government. A fair test of its strength and stability were afforded during the opening ceremonies, when it was covered with teams almost its entire length, and the major part of the town's population were present. Under this immense strain the bridge did not give the slightest jar, and this notwithstanding that the riveting was not quite complete.

A special train conveying members of the Provincial Government and other visitors left Charlottetown shortly before 1 o'clock and arrived at Montague about 2:30 o'clock. Those on board the train included Premier Matheson, Hon. James A. McNeill, Commissioner of Public Works, Hon. Murdoch McKinnon, Commissioner of Agriculture, Hon. W. S. Stewart, Hon. J. A. McDonald, Carleton, Dr. Dewart, M. L. A., Mr. A. E. McDonald, M. L. A., Mr. L. B. McMillan, Secretary of Public Works, Messrs. Cotton and McIsaac of the Examiner and the Herald and several other gentlemen.

A great concourse of people were at the station on the arrival of the train. After brief friendly greetings, the visitors were conveyed to sleighs in waiting, and a procession was started. A. C. McDonald, Esq., Dr. J. D. McIntyre, Mr. Martin McKinnon and others in charge of arrangements were most assiduous in attending to the accommodation of those who had come by train. The procession started amid the firing of guns, the blowing of steam whistles and the enthusiastic applause of the assembled throng. Arrived at the centre of the bridge, the procession halted, when A. C. McDonald, Esq., Montague's most respected citizen, on behalf of the citizens, read to Premier Matheson and Commissioner McNeill the following address:

To the Honourable J. A. Matheson, Premier of Prince Edward Island and Honourable J. A. McNeill, Commissioner of Public Works. On behalf of the inhabitants of Montague and the surrounding country we tender you the thanks of this section of King's County for placing such a fine permanent structure as the Steel Bridge spanned the Montague River, which is now being opened for traffic.

When we look back to the former bridges erected here, and compare them with the handsome structure just completed we are reminded that in the matter of our principal bridges we are keeping abreast of the times. It is safe to say that the Montague Steel Bridge is not only fair to behold, but will be an enduring monument to the enterprise and business capacity of the Government under which it has been built as well as the skill and ability of Mr. John A. Cameron who superintended its construction. We hope in the near future to have our progressing town incorporated, and thereby secure means to add to its improvement, and tend to make it more attractive especially to summer visitors. Much has been done by voluntary subscription in putting down concrete sidewalks and street lighting, but sewerage, planting shade trees, and general order, can only be brought about by having a permanent incorporation, and we take this opportunity of requesting the Premier to aid us in obtaining the requisite legislation.

Premier Matheson in a brief and most happy reply expressed his appreciation of the address and his pleasure at having had something to do in the providing of such an excellent work for a community of such enterprise and place of such beauty as Montague. The bridge he believed to be the best structure of the kind in the Province, one that it would be difficult to find the equal of in the Maritime Provinces. Referring to the matter of town incorporation he stated that it was the policy of the Government to grant incorporation to such thriving towns as

is Montague today, so to permit of greater municipal development than is possible without incorporation. He believed that there was a great opportunity for Montague in the development of tourist business and he hoped to see Montague one of the most beautiful and most thriving spots in a thriving province.

Premier Matheson was heartily cheered and further hearty cheers greeted Commissioner McNeill as he was called upon. He said that the thanks of Montague were not so much due to him as to the representatives of the two districts which join together at Montague, and to Premier Matheson and the strong government which in this present year has constructed in this Province 1,350 feet of steel bridges, 400 feet more than were constructed by the Liberal Government during their regime.

After the applause following Hon. McNeill's address had died away Miss Helena McDonald stepped to the side of the bridge and according to established custom shattered a bottle of champagne on the rail, accompanying the action by the words: "I hereby declare the Montague Steel Bridge open."

Hearty cheers were then given for the King Premier Matheson, Commissioner McNeill and Mr. John A. Cameron builder of the bridge. This was followed by brief congratulatory addresses by Mr. J. A. Dewart, M. P., P., Hous. M. McKinnon, J. A. McDonald, W. S. Stewart and by Mr. John A. Cameron. The last named gentleman was then energetically booed and heartily cheered, showing how he has won the esteem of the citizens of Montague, during his stay with them.

