

8 PAGES. At Least 7000 Guaranteed Daily for 1907.

THE CHARLOTTETOWN GUARDIAN

MORNING Daily - Catches All Early Morning Mails.

MORNING DAILY PUBLISHED WEEKLY, (NOW DAILY)

CHARLOTTETOWN, PRINCE EDWARD ISLAND, MONDAY, JANUARY 28, 1907.

(TWENTY CENTS A MONTHLY MAIL (TWO DOLLARS PER YEAR BY MAIL

JOHN BULL SAYS NAVY HAS FAILED HIM IN PINCH

Disgraceful Jamaica (Should Be Left At The Mercy of Any Power.

LONDON, Jan. 25.—In the absence of explanation, what one newspaper describes as a perfect piece of mystification is afforded by the Swettenham-Davis correspondence. The editorials today have little more to say about the incident than was said yesterday, except that they add that it is their conviction that internationally the matter may be regarded as closed. On the other hand, with further contemplation of the whole occurrence, the wrath of the Opposition journals over the naval retrenchment increases, and editorial big sticks are shaken threateningly at the Government. The Standard says:— "It is a new and painful experience for Englishmen to find that their navy has failed them at a pinch. If not a British vessel was at hand or within reach to perform the duties of common humanity, what kind of provision has been made against the surprises of war or the treacheries of peace? Jamaica has been lying as a prize for the first naval power which chose to land a small occupying force to overpower the tiny garrison of British troops. This dramatic revelation of unreadiness, of culpable carelessness, is, perhaps, the most important lesson that can be drawn from the events of the last few days in Jamaica.

PREMIER PETERS WILL NOT ATTEND AT KENSINGTON

"Matters Are of Such Great Importance to the Whole Province."

Premier's Office, Charlottetown, January 28th, 1907. To the Editor of The Guardian, City. Dear Sir:—I see by this morning's paper that there has been a meeting called in Kensington for the 1st February to discuss the question of the non-fulfilment of the Terms of Union and the new subsidy arrangement, at which Hon. George E. Hughes and myself will be invited to attend. As there are questions which affect the whole Province and not one section or locality in particular I think it would be better to have a meeting called, if such is desired, at the capital city—Charlottetown—where representatives men from all parts of the Province would attend and thoroughly discuss these questions. Viewing it as we do we would certainly have to decline attending a meeting held in one part of the country regarding matters of such great importance to the whole Province. Yours Truly, ARTHUR PETERS.

TRADE HARDSHIPS IN PRINCE ED. ISLAND SET OUT IN DETAIL

By St. John Sun—Experiences of Harold Jenkins, Joseph Read Co, Auld Brothers, Carvell Brothers, Patrick Blake And Others—The Three Short Haul, Summer And Winter Rates Compared.

(Special correspondence of The Sun.) That Prince Edward Island is at a great disadvantage is admitted everywhere, and the people of the Island are prepared to suffer certain inconvenience on account of their isolated position. But they feel that in the past no well directed efforts have been made to solve the problem of winter navigation, that they are suffering under unjust treatment, and that their union with Canada has not in every sense resulted profitably. In 1873 the population of the Island was 104,000. With a natural increase it should now be not less than 140,000, while as a matter of fact it is not over 95,000. During the past six or eight years the exodus has been the greatest, and if it continues at the same rate there will not be 60,000 people in the province by 1920. Ministers of every denomination report that the struggle to maintain churches is becoming more and more severe. In the past dozen years no less than fourteen Presbyterian congregations have disappeared, and the same conditions prevail among all denominations. The church membership is falling off and those who remain are of course, compelled to contribute more generously. The schools, too, are suffering, and classes in many districts are so small as to make the teachers' lives almost idle. But it is in general trade that the depression is most felt. During the summer months the Island is a scene of activity, the railroad is busy, many steamers and schooners are constantly plying to and fro carrying heavy freights. In winter all this ceases. Business men put in the time as best they may, the employes, for whom any amount of work is at hand in summer, are dismissed, and of course as they can find employment elsewhere they leave the Island. Trade generally, with the exception of minor local traffic, is at a standstill, and the Island's commerce is affected to the extent of many millions of dollars. This, it is claimed, could be in a large measure overcome by regular communication and lower freight rates. Industries and among them the most important on the Island, are paralyzed. Briefly the condition of affairs cannot be regarded too seriously. The future of the Island depends almost wholly on the improvement of winter communication, and the question asked by the people of the province is whether that part of Canada is regarded as being worth saving.

LIVES LOST IN A TIDAL WAVE IN EAST INDIES

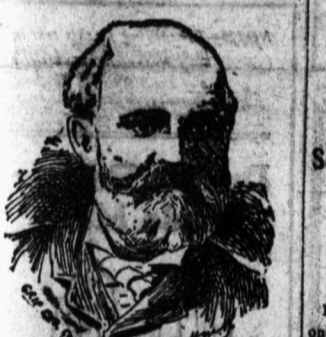
Islet Fifty Three Miles Long Had About Ten Thousand Inhabitants

UTRECHT, Jan. 25.—A despatch from the Governor of Atjeh to the Dutch governor general states that the tidal wave which devastated the Dutch East India Islands on January 12, caused 1,500 deaths on the Island of Simalu. Severe earthquake shocks are being felt daily on the island. Simalu, or Palo Simalu, the northernmost of the large islands off the west coast of Sumatra, is about fifty-three miles in length, and from four to thirteen miles in breadth. It is covered with vegetation and divided by a chain of mountains, of which Gunung Sibahu and Gunung S'liban attain a height of about three thousand feet.

