

The Herald

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EDITOR & PROPRIETOR

Our Best Winter Port.

Some letters have been published in the Guardian and a few paragraphs have appeared in the Patriot, relative to the operations of our winter steamers. "Interested Islander," in the Guardian of Saturday last, takes the ground that it is practically impossible to make Charlottetown a winter port and that the public interests would be best served by sending both winter steamers to Georgetown soon after the close of summer navigation, before "the inevitable difficulties of the Charlottetown route commence to cause delays." He points out that the great, powerful and expensive steamer "Prince Edward Island," said to be one of the finest ice breakers in the world, does well after constant pounding and straining and the burning of immense quantities of coal to make the trip too late to catch the outgoing trains with passengers, mails etc. "Interested Islander" further on in his letter adverts upon this "new and powerful steamer being wrecked and strained while laboring under the maximum of her power in constant contact with ice which in the nature of things geographical was never intended to be navigated."

In the declarations above quoted, we consider "Interested Islander" has assumed a tenable position. Winter navigation of the Straits is not now in the experimental stage; it is operated for the accommodation of the public. At best it has its difficulties and dangers, and after an experience of over thirty years it would be natural to suppose that the line of least resistance would be chosen, rather than the most difficult route. Georgetown, thus far, has been regarded as the natural winter port of this Province. The distance thither from Pictou is shorter, ice conditions are more favorable and train connections are likely to be more certain.

Many elements of uncertainty enter into the winter service. Changes of wind and weather militate, sometimes against one port, sometimes against another; but, on the whole, experience has proved that Georgetown is the best and safest winter port.

The Car Ferry Steamer "Prince Edward Island" is the latest and greatest product of marine architecture for ice breaking purposes. She is a splendid, peerless ice breaker; she has a most competent and gallant commander, excellent officers and an able crew. Notwithstanding all these advantages she has, from time to time been detained on the voyage between Charlottetown and Pictou, from ten to twenty-two hours. On Monday 21st Feb. it took her over ten hours to make the run from here to Pictou. On her return trip, the following day, she was out over twenty hours, not reaching here until after three o'clock Wednesday morning. Leaving here Wednesday morning shortly after 9 o'clock, she did not get into Pictou until 7 o'clock Thursday morning. She consumes about five tons of coal a hour; so that on one of these long trips she would use up over one hundred tons of coal.

The difficulties and delays of the Car Ferry are not in consequence of any defect in the ship or any mismanagement in her navigation, but simply because of unfavorable ice conditions on the Charlottetown route. The only attempt to rebut this is the statement, made by the Patriot, that the Stanley was also delayed

on some of her trips. Such statements can scarcely be regarded as argument. There can be no fair comparison between the Car Ferry and the Stanley. The Stanley is twenty-seven years old and has not one half the power of the Car Ferry. She was built in the experimental stages of ice navigation in Northumberland Straits. The Car Ferry, in power and appointments, is the result of the mature thought of scientific minds for the last quarter of a century.

Notwithstanding the power and superiority of the Car Ferry, in every way, when she was detained from ten to twenty hours on her runs between Charlottetown and Pictou, the Stanley was crossing between Georgetown and Pictou, in from three to four hours. All this goes to prove that Georgetown is, beyond question, the winter port of this Province and the port which the steamers should make their Island home in mid-winter.

Yesterday's movements of the winter steamers amply confirm the arguments above advanced in favor of Georgetown. The Stanley made the run from Georgetown to Pictou in a little over three hours, arriving at 10.20, while the Car Ferry consumed over eleven hours crossing from Pictou to Charlottetown. She did not dock till after six o'clock in the evening; thus missing all train connections and delaying mails and passengers, for points outside of Charlottetown, from 18 to 24 hours.

Dominion Parliament

Ottawa, Feb. 21—An attack upon the United States, an upon Sir George Perley, the acting High Commissioner in London, and an effort to put the "Longshoremens" Association up against Hon. J. D. Hazen, all of this by E. M. MacDonald of Pictou, were the features of an otherwise dull day in the commons. The apathy of the United States in this war has been the wonder of the civilized world," said Mr. MacDonald, and he added that because of this the Allies should go mostly to the United States instead of to Canada. Sir Robert Borden had no difficulty in disposing of this. He said it was true that earlier in the war orders might have been sent elsewhere which could have been placed in Canada, but he himself had sent forcible representations to the British government on the subject and he had been assured by British cabinet ministers and officials that orders in the future, wherever possible, would be placed here. In the first part of the war there was a hurry, confusion and extreme haste to get material. At the beginning of the industrial resources of Canada were not as well understood as later. Now, however, he was assured that Canada would receive a preference and that an endeavor would be made to secure from the Allies all orders which could be placed in Canada on reasonable terms. He added that Sir George Perley was in intimate and close touch with the cabinet ministers and British officials and devoted a great deal of time to this government. At the outbreak of the war, the Canadian manufacturer had not shown the same energy as the Americans who sent the best agents to Europe. Later the manufacturer had not shown the same energy as the American who sent the best agents to Europe. Later the manufacturer had not shown the same energy as the American who sent the best agents to Europe.