The ceremonies over, the procession of sleighs reformed and completed the course of the bridge and drove up and down the main street on both sides, the guns firing and the whistles blowing. The procession was led from start to finish by Miss Helena McDonald, who christened the bridge in a sleigh driven by Mr. Charles A. McDonald. The visitors were entertained at the home of Mr. and Mrs. A. C. McDonald. The special train left on return to Charlottetown shortly after 4 o'clock.

Boiler Explodes.

Mobile, Ala., Jan. 9.—The river steambreaker James Staples was wrecked, her captain and perhaps four others killed and 80 persons severely injured when one of the boiler exploded near Bladen, Alabama, late today. It is believed that the bodies of the four missing persons may be found in the ruins of the hull, which floated down the river in flames.

The dead: Capt. Tom Garte, Mobile.

The missing: John Kopf, Mobile; Henry Moulton, Mobile; W. O. McKee, Mobile, and an unidentified negro.

The injured were scalded, burned or struck by flying wreckage. The steamer John Quill carried aid to the injured and will return with them to Mobile tomorrow.

Rain of Gold.

New York, Jan. 7.—Money is pouring into New York in such enormous volume that the clerks in the large banks are working past their usual hours to handle the golden deluge. At the treasury office the strain upon employees is especially heavy, and men are at their desks till late into the night sorting out the United States notes and gold and silver certificates handed in for redemption. Currency is coming in from all directions, especially from the Middle West and South.

An influx of money is usual at this season when large sums sent to the interior in the fall for crop moving are released, and millions disbursed on January 1 in the heavy first of the year interest and dividend payments return to their usual channels. The tension in the money market of the latter part of last year has disappeared, and today call loans were made under three per cent.

Present conditions in the money market and the recent sharp rise in foreign exchange rates were reflected today in the arrangement of the first exportation of gold in many months. \$1,000,000 in gold bars having been engaged for shipment to Europe on Saturday. The bankers who made this announcement said that several million dollars more would be engaged during the next few days.

Her Royal Highness the Duchess of Connaught, who is under treatment for a serious illness in the Victoria General Hospital, Montreal, is reported to be improving.

Hon. Frank Oliver could keep his seat when his fellow members of the House sang the National Anthem. We doubt if he will do so when his constituents have finished their voting in the next Dominion elections.—Mail and Empire.

According to the Railway Age Gazette, of the 5,441 miles of new railway built in North America in 1912, the United States share was 2,997 miles, that of Canada 2,232 miles, and that of Mexico 212 miles. Canada's rate of progress, population and available area considered is greatly in excess of that of her neighbor. Evidently the railway builder in the north has a big share of the old faith in the country that keeps the locomotive at the end of the track a little ahead of the men who are to make business for it.—Montreal Gazette.

Mr. Foster in his speech on the naval debate declared that the Government had confidential information from the Admiralty which placed the international situation in a much more serious light than the published memorandum did. For this statement he is being denounced as a bogey man. Surely it is not hard to believe that what he says is quite true. The British authorities were not likely in the report which they prepared for publication to admit the full extent of their fears. They trust the Canadian people to use a little common sense in sizing up that document and to do a little judicious reading between the lines. These are not matters that on a state report can be discussed with absolute candor.—Edmonton Journal.

Land grabbers were very active in securing concessions in the new territory to be opened up by the Hudson Bay Railway. This was before the present Government came into power. Friends of the Liberal Government succeeded in getting possession of large tracts at Le Pas, the Western terminus of the road, which are now necessary for terminals and which will have to be repurchased at an enormous advance. With this experience Mr. Frank Cochrane has arranged with Dr. Roche, Minister of the Interior, to reserve for the Government a strip half a mile wide on each side of the right of way from Le Pas to Port Nelson. This land will be sold only to bona fide settlers or used for railway purposes.—St. John Standard.

The All Canadian Route To Montreal.

Via the Intercolonial Railway Ocean Limited Express, the shortest, most comfortable and convenient mode of travel between all Prince Edward Island points, and Quebec and Montreal. Connection with this fast through express is made via steamer to Point du Chene daily except Sundays, and a train from the Points meets the Westbound Ocean Limited at Moncton. Tickets and reservations may be obtained at the office of W. K. Rogers, the local ticket agent. The Ocean Limited travels through a territory rich in scenic beauty and makes the fastest time of any through train from the Lower Provinces to the metropolis arriving in Montreal at 7:35 a. m. which is ample time to enable the traveller to make connections with the fast through trains of the Grand Trunk Railway for Toronto, Detroit, Buffalo, Chicago, and other Western points.

