

**THE HERALD**

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JAMES MCISAAC,  
Editor & Proprietor.

**Please don't delay your Subscriptions for 1907. We need the money, we have earned it and shall esteem it a great favor if you remit now.**

The Canada Year Book for 1906 has come to hand. It is a volume of some 520 pages, containing much valuable information. It embraces all available statistical information of Canada down to the end of the fiscal year 1906. As a reference book on the resources and institutions of the Dominion, it is most valuable. It is issued from the census and statistical office, Ottawa.

We clip the following from an exchange: Canada is advancing along the lines of national and industrial development with tremendous strides. Only the other day the Mayor of Boston urged upon Secretary Taft, who is the prospective candidate of the Republican Party for President, the importance of cultivating closer trade relations with the young giant of the north, and now we have the Western Architect and Builder, of Cincinnati, saying: "We remember with feelings near akin to shame, how in the distant past we talked of annexation, believing that Canada only waited a reasonable time to be part of this country. How shallow our judgment proved when we pictured Canadians as stunted specimens of humanity stupidly standing

their trousers' pockets, wistfully gazing across the border, waiting to be annexed. Surely we owe an apology, but the memory of our stupidity is sufficient. Today we appreciate Canada's marvelous present, and we see through the mists and parting clouds her still more wondrous future. We feel that she is the coming land of plenty and of promise, that the half has not been told of what she is, and of what she will be."

The safe arrival of the steamer Mount Royal after being missing for over a month recalls an almost tragic incident in Ottawa years ago. Back in the seventies the steamship City of Boston was reported missing, and days passed in dreadful anxiety without a word being heard of her. Among those on board were a number of Canadians, including a son of Hon. Mr. Kenny (Sir Edward), then a member of Sir John McDonald's cabinet. The honorable gentleman was very frail and the strain of watching for news of the missing steamer with his son on board was almost too much for him. His daughter was a beautiful girl and one of the belles of the capital. She was wrapped up in her brother, and as the days dragged on without news of the missing steamer, Miss Kenny spent nearly all her waiting hours in the old Dominion Telegraph office so as to get the very earliest information of his fate. She left instructions when she could not be there that the telegraph messenger bringing news of the missing ship to the house would get a gold sovereign. On a certain afternoon a despatch was received from the Canadian commissioner in London announcing that the City of Boston had been sighted off the Lizard. A boy was immediately despatched to the residence of Hon. Mr. Kenny with the news and from there he pro-

ceeded to the parliament buildings where the minister was attending a cabinet council meeting. Though happiness never kills, the old gentleman in his delicate state of health was almost prostrated when the joyful tidings were conveyed to him. The messenger had hardly returned to the telegraph office when another report was received that the steamer sighted was not the City of Boston, and, as a matter of fact, nothing was ever heard of the vessel or those on board afterwards. The telegraph officials were then confronted with the duty of breaking the news to Hon. Mr. Kenny. George Macdonald, now city electrician, was at that time chief operator in the Dominion Telegraph office, and the manager requested him to convey the news. When Mr. Macdonald reached the parliament buildings, the cabinet council was still in session, and he sent in for the late Hon. Peter Mitchell, who was an old friend of Mr. Kenny. Mr. Mitchell was horrified when the facts were made known to him, and at first could not bring himself to carry the evil tidings to his old friend who, as he stated, was almost prostrated with joy at receiving the first report. However, it had to be done, but Hon. Mr. Kenny never quite recovered from the shock.—Ottawa Journal.

**Mail Service in P. E. I.**

In the House of Commons, on the 13th inst., Mr. Alex. Martin, member for Queen's, moved for a copy of all correspondence, telegrams, reports and memoranda, in possession of the government, or any member or official thereof, respecting the establishment of daily mails and improvement of the mail service in Queen's County, Prince Edward Is-

land. He said: During the early part of this session the Postmaster General (Mr. Lemieux) announced his intention to perfect the mail service of this country, and I do not know that there is any section of Canada where improvement is more required than in the county which I have the honor to represent. In this twentieth century bi-weekly and tri-weekly mails in this country should be a thing of the past. No section of Canada ought to be satisfied today with either a bi-weekly or a tri-weekly mail. In the early part of the session, I put a question on the Order Paper, asking for the number of post offices in my county and the service accorded to each, and I must say that I was astonished to find that the account stands much worse than I expected. I found that in my county there were altogether 143 post offices, and of these fifty-two received only bi-weekly mails, and eleven were served daily in summer and tri-weekly in winter. I do not think that this is a service of which the Postmaster General should boast. He claims that he has been doing a great deal for the post office service of this country; he has been boasting that he has been hoarding up money but he has been hoarding it at the expense of the people of this country, the people of my riding. In some sections of Canada we see the mail delivered three or four times a day and those who receive this service pay no more taxes than those who receive their mail only twice or three times a week. The people of this country are a reading people, an intelligent people, and I may say for the province I represent that they are second in this respect to no other province in Canada. We have something else to our credit, we are the most thickly populated province in Canada, and the County of Queen's is the most thickly populated section of

