

THE HERALD

WEDNESDAY, JUNE 18, 1913.

SUBSCRIPTION—\$1.00 A YEAR.  
TO THE UNITED STATES \$1.50  
PUBLISHED EVERY WEDNESDAY  
AT 81 QUEEN STREET,  
CHARLOTTETOWN, P. E. ISLAND.  
JAMES MCISAAC,  
Editor & Proprietor

Please Send In Your Subscriptions.

The Car Ferry.

It is amusing to observe the sensitiveness manifested by our Liberal friends and the Patriot at the slightest evidence of delay in any undertaking of the Borden Government. We have a striking example of this in connection with the Car Ferry project at the Capes. Hon. Mr. Corcoran Minister of Railways is now in the Maritime Provinces, in company with other officials of the I. C. R. on a tour of inspection, and will probably be here some of these days. In the course of an interview in St. John on Friday last he referred to the Car Ferry, and stated that one of the contracts for the terminals had been cancelled. The reason for this is given as follows:

"The contractor who had undertaken to build the docks for the ferry had refused to use stone satisfactory to the engineers of the government, and the government had cancelled his contract and retained the deposit. New tenders are being advertised for and the work will be carried on as fast as possible. It was provided in the other contract that the car ferry should be ready by August, 1914, but the necessity of getting another contractor to do the work may delay the opening of the ferry for a short time." From this it is fair to infer that the minister is determined to have the work performed in accordance with the requirements of the contract, and will not be satisfied with anything less; and he punishes the contractor who refuses, by retaining his deposit. Surely such conduct on the part of the minister is worthy, of the highest commendation. But our Liberal friends raise their hands in holy horror and the Patriot screeches. The whole thing, they say, is only humbug, the government do not want to establish the car ferry. What a remarkable contrast is here exhibited with the conduct of our Liberal friends and their organ while their own friends were in power. Laurier wrote ten promise shelled for twenty years: fifteen years of Liberal Government and no attempt made to construct a tunnel or establish a car ferry; all these sit lightly on the political conscience of those now in Opposition. No word of complaint; no exception taken to the negligence of Laurier and his friends. The Minister of Railways, however, loses no time in exposing the hollowness of the political hypocrisy of the Liberals. He at once, calls for new tenders for the work in question; and will accept none that do not fulfil the required conditions in every particular. Notice of tenders will be found in this issue of the Herald. Our Liberal friends were a little too precipitate in making fools of themselves.

The Highway Bill.

Among the other performances of the Liberal majority in the Senate of Canada they killed the Government's bill to encourage and assist the Improvement of Highways. By the defeat of the Bill our Province is this year, deprived of \$10,584. This amount would come in most opportunely for the improvement of the roads in this Province, but the irresponsible Liberal

majority in the Senate have thought fit to prevent us from securing this valuable financial assistance. The object of the bill was to give the various Provinces, upon an equitable and just basis, aid for the improvement of public highways. During its passage through the House of Commons the Liberals bitterly opposed it, from stage to stage, and divided the House on it several times; and in each division the supporters and opponents of the bill lined up on strict party lines. What excuse can the Liberal members from this Province offer to the people for doing their best to keep this valuable and needed financial aid from us? But what the Liberals were unable to effect in the Commons they accomplished in the Senate, where they have a majority. So little is the defeat of this bill to the credit of the majority in the Senate that their own press apologists in this Province are ashamed of their conduct. These papers make a pretence of praising their Senator friends for defeating the Naval aid bill; but they are silent concerning the highway bill. No wonder.

A Canadian Preference.

Part of the insidious campaign against British feeling which is a feature of the Liberal attack on the Borden Naval Policy is a refusal to allow the slightest credit to the Mother Country for the financial support which she has given to Canada. One of the outstanding facts of recent Canadian development is that Great Britain has poured money into the country and that the present prosperity is largely founded on the activity created by the influx of money. Up to 1910, Great Britain has placed about a billion and three quarters dollars in Canada; since 1910 this amount has greatly increased, the total of British investments in this country in the last five years having been about a billion dollars. If any remark is made upon this aspect of the relations between Canada and the Motherland the Liberals hasten to decry it. Sir Wilfrid Laurier led the way in his speech on the third reading of the Naval Act Bill. "If Canada has received money on loan from Great Britain," he said, "it was not given to her, because of sentiment but simply because Canada could afford the security and could pay the interest."

