

THE HERALD

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Please send in your subscriptions.

Somebody who has discovered the fact—that is what it is—reports that the hide of the whale is two feet thick in some places. What a fine hide that would be for a man running for office.—Philadelphia Press.

"I will name the compromise candidate; he will be me," says Mr. Roosevelt. First he assaults the Constitution; then he assaults the Supreme Court; then he assaults the President; and now he assaults the grammar.—New York World.

The wife of a Methodist minister in West Virginia had been married three times. Her maiden name was Partridge, her first husband was named Robin, her second Sparrow, and the present one Quail. There are now two little Robins, one little Sparrow and three little Quails in the family.—Smith's Falls News.

The bitter personal fight that has waged between President Taft and ex-President Roosevelt, in their scramble for the Presidential nomination at the approaching Republican national convention of the United States, is certainly far from edifying. It looks now as if Roosevelt is sure to capture the nomination. He is the greater moutebank of the two, and it is remarkable that such a demagogue should have such a following; but such is human nature.

A New York Senate commission is enquiring into our hydro electro system with a view to its adoption. Our neighbors are quite welcome to adopt Canadian methods, just as they adopted our ballot system some years ago, but seeing that no copyright is charged they might give Canada credit for such new ideas. For instance, the Canadian ballot system is known throughout the United States as the Australian ballot, though it was in use in this country for years before it was adopted by our Antipodean fellow subjects.—Ottawa Citizen.

The two candidates have covered each other so thickly with mud that the American people may be compelled, for their own dignity, to find some other occupant of the White House. The "dog fight," as it has come to be called, is a spectacle too lamentable to amuse even the distant, detached onlooker. Englishmen will not forget the respect due to the head of a great, friendly nation, but the manners of this contest are not making history out siders care to remember.—Pall Mall Gazette.

"The attitude of Newfoundland toward federation with Canada is that of a man doing well in a small way, who refuses the overtures of a rich neighbor because he prefers his own independence." Such were the words on the 22nd of Sir Ralph Williams, governor general of Newfoundland, while in Ottawa en route from Toronto, where he met the Duke of Connaught, on behalf of himself and the colony he represents. "The people of Newfoundland have every respect for Canada, its wealth and its resources, but just at present they prefer to

remain independent," he stated. "Times are good there now; perhaps, if they do not remain so, feeling may change. However, we think we are doing pretty well." Sir Ralph would not discuss the question of reciprocity between Newfoundland and the United States, but said personally he was glad Canada had turned it down.

Far North Exploration.

Ottawa, May 24.—That the distant north and western wilderness may be placed in almost immediate communication with Ottawa is something more than a probability, it is said. The author of the scheme is C. A. MacGrath, of the Canadian section of the international waterworks commission. The proposal if carried out, as seems likely, will mean the thorough exploration of the great unorganized territories of Canada, with every step reported to and recorded at a central office by means of wireless telegraphy.

The plan as outlined would involve the establishment of wireless stations at various points in the far north and west. To these stations exploring parties would report, and all information of importance would be communicated at once by wireless to the central bureau. A map has been prepared showing proposed stations at Cape Chudleigh and Charles Island on the north edge of Ungava, 1100 and 1170 miles from Ottawa respectively; at Lake Garry, 1700 miles; Norman, on the McKenzie, 2300 miles, and Fort Resolution on the Great Slave, 1830 miles. The scheme has been encouraged by the Royal Society and other bodies and individuals.

Practical Currency.

It has been practically decided in the United States to coin three-cent and one-half-cent pieces. The proposal has been unanimously recommended by the Committee on Coinage, and has the support of the Secretary of the Treasury. This will not be the first three cent piece coined in the United States. There was once a little silver three-cent piece which in time disappeared and was followed by a nickel coin of the same value, about the size of a dime. A story found its way into print some years ago which gave a remarkable explanation for the disappearance of this three-cent nickel from the United States currency. It is worth recalling.

It appears that about the time this three-cent nickel coin was issued a Chicago company manufacturing slot machines put out one which required a silver dime to work it. The first collection made disclosed the fact that the public had discovered that the machine responded as readily to a three-cent piece as to a dime. To meet this embarrassing situation the slot machine company barreled the coins as fast as they came in, and they did not get back into circulation. In the course of time, when no more were found in the slots, it became evident that this policy had brought about the desired effect. The United States Government ceased to coin the three cent piece, and the troubles of the Chicago concern were at an end.

An appearance of truth is given to this story from the fact that the three-cent piece disappeared from circulation not only suddenly but effectually. None has been seen for many years, which is contrary to the usual experience with currency circulation. Usually a coin or paper money will remain in circulation for two or three decades after the issue has ceased. The method adopted by the Chicago con-

cern to get rid of the three-cent pieces was the wisest that could have been pursued. Every piece used in its machines represented a loss of seven cents, and it could better afford to lose three cents on the start than to face the prospect of losing seven cents every time the machine was operated, year after year.

