

The Herald

WEDNESDAY, JULY 21, 1920. SUBSCRIPTION—\$1.00 A YEAR. TO THE UNITED STATES \$1.50 PUBLISHED EVERY WEDNESDAY BY THE HERALD PUBLISHING COMPANY, LIMITED AT 81 QUEEN STREET CHARLOTTETOWN, P. E. ISLAND

Please Send in Your Subscription Money.

Railway Freight Rates.

The Board of Railway Commissioners has decided to grant a hearing to the Railway Association of Canada respecting an application for an increase of freight rates over the existing tariff to the extent of 30 per cent. The matter is one in which the public has a vital interest, not alone because freight rates come directly from the pockets of the consumer, but also because the question is related to the large deficits in connection with the operation of the Canadian National Railways. Last year the deficit on the National Railways (which had to be made up by a vote of money by Parliament) was \$47,000,000, and this year, with the Grand Trunk included in public railways, the loss is likely to be more heavy. In reality, therefore, the problem, from the public standpoint, in so far as the National Railways are concerned, is as to whether it is better to have more money taken out of the people's pockets through higher rates, or to leave the rates as they are and meet a consequent heavy loss by a direct vote of money by Parliament. The matter, looked at from this standpoint, is as broad as it is long. It is simply a question as to which course affords the best form of taxation. In presenting the annual statement of the National Railways to Parliament last March, Dr. Reid put the question very clearly, when he said:

"Shall Canadian freight rates be increased generally for the particular purpose of enabling the Canadian National system to meet its operating expenses and fixed charges, or would it be better to go on with the present rates, giving dealers no additional excuse for increasing the cost of living and trusting to increase in business, the economies it should be possible to effect by co-ordination, and the return of normal conditions to gradually reduce these deficits until the day (which I personally feel is not far off) when the revenue will prove sufficient to pay for operation and, later, also to take care of fixed charges?"

The earnings of the Canadian Railways last year were 350 millions, made up as follows: C. P. R., 177 millions; Canadian National, 94; G. T. R., 68; G. T. P., 11. A 25 per cent increase on these earnings would approximate \$88,000,000, the greatest part of which would be earned in Canada. Whether we shall take 88 millions in increased freight rates out of the people of the country next year in order to show a surplus for the National system is a question as to which I myself am not prepared to take the responsibility of deciding either one way or the other at the present time.

Another argument advanced against higher rates is that the great bulk of the benefit to be derived by the railways by any increase would go into the coffers of the C. P. R. In point of fact an increase of 30 per cent. (which is the advance asked for) would mean for the Canadian Pacific something like a gift of \$60,000,000, a pretty formidable amount for a road which, up to the present, at any rate, appears to be getting on fairly well under the existing rates. On the other hand, however, there are strong arguments for some kind of an increase. There is the undoubted advance in the cost of operation, higher wages, and steadily ad-

vancing cost of fuel and rolling stock. And there is the necessity of maintaining the railways in a position of being able to keep their roads in such a state of efficiency as to provide adequate service to the public.—Ottawa Journal.

Canadian Fisheries

Canadian fisheries for the fiscal year which closed with March last, produced a total commercial revenue in excess of sixty million dollars, or an increase of twenty-five millions, as compared with the fiscal year that closed with March, 1917. The export trade in fish for the last fiscal year was worth \$40,687,172, an increase of over one hundred per cent. in value, as compared with 1914. The increase over the preceding year was in excess of four million dollars. The export trade with the United Kingdom increased from \$6,726,389 in 1914 to \$9,815,979 in the last year, while the trade with the United States jumped from \$5,644,355 in 1914 to \$17,180,250 last year. The great increase in fish sales to the United States has been due to the fact that the value of canned salmon sold to the republic in 1914 was \$115,360, while last year it was \$12,067,319. During a span of six years there has been a jump of nearly three hundred per cent. in the value of dry salted cod, ling, hake and pollock shipped into the United States. Trade authorities look with some disfavor upon the increased fish trade with the United States because a large quantity of salmon and other fish imported from Canada is exported again. Statistics indicate that the premium on American money is attracting Canadian trade to the exclusion of other markets. "While United States firms have agents abroad building up future trade, Canadians, remarks an official statement, are content to sell to the United States. They seem not yet to have appreciated the fact that the premium on American funds gives Canadian exporters in foreign markets an advantage over their American competitors to the extent of the premium. The warning given recently by a Canadian bank that Canadians are letting slip by the opportunity to build up Canadian trade seems to be applying just now to this fishing industry."