Prince Edward Island. We are a reading people, our people desire to read the daily newspapers; but of what use is a daily newspaper in a section which receives only a tri-weekly or a bi-weekly mail? We desire to keep our people posted in the news of the day, but when a section of country receives only a bi-weekly or a tri-weekly mail any one can see that the dissemination of information must be greatly hampered. It may be said that we are perhaps a little better off than we were ten years ago; the people of this country and of my province and county were paying only their share of a very small amount of taxes compared with today; they were paying their share of about \$20,000,000 or \$30,000,000 a year. Now they are paying their full share of a taxation of nearly \$100,000,000 a year, and when they are paying that they are entitled to some accommodation. I am within the judgment of this House when I say that this government, which claims to be a progressive government, should do its utmost to see that every section of our country has at least a daily mail. If you can do anything further after giving them a daily mail, I shall be most happy. There is a large surplus of revenue. This government some years ago imposed a tax on newspapers which is an additional source of revenue; let them remit that tax also and give the people of this country a free newspaper; let the people get information as cheaply as they can.

I do hope that the minister, who I am sorry is not in his place, will take this question of improving the mail service and giving these sections in my province which embrace many important places, places where a great deal of business is done, a daily service. In some of these sections where there is only a tri-weekly or bi-weekly mail, there is no return mail so that actually a letter and reply require a week to get from one end of the province to another. That is not a satisfactory state of affairs. I have been asked during the holiday by many of my constituents to bring up this question of mail service, and it now only remains for the Postmaster General to fulfil the promise he made in the early part of the session that he was ready to meet all the wants of the people of this country in regard to mail accommodation. There is not a section in Canada in which a daily service is more imperatively required than in the province of Prince Edward Island, and I would here suggest that the members of the government might take a leaf out of the policy of the leader of the opposition (Mr. R. L. Borden) and establish free rural mail delivery. If the premier, who has been acting Postmaster General during the absence of the Postmaster General, were to inaugurate that policy first in Prince Edward Island, the smallest province in Canada, where it could be fairly tested, he would be doing the first favour he has ever done to that province, and would be adopting in this respect, the policy of the opposition. I do not think it would be derogatory to the dignity of the leader of the government to adopt the views of the opposition in this respect. The great objection urged against free rural mail delivery has been the sparseness of our population and the great distances from point to point. There would be no such difficulty in my province. In the meantime, while I do not anticipate that the leader of the government or the Postmaster General will act on my suggestion, I stand here to claim that every section in my county and in the province should have a daily mail service. If the government wish this country to be progressive, as they profess, the first thing they will do will be to place in the hands of the people of this country every morning the news of the day. The people are hungering for it. In some sections we have a daily mail in the summer, but in the winter we go back to a tri-weekly mail. The premier knows that the winter is the time when in the long evenings the people read, and to give them a daily mail for a few short months in summer and to withdraw it in the winter, appears to me to be the height of cruelty. I hope the Postmaster General, when these facts are placed before him, will fulfil the promise he made to improve the mail service in my province. One of the answers to the question I asked concludes this in

way: "Postal car service established in October 1906 and no complaints received since that date." This is very astonishing to me, because I have been, by questions on the Order Paper and otherwise, bringing this matter to the attention of the Postmaster General every year since I have sat in this House. "There is only one train daily except Sunday each way on this branch, and these trains are used by the department. It is already as satisfactory as the department can make it with the present train service." Here is a dispute between the Railway Department and the Post Office Department. Are the people of Prince Edward Island to suffer because the Railway Department and the Post Office De-

**THE FRENCH TREATY!**

Much Premature Boasting—Which Is Not Justifiable by Fact—French Tariff Against Canadian Goods Still Very High—Government Refuses to Refer Treaty to a Committee for Examination.

**TRAVEL LIKE PRINCES.**

Mr. Brodeur and Sir Fred. Borden's Travelling Expenses—\$4,000 to \$6,000 Each for Expenses to the Imperial Conference—Though They Were Entertained While in England by Home Government.

**Marine Expenses and Scandals.**

**The Private Car Habit—The Financial Strain.**

Ottawa, Jan. 11, 1908.

