

**Car Ferry To The Mainland.**

The declaration of Premier Borden, that the Federal Government had decided to establish a car ferry between this Province and the Mainland, is fraught with greater possibilities for the progress and advancement of Prince Edward Island than any official announcement from Ottawa since Confederation. The inauguration of this ferry and the broadening of the gauge of the P. E. Island Railway mean more for this Province than anyone can possibly conjecture. By this means we are, for the first time, brought into continuous railway communication with the mainland. The annoyance of breaking bulk and changing freight from railroad to steamer and from steamer to railway again shall be removed. The annoying and expensive three short hauls shall be things of the past. Under these new and changed conditions, freight shipped on board cars at any point in this Province goes right through to its destination without change or disturbance of any kind. The same holds good regarding freights of all kinds coming into the Province from abroad. It is not difficult to understand the tremendous advantage all this will be to the farmers, the merchants and the shippers of Prince Edward Island; and what is good for these must be good for all other classes of the community. The establishing of this carry ferry at the Capes, where the distance between this Province and the mainland is shortest, will be of the most incalculable advantage, not only as regards the carriage of freight, but also from the point of view of passenger traffic. Several trips a day may be made across this ferry, and travelers from here will not be subjected to annoying delays, as frequently happens under present conditions. It will be possible to leave home in the morning, go to business centres in the neighboring Provinces and return home the same evening. Apart from the tunnel, this will be the nearest thing to continuous rail connection with the mainland, winter and summer; as traffic can be kept up, if not all the time, at least about ten months in the year.

This is, in a very large measure, the fruition of hopes and yearnings long entertained and earnestly desired by the people of this Province. For the realization of these hopes and desires we have to thank, in the first place, the eminent statesman at the head of Canada's Government, Rt. Hon. Robert Borden. Those who heard Mr. Borden when he was here prior to the late Federal election, when he was Leader of the Opposition, will remember that he pledged his word that, if given power, he would immediately take up and remedy the disabilities under which we labored in the matter of transportation. After he became Premier of Canada he reiterated this promise at a banquet in Halifax, and now he has redeemed his promise by pledging his Government to inaugurate the Car Ferry at as early a date as possible. Here we have a promise to perform certain important public services, followed in short order by the authoritative assurance of their accomplishment. This is in striking contrast to what we had been accustomed to at the hands of his predecessors in office; empty promises, no fulfillment. Well done, Premier Borden; Prince Edward Island thanks you for the interest you have taken in her behalf. Next to Premier Borden we are indebted for the inauguration of this great boon to our energetic Conservative members in the House of Commons from Queen's County, Messrs. A. A. McLean and Donald Nicholson. From the moment they entered on their duty as our representatives in the House of Commons, they devoted their time and their energies to the solving of the question of transportation between our Island Province and the mainland. They now have the happiness to know that their representations to the Government have not been in vain. For all this they are entitled to our sincerest thanks and congratulations. In order that our readers may be better understand how our representatives from Queen's County and Premier Borden worked together in this matter, we herewith publish the telegram sent to Mr. McLean, by Premier Borden. Here it is:

OTTAWA, Ont., December 28, 1911.  
A. A. McLEAN, M. P., Charlottetown:

In reply to representations of Nicholson and yourself during past two months, I beg to inform you that Government has decided to undertake the establishment of a Government Ferry Service between the Island and the Mainland.

This will involve the changing from narrow to standard gauge on the Island Railway.

This improved service will do away with three short hauls, and it is hoped will result in great advantage to the people.

(Signed) R. L. BORDEN.

As will be seen elsewhere, the Ottawa correspondents of the papers in the Maritime Provinces comment most favorably on the Government's decision to inaugurate this ferry service. They point out that this is due to the people of the Island Province under the terms of Confederation which provide that efficient steam service shall be established and maintained between the Island and the Mainland winter and summer, so as to place the Island in continuous communication with the Intercolonial Railway of Canada, and the Railway System of the Dominion. They all agree that we are clearly entitled to this relief, in consideration of the great inconvenience and loss we have suffered in the past in consequence of the lack of such efficient steam service.

Last Wednesday, December 27th, was nomination day for the General Provincial Election. For six of the thirty seats the Liberals failed to nominate a candidate; consequently six Government members were declared elected by acclamation. These six are: Hon. Premier Mathieson and his colleague, Mr.

McDonald, in Georgetown; Hon. John McLean and his colleague, Mr. John Kickham, in Souris; Hon. John A. McDonald, Cardigan, and Professor James McPhail in the Belfast district. This makes one-fifth of the whole membership and one third of the Executive elected by acclamation, a very good start for the Government. This is polling day for the remaining twenty-four seats, and before a great number of our readers shall receive this day's HERALD, all shall be over. The principal question to be decided by the polling today is the size of the Government's majority.

