

THE HERALD

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Please send in your Subscriptions.

Minister Cochrane's Visit.

Hon. Frank Cochrane, Minister of Railways of Canada, arrived at Georgetown from Pictou on the Steamer Minto about 10.30 last Wednesday forenoon. He was accompanied by several of the leading officials of the Intercolonial Railway, and others connected with the Government Railways. A number of the leading public men of the Province had gone to meet the Minister. They included the Federal members for Queen's County, the Premier of the Province and several of his cabinet colleagues, and other prominent members of the Conservative party. On his arrival he was presented with an address of welcome to the Province.

After a stay of about three quarters of an hour at Georgetown, when public matters relative to the place were discussed, the party started by special train for Mount Stewart, where a short stay was made; thence to Souris. At Souris the railway terminals, the wharf and other Dominion public works were visited and necessary improvements discussed. The party then started for Charlottetown.

Among the things necessary and desired along this route were new stations at St. Charles, New Zealand and St. Andrew's, and new sidings at Brudenell and Brackley Point. These matters the Minister viewed favorably and promised attention thereto.

After arriving at Charlottetown, the Minister, during the evening, met several delegations in the Board of Trade rooms. First the Council of the Board of Trade discussed with him the matter of the Car Ferry. The Minister in reply said he was awaiting, in this matter, the report of his engineer, whom he had sent to look over the different possible routes and determine where, in his judgment, the ferry should be located. He thought the report would soon be presented, and then work would be commenced. He hoped considerable of a start would be made this autumn.

A citizen's delegation asked for a change for the better in the railway time table between Charlottetown and Summerside. The Minister promised to give the matter his serious consideration. He expressed himself pleased with the island, so far as he had been able to see it.

Thursday morning the Minister and his friends went over the western division of the railroad to Tignish and return, stopping at Summerside and other intermediate points. Various matters of importance and desired improvements were discussed.

After returning to Charlottetown in the evening, the Minister and his party boarded the Minto and left for Pictou. It is hoped and expected that several improvements in our railway affairs will follow the Minister's visit.

The Montreal Herald, the leading Liberal organ of Quebec, which fought for reciprocity with miles of flare headlines, says now, in discussing the Taft statement, that reciprocity would make Canada an adjunct of the United States. "The instinct of self-preservation turned out to be stronger than political reasoning, and it must be said that this letter of Mr. Taft's rather justifies the instinct."

Mr. Taft has shown how absolutely well founded were the contentions of the Conservative party that Canada was merely being made a catspaw in the American political game.—Edmonton Journal.

The Canadian people, luckily, were not such an easy mark as the Laurier Government for our friends to the South of us in whose eyes this half of the continent figured as "a useful adjunct."—Ottawa Citizen.

The public will be curious to know whether some of the Canadian pushers of the past have in their possession letters whose publication would make as interesting reading as President Taft's letter to Colonel Roosevelt.—Toronto Mail and Empire.

If you moved during the past week, are you sure you did not forget the household cat? If you find you did and have not the courage to go back to look for it, don't let your former neighbors know your telephone number, or their opinion of your forgetfulness may tend to disturb you.—Ottawa Journal.

An investigation into the high cost of living in New York shows that certain kinds of supplies pass through twelve hands between the producer and the consumer. Anything will naturally sell at a price higher than its cost should be, if twelve profits are taken in handling it, no matter how small each profit may be.—Seattle Post Intelligencer.

The publication of the President's opinion can do him no harm. In the whole matter of the negotiations the President appears to advantage. It was not his business to protect the interests of the integrity of Canada. That was the duty of the Canadian Government first and of the people afterwards. The Government failed but the people did not.—Vancouver News-Advertiser.

We denounced the Taft measure as a cheat upon our people. It remained for Mr. Taft to let the world know that it was also intended to be a swindle on our neighbors! The same forces that framed this measure to squeeze the American public designed it also to rob the Canadians under the guise of friendship, and to transfer their bank credits to New York.—Philadelphia North American.

It's a long way from Victoria to St. John, but not too far for us to extend a hand across the mountains, the prairies, the Great Lakes and the St. Lawrence Valley, and to say, "Shake hands for we are both in the heyday of prosperity." The city which the Loyalist Fathers founded nearly one hundred and thirty years ago and this most Western Outpost of Empire can, and, we are sure, do, rejoice in each other's progress.—Victoria Colonist.

