

Will our friends, who have not yet paid their subscriptions for 1911, kindly remit?

The great Canadian northland remains an unknown country. Here and there a point might be marked on the map where the resources are known. The rest remains almost as unknown as in the days of the earliest explorers, despite all the work that has been done since. A scratch here, a delving there, a passing observation, this constitutes the information concerning countries. Ungava is hidden land. Labrador is equally unknown. Even in the districts commonly regarded as settled or explored we commonly hear of rich discoveries.—London Free Press.

There can scarcely be any good reason why the two Opposition members of the Provincial Legislature should not constitute a united party. They certainly will not be obliged to spend much time in caucus to bring divergent views into harmony. Mr. Richards, Leader of the Opposition, will move any necessary want of confidence motions, and his colleague and dutiful follower, Mr. McWilliams, will consider himself, in duty bound, to second the motion. This done, the whole Opposition has unanimously declared itself. How nice to have an Opposition so easily managed.

The Borden Government continue to furnish evidence at every turn that they are a business administration; that they hold office for the purpose of safe-guarding the great trust committed to their keeping by the people of Canada. They do not waste valuable time discussing useless schemes, but devote their talents and energies unreservedly to the public affairs of Canada. A strong evidence of their prompt business methods was manifested on the reassembling of Parliament, after recess, on Wednesday last, 10th inst. Immediately after routine proceedings, the Finance Minister, Hon. Mr. White, tabled the estimates of expenditure for the next year, thus starting at once the most important business of the session, voting supplies.

The Borden Government have, without delay, afforded to the people of this Province the most practical and tangible evidence of their earnest desire to assist them. The estimates, tabled in the House of Commons on the 10th inst., contain a vote of \$400,000 towards the car ferry project between this Island and the mainland. Here we have, in quick succession, the promise of redress of our grievance in the matter of transportation; then the promise of remedying the evil by means of a car ferry, and now the sum of \$400,000 placed in the estimates to start the project at once. That surely means business of the most important nature to the people of Prince Edward Island. What a contrast to the methods of the late fifteen year old Liberal Government, that talked, talked, but accomplished nothing. Among other items of expenditure for this Province are \$69,500 for the branch line to Elmira, and \$7,300 for increased railway accommodation at Summerside.

According to the figures submitted, the total expenditure so far estimated will be \$149,789,677. This is \$6,289,861 less than the amount voted last year. Of the total amount to be voted \$27,574,348 is authorized by statute. According to the estimates, the amount to be taken from the Consolidated Revenue Fund next year is \$77,344,956, and the disbursements on capital account will amount to \$44,870,372, or \$1,592,248 less than the amount of the present year. Among the latter estimates, apart from those above mentioned, are \$25,000,000 for the Transcontinental Railway; \$3,000,000 for the Quebec Bridge; \$5,000,000 for deepening Welland Canal; \$2,000,000 towards the construction of the Hudson Bay Railway. Following the recent census there are the following increases in the subsidies paid to the Provinces: Ontario, \$267,657; Quebec, \$285,125; Nova Scotia, \$26,207; New Brunswick, \$16,614; British Columbia, \$191,704; Alberta, \$87,653; Saskatchewan, \$318,213. Prince Edward Island's subsidy remains stationary.

The Canadian Fisheries.

The produce of Canada's fisheries, the most extensive in the world, in the fiscal year ending March 31 last, was valued at \$29,965,433, a net increase of \$336,263 as compared with the year 1909-10. The value of the Canadian fish exported in the 1910-11 season was \$15,675,544, about half of the catch. In the waters of Canada the principal commercial food fishes are found in great abundance, the Dominion leading the world in this respect, according to the forty-fourth annual report of the Department of Marine and Fisheries, just issued. A part of the catch is made along the coast line of the Provinces whose shores are washed by the Atlantic Ocean, from the Bay of Fundy north to the Straits of Belle Isle. This extensive fishing ground measures 5,000 miles, not counting the smaller bays and indentations. Natural harbors and coves along this great waterway yield their finny wealth to the hardy fishermen, and the product of their toil goes to help feed countless dwellers on land in Canada and other countries. Besides the Atlantic fishing ground, there is the Pacific and the waters of the coast of British Columbia, 7,000 miles of bays and fords, teeming with fish and mammals, yield their store of food wealth in abundance. In addition to this immense salt water area there are 220,000 square miles of fresh water area on our numerous lakes, abundantly stocked with many species of excellent food fishes.

