

THE HERALD

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JAMES MCISAAC,
Editor & Proprietor.

Please send in your Subscriptions.

Aiding Public Roads.

As will be seen by reference to the report of proceedings in the Federal Parliament, published in this issue, the Government of Canada has inaugurated its policy of assisting the Provinces in the matter of improved highways. No one can doubt that the assistance to be thus granted to the Provincial Governments for highway improvements, will be of the greatest benefit, and will add considerably to the mileage of really good roads throughout the Dominion. The Federal Government has not yet decided as to the extent or character of the aid to be given the Provincial Governments for improvement of the highways. There is a movement on foot at the present time to secure the construction of a highway extending from ocean to ocean. The idea is a magnificent one, but like all other ideas of such a sweeping character will probably have to wait for a long period before it becomes a practical issue, as a considerable portion of such a road would be through an uninhabited country. Of course in constructing highways in the different Provinces this great project might be kept in mind, and the roads built to give the best accommodation to the people could afterwards be linked together and eventually form an ocean-to-ocean highway.

The implementing by the Government of the pre-election promise of Mr. Borden in this matter, at the earliest possible moment, is a fair sample of the honest and straightforward methods followed by his Government in carrying out the public trust reposed in them by the people. When Mr. Borden announced that he would favor granting Federal aid to the Provincial Governments for the improving of the highways throughout the country, he took a step in advance of any previous political leader. Before the days of railroads the highways afforded the principal means of communication between different sections of the country. Canada is probably the best watered country in the world, and the early settlers found the rivers and streams the best and quickest means of communication before the construction of highways, but they were closed in the winter season. Three quarters of a century ago the construction of railroads was commenced throughout the country, and to a certain extent the highways were neglected, because of the large demand made upon the treasury for assistance in railroad building. The extent to which Canada has aided in railroad construction has been very great. Not only was the Intercolonial built entirely with public funds but almost every other railroad constructed in this country has received substantial assistance, not only from the Dominion treasury, but from the Provinces, and in some instances from the Municipalities as well. Just now the country is considerably worried over the excessive cost of the National Transcontinental from Winnipeg to Moncton, which is asserted to be the most expensively constructed railway in the world. How much of the expenditure has actually gone into the railway, compared with the distribution of graft, which has

been so plentiful during its construction under Liberal rule, is not now and probably never will be known. The Borden Government is a Government of performance; the Laurier Government was a Government of promises.

In Canada West.

During the discussion on the Grain Bill, recently passed in the Federal Parliament, a great amount of information relative to the disadvantages sometimes suffered by the grain growers in the west was unfolded. Hon. George E. Foster, Minister of Trade and Commerce, among other things gave this graphic picture of the inconvenience and loss to which one man was subjected:

"My heart is no more soft than the hearts of other members around this table, but I have letters in my office which would almost make a man's heart bleed. I have one letter in my office of a man living out some 18 miles from his station, a newcomer who was in debt for everything that he had been using, and his implements as well, who had got his grain at last harvested and threshed out lately, but who had no order in for a car that could possibly get to him for months may be in the state of shortage and congestion there. Teaming in with his two teams a portion of his grain, what did he find? He had no cars. The car track buyer was there, but there was no car that the track buyer had into which he could put this man's grain if he had bought it. The man on the street was there, or thereabouts, but the man on the street could not buy his grain. He had no place to put it if he bought it; the elevator was chock full and had not been emptied for a long time. That man tried in vain to sell his grain or to store it, but there was no storing place for it. He took his grain back to his own farm again and kept it there. Others piled their grain out behind somebody's shed and covered it over, may be with some straw; they cannot sell it."

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An agreement satisfactory both to Canada and the United States in regard to the future regulations of the fisheries is understood to have been arrived at, as the result of the recent conference at Washington. Hon. J. D. Hazen, Minister of Marine and Fisheries, who with E. L. Newcombe, Deputy Minister of Justice and Sir Joseph Pope, Deputy Minister of External Affairs, represented the Dominion government at the conference returned to Ottawa Friday. Mr. Hazen when interviewed, said a satisfactory conference had been held in

Washington with the State Department, but he was not in a position at present to make any statement. It is understood that no public announcement as to the terms of the agreement will be made until the government of Newfoundland has been informed as to the outcome of the negotiations.

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At the outset Sir Wilfrid Laurier attacked the procedure under which the bill was introduced, contending that it should have been introduced by resolution inasmuch as it involved the spending of money. He discussed the point at considerable length.

Mr. Borden contended that the bill called for no expenditure of money; it merely provided machinery whereby money could be spent if it should in future be appropriated. The Speaker said that he had examined the bill with this point in mind, and had concluded that it was in order.

He had no objection to take to the principle and policy of the bill; there was sufficient revenue and the demand for good highways was becoming acute, but the bill should provide a principle for the spending of the money.

Should the great provinces of Ontario and Quebec be taxed for the benefit of the smaller provinces, or were the new provinces to be taxed for the benefit of the others. The money should be expended on the basis of population. And Sir Wilfrid Laurier moved an amendment that the House was in favor of federal assistance, but that such aid should be given to the governments of the province on a fixed basis similar to that now prescribed by the British North America Act for the provincial subsidies.