"Show gratitude to Great Britain for financing us? Never!" cry the Liberals, led by the White Plume. Sir Wilfrid Laurier is a clever man, but it is universally admitted that there is one thing which he does not know. That is business. It happens that not long ago an ably edited magazine, The Round Table, dealt with this very question of the financial relations between the Mother and Daughter nations. In the course of an exceptionally well informed article on financial conditions in Great Britain and Europe, the following passage occurs: "And Great Britain has not only provided this mass of capital but provided it on more generous terms than she has afforded to any other borrower. Sentiment has led the British people to supply their own fellow subjects overseas with money at least one per cent cheaper than foreign countries, and Sir Edgar Speyer calculated recently that the annual interest saving to the Dominion and dependencies is at least £10,000,000, a very handsome preference. In other words, for the same payment of interest these countries have been able to raise £250,000,000 additional capital. More-

over, to the detriment he it said, of consols, Great Britain has added to her list of trustee stocks about £650,000,000 of Colonial and Indian stocks and thus enabled the Dominion, Provincial and State governments of the Empire to raise money on far more favorable terms than would otherwise have been possible. When questions are raised as to the return which Great Britain gives to the trade preferences of the Dominions, the enormous advantages the latter gain by the preferential treatment of their issues both by the people and the Government of Great Britain, should not be forgotten. If some great convulsion checks the flow of capital from Great Britain, no other lender will be found from whom such terms can be obtained."

This comes from a source much better informed than Sir Wilfrid Laurier, and it distinctly asserts that British good will has figured in the financial relations between the two countries, that British good will saves the Empire outside of Great Britain \$50,000,000 a year in interest, that for the same interest payment Canada and the rest of the outer Empire get nearly a billion and a quarter more capital than they would have got had they not flown the Union Jack. But shall we feel obliged? "Never!" cry the Liberals. — St. John Standard.

Since Canada Failed.

The Government of the United Kingdom has ordered the three battleships which Canada has failed to provide for the world requirements of the British Empire. The affairs of the United Kingdom are in the hands of the Liberal party, the Government of which Mr. Churchill is a member has made an honest effort to keep down the increase in armaments and indeed part of the present tension is due to its slackening of building in the years before 1909. That Government, which is not likely to wish to help a Conservative Cabinet, which is not likely to order one ship more than is necessary, has followed up the action of the Liberal majority in the Senate by ordering them itself. The Liberals talk of election; the British Government orders ships.

The action of Mr. Churchill is absolutely consistent with his utterance of two months ago. Speaking on March 31 last he explained the situation as it will be ready for service. He said: "Having regard to the responsibilities of the British Empire both in the Pacific and in the Mediterranean, and having regard in particular to the new development of forces in the Mediterranean, it is clear that the margin of strength available for the whole world service of the British Empire will not be sufficient after the first quarter of 1916 unless further steps are taken either by the Dominion or by ourselves. From this point of view the reality of the need of the three Canadian vessels cannot be appreciated. If, however, new developments take place of such a kind as to affect Admiralty problems, or if the Canadian ships were to miscarry for any reason, the situation would have to be reviewed. It is necessary, however, to make it clear that the three ships now under discussion in Canada are absolutely required from 1916 onwards for the whole-world defence of the British Empire, apart altogether from the needs of Great Britain in home waters; that they will play a real part in the defence of the Empire and that if they fail a gap will be opened, to fill which further sacrifices will have to be made without undue delay by others."

Thus two months ago Mr. Churchill explicitly informed the politicians of Canada that the three ships were absolutely needed, and that if Canada did not furnish them Britain must. Thanks to Sir Wilfrid and the Senate, Canada has not furnished them. So patient old England does.

This absolutely destroys one of the principal Liberal arguments. Liberal speakers declaimed for months that there was no emergency, that there was no need, that the British navy was quite strong enough, and so forth. They said this over and over and then, like the old man in Lewis Carroll's book, said that the fact that they repeated it so often proved it to be true. After all this talk comes action. Great Britain is building Dreadnoughts at the rate of five a year, an enormous rate. She now orders three more—the three which the Liberals have been saying that were not needed. The Mother Country has a urgent need for the money for social legislation, but she orders the thirty five millions worth of battleships which the Liberals said was not necessary.

So far as the Empire is concerned the effect is deplorable. Canada is publicly pilloried as refusing to help with the necessary work of Empire defence. Australia is helping, New Zealand is helping Canada hangs back. The three ships will be built but as Mr. Churchill said on March 31, the moral effect of three ships given by Canada would be far greater than that of three ships ordered by the Mother Country. There is an appearance of disunion in the Empire; the enemies of the Empire are rejoiced—Sir Wilfrid Laurier and his Liberal echo in the Senate have rendered the British Empire a bad Service.

How do Canadians like it? Their country is made to look niggardly, poor-spirited and mean, before the world. Canada talked of helping the Empire and backed out. Outsiders will not recognize the fact that a disappointed band of office seekers made use of accidental power to wreck a scheme which had the people behind it. Canada is humiliated—thanks to the Senate and Sir Wilfrid Laurier. — St. John Standard.

Laurier Uneasy.