WILL NOT TALK ON SUBJECT OF DISARMMENT

Russian Programme For The Hague Conference Will be Followed

VIENNA, Jan. 25.—W. T. Stead, the English editor, had a conference here today with Baron Van Aehrenthal, the Austro-Hungarian minister of foreign affairs on the matter of the approaching Hague peace conference. The minister said he was unable to give any official assurance on the subject before consulting with Prof. De Martens of St. Petersburg, but he thought it improbable that Austria would agree to discuss any matters not included in the Russian program, and expressed the opinion that the question of disarmament would not be taken up. Austria would prefer that the meeting be held in the summer. Baron Van Aehrenthal said, but she would agree on any arrangements as to time which was satisfactory to the other powers.



HON. A. G. BLAIR. THE LATE HON. A. G. BLAIR, Who died suddenly at Fredericton, N. B. on Friday last.

MURDERER OF MISS MCAULAY IS SENTENCED

Solemn Scene—Sentence of Death Was Delivered by Judge

HORNBURG, Cape, Jan. 25.—It was at once a pathetic and solemn scene, when yesterday afternoon, in the court house which tops the hill, overlooking the shire town of Albert and Co., Thomas F. Collins was sentenced to death on the gallows, for the brutal murder of Miss McAulay, on the twentieth of August last, of Mary Ann McAulay. Standing in the dock, with head thrown back, hands clasped tightly behind him, his face flushed, and lips compressed, but his steady eyes never for an instant wavering in their steadfast gaze straight into the eyes of the Judge Gregory, the boyish figure of the prisoner brought tears to the eyes of every person in the crowded courtroom as the dreaded sentence, following a short address to the condemned man, was pronounced. As the words "you shall be hanged by the neck until you are dead" fell from the lips of Judge Gregory, the figure in the dock never flinched, nor did the slightest outward sign betray the awful import of the sentence.

ANY AMOUNT OF FREIGHT. That there is no scarcity of freight is heard on all sides. Throughout the province farmers—even the few of them who are left on the Island—follow the customs of their fathers and strive to make the soil yield its utmost. During the winter months their barns are full of oats and their cellars full of potatoes. They grow these chiefly from force of habit, for the small profits now received are scarcely to be regarded as a strong inducement, and indeed are not sufficient to persuade the sons to remain at home. The quantities of farm products held on the land are sufficient to furnish heavy freights for two daily steamers during the entire winter, and if communication were at all certain—the offerings from other branches of industry would tax the transportation facilities of the Island to their utmost.

SOME INSTANCES. To illustrate: For years Harold Jenkins of Charlottetown handled large consignments of frozen smelts for the American market. He struggled against adverse conditions and finally was forced to the conclusion that he was beaten. He determined to persist for one year longer, and in the winter of 1904-05 sent a load of smelts to Georgetown. They were held up so long that the odor from the sea became stinking. Still the fish were carried to New York, and there used as fertilizer. Mr. Jenkins' loss was upwards of \$2,500, which amount would represent the profit on a season's business. He has not shipped any more fish. This is one instance out of scores, and the outcome is only what was to be expected—the frozen fish industry has dwindled away until now it practically does not exist. Hundreds of men—thousands perhaps—who had been in the habit of earning fair wages during the winter are now idle, and smelt fishing is carried on only by little boys sitting on the wharves.

EXPORT TRAFFIC CEASES. It must be remembered that Prince Edward Island's products are wholly from the soil or from the sea, and the great bulk of the exports, both summer and winter, are of a perishable nature. Keeping this in view it will be realized that regular communication is the factor of supreme importance upon which the very existence of export business depends. The present system of communication is absolutely unreliable and the result—the only result possible under such a condition—is that the outward shipments are not one hundredth of what they should be. Year after year in the past merchants have pluckily risked valuable consignments, hoping almost against hope that the weather would be favorable and that luck might attend the steamers carrying their freight. Time after time these merchants have met with losses which have wiped out the profits on a whole season's business. The freight has been held for weeks at Georgetown, and has spoiled, and of course has been a dead loss, for the carriers assumed no risk. This could lead to only one end—these large exporters have ceased sending any freight during the winter months, and this unavoidable policy has simply paralyzed the most profitable in-

must be met. Hence at the \$3.94 rate very little flour is imported. A barrel of oil can be brought from Halifax to Charlottetown in summer for 33 cents. In winter it costs \$1.55, and when the profit on oil is considered, along with the keen competition, the man who imports this commodity is simply throwing away money. Oranges from Boston in summer are landed in Charlottetown for 34 cents per 100 lbs. At this season they cost from 67c. to 85c. Carvell Bros., the largest wholesale firm on the Island, would import large quantities of food if they could do so at a profit. Bran in summer costs \$2.50 per ton, but in winter the extra freight sends it up to \$2.50 and as this is the extreme price at which sales can be made, the entire profit is wiped out. Carvell Bros. as a consequence are not importing bran.