**Car Ferry Ensured.**

Ottawa, Dec. 28.—The people of Prince Edward Island will at last have a car ferry service to the mainland. Such is the official announcement made tonight, and the efforts of the two Conservative members, Messrs. McLean and Nicholson, during the last two months, are at length crowned with success. A long felt want of the people of Prince Edward Island has thus at last, been satisfied by the prompt action of the present government.

The Island Province came into Confederation under a distinct promise by the Dominion Government to maintain a connection all the year round between the Island and the mainland. The Government of Sir John McDonald implemented this pledge in good faith, but the Liberals under the leadership of Sir Wilfrid Laurier, insisted that a tunnel should be built, as the only effective method of carrying out the contract of Confederation.

Time and time again, in and out of parliament, has been read Sir Wilfrid Laurier's letter to D. B. Higgs, written twenty years ago, in which the tunnel was put forward as the chief plank of the Liberal Government, from 1896 until 1911, however, the Liberal Government neglected to carry out this pledge from the party leader and the people of Prince Edward Island naturally turned to the Borden Government for a redress of their long standing grievances.

Hon. R. L. Borden, the present premier, during the last campaign promised the people of Prince Edward Island that his Government, if returned to power would seriously investigate the feasibility of the proposed tunnel and would promptly build the same if it could be safely constructed at a reasonable expense. A sum has been set aside in the forthcoming estimates for this expenditure, but during the last few weeks representations received from Prince Edward Island have been to the effect that the people there preferred immediate relief by a car ferry, in preference to the problematical and long deferred benefits which might accrue to them through the construction of the tunnel.

The Government has met the wishes of the Province by arranging at once for the installation of a car service between the P. E. I. Railway and the Intercolonial Railway, and for this purpose the gauge of the P. E. I. Railway will be increased from three feet six inches to four feet and a half inches, the standard gauge.

The following semi-official announcement was given out from the Prime Minister's office at the close of to-day's council meeting: "Messrs. McLean and Nicholson have during the past two months urged upon the Government the establishment of a car ferry service between Prince Edward Island and the Mainland. The Prime Minister announced today that the Government had determined to undertake the establishment of such a service. It is considered that this is due to the people of the Island province under the terms of Confederation which provided that efficient steam service shall be established and maintained between the Island and the mainland, winter and summer, so as to place the Island in continuous communication with the Intercolonial railway and the railway system of the Dominion. In the past the people of the Island have suffered great inconvenience and loss for the lack of such efficient steam service."

"The proposal of the Government will involve the change of narrow gauge to standard gauge on the Prince Edward Island Railway. This improvement will do away with the three short hauls, and it is confidently anticipated that it will result in great advantage to the people of the Island and especially to the farmers and other producers."

At Edinburgh, Scotland, on the 2nd inst., the Powder Mill Marathon Race was won by Kolehman of Finland, Hans Homer second, and Fred Cameron of Amherst, N. S., third. Long boat quit at the sixteenth mile.

**Varying Wheat Prices in England**

Wheat prices in England for six centuries are shown in a recent issue of the crop report of the United States Department of Agriculture. This is not given in the report as news, explains the Washington Star, but is one of the curious bits of information occasionally incorporated in the periodical. The figures are reliable as they were collected from actual reports of scales in all parts of England. The money values of course, vary in the Old Country, but for the purpose of comparison they have been all reduced to their modern equivalents in cents per bushel.

The record begins in the decade from 1261 to 1270. Wheat was then fifteen cents a bushel, and it continued with slight variation under twenty-two cents, in 1361. After 1540 there began a steady upward climb, though prices did not cross the half dollar mark till between 1570 and 1580. They continued upward, however, with two slight breaks, till 1600, when dollar wheat was reached for the first time. Then there was a series of violent fluctuations till 1750, when the price was \$1.16. Then prices began another steady climb, till in 1804 they reached the phenomenal price of \$3.07 a bushel.

From the high point there has been a decline in prices ever since, till in the decade from 1871 to 1880 they had fallen to \$1.03. In the past two decades prices have ranged from eighty-five to ninety cents a bushel, the present trend being upward.

**Canadians Honored.**

The New Year's honor list this year is a short one, as a result of the honors conferred by the King during the Durbar, but the selection covers a wide range of civil servants, politicians and men of distinction, the various professions and commerce being included. Canada is well represented in the colonial list, which is headed by Robert L. Borden, the Canadian Premier, who becomes a Privy Councillor. Only three peerages are conferred, the new barons being Sir Thomas Gibson Carmichael, Governor of Madras, Sir Alfred Thomas, for many years leader of the Welsh party in the House of Commons, and Samuel Hope Morley, ex-governor of the Bank of England.

Among the new baronets are William Nelson, Chairman of the Nelson Steamship Line, Thomas Skinner a director of the Canadian Pacific Railway, and Deputy Governor of the Hudson Bay Company, Joseph Beecham, Valentine Chircol, director of the Foreign Department of the London Times, A. Bider Haggard the novelist, and S. J. Pocock, a large land owner of England and Canada.

