

In anticipation of 1912 we extend to all our friends best wishes for a happy and prosperous New Year.

This is nomination day for the general Provincial elections. This day week our Liberal friends will receive their quietus, so far as Provincial politics is concerned.

The Federal Government have expressed their willingness to establish a car ferry at the Capes, pending investigation into the tunnel question, provided the people here are in favor of such a project. In consideration of this, a resolution, such as the following, has been presented and unanimously passed at several of the public meetings in Prince and Queen's Counties: Resolved that this meeting endorses the proposition of a Car Ferry between Cape Tormentine and Carleton Head, or some other point on the Island side, and that our representatives in the Federal Parliament be instructed to press our claim for the same at the earliest time possible, provided that unless the said Car Ferry will provide continuous communication, winter and summer, as stipulated in our terms of union, it will in no way prejudice our claims on the Federal Government for the fulfilment of the contract as regards communication entered into with this Province at the time we entered Confederation.

A Million Dollars of Debt.

We herewith publish the statement of the Province's debt and liabilities on the 2nd day of December, inst., as presented by Messrs. Dench and Rossborough, the banking experts employed by the new Government to investigate the public accounts. It will be seen that the balance against the Province surpasses the million dollar mark. Over a million dollars of debt and liabilities is the legacy bequeathed their successors in office by the Government and party that promised to make revenue and expenditure meet. A most extraordinary feature of the debt statement is the amount added to it between the 30th day of September, when the fiscal year closed, and the 2nd day of December when the late Government went out of office. During this time, two months and two days, the remnant of the irresponsible Liberal Government spent no less than \$105,862.44, or at the rate of about \$636,000 a year. Deducting the revenue received during that space the net expenditure; the amount added to the Provincial debt was \$83,281.50, as shown in the official statement. These figures show that this irresponsible rump of a Government was creating public debt during these two months at the rate of \$450,000 a year. That is certainly going it some. This big slice of debt is the price the Province has to pay for the attempt made by the moribund Liberal Government to hold on to power by means of the by-elections in Belfast and Murray Harbor. They evidently had some hope to win by slashing out the people's money, and then they would try to cover up their tracks. But now their corrupt political scheme is exposed in all its hideous deformity. The floating debt of the Province amounting to \$145,849.07 at the end of the fiscal year 1910, was increased to \$260,963.83 by the 2nd of December 1911. That is an increase of \$115,114.76 during last year, and of this amount \$83,281.50 was rolled up in the last two months of the late Government's existence, as already pointed out. Was there ever such a damaging record against any Government?

Not less worthy of consideration and public execration is the part the public works department was made to play in this saturnalia of political corruption and financial piracy. As shown in the statement published below, the expenditure of this department for the two months was \$47,634.19, and in addition to this were the outstanding accounts and road orders and other returns, which brought the amount up to \$58,368.94. This would make a monthly average expenditure for the department of \$28,267.98, and a rate of expenditure for twelve months to \$339,215.76. Did anyone ever know of such an attempt at public robbery? From all this it will readily be seen that the late Government made a bold attempt to hold on to power by plunging deep into the public treasury; by putting their hands deep down into the people's pockets. They entertained a hope of being able to cover up their tracks, but the electors checked them and held them up in the act, and their ruinous deprivations in the Province's financial concerns are now exposed to the whole world. Following is the report of the investigating experts:

Liabilities of the Province of Prince Edward Island as at 2nd December, 1911.

1910			
Sept. 30.			
Balance against Province, (Current Account)			\$145,849.07
1911			
Sept. 30.			
Expenditure year ended Sept. 30.	\$416,631.08		
Receipts	374,797.82	41,833.26	
Debtors sold		187,682.33	
		10,000.00	
		\$177,682.33	
1911			
Dec. 2nd.			
Expenditures Sept. 30 to Dec. 2nd.	105,862.44		
1911			
Receipts	22,580.94	83,261.50	
		\$260,963.83	