General Turner in his letter to Col. Currie said also that he had "rendered splendid service at St. Julien, and had done more than was called for from a regimental officer." The affair has caused a good deal of a sensation in parliamentary circles and there is considerable speculation as to whether Col. Currie was really attacking General Hughes or General Alderson or both. It is recalled that shortly after the war broke out there was a movement to have General Hughes resign and mention was made of Col. Currie as his successor. The premier, however, refused to consider any change in the ministry of militia. However, it seems

he said there should be a complete reorganization of the high commissioners office. This was of course mere talk. The fact that Sir George Perley is one of the ablest business men in this country, and for this very reason he was asked to remain in England during the remainder of the war. The Premier said that Mr. MacDonald's remarks were entirely unwarranted. Then as to the "longshoremens, the member for Pictou declared that in the arrangements made by the marine department for the handling of freight at Pictou there was much dissatisfaction. But Mr. Hazen, who has the details of his department always at his finger ends, pointed out that the system now in vogue was practically the same as that for many years past under different governments. Until 1911 the loading of the government vessels was done by day labor. Since then it has been done by contract. For this winter a contract was given to W. T. Gillis, H. A. McMillan and Z. Cook. The work was the loading of the Stanley and the Prince Edward Island. They were to get 45 cents a ton for loading freight and baggage, or five cents less than the price the previous year. For loading bunker coal on the two vessels they got an average of sixty-two and a half cents which is also a reduction of five cents per ton. Mr. Hazen said that the letter from the union was received last October, but as the union had been recently organized and there was no guarantee that it would be able to carry out the contract the department considered it better to allow the old system for this winter. If the union continued for another year and there was business of the kind to be done he would be glad to consider the matter of making a contract with the union the same as is done at Charlottetown at the present time. The opening of the new car ferry, however, might take this business away from Pictou.

Ottawa, Ont., Feb. 23—"Only two men stood between me and any decoration or mention in despatches, one was General Alderson and the other was the Minister of Militia. One was six miles back and the other was 1,800 miles away. I prefer the verdict of the man who was in the trenches with me. This was the statement of Col. John Allister Currie in the house today in the course of a speech in the budget debate. He is the Conservative member for North Simcoe, and when the war broke out he and his famous regiment, the famous 48th Highlanders, of Toronto, were the first to offer active service as a unit. They went with the first contingent, and along with other Canadian battalions were cut to pieces at St. Julien. After that battle Col. Currie's name was almost the only one of the officers engaged unmentioned in despatches. The explanation or at least part of it, came today from Col. Currie. He read a letter from Brigadier General Turner, his brigade commander, in which the latter said that he would have pleasure in forwarding his name for mention in despatches. Col. Currie said he referred to this matter because there had been "some gossip regarding my conduct at the front."

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Progress of the War.

Paris, Feb. 22—The text of the French official statement given out this afternoon follows: "In the Artois district, after the violent bombardment, previously reported to have taken place yesterday evening, the enemy delivered a strong attack against our positions at the forest of Givenchy. They were successful in penetrating into our first line trenches along a front of about 800 metres, and at several places they gained lodgement in our communicating trenches. There followed a counter-attack on our part and as a result the enemy hold now only a few positions in these latter trenches. The German attacking force at this consisted of seven battalions. They suffered heavy losses. "They suffered considerable losses as a result of our certain of fire and our machine guns. "To the southeast of Rodincourt the enemy caused the explosion of a mine, but our troops occupied the crater. "At Brabant-Sur-Meuse, between the forest of Hautet and Herbe forest, the Germans gained a footing in some of our advanced trenches. At certain points they pushed on to our communicating trenches, but our counter-attacks drove them out from these latter positions. We took about fifty prisoners. "To the east of Seppois two German attacks were repulsed by us. "There has been considerable artillery activity along the front between Chapelotte and Ban-

De-Sept. "A Zeppelin yesterday evening flew over Lunenburg and threw down several bombs, which, however, caused material damage of little importance. Pursued by our aviators, this flying machine moved away in the direction of Metz."

London, Feb. 22—The fact that the men of the British warships are turning out a large amount of war munitions in their spare time aboard ship is revealed in a letter from the Munition Minister, David Lloyd George, to Vice-Admiral Sir David Beatty, made public tonight. "I have been greatly interested in the details of the splendid work done by the officers and men of the battle cruiser fleet in making munitions," the minister writes. "The output which has already been reached is very striking, but more important even that the material results is the magnificent spirit which prompted the men of the fleet to devote their leisure time to giving the men in the trenches such loyal and effective support. "The fact also that the work is being carried out by the men's own wish, and without remuneration, greatly enhances its value."