Premier McBride of British Columbia was in London when the Taft Roosevelt correspondence was published. In his comment thereon he certainly struck the nail on the head. These were his initial words: "I've never seen such a blunt admission before, but it correctly represents the view we took in Canada before the election. The American Reciprocity Movement was deliberately designed to detach Canada from participating in Imperial Reciprocity and to defeat the coming Imperial preferential policy to which Canada is so fervently devoted."

Samson was the first man to advertise. He took two full columns to show his strength. Seven thousand people tumbled to his scheme and he brought down the house.—Contract Record.

Hon. Mr. Foster, speaking as Minister of Trade and Commerce, at Toronto, on April 10 last, clearly defined the attitude of the Government. "Fiscal Reciprocity between Canada and the West Indies," he said, "will be followed by closer trade relations with Australia and all the other British Dominions, in the firm conviction that ultimately the Mother Country will find it in her interest to enter an imperial trade system and reciprocate the preference she now receives from overseas."

The Dardanelles.

The recent naval demonstration by Italy in the Dardanelles is claimed in well informed circles in Europe to have a deep significance that attaches to the mere bombardment of the Turkish fortifications. The Dardanelles of the Strait of Gallipoli, as sometimes called, are the long and narrow strip of water between Europe and Asia which connects the Aegean Sea with the Sea of Marmora. Strategically the strait is of importance as it commands the entrance to Constantinople from the Mediterranean. It is also a water highway used extensively by the commercial fleets of Europe.

As the result of the bombardment Turkey has taken a course which Italy must have been well aware would be adopted. She has closed the Dardanelles to all ship traffic. The loss and inconvenience to the commercial fleets of Europe by this action is likely before long to call for intervention which judging by the slow and unsatisfactory progress of the war, from Italy's standpoint would well suit her purpose. Turkey is within her rights in closing the Dardanelles, but if the Powers step in as there is every reason to suppose they will, in the interest of their own shipping, it will be with the direct intimation to the belligerents that is about time they settled their differences and came to terms.

The suggestion is also entertained that Italy's warlike demonstrations in the Dardanelles have the tacit consent of Russia, a country more interested than any other in Europe in stirring up international complications over this question. By the treaty signed in 1841 no foreign ship of war may pass through the Dardanelles without the consent of Turkey. The treaty has not always been rigidly adhered to, a notable instance occurring in the Russo Japanese war, when two Russian volunteer fleet frigates slipped through the Bosphorus and the Dardanelles under a commercial flag. But in a general way it has been recognized by the Powers and is the great obstacle to the Russian fleet's gaining access to the Mediterranean. It has been one of the chief aims of Russia's foreign policy for many years to obtain permission for her fleets to pass freely through the straits. The other European powers are equally alive to the fact that the Dardanelles are the key to the situation and no such permission has ever been granted; nor is likely without a revolutionary disturbance of the balance of power, that it will be.—St. John Standard.

A Winnipeg despatch of the 16th says: "Twenty-five per cent of the wheat has been seeded in the three prairie provinces, while the heavy rain curtailed the average in some sections, in others the enormous areas are now breaking and have increased in acreage from twenty to twenty-five per cent."

Quebec Elections.

Montreal, May 15.—The Quebec provincial elections today resulted in the return of the Gouin government by an increased majority over that which it had in the last House. By the redistribution act passed at the last session of the legislature, seven new seats were added, and while the opposition captured two of these it lost one other, thus making the net gain in the Liberal majority in the new House six. All of the members of the new cabinet were re-elected, the only one to suffer being the Hon. Chas. Devlin in Temiskamingue. Mr. Devlin was, however, successful in Nicolet county. Premier Gouin was elected by a large majority in both Portneuf and St. John. Mr. Tellier, the opposition leader, was re-elected in Joliette, but two of his lieutenants, Armand Lavergne and Jules Prevost, both of whom run in two counties, suffered defeat in one, Mr. Lavergne winning in Montmorency and losing in Montmorency, and Mr. Prevost suffering defeat in L'Assomption and winning in Terrebonne. But little interest was manifested in the elections, the difference amounting to apathy in the English districts of Montreal. The government appealed to the people on its good record, while the opposition charged it with extravagance, citing the erection of a \$3,000,000 jail and a \$600,000 technical school in Montreal as examples, and contending that the money could have been better spent in advancing the interests of primary education in the rural districts of the province. Good roads also figured, the government relying upon its programme and the opposition contending that the money could be spent to better advantage, alleging that the government's policy tended to favor those roads which would be largely used by automobiles to the neglect of those which were of greater value to the farmers.

