

The Herald

WEDNESDAY, JUNE 4, 1919
SUBSCRIPTION—\$1.00 A YEAR.
TO THE UNITED STATES \$1.50
PUBLISHED EVERY WEDNESDAY
BY THE HERALD PUBLISHING
COMPANY, LIMITED
AT 81 QUEEN STREET
CHARLOTTETOWN, P. E. ISLAND

Please Send in Your Subscription Money.

At The Federal Capital

The parliamentary week ending on Saturday the 24th, did not present any very extraordinary features. A very considerable portion of the time of the House of Commons, during all the days of the week, with the possible exception of one, was devoted to voting supplies, the estimates of several distinct departments being under consideration. Apart from the usual routine and the voting of supplies, the Railway Consolidation Act occupied the attention of the House for the greater part of Tuesday the 20th. This is a very long bill, embracing some hundred and twelve or fifteen sections. It had been under consideration for a long time by the Railway Committee, and had been discussed and considered in all its phases, so that when it came to parliament, there were only a few sections that might be regarded as contentious. All the uncontentious clauses were passed without discussion, and then those to which amendments had been made or might still be made, were taken up, and all these, with the exception of one or two were passed without very much discussion. The putting through of a bill of this size and importance might very well be regarded as a very good parliamentary day's work.

Wednesday's deliberations were to a considerable extent concentrated on the government prohibition bill. This bill, as our readers will understand, is the continuation of the orders in council, which the government had passed under the War Measures Act, prohibiting the sale, importation and manufacture of intoxicating liquors. The bill follows very largely the order-in-council, but has some amendments or other additions which adapt the measure to provincial regulations. As a matter of fact, the question of prohibition primarily belongs to the provinces, and the government in bringing in their bill did not wish that it might clash in any way with or seek to limit any provincial laws regarding prohibition or the liquor question generally. So far as Prince Edward Island is concerned, this bill will in no way interfere with the provincial government prohibition law as it now stands on the statute book.

The whole of Thursday, afternoon and evening, was occupied discussing the titles bill, which was promoted by Mr. Nickle, member for Kingston. This has been a hobby of the Kingston member as well as of a few others who seem to be imbued with like dispositions regarding any titles in Canada. The discussion of the bill this session was nothing new. The whole subject had been discussed last session and a great many members of the House were of the opinion that sufficient had been said about the question, and that the time of Parliament might very well be employed to better advantage and very much more usefully than in listening to the repetition over and over again to the arguments of the promoters of this question. However, there is no disputing tastes, and the liberty of the

subject, and especially of the member of parliament, must not be curtailed under our free institutions. The consequence was that there was a tremendous flow of eloquence, even if a very great portion of it was quite stale, and had previously been heard over and over.

The greater part of Friday the 23rd was taken up with consideration of a supply. Estimates for several departments were considered and voted upon during the afternoon and evening, and very considerable progress was made in the voting of the necessary money for the public service in these different departments. Although the budget speech has not yet been delivered, very good progress has already been made in the voting of the necessary estimates for carrying on the public business for the current fiscal year.

In the course of his speech, in reply to the address of His Worship the Mayor, when extending a civic welcome to the Prime Minister on Monday May 26th, Sir Robert Borden, among other things, said this: "We do return to serious conditions in Canada, but I have every hope that the spirit which this country displayed in war will not be lost in times of peace. If that spirit inspires the people during the years to come there is no need to worry. I believe that Canada stands today in a better position than any country in the world, and if we do not waste our heritage in dissension will always stand there. Surely there will be found among the people of a country like Canada those endowed with as high a sense of duty as was in evidence amongst the people during the past five years. I do not pretend for a moment that there may not be inequalities and injustices, and I am ready to do my part in remedying this. Let us set an example to the nations of the world by the methods by which these injustices and inequalities will be remedied. The men who performed their part in a great world action will prove to be a steady element toward the maintaining of order and without distinction to race or creed. (Applause). And thus prove our right to the splendid heritage which our fathers handed down to us."

On Monday afternoon, the Prime Minister, Sir Robert Borden, took his seat in the House of Commons. He was granted a right royal reception. Long and continuous applause went forth from members of both sides of the House, and the reception culminated in three cheers and a tiger. After bowing his acknowledgements and taking his seat, he rose again, walked across the floor of the House and shook hands with Mr. D. D. MacKenzie, leader of the opposition, and those on the front benches on that side and shook hands with all the members present, and there was a large attendance. Subsequently he again crossed the floor and shook hands with all the members on the opposition side. The conduct of the Prime Minister in this particular way was most highly appreciated all round.