Argentine Republic

That the Argentine Republic has many points in common with Canada is the opinion of Senator Jose Fidel Lagos, special representative of "La Prensa," Buenos Aires, in Europe and the United States, who was recently in Montreal for a few days. Wheat farming, in fact cereal farming of all kinds takes a foremost place in the country's production. Cattle raising is equally important. At present the Argentine is enormously prosperous. There are many unexploited oil wells which promise much when the Government develops them. The many rivers provide incalculable power for industrial purposes. The country has adopted an open immigration policy and has much to offer intending settlers. The principal language in use is Spanish but English is understood to a marked degree especially among the educated classes. The climate is temperate and equable in summer and in winter. Senator Lagos stated that within the memory of inhabitants who were 86 years old, snow had fallen only twice, once in 1918 and again this week. That there is splendid opportunity for a closer rapprochement with Canada is the opinion held by the Argentine representative. Trade relations could be increased with profit to both countries. One example cited was that of the need of the South American republic for

no spirit, which it now imports from the United States. "We could easily buy this from the Canadian mills," stated Senator Lagos. Senator Lagos is completing an extending tour of Europe and North America with the object of making his country better known. He has spent some months in the United States where he met the chief men in industrial and political life. He will visit several Canadian pulp and paper mills as well as other industries during his stay in Montreal.

Canada's Finances

The June statement of the Finance Department, issued lately, bears the mark of important changes. For the first time, deduction is made of non-active assets, such as loans to the Canadian Northern Railway, Grand Trunk Railway, and Grand Trunk Pacific—and to this extent the net debt is increased. Again, it has previously been the custom to lump practically all revenue from direct taxation under the heading of miscellaneous, and not to give separately the revenue from business profits tax and income tax, except in the budget speech following the close of the financial year. Now, the revenue from these taxes is to be shown month by month. Ordinary revenue during June totalled \$32,618,021, and ordinary expenditure \$40,566,717. In June, 1919, ordinary revenue was \$26,780,316 and ordinary expenditure \$9,042,209. During the three months of the present fiscal year ending January 30, ordinary revenue was \$99,829,097 and ordinary expenditure \$82,120,632. The excess of expenditure over revenue last month as shown above is due to heavy interest payments on Victory Bonds. Principal items of revenue as compared with June last year, are as follows:

Table with 2 columns: June, 1920 and June 1919. Rows include Customs, Excise, Post Office, Business profits tax, Income tax, Other war tax revenue, and Expenditure on capital account.

By-Elections

Ottawa, July 16.—It will be the best part of two months before the Federal by-elections, necessitated by the entry to the Cabinet of Hon. F. B. McCardy and Hon. R. W. Wignmore, are held. The preliminary procedure prescribed by the new Franchise Act, which incidentally will have its first try out, is lengthy. In the first place registrars have to sit to prepare the lists, using the Provincial lists as a base. This process calls for a notice of several days, apart from the sitting time and time for making the lists. Then the revising officers will sit and hear appeals to put on or take off names, and this begins twenty-one days before polling. Making allowances for the different exactions of the law by the by-elections will not occur before the first week in September, and possibly later. Those in St. John and Colchester will come first. The by-elections in East Elgin must be brought on within six months after the issue of the Speaker's warrant. This was issued on February 17th, so the writs must be issued by the 17th of August, and the voting need be held only in whatever date is then selected. It may be October before East Elgin votes, and later still in Yale, B. C. vacant by the retirement of Hon. Martin Burrell.

While J. H. Burnham has announced his resignation from West Peterboro, it is said to lack the witness of two fellow members and so is not effective till this deficiency is supplied.

In political circles, meanwhile, the situation is quiet. The slightly reorganized Cabinet has disposed of some routine, but the

new Prime Minister has been busy getting his bearings, and clearing up his correspondence to do much else. Moreover, at the end of a rather strenuous session there is a disposition to ease up and several of the Cabinet—the old timers especially—are leaving town to take a rest.

While the new Premier has indefinite plans about going west and opening a campaign, he will be in Ottawa for a good while yet, and probably it will be August at the earliest before he gets away. The status of the two Parliamentary secretaries—Hon. F. H. Keefer and Hon. Hugh Clark—is not yet determined. Their appointments were in the nature of war measures sanctioned by Parliament, but expiring at a stated period after the war that is now up. If the British practice is followed, and the positions are maintained, the secretaries will need to go back for re-election. There is doubt, however, as to the continuance of these sub-portfolios, particularly that of the Soldiers' Civil Establishment Department, held by Col. Clark, as that department will soon be abolished and its work absorbed by the Militia Department.

