

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN PRINCE EDWARD ISLAND WEDNESDAY, MAY 15, 1918

VOL. XLVII, No. 20



Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 7th June, 1918, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week Over Rural Mail Route No. 1 from Armadale, P. E. Island, from the 1st July next.

JOHN F. WHEAR,
Post Office Inspector.

Fire Insurance

Possibly from an over sight or want of thought you have put off insuring, or placing additional insurance to adequately protect yourself against loss by fire.

ACT NOW. CALL UP
DELOIS BROS.
Water Street, Phone 251



Synopsis of Canadian North West Land Regulations

The sole head of a family, or any male over 18 years old, who was at the commencement of the present war, and who has since continued to be a British subject or a subject of an allied or neutral country, may homestead a quarter section of available Dominion Land in Manitoba, Saskatchewan or Alberta. Applicant must appear in person at Dominion Lands Agency or Sub-Agency for District. Entry by proxy may be made on certain conditions. Dollars six months residence upon and cultivation of land in each of three years.

LIME!

We have on hand a quantity of

St. John LIME

In Barrels and Casks.

PHONE 111
C. LYONS & Co.

April 26, 1916-17

CANADIAN GOVERNMENT RAILWAYS

Prince Edward Island.

Time Table in Effect February 21st, 1918

ATLANTIC STANDARD TIME.			
Trains Outward, Read Down.		Trains Inward Read Up	
P. M.	A. M.	P. M.	A. M.
2.00	6.00	5.30	10.30
3.33	7.00	6.38	8.55
4.30	7.30	7.35	7.55
	8.20	8.30	
P. M.	A. M.	P. M.	A. M.
4.30	6.30	5.40	
5.15	7.45	6.20	7.25
6.00	8.15	7.00	6.45
	9.00	7.50	6.00
P. M.	A. M.	P. M.	A. M.
2.30		11.00	
4.14		9.22	
5.44		8.03	
6.51		8.25	
8.00		6.50	
P. M.	A. M.	P. M.	A. M.
3.10		11.10	
4.45		9.35	
5.25		8.55	
5.55		8.25	
7.30		6.50	
P. M.	A. M.	P. M.	A. M.
8.50		5.30	
P. M.	A. M.	P. M.	A. M.
4.50		9.20	
6.05		8.03	
6.45		7.33	
7.30		6.45	
P. M.	A. M.	P. M.	A. M.
3.10		10.10	
4.55		8.20	
7.05		6.29	

ALL THE ABOVE TRAINS RUN DAILY, SUNDAY EXCEPTED.

C. A. HAYES, General Manager (Eastern Lines) Moncton, N. B.
J. H. MERRISON, Passenger Traffic Manager, Moncton, N. B.
W. T. HUGGAN, District Passenger Agent, Charlottetown P.E.I.

Grand Opening!

L. J. Reddin begs to announce to his Customers in and out of Charlottetown that he has opened his New Dry Goods Store at 164 Richmond Street, Newson Block.

I Must Sincerely Thank

all those who have given me such liberal patronage in the past, and hope to receive their support in the future.

My intention is to offer my Customers good service, splendid values, and as expenses will be greatly reduced, all patrons will benefit by the reduction in profit.

We offer many snaps both in Men's and Ladies' Goods, and notwithstanding the steady advance in all classes of Dry goods, many of our lines will be sold Cheaper than ever.

Come In and See Me

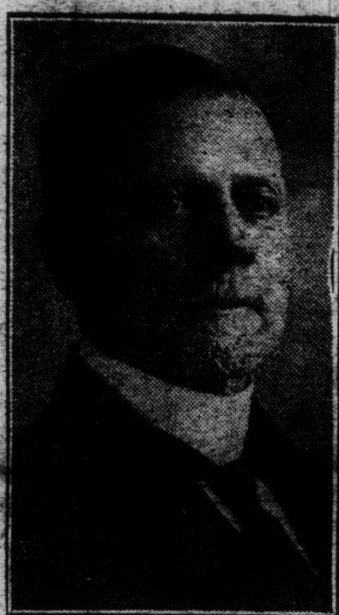
You will receive a Cordial Welcome even if you are not in a Buying Mood.

A Word of Cheer or a Welcome dear Helps some, my Boy, helps Some.

L. J. REDDIN.

Jan. 1917.

ADVERTISE IN THE HERALD



P. E. ISLAND IN PARLIAMENT

Great Speech by Mr. James McIsaac, M. P. for King's County, in the House of Commons, Ottawa, Thursday, May 2nd, 1918.

(Hansard Report.)

Mr. James McIsaac (King's P. E. I.): Mr. Speaker in rising to address the House for the first time, I crave that indulgence which is always so readily granted to a new member when he makes his maiden speech. The questions now before the House are so important and so far-reaching that those of us who are accustomed to parliamentary debate are encouraged to take the opportunity to express our feelings with less timidity than we would otherwise entertain. It is not my intention, in fact it would be extremely presumptuous of me as a new member, to discuss the questions now before us at very great length, but permit me to say that in my humble judgment the Acting minister of Finance deserves to be highly congratulated on the excellent Budget Speech which he delivered—the most comprehensive and most important Budget Speech ever delivered in the Parliament of Canada, and under the most momentous circumstances that ever faced a finance minister of this country in presenting the annual financial statement. The new taxation imposed involves a number of new departures and it is in many respects drastic, but, Sir, under the existing circumstances there is not a member of the House, there is not a loyal Canadian, who will not cheerfully accept the impositions called for and endeavour to meet them so far as he is able.