IN COMMITTEE OF SUPPLY.

(Hansard May 19th 1919.) Amount required for two motor patrol vessels for buoy and lighthouse service in British Columbia, to replace vote 205 for amount required for one steamer for buoy and lighthouse service in Maritime Province \$150,000—\$50,000.

Mr. McIsaac: Has the minister proposed a communication from the crew of the steamer Brant, which is engaged in this service around the coast of

Prince Edward Island? They complain that their wages are lower than those paid to the crews of other steamers engaged in similar work, and that while the wages of other crews have been increased, theirs have not. Is the minister disposed to meet the demands of these men?

Mr. Ballantyne: These vessels are graded in various classes. The crew of the steamer Brant are paid the same wages as the crews of steamers in the same class.

Mr. McIsaac: Has there been any increase in their wages during the last two or three years?

Mr. Ballantyne: Yes. I remember asking for a list of officers and crews on the various Government steamers, and the salaries were all increased according to rank. That is, captains got a little more than ordinary seamen, but there was a general increase to all officers and men on Government vessels.

Construction of lighthouses and aids to navigation, including apparatus, submarine signals, and providing suitable boats for carrying on construction work, \$400,000.

Mr. McIsaac: I made a request for an amount for the erection of a small lighthouse on a pier at Little sands, King's county, P. E. I. I know the request was made too late for the Main Estimates, and perhaps the minister would be so good as to place an amount in the Supplementary Estimates for this service.

Mr. Ballantyne: I shall be glad to look into the matter, and I think possibly we can take it out of the vote we are asking for now.

(Hansard May 23, 1919) Harbours and rivers for P. E. Island generally—repairs and improvements, \$14,000.

Mr. McIsaac: Under this item I should like to ask the minister regarding a couple of public works which are very necessary and to which I have already directed his attention. One is the projected boat harbour at North Lake, in King's county. The minister has before him all the data concerning this work and is also advised of the reasons why it is so necessary. What a haven it would be for fishing boats along the coast, because there is no other place within twenty-five miles where they can enter for shelter. These are excellent fishing grounds. This public work was projected before the war, and tenders were called for, but in consequence of the outbreak of the war the matter was dropped. Since then nature has done something to our advantage; it has changed the outlet of the lake, and under present conditions it will not require more than about one-third of what it would have originally cost to construct this work. In addition to this, if the harbour is built and solid side walls constructed, it would afford the provincial government an opportunity of building a bridge across the outlet, which would be of great convenience to the people, shortening their travel in that section. I sincerely trust the minister will be able to bring down in his Supplementary Estimates an amount sufficient for this public work so extremely necessary, and which I have been endeavouring to get for the last two or three years.

I have also called the minister's attention to the necessity for a small wharf at a point on a little island called Boughton Island, on which there are some eighteen or twenty farmers who are great producers, but who have no means of getting the products of their farms—and they are good farmers—to Prince Edward Island, which for them is the mainland, across a small strait, except in dories. The provincial government have

projected a highway right across the centre of the island down to tide water, and if such a wharf as desired could be built, at which large gasoline boats could be loaded, it would be of the greatest possible convenience to these people who are so isolated, and would enable them to carry their products to the mainland. If the minister would be able to bring down in his Supplementary Estimates amounts to cover these two items of necessary public expenditure it would be deemed a great favour and would be of the greatest possible convenience to the people to be served thereby.

Mr. Carvell: I want to assure the constituents of my hon. friend that if they do not get these works it will not be because their representative has not done his duty.

Dominion Prohibition

(Hansard May 21st.)

Mr. McIsaac: I desire to say a few words in favour of the Bill before the House, in the first place, because I come from a province which has taken the lead and is the foremost province in Canada today as regards prohibition legislation, and second, because I myself am a temperance man, that is, I have been a total abstainer all my life. I am, therefore, pleased to give my feeble word in support of any temperance legislation. I think the Government are to be congratulated on having brought in a bill to give legislative sanction and statutory enactment to the Orders in Council, and also because they have made this legislation adaptable to the conditions of the different provinces. Whatever prohibition legislation the different provinces may have will not be interfered with; on the contrary, this Bill will so adapt itself as to meet their wishes and enactments in that respect. It is, therefore, most commendable legislation. Within the last few years there has unquestionably been a great advance in temperance sentiment throughout the Dominion, and it is pleasing to know that such is the case. After all, we cannot make men altogether temperate by legislation, because true temperance is a moral virtue; but all legislation that tends to bring about a degree of temperance and that will lessen temptations and remove dangerous occasions from those who may have a weakness in this direction, is good for the uplifting of the people.