Due Banks	\$171,839.66	
Less Cash on Hand	6,456.21	
	\$165,383.45	
Cheques Outstanding	10,046.82	
Loans (private parties)	85,533.56	
	\$260,963.83	
Accrued Interest due:		
Banks (Overdrafts)	\$ 715.50	
Loans (private parties)	3,066.15	
Debentures	8,303.24	12,084.89
Accounts Payable, Appendix "A"	\$4,854.07	
Accounts Payable, Appendix "B"	5,576.79	
Outstanding Road Orders, Appendix "C"		4,959.49
Salaries Accrued:		
District Teachers	15,740.00	
Public Officials	733.03	16,513.03
Incomplete Contracts, Appendix "D"		19,532.38
Dominion Subsidy, 29 days unearned		21,449.11
Net Debenture Indebtedness, Appendix "E"		726,662.18
		\$1,072,505.77
Road Work ordered and complete but not yet approved, Dec. 2, 1911, Appendix "F"		\$921.09
Revenue Due Account, Appendix "G"		\$64,352.84.
Expenditure of Department of Public Works from October 1st to December 2nd, 1911		47,634.19
Outstanding Road Orders	\$4,959.49	
Outstanding Accounts	4,854.17	9,813.66
Inspectors Returns unapproved		921.09
		\$58,368.94

This is a monthly average of \$28,267.98, and at the same rate the expenditure for 12 months would be \$339,215.76.

The Wheat Blockade. Giant Liner Crashes into Wharf.

The New Brunswick farmer, with a good home market at his door, has no reason these days to envy his brethren in the West. In consequence of the wheat blockade in the Prairie Provinces conditions are said to be "simply appalling." In Saskatchewan wheat has been standing alongside the elevators for weeks and the loss to the farmers has been enormous. According to a despatch from Winnipeg the elevator commissioner has suspended the Grain Act and has issued imperative orders that cars be provided, but without result. Many farmers are selling the grain for whatever it will fetch. Extraordinary conditions this year contributed to the congestion. Owing to the weather the harvest was a month later than usual, and in consequence all the farmers wanted to market their grain at the same time. Over such an extended territory a car shortage was the inevitable result.

The situation during the past few weeks is reported to have been without parallel in the history of Western Canada. A recent despatch states that "elevators are filled to the roof and the farmers have been standing around for days waiting to have their grain unloaded. At Morse 50,000 bushels of grain are piled up on the street and in implement warehouses. Over a hundred loads of grain were on the streets of Morse with no place to unload it, and a number of farmers have been in town for a week trying to dispose of their consignments. Many drove 75 miles with a view to returning with necessities. The farmers fought like cats and dogs for the privilege of unloading, and mounted police were called in to maintain order." According to another report conditions at Herbert, Swift Current and Rush Lake have been just as bad. At Rouleau over 300 names of farmers are on the car order book. At Pense a thousand names of farmers are on the waiting list. Sintaluta, Qu'Appelle, Indian Head, NeTaggart, Lang and Milestone are in no better shape.

In addition to the lateness of the season the situation has been further complicated for the transportation companies by the recent coal strike. Great quantities of coal had to be taken West to supply the demand which would otherwise have been supplied from the local miners. Sir Thomas Shaugbnessy, in a recent interview, pointed out that congestion in the traffic was one of those problems that is inevitable, occasionally, in a great wheat raising country. Referring to the difficulty of getting so much grain through the terminals in so short a time, he said the C. P. R. had foreseen the difficulty and had spent millions of dollars during the past six or seven years in improving the terminal facilities, and it was evident that with the growth of the country the company would have to continue the same sort of work to prevent future congestion. St. John Standard.

Giant Liner Crashes into Wharf.

At 12.45 Saturday morning the big C. P. R. steamship Empress of Britain neared her Sand Point berth St. John N. B. and the large number of persons on the wharf and the larger number of passengers who were on her decks saw enough excitement in a short time to do them for a long time to come. The C. P. R. tug Cruiser and another large tug had hawsers from the liner and were pulling hard to keep her from the wharf as she was steaming ahead when suddenly the hawsers on both tugs parted and before the Empress could be stopped she ploughed into number three wharf. Those on the wharf when they saw the big ship coming into collision made a hasty retreat to the warehouse. In an instant there was a crash and the steel bows of the Empress struck the wharf. Wharf timbers were broken like pipe stems and along with this went the supports to the grain chutes and there was great disorder.

The engine of the liner were working astern and this alone saved the big C. P. R. steamer from crashing into the stern of the Donaldson line steamer moored at No. 4 berth. The tugs after their hawsers parted, got to the side of the ship as soon as possible and the Empress was at last tied up to the berth. At 1.30 o'clock the ship was discharging cargo, but the damage done to the wharf and the grain chutes will amount to hundreds of dollars. Fortunately no person was injured, but a number of men had narrow escapes.

