

The Herald

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Provincial Exhibition

The Annual Provincial Exhibition at Charlottetown opened about noon yesterday, and is now in full blast. The formalities of opening were about the same as for a number of years past. After introductory remarks by the President of the Association, Mr. John J. Davies, His Honor Lieut. Governor McKinnon delivered an exhaustive address on the question of exhibitions generally, with special reference to the Charlottetown Exhibition. In conclusion he declared the exhibition opened. Hon. Mr. Lea, Premier Bell and the American Consul followed in appropriate addresses. There were several selections of vocal music by the school children, massed on the platform, and also music by the band. The exhibition, both inside and outside, is much more extensive than last year, and there never was such an array of trotting horses. There is trotting on every one of the five exhibition days. Should the weather continue fine the exhibition of 1920 will be the greatest in the history of this Province.

King's County Exhibition.

The King's County Exhibition held at Georgetown on Thursday last, 23rd inst., was well attended and, generally speaking, was most creditable. The exhibits displayed in the building were of a high order of merit; the fruit exhibit especially was very fine. The horses, cattle and other live stock shown on the grounds were fine and attracted much attention. About 1 o'clock the exhibition was formally opened by His Honor, Lieut. Governor McKinnon. In the course of his remarks, His Honor took occasion to refer in complimentary terms to the excellence of the quality of the exhibits and to the industry and taste of those who had prepared and presented them. Suitable remarks were made by Hon. Mr. Lea, Commissioner of Agriculture; Mr. Clark, head of the Experimental Farm, and Professor W. J. Reid. The weather was beautiful and everything in connection with the exhibition passed off in excellent order, and to the credit of the managements and the people of Kings.

Tariff Main Issue

Over three thousand people cheered Canada's Prime Minister, the Right Hon. Arthur Meighen, to the echo when he finished his great speech in the Armory, Sherbrooke, Quebec, on Tuesday night of last week, enunciating the policy of the Government of which he has been chosen the head, and issuing a direct challenge to all who sought to overthrow it or to cloud the issue in the next election. The Premier did not mince his words. He frankly declared that the one issue that would be before the people would be a protective tariff for Canadian industries as against free trade. He marshalled a strong array of facts in an illuminating analysis of the needs of the hour. He challenged the Farmers party and the remnants of the Liberal party that has attached themselves to the creation of Mr. Creer. He denounced the latter for their vacillating views regarding protection, and then went on to demonstrate, by hard facts, the benefits that had accrued to the country through the protective tariff, incidentally pointing out that the policy that the Liberals had carried out for fifteen years was now declared by the Opposition to be the curse of the country, although the tariffs averaged six per cent lower than in the time of the Liberal regime. He declared that the policy of the Government would be to impose tariffs, after investigation now being made by the tariff commission was completed, which would only be sufficient to detain in this country the industries we have and just enough to make them stay here and expand instead of moving to another country.

The Triumph Of The League.

The League of Nations has won its first victory. In the face of difficulties that seemed insurmountable it has lifted the dispute between Lithuania and Poland out of the heated sphere of angry passions and national rivalries and set it on the higher ground of conciliation and compromise, where the League itself is sovereign. The League has been the butt of a good deal of sarcasm, some of which was bitter and malicious and some merely contemptuous in the American press. Newspapers have pointed to the failure of the League to settle the Polish-Russian embroglio as a proof of its inefficiency, and have attributed it to the inherent weakness of the League every outbreak wherever it has occurred. Their generosity will now gladly record this first victory. The decision of the Lithuanians and Polish delegates to leave the settlement of their dispute to the League is also a rebuff for Soviet Russia. In spite of the reiterated claims that they have a passion for peace, Moscow sent an official message to Riga twelve days ago urging "the Lithuanian masses to enter into a sanguinary struggle against bourgeois Poland." The advice was given at a time when the prospects of war were strongest, at a time when two lines of bayonets faced one another across a line which Poland claimed lay within her territory. Soviet Russia was the only influence working in the world for war, while the League of Nations led the way towards world peace.