The assembling of Parliament annually for the granting of supplies is a basic feature of our system of responsible government, and the procuring of ways and means wherewith to administer the public business imposes upon those charged with the affairs of government a serious and onerous obligation. If that is true in normal times, it is far more so at a time like the present when such serious conditions confront us. The result of the financial operations of the year, as disclosed by the Acting Minister of Finance, seems to me to be quite satisfactory; that is to say, all the ordinary or civil expenditure of the country has been provided for, and there is available the sum of \$55,000,000 to be devoted towards paying off the debt created by the war. In the debate which has so far taken place upon the Budget, as well as in the discussions which have occurred on other occasions since the opening of Parliament, two questions have been deemed by hon. members opposite to be of primary importance in dealing with the serious situation which the war has created: One consists of a demand for the removal of the duties on agricultural implements, and the other is founded on the cry that if men are taken from the farm food production will seriously suffer. With regard to the first I cannot pretend to any expert knowledge as to the merits or demerits of the subject, and therefore I will not venture to discuss it. But I understand, and I have heard the statement made repeatedly here, that it has been agreed that all matters of this kind should re-

main in obedience until the war is over. So far as regards the detaching the farm of labour is concerned, all will admit that it is a serious proposition, but it must be remembered that a far more serious proposition is waiting to be disposed of: The Hun is at the gate, the very existence of our Empire is trembling in the balance, civilization and liberty are in jeopardy, and the call is for men, more men, and still more men. I admit that serious inconveniences and even hardships will be caused to many by the taking of able-bodied men from the farm, but, Sir, this is a time when all our people are called upon to make some sacrifice, and I do not apprehend that the consequences to farm operations, as a result of conscription our manhood will be as serious as some would like to make us believe. Even after all our young men of military age have been called to the colours, we know there will be a certain percentage who cannot conform to the physical standard required by the Military Service Act, and such persons will be available for work on a farm. Again, there are a great many men employed in non-essential industries in our large cities, and these I think could also be commandeered to some extent to do farm work. The objection has been raised by the practical farmers, "Oh, such men do not know how to do farm work." Even so, Mr. Speaker, we must endure the inconveniences and hardships involved, and solve the problem as best we can. The great problem that faces us, and which we must do our best to solve, is to do our utmost to send men overseas to beat back the invaders.

Sir, we know and it is a matter of record that, at the special session of Parliament held in 1914, regardless of political parties of affiliations, Parliament and people were unanimous in declaring that they were behind those men to the last man and the last dollar, who first went forth to do battle for Canada in the allied armies. Those sons of Canada who have distinguished themselves as brave soldiers, in numerous battles—Courcolette, Vimy Ridge and other scenes of carnage—were assured when they went to fight for Canada's cause that Canadians to a man would stand behind them; and those forty thousand brave sons of Canada who made the supreme sacrifice for their country, and are now sleeping in Flanders fields, died with the conviction that their death would be avenged, because they were told when they left home that Canada was behind them to the last man and the last dollar. Our friends on the opposite side appear to question or to demur as to whether they should enter into the matter of supplying men or of doing what is necessary, or at least of doing so with enthusiasm and spontaneity, for they say: "The Government did not do this and that thing as it should have been done; the Government have made mistakes; therefore why should we show any enthusiasm in rallying to their support now? Let us see: suppose we admit that the Government has made mistakes. Is there any Government that has not made mistakes? Has the British Government not made many mistakes in this war, as it has made in some other wars? The wonder to my mind is that Canada in this titanic undertaking has made so few mistakes. Canada had no knowledge of warfare. She knew little of recruiting men and making soldiers of them, or equipping and sending them to the scene of battle. She was engaged in peaceful pursuits, developing her great natural resources, when the war broke out. But, Sir, in the face of all that, Canada did a marvellous thing when, within the space of a few weeks, she sent a flotilla of transports across the Atlantic carrying 33,000 trained Canadian soldiers who, but a few short weeks or months before, were all civilians. That is something for which Canada should get credit and of which she might well be proud. It is true she has received encomiums. The United States which had not then entered the war, that great nation our last and