The value of the fisheries of each Province is shown in the following table:

Province	Value produced.
Nova Scotia	\$10,119,243
British Columbia	9,163,235
New Brunswick	4,134,144
Ontario	2,026,122
Quebec	1,692,475
Manitoba	1,302,779
Prince Edward Island	1,153,708
Saskatchewan	172,903
Yukon	118,365
Alberta	82,460

Total \$29,965,433

Nova Scotia, Manitoba and the Yukon are the only Provinces and district showing increases compared with 1909-10, but the great gain of \$2,038,131 made in the former helped to put the balance on the right side of progress for the year. British Columbia shows the greatest decrease, \$1,151,520; but the catch was still ahead of the year 1908-9.

While salmon led in value, there was a phenomenal increase in the value of cod, due to the coincidence of high prices with a big catch. There was also a substantial increase in the value of lobsters over the previous year, and halibut maintains a steady increase. Mackerel fell off greatly, particularly on the Nova Scotia coast. On the other hand, Prince Edward Island had a better catch than the previous year.

The relative value of the principal commercial fishes returning \$100,000 and upwards, for 1910-11, is shown in the following table:

Fish	Value
Salmon	\$7,205,871
Cod	5,921,248
Lobsters	3,784,099
Herring	2,278,842
Halibut	1,251,839
Haddock	1,218,759
Whitefish	983,594
Trout	825,290
Smelts	797,066
Sardines	539,227
Pickeral	508,513
Hake and cusk	508,354
Pollock	405,925
Mackerel	400,182
Pike	330,729
Clams and quahaugs	383,529
Oysters	198,689
Alewives	137,278
Eels	110,802

The Atlantic deep sea fishery is pursued in vessels of from 40 to 100 tons and the crews number from twelve to twenty men. The fishing grounds are the banks, which lie from twenty to ninety miles off the coast. The fish are caught by trawling with hook and line. The inshore fishery is carried on in small boats with two or three men in each. Gill nets, hooks and lines are used; while from the shore are operated trap nets, haul seines and weirs. Almost one hundred thousand persons were employed last year in the fisheries. There were engaged 1,680 vessels and tugs, and 38,977 boats, manned by 68,610 men; while 24,978 persons worked in the various canneries and fish houses preparing the fish for the market.

The total capital invested in the fisheries was \$19,019,870. The value of the vessels was \$3,028,625, and of the boats \$2,483,996. The value of seines and nets was \$2,786,548, and of other fishing material \$10,720,701. The fishermen of the Maritime Provinces received the sum of \$159,166 as bounty on their catches of sea fish for the 1910-11 season. These figures from the Government report will give an idea of the great wealth of this Canadian industry, and it is satisfactory to know that the net result last year was the best in the history of the Dominion.—Montreal Gazette.

Disastrous Fires.

A disastrous fire broke out in Halifax at midnight on Thursday last, in the building on Barrington Street occupied by W. S. Munns, dry goods. The flames spread with tremendous rapidity, and in five minutes that great structure was a solid mass of flames. The flames spread to the Herald building, a five story granite structure in the very heart of the city, and other adjoining buildings took fire at the same time. Half an hour after the alarm was sent in by a member of the Herald staff, the fire was entering that building through the upper windows, and in an hour the chief of the fire department expressed the belief that the Herald building was doomed, for the roof was on fire. The files and correspondence were removed from the Herald as fast as this could be done, and not very much of the description of material was lost. The more important books were in the vault, which is likely to prove intact. It was impossible to print the Herald next morning, as torrents of water had deluged the composing room and the press room. Mr. Dennis, proprietor of the Herald, was in Ottawa. At 1.30 a.m. the flames had spread to the front of the building, and the upper floor had fallen in. Among the tenants burned out in the Herald building are the Canada Life and the United States Consulate, and many other offices. Mr. Dennis' loss is placed at \$100,000. There is some insurance.

The Unique Theatre at Sydney, C. B. was also destroyed by fire last Thursday night. The Sydney Hotel stable, also, was burned and with difficulty the hotel was saved. Only a few people were in the theatre, and when the blaze started all left the building safely. The fire was caused by an explosion of a film. In changing a reel this ignited and several reels caught. In five minutes the building was all in flames, and fifteen minutes afterwards the theatre was in ruins. A gale was blowing. At one time it looked like a considerable conflagration. The Belmont Hotel, North Sydney, was partially destroyed by fire same night. The building was gutted and the loss was heavy. A defective chimney caused the fire, which for a time threatened the whole town.