No Embargo

Ottawa, Ont., July 16.—The situation in regard to trading between Canada and Russia was clarified today in a statement made to a Canadian Press representative by Sir George Forder, Minister of Trade and Commerce. Sir George declared that there was no embargo on Canadian exports to Russia and that it was open to any Russian to make legal purchases from Canadians. Further, any Russian individual or corporate company is at liberty to set up his place of business in exactly the same manner as that of the citizens of any other country.

Sir George's statement was as follows: "With reference to various rumors which have been afloat and the statements purporting to have been made by various parties as to trade between Russians and Canadians, it may be stated: (1)—No recognitions have been asked or are called for of the Soviet or any other Russian Government. (2)—Russian correspondents from the United States and elsewhere have been informed that there is no embargo in the Canadian agents exports destined for any part of Russia and that it is open to any Russian to make legal purchases from Canadians on such terms and conditions as they will mutually agree upon and that no restrictions will be placed upon either the making of the contract or the carrying out of the same by export or otherwise which is not at the same time applicable to transactions between Canadians and peoples of other countries and that the Canadian Government is not in any way supporting by advance credits or otherwise any such transactions between Russians and Canadians, nor is it the intention of the Canadian Government to make any credits in relation thereto. (3)—Any Russian individual or corporate company is at liberty to set up his place of business in exactly the same manner as the citizens of any other friendly country. No recognition has been made of the Soviet or any other form of Russian Government by the Minister of Trade and Commerce or by the Government of Canada."

In the retirement of Sir Robert Borden from the premier's office of Canada there passes a statesman whose life has been marked by the effectiveness with which he maintained the political equality of Canada and the other Dominions with the Mother Country," says the New York Times. The newspaper accentuates his friendship for the United States, "despite his opposition to the passage of a trade reciprocity between Canada and the United States in 1911." The Times recalls that in the early 70's the "gray-eyed Nova Scotian" left his home in Grand Pré to become an instructor in the Glenwood Institute in Matawan, N. J., and said that his friendship for the United States probably began in these early days.

Local and Other Items

Another case of bubonic plague has developed at Pensacola, Florida, health authorities announcing that James Mitchell, a grocer, who has been ill for several days, has the disease.

Lightning hit a chimney on Mrs. Hodgson's residence at Burnt River, near Lindsay, Ont., entered the sitting room, passed out of a window and struck a tree. Mrs. Hodgson was stunned by the shock.

Four United States Army airplanes left Mitchell Field, N. Y., at 10 a. m. on the 15th for a round trip flight to Nome, Alaska. Speed will not constitute a factor in the flight. The route passes through Canada.

The Venice municipal council has decided to connect the city with the mainland by a bridge, it has just been learned. The project will be put through despite vigorous opposition of several art associations.

In addition to the new ministers for St. John and Colchester, who have been taken into the Meighen Cabinet, there is Hon. Mr. Spinner of Yarmouth, N. S. But as he is without portfolio no election is needed.

A conference was held in Washington on the 17th between Canadian Railroad Commission and Commissioners of the Inter-State Commerce Commission with a view to ascertaining correct charges of freight going and coming to Canada.

Toronto advices of July 6th say: Wheat cutting has begun in North County, according to advices received by local grain men yesterday. Generally it is said to be a fine sample, but the Hessian fly is causing trouble in some sections. A good spell of dry weather is also desired.

Buildings in Los Angeles, Cal., were rocked violently at 10 a. m. on the 16th by an earthquake shock. The quake appeared to be one violent shock followed by less violent tremors. People rushed to the streets from stores and offices, but in the downtown districts apparently there was no real panic. It was feared some damage was done.

The C. P. O. S. Empress of France sailed from Quebec on the 15th, carrying 400 saloon, 300 second-class, and 700 third-class passengers, in addition to 5,000 bags of mail and a full general cargo. Among the cabin passengers were many prominent Canadians from Montreal, Toronto and other Canadian cities as far west as Victoria and Vancouver. There were also quite a few from the United States, China and Japan.

The motor boat Muriel L., owned by Charles Zinck and Sons, West Dover, reports picking up 15 miles southeast of Sambro lightship, a rubber life buoy with a man's vest-coat, made of black cloth, caught in the tube. There was no name on the buoy. From the appearance it was evident that it had been in the water for some time, and it is thought that it was from some large ship. Muscles and conches were fast to the buoy.