Any legislation that will promote temperance will improve the moral welfare of the community. A good many stories have been told by hon. gentlemen of the evils of intemperance; we have all experienced cases of this kind. The hon. member for East Algoma told of a man in his employ who was called home to the death-bed of his wife, but who instead of going home went to the tavern and got drunk, and finally met his death through drink. It occurred to me, while my good friend was telling his story, that he would have performed a good and meritorious act if, knowing the man's weakness, he had kept him in his office for the two hours the man was waiting for the train. He was not obliged to do that, of course; he is not his brother's keeper; but I could not help thinking that if he had done so, it would have redounded to his everlasting credit.

I shall not deal at greater length with the Bill because the matter has been pretty well discussed. I most highly commend the Government for the action they have taken, and the way in which they have framed this legislation to meet the requirements of the different provinces. The legislation will have no effect so far as my own province is concerned, because at the recent session of the legislature the provincial prohibition Act was amended so as to place the sale of liquor in the hands of the Government. We have gone further in the matter of prohibition than any other province in Canada, I believe.

The funeral of the late Mrs. Benjamin Hartz took place on Saturday afternoon to the Peoples Cemetery. The services were performed by Rev. R. G. Fulton. The pall-bearers were Chief Justice Mathieson Messrs Justice Hazard, A. B. Warburton, K. C., D. A. McKinnon, K. C., Henry Smith and James Eden.

The wrecked schooner Josephine Swanton, which ran ashore on Tryon shoals several days ago is reported to have drifted off the reef yesterday and at last report the hull was drifting towards the Nova Scotia shore. It is understood that a considerable part of the deckload of lumber which was consigned to L. M. Poole & Co. Charlottetown has been saved.

A carriage containing an elderly lady and a boy met with an accident on the North River Road on Tuesday afternoon, the front axle breaking. The result was that the occupants were thrown out into the road but beyond the sudden shock and getting their clothes liberally strewn with clay, escaped injury. An auto owner who came along shortly afterwards very kindly conveyed the party to their destination in his car.

This years amendments to the Prohibition Act, copies of which have just been printed, provide for an increase in the penalties for infraction, which are now "No less than \$500 for first offence" or imprisonment for "Not less than three months nor more than six months" for first offence, "nor less than six months nor more than twelve months for subsequent offences."

News came to Charlottetown on Saturday of the death at Victoria, B. C. of Dr. J. A. J. McKenna, who leaves to mourn two sisters, Miss McKenna and Mrs. P. V. Robin and many friends in Charlottetown. Dr. McKenna was on the service of the Indian Department for many years and moved from Ottawa to Winnipeg and thence to Victoria. Previous to that he was private secretary for Sir John A. McDonald and Sir Clifford Sifton. Dr. McKenna married a Miss Ryan of Ottawa and besides his sorrowing wife he leaves to mourn a family of eight children. One son was invalided back to Canada from overseas some time ago and another is expected to return very soon. Several of the boys attended St. Dunstan's College for several terms.

Local and Other Items

Mr. William McRae, caretaker of Victoria Park is actively engaged these days in widening up and grading the various thoroughfares in the Park.

Six military prisoners who were breaking stone in the yard at Halifax prison made a successful dash for liberty on Tuesday afternoon and were still at large at latest accounts.

A fire occurred at Bonshaw on May 22nd by which Mr. Daniel McPhail's dwelling house and contents were destroyed. The fire it is understood was from an overturned lamp.

The firemen were called out on Tuesday for a fire on the roof of the building on Queen Street occupied by Mr. Peter Benoit. The firemen made a quick response and no great damage resulted.

A representative of the Royal North West Mounted Police will remain in Charlottetown during the present week to receive recruits. His office is in the Employment Bureau, Market Building.