The demand for the restoration of the three cent coin is said to have originated in communities in the States that enjoy a three cent fare on street railways. In behalf of the ha'penny it is claimed that it will benefit the slot machine manufacturers. The New York Post sees in the demand for fractional currency a new spirit of thrift which is revealed in the general movement against waste and for "conservation." "Some," adds the Post, "will find it a source of regret that pressure of life should be urging this free-handed country to the level of the European nations with their farthings and centimes, but the sentiment against waste is one that cannot be easily dispensed with."—St. John Standard.

Canada Needs Dry Docks.

The Ottawa correspondent of the Montreal Gazette thus discusses the question of dry docks in Canada: "The development of Canada's natural harbors and the necessity of providing adequate facilities to meet the requirements of the larger vessels now in commission or building are two subjects which are being most earnestly considered by the Minister of Public Works, Hon. F. D. Monk."

With a view to grappling with the question in an effective manner the minister has collected information which supplies some startling details. It is computed that on the St. Lawrence there are at present twenty-five vessels visiting Quebec and Montreal, that could not be dry-docked at any of these ports in case of accident. This state of affairs assumes a deeper gravity in view of the larger ships under construction or project for the St. Lawrence River route, and the principal Canadian ocean ports. At present the Allan line is building two new ships the Alsatian and Albany, each with a gross tonnage of 17,000, greater by almost 3,000 tons than any other vessels now visiting Quebec and Montreal.

The information in the minister's hands shows that Canadian ocean ports of the Atlantic, as compared with New York and Boston in regard to ship repairing facilities, are far behind. Considering the rapid development of Canadian trade and the increasing number of large vessels calling at Canadian ports the inadequacy of dry dock and equipment is emphasized to a large extent. New York, including Brooklyn and Hoboken yards, has five large docks of 200 tons, to 1,500 tons lifting capacity and nine marine railways of 150 to 4000 tons capacity.

At Boston there are five dry docks, two of which are owned by the Government, and five marine railways, varying in capacity from 300 to 2,000 tons. Montreal has two small dry docks, to which it is to be added soon a large, floating dock now under construction. At Quebec there is to be found one Government dry dock, three small floating docks, one patent slip, and two griddons. On the Levis side of the St. Lawrence River a large dry dock, and four patent slips of 150 to 5,000 tons capacity, St. John has three griddons and a large dry dock is also proposed.

But even in New York with her great facilities under existing conditions there are seventeen trans-Atlantic steamers calling at New York that could not be dry-docked anywhere in the United States and 35 steamers that could not be dry-docked in the port of New York. The prevailing length of the large existing dry docks is between 700 and 800 feet, but the development in the size of ships renders these docks unfit for use. Docks of 1,150 feet, will be required at a very near date, the largest being constructed with a view to docking one or more vessels at the same time.

The late Government passed the Drydock Subsidies Act in 1910 and the present Government amended it in 1912, increasing the maximum expenditure upon which a subsidy would be paid. Hon. Mr. Monk has an extensive memorandum relating to the dry docks and

graving docks of the world prepared for him by Mr. St. Laurent, assistant deputy minister of Public Works, and the minister's extensive trip through eastern and western Canada this summer, beginning in a few days will be for the object of familiarizing him with the actual conditions.

Since the advent of the present ministry to office the following dry docks have been proposed and will be shortly under way: Esquimaux, total cost, \$2,637,801; Sault Ste. Marie cost \$9,000,000. Toronto cost, \$894,121; Owen Sound, total cost, \$150,000. A dry dock is proposed at St. John, N. B., while the plans of Sydney, N. S., are as yet incomplete. At Halifax an extension is projected while proposals are called for at Levis or Quebec. In connection with the latter an expert from England will arrive in a few days to decide on the respective qualifications of the two places. It is possible that from the data gathered the Hon. Mr. Monk will recommend in a few months a Drydock Subsidy Act and enlarge some of its clauses to meet special requirements.

Vessels Not To Be Limited Size.

Philadelphia, Pa., May 25.—The 12th international congress on navigation today declined to go on record as favoring a limit being placed on the size of ocean steamships. During the debate on the subject it was declared that the Titanic disaster was not due to the size of that ship, but that, on the other hand its immense proportions had kept the vessel from sinking quicker. A small steamship having met with a similar accident, it was argued would have sunk like a stone. It was further declared that the recent great marine tragedy would have no appreciable effect on limiting the size of vessels, and it was ascertained that the time was not far off when the Panama canal will be too small to permit the safe passage of the great ships of the future.