In the shooting at Hisey, England, which concluded on July 14th, South Africa won the historic Kolapore Cup. The Mother Country was second and Canada third. India was in fourth place and Guernsey was fifth. Australia was not represented. The aggregate scores for the three stages were: South Africa, 1,111; Mother Country, 1,093; Canada, 1,086; India, 1,009; Guernsey, 938. Weather conditions were good during the three stages of the shooting.

The personnel of the board of arbitration to decide the value of the stock of the Grand Trunk Railway, taken over by the Dominion Government, is now complete. The members of the board are: Justice Cassels, of the Exchequer Court, Chairman; Sir Thomas White, representing the Canadian Government, and ex-President Taft of the United States, representing the Grand Trunk Railway. This certainly is a strong board, and there should be confidence in the justice of their findings.

Mail Contract

SEALED TENDERS addressed to the Postmaster General will be received at Ottawa until noon on Friday, the 27th August, 1920, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week on the route Bear River Rural Mail Route No. 1, from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office at Bear River, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch' towns, July 16, 1920, July 21, 1920—3i

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 20th August, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week on the route, Tignish Rural Mail Route, No. 4, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Tignish, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch' towns, July 8, 1920, July 14, 1920—3i

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 13th August, 1920, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week, on the route, Summerside Rural Mail Route, No. 1, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Summerside and St. Eleanor's, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch' towns, 2nd July, 1920, July 7, 1920—3i

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 13th August, 1920, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, St. Eleanor's Rural Mail Route, No. 1, from the Postmaster General's pleasure.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of St. Eleanor's, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Ch' towns, 2nd July, 1920, July 7, 1920—3i

Fire Insurance

Possibly from an oversight or want of thought you have put off insuring, or placing additional insurance to adequately protect yourself against loss by fire.

ACT NOW. CALL UP DEBLOIS BROS., Water Street, Phone 251

Canadian National Railways

Boston, Quebec, Montreal, and All Western Points

"THE NATIONAL WAY." DOUBLE DAILY SERVICE between Prince Edward Island and the Mainland. Trains leaving Charlottetown at 7.00 a. m. and 1.40 p. m. connect with steamer leaving Borden at 9.30 a. m. and 5.05 p. m. By morning train connection is made at Moncton. No. 13 train carrying through sleeper for Boston, via John, and with No. 1 Ocean Limited for Quebec and Montreal. By afternoon train connection is made at Sackville with No. 3 Maritime Express for Quebec and Montreal. Connections at Quebec with Transcontinental Train for Winnipeg. For further information apply to W. K. ROGERS, City Ticket Agent. W. T. HUGGAN, District Pass. Agent. See that all Tickets read via Canadian National Railways, June 23, 1920—3i

Boots By Mail

Sizes 2 1-2 & 3 \$1.98 Postage 10c. Extra We have about seventy pairs, all high-grade Boots, suitable for women and girls with small feet Sale Price \$1.98 Also a few Oxfords and Pumps. Sizes 2 1/2 and 7 \$1.98

Men's Rubbers, Sizes 9, 10 11, 75 Cents Women's Rubbers, Sizes 2 1/2 to 7 75 Cents ALLEY & CO. Ltd 111 N ST., CHARLOTTETOWN

CARTERS Feed, Flour & Seed Store QUEEN STREET

WE SELL FLOUR WE BUY OATS The Best Brands are: Robin Hood, Victory, Beaver, Gold Medal, Queen City] Black and White Oats, Island Wheat, Barley, Buckwheat, Timothy Seed, Flax Seed, Early Potatoes. FEED Bran, Middlings, Shorts, Cracked Oats, Oil Cake, Feed Flour, Oats, Bone Meal, Linseed Meal, Calf Meal, Chick Feed, Schumacker Feed, Hay, Crushed Oats, Straw, Rolled Oats, Cornmeal, Oat Flour, Cracked Corn, Poultry Supplies, &c. &c. HAY We want 50 Carloads of good BALED HAY. Also BALED STRAW. We want Fifty Thousand Bushels of OATS. Write us for prices. State quantity for sale.

Carter & Co., Ltd

WHOLESALE. RETAIL.

HERRING. HERRING

We have some good Herring in stock, by Pail, Dozen and Half Barrel. If you desire a Half Barrel mail us \$6.25 and add Fifty Cents extra for freight if you do not receive your freight at a Booking Station. If Herring are not satisfactory return at once and your money will be refunded. Address R. F. MADDIGAN CHARLOTTETOWN