About Navy Bill.

Ottawa, Ont. June 13.—The perturbation and uneasiness of Sir Wilfrid Laurier is causing much interest and some amusement in Ottawa. It appears that the Liberal leader has been dwelling upon the events of the last month of the parliamentary session. He has gone step by step over the defeat of the Naval Aid Bill by the Liberal majority in the Senate at his orders. It has dawned upon him that the activity of one or two of his French Canadian followers in the upper house was much to be noticed; that the game was badly played; that, while the plot was all right from the purely local point of view in Quebec, it was likely to do the Liberal party a great deal of damage in the other parts of Canada.

Sir Wilfrid has been much agitated over the fact that the Nationalist influence in the Senate was so openly exerted as to have become a matter of public comment in those parts of the country where it would not be expected to do him or his party any political good.

So much impressed with this difficulty has Sir Wilfrid become that he has been making a series of visits to Montreal, where it is said, he has been in earnest converse with his Nationalist lieutenants.

About the time of Sir Wilfrid's arrival in Montreal there appeared in the local press an open letter over the signature of Senator L. O. David, a Laurier appointee and an active member of the Liberal majority in the Senate.

This letter invited the supposedly confiding public to accept an explanation that the Naval Aid Bill was killed on broad grounds, which has nothing to do with Nationalism or with the game actually played by the Laurier puppets in the Upper House.

Pilgrimage To The Shrine Of St. Joseph, Montreal.

In order to allow those who will join in that pilgrimage to have a view of Montreal, it has been arranged with the "Montreal Tramway Company" for a three hours ride around and about the City on their Observation Cars. The route followed touching the principal points, which will be announced by the car Conductor during that trip will be as follows: 1. Convent Villa Maria; 2. Westmount Park; 3. Windsor Hotel; 4. Dominion Square, St. James Cathedral; 5. Windsor Station; 6. G. T. R.; 7. Notre Dame Church; 8. Court House, City Hall; 9. Bonsecours Market; 10. Viger Station; 11. Sugar Refinery; 12. Cotton Mills 13. Dominion Park.

On Return—1. Park Lafontaine; 2. Immaculate Conception Church; 3. St. Sacrament Church; 4. St. Agnes Church; 5. St. Louis Square; 6. St. James Church; 7. Notre Dame de Lourdes Church; 8. Laval University; 9. Viger Square.

This ride around Montreal will start at 2:00 p. m. and continue until 5:00 p. m.

Increase In Grain Shows An Increase.

Ottawa, June 13.—A bulletin of the Census and Statistics office today gives preliminary estimates of the areas sown to the principal grain crops and their condition at the end of May, according to returns received from the crop-reporting correspondents throughout Canada.

The reports show that the month of May proved cold and dry with frequent night frosts and that these conditions, while favorable to seeding, retarded the growth of the crops sown and caused them to be unseasonably backward. The total area under wheat in Canada is provisionally estimated at 9,816,800 acres, or 87,900 acres more than in 1912, the area in spring wheat being 8,990,500 acres, or 13,100 acres more than in 1912. Oats occupy 9,608,500 acres, compared with 9,216,900 acres in 1912 an increase of 391,600 acres; barley occupies 1,425,200 acres, an increase of 10,000 acres and rye 126,500 acres, a decrease of 9,610 acres. For wheat, barley and oats taken together the increase represents 459,500 acres. The estimated acreage under hay and clover is 7,475,600 acres compared with 7,838,900 acres last year.

For the three northwest provinces of Manitoba, Saskatchewan and Alberta the total wheat area is estimated at 9,018,800 acres, compared with 8,961,800 acres, oats at 5,207,500 acres compared with 4,913,900 acres and that of barley at 852,600 acres compared with 809,800 acres, these differences representing increases of 52,000 acres for wheat, 293,800 acres for oats, and 42,800 acres for barley or 858,600 acres for three crops.

On May 31 the condition of the crops are reported as generally favorable throughout Canada. Expressed in percentage of the usual standard of 100, taken as representing the promise of a full crop, the condition of May 31 for the Dominion was as follows: Fall wheat 90.82; spring wheat 91.55; oats 91.72; barley 91.18; rye 87.70; peas 88.24; mixed grains 90.15; and alfalfa 77.

At the corresponding date last year the condition of fall wheat was only 71.46. All the other crops were then above 90, excepting rye 87.24, peas, 88.85, and mixed grains 87.72. The poor condition this year of alfalfa is due to the effects of the winter and cold spring.

Pacific Sentiment.

Ottawa, June 11.—"Let us hope that so long as the waters of the St. Lawrence flow, we shall be at peace with each other."—Premier Borden.

"Whatever may be the fate of the general movement among the nations in favor of peace, those whose mother tongue is English,

will never again take up arms against one another."—James J. Hill.