Mr. Borden said that Sir Wilfrid Laurier's objection had been raised on the first reading and answered. The leader of the opposition himself had asked how the money would be allotted. Mr. Cochrane had replied that it would be distributed on the basis of population, on the same basis as the provincial subsidies. Sir Wilfrid Laurier's doubts were vain and unnecessary; this was not a government which proposed the bill on the principle of warm sympathy and coal justice. A specific amount would be voted for each province, and the money appropriated for one province could not be spent in another.

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IMPORTANCE OF HIGHWAYS.

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There was further debate, carried on by Mr. Haughton Lennox, Dr. Michael Clarke, E. M. MacDonald, G. W. Fowler and Mr. Gerunan.

Mr. MacDonald raised the cry of provincial rights. The federal government, he said, contemplated doing work on highways whose title was vested in the provinces or the municipalities.

"SENSITIVE SOUL."

Mr. Fowler devoted himself to retorting to Mr. Pugsley, whose "sensitive soul" had been pained by the roughness of the bill." Mr. Pugsley, he said, had complained of the absence of detail in the bill. In the Central Railway case there had been a remarkable absence of details—as in the case of the sim-

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We have just received an advance shipment of the new spring styles in Eastern Brand Caps. These are some of the best we have ever shown—sizes for every head and some particularly swell styles that will appeal to smart dressers. Prices 50c, 75c, \$1 and \$1.25. Also a line of the celebrated English Royalty Derbies, all sizes, spring styles, \$2.75.

BROWN'S

The Young Men's Man.

Naval Service of Canada.

Sealed Tenders, addressed to the undersigned, will be received up till noon on the 15th of March, for the supply for twelve months from April 1st, 1912, of the following Fresh Provisions to the Ships of the Naval Service at Halifax, N. S., St. John, N. B., Charlottetown, P. E. I., Quebec, Montreal, Vancouver and Esquimaux, C. B.
Fresh Beef, Fresh Mutton, Fresh Pork, Bacon, Fresh Fish, Butter, Fresh Milk, Bread, Potatoes, Onions or Leeks, Cabbages, Turnips, Carrots, Parsnips, Beets.
Forms of tender may be obtained from the undersigned or from the Naval Store Officers, H. M. L. Dockyards, Halifax, N.S. and Esquimaux, B. C.
Unauthorized publication of this notice will not be paid for.
G. J. DESBARATS,
Deputy Minister of the Naval Service,
Ottawa, Feb. 10th, 1912.
Feb. 21, 1912—41

COAL. COAL.

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A large supply of Coal suitable for all purposes. Orders verbal or by telephone promptly attended to. Our price is \$12, and we should be pleased to have your order.

Peake Bros. & Co. Ch'town, July 1911—8m

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Mr. MacDonald raised the cry of provincial rights. The federal government, he said, contemplated doing work on highways whose title was vested in the provinces or the municipalities.

"SENSITIVE SOUL."

Mr. Fowler devoted himself to retorting to Mr. Pugsley, whose "sensitive soul had been pained by the roughness of the bill." Mr. Pugsley, he said, had complained of the absence of detail in the bill. In the Central Railway case there had been a remarkable absence of details—as in the case of the sim-

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121 Queen Street, - - Charlottetown.



The Great Annual Sale of White Goods IS NOW GOING ON.

The greatest array of Dainty Undermuslins, Table Linens, Sheetings, Pillow Cottons, Towels, Towellings, White Cottons, ever shown under this roof, is now awaiting you at our Great Annual White Goods Sale.

You have seen our large ads. in this, and other city papers, you have noticed the wonderfully low prices therein quoted. Will you come today and see that the goods are just as represented and the prices are just as low as we have promised.

Sheetings and Pillow Cottons Will be Neatly Hemmed Free.



The New Caps Are Here!

We have just received an advance shipment of the new spring styles in Eastern Brand Caps. These are some of the best we have ever shown—sizes for every head and some particularly swell styles that will appeal to smart dressers. Prices 50c, 75c, \$1 and \$1.25.

Also a line of the celebrated English Royalty Derbies, all sizes, spring styles, \$2.75.

BROWN'S

The Young Men's Man.

Naval Service of Canada.

Sealed Tenders, addressed to the undersigned, will be received up till noon on the 15th of March, for the supply for twelve months from April 1st, 1912, of the following Fresh Provisions to the Ships of the Naval Service at Halifax, N. S., St. John, N. B., Charlottetown, P. E. I., Quebec, Montreal, Vancouver and Esquimalt, C. B.
Fresh Beef, Fresh Mutton, Fresh Pork, Bacon, Fresh Fish, Butter, Fresh Milk, Bread, Potatoes, Onions or Leeks, Cabbages, Turnips, Carrots, Parsnips, Beets.
Forms of tender may be obtained from the undersigned or from the Naval Store Officers, H. M. L. Dockyards, Halifax, N.S. and Esquimalt, B. C.
Unauthorized publication of this notice will not be paid for.
G. J. DESBARATS,
Deputy Minister of the Naval Service,
Department of the Naval Service,
Ottawa, Feb. 10th, 1912.
Feb. 21, 1912—41

COAL. COAL.

THE UNDERSIGNED DEALERS IN Hard and Soft Coal HAVE ALWAYS ON HAND

At their Old Stand, Peake's No. 2 Wharf

A large supply of Coal suitable for all purposes. Orders verbal, by mail or by telephone promptly attended to. Our telephone No. is 512, and we should be pleased to have your orders.

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Ch'town, July 19, 1911—3m