Palestine Pilgrims.

It is reported from Rome that Pope Pius X. has sent a note to the German Ambassador at London, asking the powers to remove Palestine from the control of the Turks or to take such measures as will in the future protect Pilgrims to the Holy Land from Moslem outrage. The Pope asked that the note be read in the Ambassadorial conference, which is being held in London, and that action be taken upon this proposal in connection with the settlement of other issues in which Turkey is involved. If Palestine is not taken from Turkish control the Ambassadors may recommend that an international patrol of officers be stationed in the Holy Land for the protection of religious Pilgrims.

LOCAL & OTHER ITEMS.

Latest accounts from the war conference in London indicate that the chances for peace are poor, and that hostilities may be resumed in a short time.

The Earl Grey is now plying between Georgetown and Pictou. The Minto continues on the Summerside-Tormentine route.

The Atlantic liner Uranian ran on a rock at Chebucto Head, near the entrance to Halifax Harbor. The steamer has her bow several feet out of the water as she hangs on the ledge.

A bad fire occurred at Souris yesterday morning. It broke out in the store of A. Corrie & Co. The building, which also contained the Branch of the Canadian Bank of Commerce, was burned to the ground.

The Hilary term of the Supreme Court, for Queens County opened in this city yesterday, the Chief Justice and the assistant judges on the bench. The docket is a fairly large one and includes two criminal cases, four civil non jury cases, ten civil jury cases, and one appeal case. The grand jury found a true bill against W. L. Phillips for an escape from Queens County Jail and also against Andrew Macch, Hopeton Lot 43 for nuisance, the charge against the latter being for using offensive manure on his land. The following are the Grand Jurors:—Horace Hazard, foreman; Charles Bryenton, Archibald McLean, Walter Simpson, George Harris, John Andrew, Maurice Blake, Charles Row, John Morris, Charles Stephae, E. J. Gaffney, Peter M. N. Robertson, T. E. Murphy, James McIsaac, D. A. Bruce, Jas. Robertson, A. A. Bissett.

DIED.

WAKEFIELD.—On Jan. 9th at his residence 83 Bird St., Dorchester, Mass. Joseph Wakefield, formerly of Charlottetown, aged 73 years.

MAYHEW.—At the P. E. I. Hospital Sunday 12th Mrs. C. C. Mayhew, aged 65. She had been ill for some time. The remains were forwarded on Monday morning to her former home in Margate.

Intercolonial Railway.

CALENDAR FOR 1913. Bringing visions of comfortable and luxurious travel through territory unrivaled for scenic beauty the calendar of the Intercolonial Railway just received with the compliments of the Traffic. It is warmly appreciated as a happy reminder of past enjoyments and an inspiration for future travel.

The calendar is as usual very handsome and is printed on fine paper. On a hand colored background of maple leaves is an oval centre piece printed in quadra color showing the Ocean Limited speeding through a scene where ocean and land with a setting of fleecy clouds combine to form a very beautiful picture. Over this is the emblematic mosaic shield encircled with a halo of scarlet with the words The Fast Line The Peoples Railway in pale yellow. Set in the four corners are the reproductions of the four I. C. R. booklets descriptive of Quebec and the Maritime Provinces. The lettering is done in white with gold outlines while the table is of chocolate brown with white figures showing prominently the stately buildings being marked by squares of shaded white and gold. On each side of the tab in white lettering on a tab of gold are some useful facts concerning the splendid through trains, the Ocean Limited and the Maritime Express. The design of the calendar is greatly enhanced by a surprising of gold background of maple leaves. As a reminder of the Intercolonial and its fine train service it is excellent. As something both ornamental and useful for office use it is much to be desired.—H.



Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 21st February, 1913, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, as required times per week each way, between Port Hill Post Office and Port Hill Railway Station, from the pleasure of the Postmaster General. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Port Hill, Tyne Valley, and at the office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector. Charlottetown, Jan. 13th, 1913. J. Jan. 15, 1913.—S.

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