Notable for its many pronouncements for universal peace, with particular reference to the coming centenary celebrations between Great Britain and the United States, and with regard to the trade relations between Canada and the United States, was the banquet given tonight by the Dominion government to the delegates in attendance at the annual convention of the New York State Bankers' Association. Men eminent in the banking and political life of the two countries were present and pledged mutual friendship and goodwill and drank toasts to His Majesty the King, the President of the United States, and H. R. H. the Duke of Connaught, the Governor General of Canada.

The toast included the King, the President of the United States, Duke of Connaught, governor general replied to Sir Charles Fitzpatrick, chief justice and administrator, our guests proposed by Right Hon. R. L. Borden, premier of Canada, and responded to by Cornelius A. Pugsley, president of the New York State Bankers' Association, J. J. Hill and Hon. Andrew Jackson Montague; the parliament of Canada proposed by Hon. Adolphe C. Eberhardt, governor of Minnesota, and Prof. Francis Greene, and responded to by Hon. W. T. White, Canadian Minister of Finance, and Hon. Rodolphe Lemieux, ex-postmaster general; the Canadian Bankers' Association, proposed by Hon. Lemuel P. Paget, chairman of the United States naval committee and responded to by Col. D. R. Wilkie, president of the Canadian Bankers' Association; the City of Ottawa, proposed by J. G. Cannon, president of the Fourth National Bank, New York, and responded to by Mayor Ellis of Ottawa.

After the toast to the King had been honored, Right Hon. R. L. Borden, the premier, read a reply from the King to the telegraph of greetings sent by the association at the opening of the convention in the morning. A delightful tribute was paid H. R. H. the Governor General by Sir Charles Fitzpatrick, who referred feelingly to the reasons why His Royal Highness had been forced to leave Canada at the present time.

"The more we know of each other, he better we will be for both nations," Right Hon. R. L. Borden said, in proposing the toast to our guests and in welcoming the bankers to the capital. "We are not here to celebrate the one hundred years of peace, and although having no real differences, public men in the United States and Canada have been true to the public trust invested in them and we thank God for it."

"We have shown the world a bonny line of four thousand miles ungarbled and that surely is something worth having in the morning. A delightful tribute was paid H. R. H. the Governor General by Sir Charles Fitzpatrick, who referred feelingly to the reasons why His Royal Highness had been forced to leave Canada at the present time.

"The thought and purpose of our eighty nations has been to develop their magnificent domains, to uplift their citizenship, to uphold their institutions, to create great empires to fitly adorn to reach the heights of endeavor or achievement, and of accomplishment, not only for themselves, but for their country's weal. Canada and the United States have kept step with the mighty forces of progress.

"They have answered the Anglo-Saxon call to march onward and upward to higher attainments. Possessed and inspired by the same thoughts and aims as to the essentials of the fundamental in government, they have stood also for the upbuilding, the exaltation of the individual life."

"Some victories of peace" was the keynote of the address of Mr. J. J. Hill, the noted American railroad magnate, in responding to the toast. "To our guests."

Mr. Hill said in part: "One hundred years ago what was probably the last war ever to occur between English-speaking people was being fought."

"The hundred years of peace succeeding the contests bravely waged on both sides have wrought for the better understanding, the larger view. Whatever may be the fate of the general movement among the nations in favor of peace these whose mother tongues in English will never again take up arms against one another."

We Want 200,000 Pounds -WOOL-

THIS STORE WILL GIVE YOU the top price for Wool—either Cash or Trade. Bring your wool along to us—we can handle all you will bring in.

Bear in mind that this is now the largest and best equipped Departmental Store in Charlottetown—new goods—good equipment—prompt, courteous service.

Bring In Your Wool

Moore & McLeod.

119-121 Queen Street, Charlottetown.

CARTER'S Tested Seeds For 1913

Buy Only The Best. BUY CARTER'S Number One Timothy Seed, Number One Clover Seed, White Russian, White Fife and Red Fife Wheat.

Island Grown and Imported Banner, Ligowo, Black Tartarian, White Wave and Abundance Oats, the best quality.

Field Peas, Vetches, Barley, Buckwheat, Fodder Corn, Flax Seed, &c., &c.

Carter's Seeds grow and are the best that grow.

Write us for Samples and Prices.

Wholesale and Retail.

CARTER & CO., Ltd.

Seedsmen to the People of P. E. Island.



A GOOD REPORT!

will be made by discriminating smokers after a trial of our

RIVAL AND MASTER MARINE

Smoking Tobaccos. Cool, sweet and fragrant. Burns cleanly and freely but NOT THE TONGUE. Try our Combination Twist Chewing Tobacco also. It's worth the money every time

HICKEY & NICHOLSON Tobacco Co.