High Ocean Fares

Illustrative remarks on the subject of the cost of building and operating ocean steamships now as compared with the years preceding the war were made by Sir Thomas Fisher, general manager of the Canadian Pacific Steamships, at the launching of the great new Pacific liner, the Empress of Canada, on the Clyde last month. The Empress of Canada, he said, was costing \$8,500,000. Prior to the war the Calgarian, a somewhat similar ship, was built for \$2,750,000. The growth in expenditure was even more serious from the point of view of maintenance. The difference between a ship built today and one built before the war in expense of insurance, depreciation and interest on capital involved an additional charge on every round voyage across the Atlantic of \$100,000. So far as running expenses were concerned, the round trip, which cost before the war \$22,500, now costs \$120,000. Repairs which used to be \$8,500 were now \$38,500. Provisioning cost before the war \$15,000, and now costs \$40,000. Wages had risen from \$12,500 to \$45,000. In addition there was an increase in respect of the accommodation transferred from passengers for the greater comfort of the crew—an increase which he put at \$25,000 for every round voyage. Summing up, he said that the Empress of Canada would cost \$300,000 more to maintain and operate per round voyage than the Calgarian did before the war. So here you have the explanation of high passenger fares on the ocean—why you must pay \$250 for a first-class passage across the Atlantic today, when you paid \$95 prior to the war.

Canadians of Today And Tomorrow

Immigration into Canada will not be heavy this year, according to an Ottawa despatch. Hon. J. A. Calder, Minister of Immigration and Colonization, who has just returned from Europe, says he does not expect the tide to set definitely this way for another year or so. There is no reason to be disappointed in the Minister's report. Rather is there substantial ground for satisfaction. Canada does not want and is not ready to accept a large influx of new citizens at the present time. We have done remarkably well in "reconstruction" so far. Canada has given another proof of the adaptability that was so severely tested and stood the strain so well in the early days of the war. But we are even yet a long way from being out of the woods, a long way from a return to normal, both industrially and socially, and we are going to need to keep our wits about us for some time to come. Before the war both Canada and the United States were far too anxious to obtain population to pay sufficient regard to the problems which inevitably arise when heterogeneous masses of newcomers are suddenly dumped into a young country. It was a race for mere numbers and the war taught us both that, where national crises involving racial prejudices are concerned, numbers do not necessarily mean strength. In other words, the "melting pot" does not always melt. Canada will be very foolish if she does not learn from the late war to avoid the mistakes made in the United States. Population will seek this country as certainly as tomorrow's sun will rise. We are in a position to demand that only the best shall be admitted to the privilege of Canadian citizenship. We owe a first duty to the Canadians already on the ground and until conditions of life in Canada have returned more nearly to the normal we can very well afford to wait for a great influx of population. —Montreal Star.

Local and Other Items

The campaign to make Scotland dry has been aided by heavy exportations of whiskey to foreign prohibition countries.

Most men make the voyage of life as if they carried sealed orders which they were not to open till they were fairly in mid-ocean. —J. R. Lowell.

How happy the station which every minute furnishes opportunities of doing good to thousands! How dangerous that which every moment exposes to the injuring of millions! —La Bruyere.

According to reports reaching Vancouver, B. C., it is estimated that nearly a million dollars damage has been caused to the oat crop by the heavy rains of the week before last on the lower mainland.

Fifteen hundred new cases of cholera have been discovered in Korea, according to an official statement issued at Seoul. This makes the total number of victims of the disease more than 20,000 of whom more than 9,000 have died.

All persons who proclaim a belief which passes judgment on their neighbors must be ready to have it "unsettled," that is questioned, at all times and by anybody—just as those who set up bars across a thoroughfare must expect to have them taken down by everyone who wants to pass, if he is strong enough. —Oliver Wendell Holmes.

The first ear of this season's Alberta wheat from Coaldale was sold at Calgary on the 11th September. It netted the farmer \$4.42 per bushel, less one per cent commission charges. The ear contained 1,702.10 bushels and the price at which it was sold was \$2.77. It is believed on the Calgary grain exchange that this is a record figure for a carload of wheat.