Petrograd, Feb. 22, via London, Feb. 23 (1.30 a. m.)—The presence of Emperor Nicholas at the opening of the Duma today is hailed by the press and public as one of the most important events in the whole political history of Russia. It is pointed out that the appearance of the Emperor in the House has emphasized, in the most striking manner, the increasing disposition of the government and people to lay aside internal politics and devote all their energies to a concerted effort to bring the war to a successful issue. The event is alluded to by prominent members of the Duma as "the beginning of a new era" and likened in its far-reaching significance, to the emancipation of the serfs and the manifesto of 1905. This was the first time that a Russian Emperor had ever visited the legislative body, or in this formal way had recognized it as one of the parts of the government. It bears upon the importance of the political crisis through which Russia has been passing. Critics of the government have protested that since the last adjournment of the Duma the government has not shown any increased tendency to reflect the desires of the populace, or yield to the demands for internal reform, and that a successful prosecution of the war was impossible without some real understanding between the government and the Duma. The Emperor's presence today is taken as a token of a new union of the government and the popular representatives, towards which the liberal and progressive elements in the Duma have been striving, and will, it is thought, relieve the tension and suspense which has existed since the adjournment of the House. The new premier, M. Sturmer, who succeeded M. Goremykin in that office, made his first address. He declared that although Russia did not minimize the seriousness of the situation in the Duma, and the sacrifices she was compelled to make, both the government and the Duma were resolved that peace would not be made until Russia had gained, in conjunction with her allies, a decisive victory over the enemy. "Russia had hardly begun the work of internal re-organization," said M. Sturmer, "when the war interfered. But even in war time this work must go on. Russia's better future is coming; nothing can disturb our faith in that."

Paris, Feb. 23.—The battle of Verdun continues with growing intensity. It extends over a front of forty kilometres (25 miles), and seven German army corps, under Crown Prince Frederick William, are engaged along a twenty-five mile front north of Verdun in a desperate effort to drive back the French defending forces, probably the capture of the great fortress of Verdun in view. There had been very heavy fighting for a considerable period in this district of the French war zone, but within the past few days the attacks of the Germans have taken on additional strength. The battle line has been extended and now reaches from Malin-scourt on the west, to Etain, on

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Local And Other Items

We shall esteem it a great favor if those who have been furnished with subscription accounts will be so kind as to remit amounts due

Japan is sending four war ships to the Indian Ocean to replace others there. It is denied that a fleet has been sent to the Mediterranean.

Of 411 passengers and crew of the steamer "Malaga" sunk by a mile off Dover on the 27 ult only 260 are known to have been saved.

Nail McQuarrie, Esq. K. C. Summerside has been appointed Judge of the county court for Prince County. Congratulations to Judge McQuarrie.

Admiral Sir Hedworth Merry commander of the British fleet at Portsmouth is mentioned as likely to be naval advisor to Lord Cecil, the new Blockade Minister

The supreme court for King County, opened at Georgetown yesterday. Judge Hazzard presiding. There are two criminal cases, and the Grand Jury found true bills in both.

Thirty-six Austrian and German vessels seized recently in the Tagus River Portugal have not been confiscated, but are to be used for transport and other services. There are some eighty more in other ports and these also will likely be requisitioned.

Fire broke out on Monday on the Burymachos, a Russian ship laden with munitions of war, and which was about to sail from New York for Vladivostok. The fire was extinguished after the ship had been seriously damaged. The cause of the outbreak is unknown.

The sinking of the Italian hospital ship Mare Chiara, near San Giovanni di Medua, Albania is reported in a despatch from Rome to the Exchange Telegraph Company. The vessel is said to have struck an Austrian mine. It is reported there were numerous victims.

The monthly payments from Ottawa of assigned pay or separation allowances to relatives of dependants of the men under arms now aggregates over \$2,000,000. Over ninety thousand cheques are made out each month by the branch dealing with the part of the work.

Paris advices of the 20th say there are heavy snowstorms throughout France except in the far southern districts. Traffic interrupted. For the first time in years. Lyons and other cities noted for a mild climate are now covered. In some parts of the country the snow is three feet deep.

Important Public Meeting

A Public Meeting will be held in the Council Chamber, Provincial Building, on Tuesday, 7th day of March next, commencing at 2 o'clock in the afternoon with an evening session opening at 7.30, to take into consideration the special conditions existing that may arise in this Province by reason of the war, and Prospective possibilities when war is ended. Without limit the scope of subjects to be discussed, the following will be considered.

- Agriculture. Fisheries. Transportation. Emigration. Technical Education. Special Industries. New Industries.

The intention of the meeting is to provide an opportunity for free discussion of matters of public interest, with a view to a better understanding of our own opportunities, and full operation in all things relating to the welfare of the Province. All interested are invited to attend.

ARTHUR NEWBERRY, Asst. Provincial Secy. Feb'y. 29, 1916 E.I.