greatest ally, of one hundred million people, say: We take off our hat, we bow to Canada for her extraordinary achievement in this war. Some hon. MEMBERS: Hear, hear. Mr. McISAAC: Canada became a name to conjure with in Great Britain, in France, and on the continent of Europe in consideration of what she had done, and of what she is still doing, towards upholding her place, her dignity and her prestige in this struggle. There is something else that Canada has done in consequence of the war which has brought her before the world in, I might say, an envious light. She has become a great financial country. Before the war, when Canada needed money, she went abroad to borrow it. But the time came when it was very difficult, indeed next to impossible, for Canada to obtain money from other countries. She then turned to her own people, and you know, Mr. Speaker, the record of the loans that have been placed in Canada, the generous, enthusiastic, and overwhelming response Canadians have made by pouring their money and treasure into the coffers of the country for the purpose of carrying on the war. In this respect Canada has established herself among the nations in an important light, of which a few brief years ago we scarcely had any conception. Having done so much, it is our duty to continue in well-doing. When the Minister of Finance comes down to Parliament and asks for almost a billion dollars, there is no murmuring; every one is satisfied that this money must and shall be raised, and that that portion of it it is necessary to raise by borrowing, apart from taxation, can be furnished by our people when the loans are issued, as has been done before. In view of all these things we have reason to be proud of our country, and it is our duty to continue to make sacrifices even greater than those we have been called upon to make. The one thing necessary is to win the war. For, Mr. Speaker, should we fail, should the Hun break through, what would be the good of us of our farms, or our money, or anything else we possess and cherish most dearly? The iron hoof of the invader's war horse would demolish our country; we would become serfs; civilization would be wiped from the face of our land, and freedom and constitutional liberty would be trampled under foot. God forbid that there should be any reason for believing that this will take place—but the possibility exists. Under these circumstances, Sir, is any sacrifice too great to be made by an honest, honourable and patriotic people? I have all along been convinced that a great many of us in Canada have not taken the war with sufficient seriousness. Look at the conditions across the Atlantic, in England, Scotland, France, Belgium. No able-bodied men are found there; farming operations are carried on by women, old men and young boys. Yet we murmur if we are subjected to some inconvenience; if we are not allowed to carry on our farming and our fishing operations just as we have been doing all along. The venerable member for Gloucester (Mr. Turgeon) who addressed the House the other night, desires that the fishermen shall be allowed to carry on their business until the 1st of September, when they will be willing to enlist. In order that such a course should be of benefit to Canada, the hon. gentlemen should have a conference with the Kaiser and ask him to restrain his forces until that time. That is the way these extreme proposals present themselves to me. However, I am satisfied that the men will be procured and that not such great inconvenciences will be suffered by the farmers and fishermen as hon. gentlemen are disposed to conjure up. In any event, the winning of the war is the one and only grand and paramount object which we ought to have constantly before us.

tion which peculiarly affects the province from which I come. I refer to communication between Prince Edward Island and the mainland. Doubtless some of the older members of the House have often heard the complaint of members from Prince Edward Island, as a matter of fact, when the Island members made their statement regarding their disabilities in the matter of winter communication, the press used to say it had been "Prince Edward Island day" in the House of Commons. Sir, I shall not inflict any wail or complaint upon you, but I wish to give a brief history of the winter navigation of the straits between Prince Edward Island and the mainland. To many members of the House the subject may not be of particular interest, but it is my duty to those whom I represent to raise my voice here with regard to the disabilities of Prince Edward Island, in the matter of railway facilities and winter communication.

It is a misfortune, perhaps, to live on an island. The people are necessarily shut off from other lands by water, and in northern latitudes, where the water congeals in winter, it is a serious problem to be on an island. We are isolated, and if I may play upon the word, we are and have been isolated during the winter. But if we have been isolated, and if we have been isolated I think it cannot be said that we are insulated; that we come here with insular ideas, or are not sufficiently broad-minded and magnanimous to meet the views of our friends from the other provinces. It is said that people born on an island sometimes have insular ideas, but I shall endeavour to show that I am not one of them, and that if there is anything like that in my make-up, it is something over which I have no control and for which I cannot properly be held responsible. On account of our being in this isolated condition, the crossing of the straits of Northumberland during winter has been a very serious, difficult and hazardous undertaking. During all the days before Confederation, this was our condition. Some gentlemen here to-day may have gone through the experience of crossing the Straits in winter, the crossing being made in ice boats to which the passengers were, in a sense, harnessed with straps over their shoulders. They paid their fares and worked their passages, too. Of course, under these conditions passenger traffic between the Island and the mainland during the winter was not extensive; no one left during the winter season unless it was absolutely necessary for him to do so. The first meeting to bring about the confederation of the province was held in Charlottetown, Prince Edward Island, which may justly be called the cradle of Confederation. Curiously enough, when Confederation was consummated in 1867, Prince Edward Island did not join the union because she thought that the terms offered were not such as would meet her necessities, the crux of the difficulty being the winter navigation of the straits. In 1873, however, when she thought that there would be no further difficulty, Prince Edward Island, under what is known as the "better terms," became a province of the Dominion. In order that we may have a fair understanding of one of the conditions which induced Prince Edward Island to become a member of the Confederation and which was cited in the bond, I quote these words from the Imperial Order in Council under which Prince Edward Island came into the Dominion of Canada: Efficient steam service for the conveyance of mails and passengers to be established and maintained between the island and the mainland of the Dominion, winter and summer, thus placing the island in continuous communication with the Intercolonial railway and the railway system of the Dominion. (Continued on page 2)