

THE HERALD

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Smuggling Celestials.

At Windsor, Ontario, recently a man was convicted of smuggling Orientals into the United States. The Detroit River, not very wide, divides the two countries, and the city of Detroit is right across from Windsor. The man convicted made the declaration that there were from six to fifteen Chinese smuggled from the Canadian to the American city nearly every dark night. A youth in Detroit, also under arrest for participation in the smuggling, said: The game is too profitable to be abandoned by those who make an easy living from it. Any Chinese anxious to get into the United States will give from \$100 to \$500 to be smuggled across. The work is easy in most cases and all a smuggler needs is nerve. The Chinese are sealed in freight cars and shipped across in trains from Canada. Confederates release them at the point where the car is scheduled for delivery. It is the belief of the authorities that many railroad employes are in league with leaders of the various Canadian smuggling gangs and receive profitable rackets by closing their eyes to what is going on in the railroad yards at night. This shows that there is no limit to schemes resorted to for making money.

In New York on Dec. 31, Judge Gary, chairman of the United States Steel Corporation, said: We have decided to establish a manufacturing plant at the site which we secured some years ago at Sandwich, Ontario, just opposite Detroit. In the comparatively near future we shall commence the construction of some blast furnaces and mills. We shall probably build a wire mill, rail mill, structural mill, bar mill, and perhaps some other mills. I suppose the first cost will be in the vicinity of \$20,000,000. He could not say just when the construction of the new plant would begin, but it is understood that all plans for it are well under way. Part of the initial cost will be financed by an issue of bonds. The United States Steel Corporation's business with Canada of recent years has ranged from 350,000 to 400,000 tons annually, representing roughly from \$12,000,000 to \$15,000,000. The average duty on its sales in Canada has been between \$6 and \$7 per ton. It is expected that a considerable part of the new plant's output will find a market in some of Great Britain's colonies, particularly South Africa, Australia and New Zealand.

One hundred New England fishing vessels have been forced to lie up for the winter on account of the scarcity of fishermen. It is reported to be harder to secure a full crew than ever before. Seemingly a life on the ocean wave is not to the liking of the workers generally on this continent.—Montreal Gazette.

The moral effect is after all the most important. The gift of three battleships may be only a small thing relatively, but it will show the world that Canada recognizes that she is in deed and truth part of the Empire, and that she is preparing to do her share in defence of that Empire.—Montreal Gazette.

It is satisfactory to know that the car ferry between this Province and the mainland is in a fair way of realization before very long. D. Nicholson, M.P. for Queen's County, states that he has the assurance of the Hon. Minister of Railways, that tenders for piers on either side of the Strait will be called for about the middle of this month. The standardizing of the Island Railway is expected to be undertaken during the coming summer, and the whole undertaking pushed to completion as rapidly as practical. It is expected the cost will amount to between \$6,000,000 and \$8,000,000. That is a considerable sum of public money to be spent to improve transportation facilities in this Province.

News comes from Port Colborne, Ont., that the National Transcontinental Railway made good its promise of a year ago when a trainload of wheat arrived in Port Colborne on January 1st. Almost a year ago it was stated by the directors of the road that they would have a train running over the entire line before January 1. The train consisted of 20 cars of wheat, approximately 600 tons. The wheat was unloaded and milled at Port Colborne, and immediately reloaded and forwarded on the same train to St. John, N.B. From there it was shipped to South Africa on a ship awaiting it.

Sir Wilfrid Laurier wants us to maintain and man our fleet. Yes? Maintain them as the Niobe was maintained, by being sent on a political jaunt, in which jaunt it ran on the rocks and cost the country \$200,000 for repairs? And man them as both the Niobe and Rainbow were manned? That is by being undermanned and having many deserters. A fine 'manning' and 'maintaining,' surely.—Kingston Standard.

The British Government have introduced a bill into Parliament to provide that all goods manufactured within the British Empire shall be labelled "Made in the British Empire," and that all other goods shall be labelled "Not British." All manufacturers within the Empire will be required to register before they can take advantage of the label. This bill does not amount to Imperial Preference in the wider sense, but it will afford an excellent opportunity, not to be neglected, for purchasers to show a preference for goods with the Empire's trade mark.