NO PROPER FACILITIES. But on the Island railway there are only five refrigerator cars, and no proper storage. Hence it happened that a recent shipment put on board the Minto in favorable weather was carried backward and forward on the Minto, day after day, until it was found possible to transfer the freight to cars at Pictou without running any serious risk.

CONDITIONS AFFECTING IMPORTS. While it is thus seen that export traffic is influenced to a very large extent by uncertain communication and to a lesser degree by high rates, the reverse is the case regarding imports. Prince Edward Island being wholly an agricultural country, exports perishable freight, and imports manufactured goods. Under existing conditions merchants are forced to pay what they regard as excessive charges, the trouble in this respect being due to the system of rating rather than to the demands of local transportation authorities. This freight rate evil is perhaps the most serious obstacle in the way of trade. In Prince Edward Island at every where else there are some merchants with large capital and credit. These are able to secure extra warehouse space, and to store up very heavy stocks during the autumn, thus taking advantage of the lower summer rates. For instance, a certain class of Ontario flour is landed at Charlottetown in November at \$3.75 per bbl. A month later this same flour in carload lots cost \$3.94. The small importer can not thus compete with the wealthier dealers, who loaded up at \$3.75, for nineteen cents per barrel is a fair profit on flour. On the Island as everywhere else, trade competition exists and

He soon found that rates were too high in winter, and the damage by handling was so great that there was no money in handling the goods. Park reached him in such a condition as made it unfit for sale, this being due to frequent handling. His is but one case out of many, and the result in this is as in many other instances the Cape Breton market is almost lost to P. E. Island and Ontario controls the trade.

FREIGHT RATES. For through traffic from the West St. John, Moncton, Point du Chen, Truro, Pictou and Halifax are grouped as one district. In P. E. Island there is no distributing point, and more than this the Island is regarded as a separate field—it is not even a district. The rates charged are as follows:

Table with freight rates for various routes: Charlottetown to Halifax (summer) 30 17 13, Charlottetown to Halifax (winter) 30 19 14, etc.

The rates to upper Canadian points and elsewhere are in proportion, but as the home market is the most largely patronized the Islanders are bitterly complaining of the impossibility of securing reasonable through rates even to provincial points. At present Charlottetown shippers are compelled to pay three local freights, on the P. E. I. Railway, the steamers, and the I. C. Railway. They ask that a through rate be given, that the department of railways assume control of the steamers and run them as part of the transportation system. From Summerside also the local rates apply, and if the steamers ran to Cape Tormentine in winter the tax would be even heavier, for then the N. B. and P. E. I. Railway from the Cape to Sackville would claim a share.

A HARD CASE OVERCOME. No longer necessary to suffer from muscular rheumatism. Every case can be cured. Ferronze is an unfailing as proved by David Johnston of Oranoid, Ont. "My wife was a dreadful sufferer," he writes, "for two years she could scarcely do any work. Her knuckles and joints swelled, causing torture. To get up or down stairs was impossible. Improvement started and she was fast. Today she is quite cured and we thank Ferronze for her recovery." No remedy more popular with doctors than Ferronze; it does cure, 50c. per box at all dealers.

Big discounts on fresh pork heads for January and February. -Saturdays & Newsum. 1-15151

Condensed Advertisements (Too late for Classification.)

REMEMBER—That everybody needs a morning paper as the news is then fresh and up-to-date, and that everybody is likely to buy the goods advertised while their mind is still bright and active.

NORTHWEST SUFFERING IN GRIP OF FROST

TORONTO, Jan. 24.—Affairs in west Manitoba and Saskatchewan have reached a critical stage according to today's despatches. Unprecedented severity of winter, tremendous snow falls and the crippling of the long overburdened railway system have brought about a state of affairs that threaten a national calamity. The railway now announces their intention to devote every effort to supplying the needs of the country, with fuel even if passenger traffic has to be sacrificed, and will rush fuel to outlying points with all possible speed. More severe blizzards are reported in Manitoba and Saskatchewan.

Chamberlain's Cough Remedy Absolutely Harmless. Every mother should know that Chamberlain's Cough remedy is perfectly safe for children to take, as it contains nothing harmful. For sale by all druggists.

THE CHARLOTTETOWN GUARDIAN has a much larger circulation throughout Prince Edward Island than any other paper. Its average daily for the month of December was 7657. THE GUARDIAN'S Circulation Books are open for the inspection of all advertisers.

QUEBEC'S CHIEF JUSTICE HAS RESIGNED

OTTAWA, Jan. 24.—Chief Justice Sir Alexander Lacocote, chief justice of Quebec has resigned. It is not unlikely that Henri Taschereau may be his successor.