At a public investiture the three generals of the Dominion forces received the insignia of Knight of the Grand Cross of St. Michael and St. George, namely, General Currie, of Canada, Birdwood and Monash of Australia.

The Rocky Point ferry time table changes today. There is now an earlier boat in the morning leaving Charlottetown at 7.30 and Rocky Point at 8.00 and a later boat in the evening leaving Charlottetown at 6.30 and Rocky Point at 7.00.

The funeral of the late Mrs. Benjamin Hartz took place on Saturday afternoon to the Peoples Cemetery. The services were performed by Rev. R. G. Fulton. The pall-bearers were Chief Justice Mathieson Messrs Justice Hazard, A. B. Warburton, K. C., D. A. McKinnon, K. C., Henry Smith and James Eden.

The wrecked schooner Josephine Swanton, which ran ashore on Tryon shoals several days ago is reported to have drifted off the reef yesterday and at last report the hull was drifting towards the Nova Scotia shore. It is understood that a considerable part of the deckload of lumber which was consigned to L. M. Poole & Co. Charlottetown has been saved.

A carriage containing an elderly lady and a boy met with an accident on the North River Road on Tuesday afternoon, the front axle breaking. The result was that the occupants were thrown out into the road but beyond the sudden shock and getting their clothes liberally strewn with clay, escaped injury. An auto owner who came along shortly afterwards very kindly conveyed the party to their destination in his car.

This years amendments to the Prohibition Act, copies of which have just been printed, provide for an increase in the penalties for infraction, which are now "No less than \$500 for first offence" or imprisonment for "Not less than three months nor more than six months" for first offence, "nor less than six months nor more than twelve months for subsequent offences."

News came to Charlottetown on Saturday of the death at Victoria, B. C. of Dr. J. A. J. McKenna, who leaves to mourn two sisters, Miss McKenna and Mrs. P. V. Robin and many friends in Charlottetown. Dr. McKenna was on the service of the Indian Department for many years and moved from Ottawa to Winnipeg and thence to Victoria. Previous to that he was private secretary for Sir John A. McDonald and Sir Clifford Sifton. Dr. McKenna married a Miss Ryan of Ottawa and besides his sorrowing wife he leaves to mourn a family of eight children. One son was invalided back to Canada from overseas some time ago and another is expected to return very soon. Several of the boys attended St. Dunstan's College for several terms.

Tenders For Coal

Charlottetown, Summerside and Georgetown Also Hospital for Insane

SEALED TENDERS will be received at this office until noon on Friday, June 6th, 1919

from any person or persons willing to contract to supply the Provincial Building, Law Courts, Prince of Wales College, Hospital for the Insane and Provincial Infirmary, Queens County Jail, Georgetown Court House and Jail, Summerside Court House and Jail and Ferry Steamer or Hillsboro with coal; coal for ferry Steamer Hillsboro to be delivered at Ferry Wharf, coal for Hospital for the Insane and Provincial Infirmary to be delivered at Falconwood Wharf and for the other buildings to be delivered in their respective vaults at the cost of the contractor by the first of September, next. Weigh scales to be approved of by the Department.

Full particulars as to the quality and quantity for each building may be had at this office.

The names of two responsible persons willing to become bound for the faithful performance of the contract must accompany each tender.

The Department does not bind itself to accept the lowest or any tender.

Tenders to be addressed to the undersigned and marked "Tenders for Coal."

L. B. McMILLAN Secretary of Public Works Department of Public Works. Charlottetown, P. E. I. May 28, 1919—2i

CANADIAN NATIONAL RAILWAYS

Change of Time—P. E. I. District

Commencing Monday, June 2, 1919, trains will run as follows WEST—Daily, except Sunday, leave Charlottetown 6.15 a. m., arrive Borden 8.55 a. m., returning leave Borden 9.00 p. m., arrive Summerside 11.00 p. m., Charlottetown 11.20 p. m. Daily, except Sunday, leave Charlottetown 12.50 p. m., arrive Borden 4.00 p. m., returning leave Borden 4.15 p. m., arrive Charlottetown 7.05 p. m.

Daily, except Sunday, leave Charlottetown 3.30 p. m., arrive Emerald Junction 5.05, connect with train from Borden, arrive Summerside 6.05 p. m., Tignish 9.35 p. m.

Daily, except Sunday, leave Charlottetown 4.30 p. m., arrive Emerald Junction 7.10 p. m., leave Emerald Junction 10.00 p. m., on arrival of train from Borden; arrive Summerside 11.00 p. m.