The hundred sailors from Canada who have been sent over to man the light cruiser Eureka and the two torpedo boats the Imperial naval authorities are presenting to the Dominion were an interesting sight to the people in Liverpool when they arrived on the 21st. on the liner Empress of Britain. The delegates to the Imperial Press Conference held in Ottawa, and who made a coast to coast tour of the Dominion, also returned on the Empress.

As a result of negotiations just concluded between Frank A. Dudley, president of the United Hotels Company of America, and a large group of transportation and industrial interests in Montreal, the last named city is now assured of a 1,000 room hotel. It is to be constructed by the Monte Royal Hotel Company Limited, of Montreal, at a total cost of \$10,000,000, and is to be built on the site of the old high school, now a military barracks, which occupies the entire block bounded by Peel, Burnside and Metcalfe streets, just above St. Catharines street.

Without serious opposition Premier Alexandre Millerand was elected President of France on Thursday last by the National Assembly. He succeeded Paul Deschanel, who resigned because of ill-health. Millerand's election was conceded almost from the hour it was announced. Deschanel would resign. It was made certain Wednesday when the two chambers of the National Assembly in caucus gave Millerand a great majority for the nomination. Radical groups desired Millerand's defeat but saw there was no chance of success when Raoul Peret and Leon Bourgeois refused to accept nominations against him. M. Millerand received 895 votes out of a total of 892. The complete vote was as follows: Alexandre Millerand, 895. Gustave Delory, (Socialist Deputy from Lille, Department Du Nord), 69. Scattering, 20 blank, 100. On the following day George Leygues, former Minister of Marine in the Clemenceau Cabinet, accepted the Premier ship in the French Cabinet. It was officially announced he had accepted appointment by Premier Millerand. Leygues will also act as Minister of Foreign Affairs. It is reported he will make no changes in the present Cabinet.

Patons, Ltd

THE NEW SEASON IS HERE!

Life is made up of glorious changes. The whole world loves to LOOK FORWARD, in happy anticipation of the NEW. We greet the Summer with eager welcome; then, no less eagerly, we greet the cooling Autumn and the bracing Winter. Today Autumn looms before us. Its enjoyment calls for new Apparel—new comforts and beauties for the Home. We've spent busy months finding and gathering all these wanted things—the best obtainable at each fair price. These are show days, when group by group we display what we have bought for you. Proud days for us—interesting days for you. Some things are more plentiful than they have been, and more moderate in price. Some are scarcer, and early selections will prevent disappointments. Come when you can.

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So many original ideas have been evolved this season. The lines are so soft and graceful—sleeves and collars show so many new effects. Some of the suits are so dressy—charming in so many quite new effects. Perhaps you'll decide in a moment that you simply must have a certain suit. But you'll be quite as welcome if you simply come to see and go home to think about it quietly and take your time to decide what you like best. But bear in mind that the early showing always contains many charming models that will not be obtainable later on.

Patons, Ltd

September 15, 1920—14 Sept. 28th to Oct. 2nd, 1920

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John J. Davies, C. R. Smallwood, President. Secy.-Treasurer.

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WHOLESALE. RETAIL.

Canadian National Railways

Boston, Quebec, Montreal, and All Western Points "THE NATIONAL WAY."

DOUBLE DAILY SERVICE between Prince Edward Island and the Mainland. Trains leaving Charlottetown at 7.00 a. m. and 1.40 p. m. connect with steamer leaving Borden at 9.30 a. m. and 5.05 p. m.

By morning train connection is made at Moncton with No. 13 train carrying through sleeper for Boston, via St. John, and with No. 1 Ocean Limited for Quebec and Montreal.

By afternoon train connection is made at Sackville with No. 3 Maritime Express for Quebec and Montreal. Connections at Quebec with Transcontinental Train for Winnipeg. For further information apply to W. K. ROGERS, City Ticket Agent. W. T. HUGGAN, District Pass. Agent. See that all Tickets read via Canadian National Railways June 28, 1920.