Even the American press see more clearly than Sir Wilfrid Laurier the point that it is in the North Sea, and not through anything Canada can do for herself on the Atlantic or the Pacific, that the Dominion must be defended. The St. Paul Pioneer-Press says: "It is idle to suppose that Canada's national entity is dependent upon the preparedness of the Dominion to protect herself, Canada is part of the British Empire, and so long as that Empire maintains its present naval supremacy the Canadians may feel secure. Their interest, therefore, lies in lending aid to strengthen the defences of the Empire, and not in squandering funds on the trappings of nationality which would prove a disappointment in an hour of need." Further, it says: "Canada has nothing to fear for itself as a part of the British Empire, and is acting wisely when it contributes to the defence of the Empire." The Hamilton Spectator, in quoting this opinion, remarks with much justice, that Sir Wilfrid Laurier has admitted that he is not a business man. Is it not about time for him to admit that the British Admiralty may surpass him in strategy?—Exchange.

The Panama Canal.

There is every reason to believe that this year will witness the opening of the Panama Canal to the trade of the world. The regulations made by the United States Government concerning the rates to be charged on vessels using the canal, even though they discriminate in favor of the United States, will not prevent vessels not registered in that country from taking the short cut instead of going around Cape Horn. Perhaps this vexed question may be adjusted before the canal is completed. This is quite possible so far as Great Britain, which holds an exceptional position, is concerned.

In a signed statement Col. Geo. W. Goethals, builder of the Panama Canal, reviewing the situation, says that during the year 1912 the Gatun dam was virtually completed and at the close of the rainy season Gatun Lake had risen to a height of 57 feet, or within 30 feet of the maximum which will be allowed to attain. The dam held back this volume of water without any leakage. During the year a total of about 30,000,000 cubic yards of material has been removed from the prism of the canal, and of this amount about 5,000,000 cubic yards was due to slides in the Culebra cut. No serious trouble was anticipated from slides after the canal was completed.

"There remains," adds Col. Goethals, "to be excavated for the canal and various accessory projects in the Atlantic and Pacific entrances about 24,000,000 cubic yards, but of his amount less than 6,000,000 cubic yards needs to be removed before the canal can be put in use. It is hoped that the last steam shovel can be taken out of Culebra cut by July 1, when the dike at Bas Obispo, which holds the water of Gatun Lake out of the cut and through Pedro Miguel lock into Miraflores Lake. Whatever excavation then remains to be done will be accomplished by dredges. Less than 8 per cent. either of the total excavation or of the concrete laying in the locks remains to be done. At the present rate of speed both will be finished and all the gates and machinery for one set of the double locks will be installed by September, 1913. I hope to be able to put the first ship through about that time, as the lake should be at proper height for this purpose, and if one can go any number can. The range lights buoys and other aids to navigation will be placed and in working order. The 'ifs,' however, are the completion of the lock gates and the slides in the Culebra cut, either of both of which may upset the programme outlined."

Col. Goethals has earned a great reputation for the work he has done on the Panama Canal. It is largely due to his executive ability that the "big ditch" has made the steady progress towards completion. Before his appointment many difficulties were encountered which led to considerable delay.—St. John Standard.

Four Boys Drowned.

Olivet, Mich. Jan. 2.—While playing hockey on Pine Lake near here this afternoon, three boys broke through thin ice and were drowned, in spite of heroic efforts by their companions to rescue them.

The dead are: George Dewy, 14 years old; Clark Morgan, 12; Stanley Lansborough, 16.

During the hockey game the puck was driven to a spot where the ice was unsafe. Young Morgan skated after it and broke through Stanley Lansborough and Dewy, who were close behind him, also went into the hole. Irwin Van Wye, George Lansborough and Ward Kennedy, in attempting to rescue also was precipitated into the icy waters. George Lansborough and Van Wye managed to break their way to the shore. Kennedy clung to the ice and was almost frozen to death when rescued but the other three boys sank before they could be reached.

Halifax, Jan. 2.—Harold Walker, an eight year old boy, was drowned while playing on the ice on the Dartmouth Lakes this afternoon. His cousin also fell in but was saved. Walker's body was recovered in an hour.

Wolves Peltful.

La Pas, Man., Jan. 1.—Wolves are very plentiful in the north country this winter, and are roaming around in bands of from 30 to 40, according to T. H. P. Lamb, the Moose Lake trader. Mr. Lamb interviewed the Provincial author-

ities last spring to suggest a special bounty for the destruction of wolves, and it is now again urging the importance of such a measure, which he declares is required immediately for the protection of the moose which form the greater part of the Indians' supply of meat, and for the protection of travelers in the district.

Mr. Lamb says that the fur business is good, but the trade in fish is rather light. This is ascribed to the fact that the camps are always placed in the same spots, and the fish go to the other points in the lakes to breed undisturbed. He reports that the dog trails between Moose Lake and La Pas are good, but not quite safe enough for horses yet.