The discussion came in the section of the congress which is considering ocean navigation. The debate was directly on a report made by C. E. Crunsk, of San Francisco, who had reviewed all the papers handed to the congress on the subject of the dimensions to be given to maritime canals. The report, in part, recommended that government aid should not be extended to the building or operating of seagoing vessels whose draught exceeds 32 feet, and there should be an international agreement fixing the maximum dimensions of vessels built or operated under government subsidy.

It was tentatively suggested that the following should be the maximum dimensions of seagoing vessels: Length over all, 990 feet; breadth, 105 feet; draught, 32.2 ft. These recommendations were not adopted, but other recommendations in the report were approved.

At the morning session of the ocean navigation section, the opinion was expressed by delegates that it is the inherent right of every country that builds a canal to fix the toll rate as it pleases, in this it was evident that the waterway was in the minds of some of the delegates.

In the section that is taking up matters relating to inland navigation, the question of having dimensions assigned by any given country to canal of heavy traffic was considered. There were many views expressed but no positive action was taken. Several speakers advocated the permitting of private capital to take up and develop moribund inland waterways under careful government supervision so as to prevent railroads from controlling competing water routes.

Lady Tupper's Funeral.

Halifax, May 28.—Sir Charles Tupper arrived here today from Quebec, bringing with him the body of Lady Tupper, which will be interred in St. John's cemetery at 2 o'clock tomorrow afternoon. Sir Charles is bearing up well under his bereavement, but shows signs of the sorrow that has overwhelmed him. The body is at Armidale, the home of M. C. Grant, and which was the residence of Sir Charles in Halifax. The sentimental attachment of Sir Charles to the old home prompted Mr. Grant to offer his house for the funeral. The service will be conducted by Archdeacon Armitage, of St. Paul's church. Three favorite hymns of Sir Charles and Lady Tupper will be sung, Rock of Ages, Lead Kindly Light, and Nearer My God to Thee.

Prizes for Teachers.

The teachers of this Province in common with those of the neighboring Provinces, who attend the Summer School of Science, are this year, through the beneficence of public-spirited gentlemen, offered an opportunity to compete for some very valuable cash prizes. There is a \$100.00 prize offered for the best student, besides a number of \$20.00 and \$10.00 prizes.

The attention of the teachers of Prince County is called to the fact that there will be four \$10.00 prizes exclusively for them, no one being allowed to compete for these but the teachers from Prince County. Two of these have been donated by Hon. Senator Topp, and two by James Richards, Esq., M. P. Donald Nicholson, Esq., M. P. offers a \$10.00 for competition by the teachers of Queen's County, and Hon. W. S. Stewart offers a \$10.00 prize for competition by teachers of Charlottetown and Bonaville.

If other public spirited gentlemen would follow the example set, it would aid a worthy class of people and advance the cause of education in these Provinces. Contributions of this kind would be most gratefully and acknowledged by the undersigned.

J. D. SEAMAN, Secretary Summer School of Science.

Ocean Limited Early On Route.

SUMMER TIME CHANGE ON INTERCOLONIAL RAILWAY JUNE 2ND.

The summer change of time on the Intercolonial Railway will go into effect on June 2nd when the famous Ocean Limited will be placed on the route between Montreal, St. John, N. B. and Halifax, N. S. with connections for and from the Bydneys, and Prince Edward Island, in anticipation of an early rush of summer travel. The time schedule is expected to be practically the same as last year which means that the "Limited" will leave Montreal at 7:30 p. m. reaching Levis at midnight, and giving through passengers the opportunity of seeing the famed Matapedia Valley during the earlier hours of the morning and a view of the Saguenay River and the blue waters of the Bas de Chaleur. The beautiful Valley of Wentworth, N. S. will be seen in the more mellowing light of early evening, and the train will reach Truro at 8:00 o'clock connecting with the through night express for the Sidneys and arriving at Halifax at 10:00 p. m.

The Maritime Express under the summer schedule will leave Montreal at 8:15 a. m. and through passengers will have the daylight journey through Quebec, and a view of the majestic St. Lawrence as it widens in its course to the sea. Making connection at Moncton with morning express for St. John the Maritime coasting eastward will reach Halifax at 13:30.

The Ocean Limited will leave Halifax westward at 8:00 a. m. and the Maritime Express will leave at 1:10 p. m. thus there will be a through week day service by two trains equal to the best on the continent.—I.

DIED.

FERGUSON—In the P. E. I. Hospital, Charlottetown, May 22nd, 1912, at 111, Elderly, Bessie, beloved wife of Daniel Ferguson, of Marshfield, after an illness of a few weeks.

STANLEY—In this city, Francis Stanley, aged 88 years.