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Cannot Find Lost Million.

Ottawa, May 15.—"The lost million" of the census taken last year has not been located, despite the careful counting and double checking of the census staff. The lost million will probably never be found, but measures have been adopted by the immigration branch of the department of the interior to "stop the leaks," so that when the next census is taken all the people in and coming to Canada will be accounted for. The department under the new system obtains a manifest of every outgoing steamer at ocean ports, stating the number and destination of passengers. The movement across the international boundary is measured by an exchange of statistics between the Canadian and United States immigration departments. The figures thus obtained are compared and carefully recorded, and the Canadian government is thus provided with fairly accurate information of the movement of population for permanent residence in the United States and in Canada.

Premier Borden Guest of Honor at U. E. Loyalists.

Toronto, May 17.—Speaking in reply to the toast The day we celebrate, at the annual meeting of the United Empire Loyalists, who today celebrated the landing of the Loyalists at St. John, N. B., on May 18, 1783, Right Hon. B. L. Borden, Premier of Canada, who was the guest of honor, recounted the history of the United Empire Loyalists, the part they had played in the building and strengthening of the British Empire and the institutions within its confines, which have always been the admiration of the world and after which institutions the world ought to have modelled and organized.

The Minto and Arctic Go to Hudson Bay.

Ottawa, May 18.—The Department of Marine and Fisheries will improve the strength of the expedition which is to go by sea to Hudson Bay this summer to determine the respective merits of Port Nelson and Port Churchill as a terminus for the Hudson Bay Railway. The Minto and the Arctic will both go north, and are now being equipped for the trip and equipped with wireless instruments. The Arctic will sail on June 15th, having on board a party headed by W. E. W. Jackson, of the Toronto observatory, for the purpose of making a thorough study of the magnetic conditions of the Hudson Bay and Strait in the interests of future navigation. The Minto sails some ten days later, and will go down the coast and examine the harbors of Churchill and Nelson. The Minto will be in command of Capt. Anderson, who will have with him Lieut. Knight and the well known Newfoundland navigator, Capt. Bartlett. The ships will remain in the Hudson Bay waters until driven out by the ice, and will bring back definite information as to the length of the navigation season. A map indicating the existence of good harbors at Port Churchill has been prepared by the marine department. If Port Churchill is selected, Ontario will have a right of way to the Arctic north of the arrangements made last season. Minard's Liniment cures neuralgia.

Of the four Canadian Provinces in which the Liberals still control the reins of government, the record of the Administration in Quebec has been in many ways the least objectionable. The people of Quebec in the recent Provincial elections signified their approval of the Gouin Government's record, and were of the opinion that it justified another lease of power. Under the circumstances, as the Quebec Chronicle remarks, there is nothing for the Opposition to do but defer to the popular decision.

To all intents and purposes the standing of the parties is the same as it was in the last House. There are a few changes on both sides, but the balance is evenly maintained, as the gains of the one party are offset by those of the other. The Conservatives made a better showing in reality than was indicated by the returns, as they reduced the majorities in most of the constituencies. Still, for all that, in Laurier's pet Province they have much leeway to make up.—St. John Standard.

Ferred Vessel Ferry Struck West Down.

Halifax, May 17.—It is feared that the crew of some unknown schooner perished as a result of the collision with the Boston bound steamer A. W. Perry.

A wireless received in Halifax stated that the second boat sent out by the Perry to search for wreckage had found the bones of a vessel. Unless she was sailing with a free chest, therefore, it seems as if the schooner must have been very seriously damaged, so much so that she could not stay afloat.

The collision occurred off Little Hope, not more than twelve miles from Liverpool harbor. The harbor master at Liverpool stated that nothing has been heard there of any damaged vessel. Had the schooner been but slightly damaged she would certainly have been able to make Liverpool, and the fact that nothing has been reported there gives rise to serious misgivings.

The weather has been very thick on the coast for two days, and it was this fact that caused the disaster. M. H. Hutchinson of Clark's Harbor, superintendent of life saving stations, who is one of the most experienced men on the coast, expressed grave fears, but says that to see no evidence in support of the theory that the vessel struck was the Ann J. Trilmer, from New York. He thinks it is a sailing schooner, which would carry fifteen men.

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