French Marine Disasters

Bordeaux, Dec. 23.—The Uruguayan steamer Rafael, from Montevideo has been wrecked off Coubre Point, on west coast of France, at the mouth of the Gironde. The Rafael carried a crew of 24 men. Five bodies have already been washed ashore. The coast continued in the grip of the storm, which has lasted for several days. A score of sailing vessels have been driven on the rocks, the crews being rescued with difficulty. All incoming vessels report damage. Several of them have had men swept overboard by the heavy seas.

A Brave Rescue.

Kingston, Ja., Dec. 23.—The British steamer Manzanaras arrived here today with the crew of the British schooner Virginia. The Virginia was sighted several days ago flying signals of distress. She has been demasted on the voyage from Cadiz, to Newfoundland. The rescue of the men was affected with great difficulty in tempestuous seas, and the schooner was abandoned.

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HANDSOME STYLISH WINTER COATS

We have just placed on sale three great clearing lots of handsome Winter Coats—lines of which we have an overstock. We have cut the prices in each case to effect a quick clearance, and without further description, we will simply tell you what is being offered:—

- One big lot of coats, regularly offered at prices ranging up to \$12.50 each—on sale at **\$ 8.00**
- One assortment of handsome new fall coats, in black, regularly priced to \$15.00 each—on sale at **\$10.00**
- One great range of new coats, regularly offered at all sorts of prices, from 15 cents to \$18.50, for **\$12.00**

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THE BEST \$3.00 SHOE WE SELL

ARCH INSTEP WITH STEEL SHANK

The makers of the "Empress" produce more high-grade shoes for women than any factory in Canada, and when you consider that three hundred thousand pairs of this modern shoe are sold every year in Canada to women who wear only the highest grade of footwear, and that almost every fourth woman you meet will be wearing a pair of the "Empress" there must be a cause.

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Delivered to every part of the Island.

Mortgage Sale.

To be sold by Public Auction, at the Court House in Charlottetown, on Friday, the Twenty-ninth day of December, A. D. 1911, at Twelve o'clock, noon: All that certain piece or tract of land and premises situate, lying and being on Lot Twenty-three, in Queen's County, bounded as follows, that is to say:—Commencing at a stake fixed on the west side of the Road leading from the Gulf Shore to New Glasgow, and in the southern boundary of one hundred and seventy acres of land in possession of Mary McNeill and Clementina McNeill; thence running along the said last mentioned boundary to the northern boundary of land in possession of Dennis Higgins twenty-five chains, more or less; thence along said Dennis Higgins' northern boundary to the Road aforesaid; thence along said Road northwardly to the place of commencement; bounded on the north by Mary and Clementina McNeill's land; on the south by Dennis Higgins' land; on the east by said Road, and on the west by the land in possession of David McNeill, and containing thirty acres of land, more or less. Also all that other tract of land situate on Lot Twenty-three aforesaid, bounded as follows, that is to say:—Commencing at a stake fixed in the southwest angle of the thirty acres of the land above described, conveyed by David McNeill to the said Jane Jack, and in the northern boundary of Dennis Higgins' land; thence running north twenty-five chains; thence west twelve chains to land in possession of William G. H. McNeill; thence south twenty-five chains to land of said Dennis Higgins, and thence east to the place of commencement, containing thirty acres, more or less.

The above sale is made under and by virtue of a power of sale contained in an Indenture of Mortgage bearing date the Twenty-seventh day of May, A. D. 1902, and made between Jane Jack, of Mayfield, Lot Twenty-three, in Queen's County, Spilmer, of the first part, and the undersigned of the second part.

For further particulars apply to McLean & McKinnon, Solicitors, Charlottetown.

Dated this 5th day of December, A. D. 1911.

FLORA McNEILL TOOMBS,
Mortgagee.
December 5, 1911—31

Fall and Winter Weather

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122 DORCHESTER STREET,

Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends.

All Orders Receive Strict Attention.

Our work is reliable, and our prices please our customers.

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THE UNDERSIGNED DEALERS IN

Hard and Soft Coal

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A large supply of Coal suitable for all purposes. Orders verbal, by mail or by telephone promptly attended to. Our telephone No. is 312, and we should be pleased to have your orders.

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Ch'town, July 19, 1911—3m