Daily, except Sunday, leave Tignish 5.15 a. m., arrive Summerside 10.30 a. m., leave Summerside 11.20 a. m., arrive Charlottetown 1.40 p. m.

Daily, except Sunday, leave Tignish 9.30 a. m., arrive Summerside 12.35 p. m., leave Summerside 1.30 p. m., arrive Emerald Junction 2.55 p. m., Borden 4.00 p. m., connecting with second trip of Car Ferry for Mainland points.

Daily, except Sunday, leave Summerside 6.45 a. m., arrive Emerald Junction 7.45 a. m., connect with train for Borden and arrive Charlottetown 10.35 a. m.

Daily, except Sunday, leave Borden 6.40 a. m., arrive Emerald 7.40 a. m., Summerside 9.20 a. m., Tignish 4.30 p. m.

Daily, except Sunday leave Borden 4.15 p. m., arrive Summerside 6.05 p. m., Tignish 9.35 p. m.

Daily, except Sunday leave Emerald 5.20 p. m., arrive Borden 6.20 p. m.

EAST—Daily, except Sunday leave Charlottetown 6.50 a. m., arrive Mt. Stewart 8.45 a. m., Georgetown 11.30 a. m., Souris 11.25 a. m., returning leave Souris 1.15 p. m., Georgetown 1.00 p. m., Mt. Stewart 4.15 p. m., arrive Charlottetown 4.50 p. m.

Daily, except Sunday leave Elmira 5.53 a. m., Souris 6.55 a. m., Georgetown 8.45 a. m., Mt. Stewart 8.45 a. m., arrive Charlottetown 10.00 a. m., returning leave Charlottetown 3.05 p. m., arrive Mt. Stewart 4.15 p. m., Georgetown 6.00 p. m., Souris 6.05 p. m., Elmira 7.20 p. m.

SOUTH—Daily, except Saturday and Sunday leave Murray Harbor 6.45 a. m., arrive Charlottetown 10.40 a. m., returning leave Charlottetown 3.30 p. m., arrive Murray Harbor 7.35 p. m.

Saturday only leave Murray Harbor 7.20 a. m., arrive Charlottetown 10.05 a. m., returning leave Charlottetown 4.00 p. m., arrive Murray Harbor 6.45 p. m.

See regular advertisement in Monday's papers. District Passenger Agent's Office, Charlottetown, P. E. I. May 28, 1919—2i

Carters Seeds Grow

And Are THE BEST .. That Grow ..

No. 1 Clover Seed No. 1 Timothy Seed Choice Seed Wheat Seed Barley, Seed Oats Field Peas, Fodder Corn Vetches, Buckwheat, Flower and Vegetable Seeds Buy CARTERS Seeds and you will make no mistake

Carter & Co., Ltd

CHARLOTTETOWN Seedsmen to the People of P.E.I.

HERRING. HERRING

We have some good Herring in stock, by Pail, Dozen and Half Barrel. If you desire a Half Barrel mail us \$6.25 and add Fifty Cents extra for freight if you do not receive your freight at a Booking Station. If Herring are not satisfactory return at once and your money will be refunded. Address

R. F. MADDIGAN CHARLOTTETOWN

Footwear FOR SPRING and SUMMER

Our new Stock is here, ready for your inspection. Many new lines this year, showing the styles that are worn in larger cities. WOMEN'S BROWN BOOTS, high tops with leather or rubber soles.....\$5.95 and up BLACK HIGH TOP BOOTS, same as above, made on h'g o: low heels.....\$4.95 and up GREY KNOX BOOTS, newest styles.....\$7.25

MEN'S BOOTS

This year we have many special lines in Brown and Blacks. Browns—\$6.50, 7.00, 9.50 | Blacks—\$3.75 to \$8.50 MISSES', BOYS' and CHILDREN'S SHOES—We sell the Amherst, Crosby and Classic Lines—the best in Canada.

We Prepay all Mail Orders TRY US

ALLEY & CO. Ltd 135 QUEEN STREET.

Live Stock Breeders

List of Pure Bred Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Lists various livestock including calves, bulls, hogs, and sheep from breeders like Geo. Annear, Wm. Aitken, M. McManus, etc.

DEPARTMENT OF AGRICULTURE