Amendment To The Civil Service Act.

Ottawa Jan. 3.—The committee of the cabinet with Hon. Dr. Roche as convener, has been appointed to consider the question of amendments to the civil service act. Dr. Roche is expected back from the west on Sunday and the committee will likely be called next week.

The committee has not been summoned before, pending the publication of the report of Sir George Murray. This was laid on the table by the premier shortly before the House rose and his suggestions and recommendations will be considered by the committee. The other members are Hon. C. J. Doherty, Hon. W. T. White, Hon. L. P. Pelletier and Hon. George H. Parley.

Sir George in his report, recommends the abolition of the treasury board which he thinks is only needless machinery. He recommends the principle of political deputies and the transfer to individual ministers of the power now vested in the governor-in-council, this change to be worked out by a committee of ministers.

Changes in the administrative methods, and operation of the chief spending departments, including the manner in which the appointments to the public service are made, the manner in which retirements are effected, the manner in which promotions are made, and the classification of the staff, distribution of duties, etc., the latter to avoid the duplication of the same work in two or more departments are suggested.

Sir George recommended that the civil service act should be applied to the outside service, at least as regards the post office and customs and inland revenue, and that each of these services, should be graded in such a way as to provide a ladder of promotion from the lowest to the highest. The restoration of the pension system rescinded in 1893 is strongly recommended.

An accident occurred on the P. E. I. Railway, near the old tanks, beyond St. Peter's Road crossing on the morning of New Year's Day. The special train to connect with the Minto at Summerside left here on 8 o'clock and when it arrived at the switch at the old tanks, the switch was found open and the train ran into it and was immediately derailed. The engine baggage car and the second class car were derailed. The engine and baggage car toppled over on their side. The second class car did not fall on its side although it leaned over. Only one pair of wheels of the first class went off. Fortunately no one was hurt. A wrecking train went out and soon cleared the track for traffic.

Obituary.

At St. Mary's Road on Dec. 12, 1912, there passed peacefully away Thomas Daly in the 75th year of his age fortified by the last rites of the Holy Catholic Church of which he was a true member. Deceased came to this country with his parents, and settled on a homestead which he held till death called him to his reward. Mr. Daly was a man of noble character; a kind and prudent father and an exemplary Christian neighbor. He leaves to mourn his sorrowing wife, one son Rev. Wm. A. Daly of Portland Oregon, three daughters, Mrs. L. M. McPherson and Margaret Daly in Oregon, and Mrs. Nell Murphy of St. Mary's Rd. also one brother Michael Daly in Boston and one sister Mrs. Thomas Smith of Charlottetown, besides a large number of relatives and friends who will always hold him in loving remembrance. His funeral took place on Dec. 17th at St. Paul's Church Sturgeon where a requiem Mass was celebrated by the pastor Rev. Father Gallant, who also performed the last rites at the grave.—May his soul rest in peace.



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MONEY TO LOAN.
Solicitors for Royal Bank of Canada

Mortgage Sale.

There will be sold by Public Auction at the Law Courts Building in Charlottetown, on Thursday, the 14th day of January, A. D. 1913, at twelve o'clock, noon: All that parcel of land situate, lying and being in Charlottetown in Queen's County, in Prince Edward Island, being part of Town Lot Number Ninety-seven in the fourth hundred of Town Lots in Charlottetown aforesaid, bounded and described as follows, that is to say: Commencing at the North-west angle or corner formed by E. A. Bay and Edward Street, and running thence along Fitzroy Street East for the distance of sixty-one feet nine inches, thence southerly parallel with Edward Street seventy-nine feet to the property of Isaac Godkin, thence West to Edward Street aforesaid, and thence North along Edward Street seventy-nine feet to the place of commencement.

The above sale is made under and by virtue of a Power of Sale contained in an Indenture of Mortgage dated the Fifteenth day of October, A. D. 1908, and made between Robert McPherson of Charlottetown, in Queen's County, and Jessie McPherson, his wife, of the one part, and Lemuel M. Poole, also of Charlottetown aforesaid, of the other part.

For further particulars apply to McLean & McKinnon, Solicitors, Charlottetown.

Dated this 25th day of December, A. D. 1912.
January 1, 1913—41

Mail Contract.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 11th January, 1913, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week. Over Rural Mail Route No. 1 from Emerald

from the 1st March 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 Graham Road, Emerald, North-west, P.E.I., and at the office of the Post Office Inspector.

JOHN Post Office Inspector,
Post Office Inspector's Office,
Charlottetown, Dec. 28, 1912.
Jan. 1, 1913—31