The first argument on the French Treaty in the Canadian Parliament took place on Wednesday, when Mr. Monk moved that a select committee be appointed to consider the effect of the arrangement on Canadian trade. Mr. Monk pointed out that this course had been pursued in France, and that the treaty was under careful examination there by a committee of the best posted members of the Chamber. It is an extremely complicated measure, covering a vast number of articles affecting the trade of Canada with many countries, since by other treaties we give to a dozen nations the same terms we give to France, while France by other commercial treaties extends to twenty nations the same terms she now gives to Canada. Moreover the French system of weights, measures, and currency on which the tariff is based differs from ours and the lumber schedule is based upon the weight of wood instead of measurement. Thus the treaty bill will not be understood by the average member without a great deal of careful study and explanation. If it were given to a committee witnesses could be called, customs authorities could be questioned and a complete investigation of the whole subject might be made.

**EXAMPLE OF HASTY ACTION.**

Mr. Monk had a strong argument in the Japanese Treaty of 1906 which was rushed through Parliament and passed without a complete understanding of all that it involved. This haste and want of consideration has brought much trouble upon the country, involving Canada in serious complications with Japan, all of which would have been avoided if the course which Mr. Monk recommends in the present case had been followed.

**VAIN BOASTINGS.**

The way of the Government in the French Treaty has been made harder by the ridiculous demonstration which took place on the return of Mr. Fielding and Mr. Brodeur from France. Mr. Monk gave a humorous description of the trip of the Canadian Government fleet to meet the heroes of the occasion. He told of the addresses of congratulation, of the triumphant march of Mr. Brodeur through Quebec, of the fulsome praise of the Government press bestowed upon the Treaty, not one line of which was then known to the writers. Ministers proclaimed throughout Canada that a new era dawned when they negotiated this Treaty without an Imperial Representative. Yet Sir Charles Tupper did the same thing fifteen years before without making any fuss about it. Sir Charles went to Paris and carried

parliament cannot come to any terms in regard to the train service? If in the southern section of Prince Edward Island there is only one train a day, is that any reason why the people of that section should be punished in that way? I asked the Minister of Railways why there should not be two trains a day on the Murray Harbour branch; I asked besides if the traffic on that branch would warrant it. He fell back on the statement that he had kept no account of that particular branch. His predecessor told me in this House that that branch was the best paying branch on the road, yet that branch has only one train a day, while other sections which are not as lucrative in traffic get two trains a day.

on the negotiations by himself and the Treaty was arranged with French Ministers, after which the British Minister at Paris signed it Sir Charles. This time Messrs. Fielding and Brodeur carried on the negotiations and when they had finished the British Minister at Paris signed with them in the same way. There was nothing new in the method and no change in the status of Canada, and all the adulation was obtained on false pretences. Mr. Monk pointed out that when the United States recently made a commercial treaty with France, the Commissioner who did the business finished his work, went quietly home and did not profess to have done anything extraordinary. The United States Government did not think it necessary to go to the expense of sending out a fleet to meet and greet him on his return.

**THE EFFECT IN FRANCE.**

Another complication has arisen. The Canadian press supporting the Government boasted so long and loud over a Treaty the details of which were not then known, that they have made it more difficult to secure ratification in France. The argument there is that the boasts of the Canadian Commissioners show that France got the worst of it. Critics of the French Government are quoting the foolish congratulations to the great annoyance of the French Ministers and supporters. Mr. Guibert, formerly if not now a French Deputy, who has read some of the Canadian boasts, advises the Canadian Government press "to put a little discretion into their triumph." This politician adds that Canadians ought to wait until things are concluded before proclaiming their triumph and says that the reading of these articles in the French Chamber "would be quite sufficient to cause the project to fall through or at least make the voting more difficult."

**THE PROPOSED FRENCH DUTIES.**

In the debate on the address Dr. Chisholm showed that the duty on farm products under the Treaty would be so high as to prohibit trade. Mr. Monk also went into this. He does not believe Canada can send horses to France on a minimum duty of \$30 per head, or butter against the duty of two and a half cents per pound, while grain trade is impossible. An examination of the table shows that under the Treaty some of the leading Canadian exports to France will pay the following rates:—

- Cattle, live weight, \$175 per 100 lbs.
- Mutton, \$3 per 100 lbs. (fresh).
- Pork, \$2.19 per 100 lbs. (fresh).
- Beef, \$3 per 100 lbs. (fresh).
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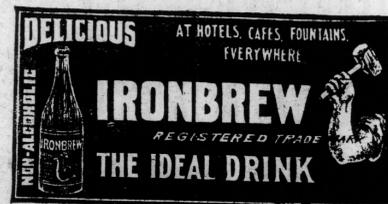
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