A few hours before these disastrous conflagrations took place at Halifax and Sydney, a very serious fire, entailing heavy loss, occurred near Southport, just across the bridge from Charlottetown. The fire was on the premises of Aggrey Mutch of Hope town. The fire broke out in one of the outbuildings at about three o'clock Thursday afternoon. Fanned by a strong northwest gale the fire carried everything before it so quickly that fifteen head of milk cows, which could not be turned out in time, were burned in their stalls. The buildings burned include a cow stable, horse stable, granary, carriage house, ice house and hay barn, with nearly all their contents. There was some insurance in the Farmer's Mutual, but apart from that Mr. Mutch's loss is a very heavy one.

Appalling Tragedy.

News of an appalling disaster in the village of Sacre Coeur, Lot binier County, reached Quebec, City last Wednesday morning. Five children perished in a fire which destroyed their home, and their mother Mrs. Joseph DeRoche, was so badly burned, that it was not expected that she could recover. The mother was burned while attempting to rescue the children and her heroic action may result in her own death. The fire broke out in Mr. DeRoche's residence and spread rapidly. Mr. DeRoche is postmaster of the village and a general merchant, and the building was completely destroyed as well as the adjoining building. The fire raged with such rapidity that the church near by was in danger for a time. While the family was asleep the fire broke out. The parents were aroused by the smoke and an attempt was at once made to save the children. It is supposed that the fire was caused by an over heated stove. DeRoche's children ranged from two months old to twenty years.

At Shediac Bridge, a married man named Theo. Hebert, who leaves eight children, was almost instantly killed by the incoming C. P. E. express last Thursday afternoon, about 2.30, at the point where the main road crosses the track at Humphrey's Mills, about a mile from Moncton—a siding where this train does not stop, and was running about 25 miles an hour. Hebert, who had brought in a load of smelts, had stopped over at Humphrey's selling to residents, and was just resuming his journey to Moncton when struck. Owing to the extreme cold he was well muffled up, and it is supposed did not hear the train until it was too late to get off the track. The engine driver did not notice the team until the train was right upon it, as the road is hidden by buildings and fences. Hebert's body was thrown forty or fifty feet against a fence and his skull crushed. He lived only about five minutes. The sled was smashed and the horse killed. Coroner Dr. Harris, after hearing the account of the accident from eye witnesses, decided that an inquest was not necessary.

According to Washington advices, five or six shipbuilding companies have already expressed their desire to enter the competitive bids for the construction of one or more of the big ships which it was announced a few days ago are to be built by the South American S. S. Company for service between New York and Valparaiso, immediately on the opening of the Panama Canal. The names of these companies have not been made public at present, but it was learned that they applied to the Pan American Union for any information it may be able to furnish them, and also have cabled to Chili for details as to bids and requirements.

Mail Contract

Sealed Tenders, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 9th February, 1912, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week each way, between Milton Station and Oyster Bed Bridge (Circular Route) (Rural Mail Delivery) from the Postmaster General's pleasure next.

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 Milton Station, Oyster Bed Bridge and route offices, and at the office of the Post Office Inspector, Charlottetown.

JOHN F. WHEAR, Post Office Inspector, Charlottetown, 26th Dec. 1911. January 3, 1912-31

Mail Contract.

Sealed Tenders, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 2nd February, 1912, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week each way, between Belfast and Grand View Railway Station, (Rural Mail Delivery) from the Postmaster General's pleasure next.

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 Belfast, Newton Cross, Grand View, and at the office of the Post Office Inspector, Charlottetown.

JOHN F. WHEAR, Post Office Inspector, Charlottetown, 21st Dec. 1911. January 3, 1912-31

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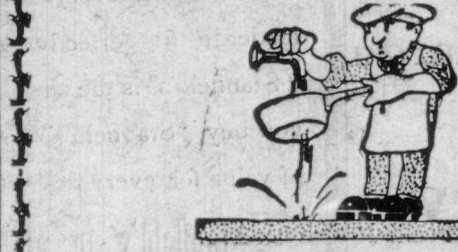
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