The Canadians honored besides Premier Borden are Col. John Morrison Gibson, Lieutenant-Governor of Ontario, and Joseph Pope, Under Secretary for external affairs, who are made Knights Commander of St. Michael and St. George, Thomas Cooper Boyle, deputy Minister of Finance, Companion of St. Michael and St. George, and Lieut-Gol. Rhodolphe Forget, of Montreal, and Edmund B. Osler, of Toronto, both members of the Canadian Parliament, Knights Bachelors.

**The Market Prices.**

Butter	0.28 to 0.29
Eggs, per doz.	0.30 to 0.35
Powder each	0.60 to 0.90
Chickens per pair	0.00 to 1.25
Floor (per cwt.)	0.00 to 0.00
Beef (small)	0.10 to 0.14
Beef (quarter)	0.08 to 0.10
Mutton, per lb.	0.08 to 0.09
Pork	0.07 to 0.12
Potatoes (bush)	0.35 to 0.40
Hay, per 100 lbs.	0.75 to 0.80
Hk Oats	0.45 to 0.48
Wheat (per lb.)	0.10 to 0.10
Calf skips	0.12 to 0.14
sheep pelts	0.50 to 0.80
Oatmeal (per cwt.)	0.00 to 0.00
Turnips	0.12 to 0.15
Trucks (per lb.)	0.20 to 0.21
Wheat	1.25 to 1.75
Pressed hay	12.00 to 15.00
Straw	0.35 to 0.40
Ducks per pair	1.00 to 1.50
Lamb Pelts	0.30 to 0.40

THE STORE With The Christmas Stock

**MOORE & McLEOD**

THE STORE With The Christmas Stock



**Three Great Clearing Bargains in HANDSOME STYLISH WINTER COATS**

We have just placed on sale three great clearing lots of handsome Winter Coats—lines of which we have an overstock. We have cut the prices in each case to effect a quick clearance, and without further description, we will simply tell you what is being offered:—

- One big lot of coats, regularly offered at prices ranging up to \$12.50 each—on sale at **\$ 8.00**
- One assortment of handsome new fall coats, in black, regular priced to \$15.00 each—on sale at **\$10.00**
- One great range of new coats, regularly offered at all sorts of prices, from \$15.00 to \$18.50, for **\$12.00**

**GIVE HIM GLOVES**  
We are showing the largest line of dressed and undressed Kid Gloves we have ever exhibited, cloth, fur and wool lined in fancy decorated Holiday boxes at \$1 to \$5.  
**H. H. BROWN**  
The Young Men's Man.

**Don't Hold Water**  
There is no use trying to enjoy smoking or chewing if you do not buy good tobacco. Bad tobacco is a disappointment every time you use it. But a pipe full of our  
**RIVAL SMOKING TOBACCO**  
—OR OUR—  
**BLACK TWIST CHEWING**  
will make you feel that "life is worth living after all."  
**HICKEY & NICHOLSON Tobacco Co.**

**Chandler & Reddin**  
Greet You With words in season  
First announcing their large display of  
**Fall Millinery**  
just opening and requesting that you look over their stock of ladies' and men's Coats, Sweater Coats, Furs, ladies' and men's Suits, Blankets and Blanket Cloths, children's Sample Coats at reduced prices. You will be satisfied that we give you always good quality for a reasonable price.  
**Chandler & Reddin,**

**Mail Contract.**  
Sealed Tenders, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 25th January, 1912, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, 24 times per week each way, between Souris East and Souris Railway Station, from the 1st April 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 Souris East and the office of the Post Office Inspector.  
Post Office Inspector's Office, Charlottetown, P. E. I., 11th December, 1911  
JOHN F. WHEAR,  
Post Office Inspector.  
December 20, 1911—31

**COAL!**  
All kinds for your winter supply. See us before you place your order.  
**HARD COAL—Different Sizes**  
**Soft Coal—All Kinds**  
**C. Lynos & Co.**  
Charlottetown, P.E.I.  
Nov. 30, 1910.

**KING EDWARD HOTEL,**  
Mrs. Larter, Proprietress  
Will now be conducted on **KENT STREET**  
Near Corner of Queen.  
Look out for the old sign, King Edward Hotel, known everywhere for first class accommodation at reasonable prices.  
June 12 1907.  
D. C. McLEOD, K. C. | W. B. BENTLEY  
**McLEOD & BENTLEY**  
Barristers, Attorneys and Solicitors.  
**MONEY TO LOAN**  
Offices—Bank of Nova Scotia Chambers.  
**Fraser & McQuaid,**  
Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc.  
Souris, P. E. Island.  
A. L. Fraser, M. P. | A. F. McQuaid, B. A.