CAMPBELL—At her residence, Mitchell River, Cardigan, on May 2nd, Mary McCormack, relict of the late Malcolm Campbell, aged 75 years. May her soul rest in peace.

SMITH—Fortified by the rights of the church, at her home in West Newton, on May 8th, of pneumonia, Mrs. James Smith, at the age of 81 years, leaving four sons and four daughters to mourn. May her soul rest in peace.

SHAW—At Blaine, Me., Frank D. Shaw, in the 41st year of his age. He was the son of Neil Shaw, DeSable, P. E. Island.

STEVENSON—At Fredericton, Tuesday, May 21st, 1912, at eleven a. m., Hal-dane C. Stevenson, aged 23 years, son of George W. H. and Mrs. Stevenson.

SHAW—At Lorne Valley, on Tuesday the 21st inst., James Shaw, in the 90th year of his age.

COCHRANE—At his residence, Baldwin's Road, on Wednesday the 22nd, Martin Cochrane, aged 65 years. His funeral to St. Peter's Church on Friday morning was largely attended. Requiem High Mass was celebrated by the pastor, Rev. I. R. A. McDonald, by whom he was attended during his last illness. He leaves a widow, three sons and five daughters to mourn. May his soul rest in peace.

MURPHY—At Tignish, on the 23rd inst., Mrs. Dr. Murphy, after about ten months' illness, in the 40th year of her age. Deceased was a daughter of Mr. William Wickham, of Summerside. Besides her husband she leaves to mourn four children, her aged father and one sister, Mrs. Rensie, Alberton. The interment took place at Alberton, and the funeral was largely attended. May her soul rest in peace.

LAPPIN—In Charlottetown, very suddenly, on May 27th, 1912, Patrick Lappin, aged 72 years, leaving three sons and two daughters to mourn. R. I. P.

The Market Prices.

Table listing market prices for various goods: Butter (0.30 to 0.32), Eggs (0.20 to 0.22), Fowls (1.00 to 1.50), Chickens (0.00 to 0.25), Flour (0.00 to 0.03), Beef (0.10 to 0.14), Beef (quarter) (0.06 to 0.08), Mutton (0.08 to 0.12), Pork (0.08 to 0.09), Potatoes (0.60 to 0.65), Hay (0.70 to 0.75), Hk Oats (0.62 to 0.65), Hk Oats (per lb) (0.12 to 0.14), Calf Skins (0.00 to 0.12), Sheep pelts (0.60 to 1.20), Quail (0.00 to 0.03), Turkeys (0.12 to 0.15), Turkeys (per lb) (0.30 to 0.31), Geese (0.25 to 0.75), Fresh 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).

MOORE & McLEOD Standard Patterns 10c & 15c. The Busiest Store on Charlottetown's Busiest Street. Rummage Sale in The Bargain Basement. For example: Trimmed Hats, worth up to \$5.00 each, go for \$1.00. Ladies untrimmed Hats, worth to \$1.25 each for 35c. Print Cottons in all patterns, worth 14c. for 10c. 4 pieces Dress Goods, worth 70c. to \$1.25, now 35c. Gingham in checks and stripes, regular 15c. for 10c. Fairly good Print Cottons 6c. Oxford Shirtings, regular 15c. value now 10c. 60 inch unbleached Table Linen, worth to 10c., 15c. bunch. Coats, Skirts, etc., at half price and less. We have just fitted up the big basement under our store as a large extra salesroom. We are using it to dispose of odd lots, remnants—any sort of goods that has outlasted its time here. The prices in every case are ridiculously low. In fact any article offered in the "Bargain Basement" will be away under its value.

These Men's Suits at \$15 Are Good Values. These \$15 suits for men are splendid values for the price. They include a choice line of tweeds, serges and worsteds, made in the popular, three button, single breasted, sack style, with all the care, skillful tailoring and smart finish that expert tailors can produce. The latest styles are displayed in this line, and the wide range of sizes assures you of getting a perfect fit. Call in and see the line—get a master tailored and perfect suit for \$15. We have other styles priced at \$7.75 to \$30. H. H. BROWN'S 180 QUEEN STREET.

COAL! Spring & Summer Weather. All kinds for your winter supply. See us before you place your order. Spring and Summer weather calls for prompt attention to the Repairing, Cleaning and Making of Clothing. We beg to remind our numerous patrons that we have REMOVED from 23 Prince Street to our new stand 122 DORCHESTER STREET, Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends. All Orders Receive Strict Attention. Our work is reliable, and our prices please our customers. H. McMILLAN. G. Lyons & Co. Charlottetown, P. E. I. Nov. 30 1910. Fraser & McQuaid, Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc., Souris, P. E. Island. A. L. Fraser, M. P. | A. P. McQuaid, B. A.