had been asked by the Opposition, remember very well that not only during the present session but last session, hone gentlemen opposits inquired whether any progress had been made in the Government negotiations with the Grand Trunk, or whether or not the Government had any announcement to make with regard to the project. Any hon, gentlemen of the project any hone gentlemen who was present on those occasions cannot fall to have a distinct recollection that the total me to time the Government negotiations and the first of the country something because, is I juilly leave the government gentlement and the country something because, is I juilly leave the government gentlement and the country something because, is I juilly leave the government gentlement and the country something because, is I juilly leave the government gentlement and the government gentlement and the government gentlement and the government gentlement and the government gentlement gentlement

that had already been placed before the Grand Trunk directors. Then the day arrived when the directors of the Grand Trunk accepted the Government's terms slightly shanged in on respect or the other, but not on that account any the less advantageous to the country. Then the Government takes it over not engrafts it on our national system of railways. Until the last two ears, when owing to the war very ew railways were able to show a surplus, the Grand Trunk were able to show a surplus of the short the Government system of railways.

Now, Mr. Speaker, the terms of the agreement have been before the House and are familiar to hon, members. But our friends of the Opposition do not seem to be satisfied with those terms over it found itself in this position: With two outstanding wings, as a vers, of a great rallway aystem no a system, but two portions of a system divided in the centre by the

Grand Trunk railway should be acquired on the most advantageous an reasonable forms to link up the tw outstanding wings, so that we woulhave a great transcentinental system And let if be remembered that thi course, too, was forced upon the Gov ernment in consequence of the Gran. Trunk railway being unable to mee course which the Government ha \$200,000 ransom, led to the pursued under the circumstances Why does the Government do this

Decause, in the first place, it was forced to it; and, in the second place, it order that the railways which have been already forced upon them ma be made of the greatest use to the people of this country—that we ma have a great co-ordinated transconting ental system stretching from ocean to ocean, and so be in a position, unde public ownership, to compete with the great transcontinental railway operat ed by the Canadian Pacific Railway a truly marvellous institution. Bu a truly marvellous institution. But appears to me there is no reason why in due time the Government of Canada may not be able to compete on equal terms with, and operate it transportation business just as successfully as the great Canadian Pacific Politics. Company, Ven. Mr. Speak cessfully as the great Canadian Paci fic Railway Company. Yes, Mr. Speak er, there is no reason at all why ou Government cannot do that success fully profitably, for I am confiden that the system will pay for all the expenditure that may be made upon it and still show a surplus. This desiable state of things may not come about today or tomorrow, it will take some time, but ultimately it is my conviction, Sir, that our national rail ways will be operated on a paying bas is. Therefore, not only is this a good business proposition, but it is a patriotic proposition.

patriotic proposition.

I would like to refer briefly to some of the objections that have been raised to this proposition. To tell the truth, Sir, it appears to me that those objections are most frivolous. I denot think one real, valid and substartial objection has been presented during the course of the debate. It is said that the legislation was spruntupon Parliament. But surely no hor member would deny that he had some knowledge that these negotiation were proceeding. The proposition was brought to Parliament at the earlies possible moment, that is, when the agreement had been reached. There it is said that there is no time in the dying days of the session for a prodying days of the session for a proper discussion of this proposal. But Mr. Speaker, there is no limit to the session. It does not appear to me session. It does not appear to me that it can be said that the session may not continue and every member of the House have every opportunit of discussing this question from every angle and point of view if he is so disposed. Therefore there is no thing in that objection.

thing in that objection.

I do not see my friend the hon member for Antigonish and Guysbo. ough (Mr. Sinclair) in his seat. regret his absence, for in his attact on this measure he said, among other things, that he feared what the award of the arbitrators might be regarding the value of the common stoel of the Grand Trunk railway, and that he had great fears that a fictitious value, a value altogether errone ous and beyond reason, would be given to that stock. And as evidence on his sincerity he made the statemen that when the Canadian Norther Tailway was acquired the arbitrators of that day valued the stock to be taken over by the Government at \$10,000,000, which he thought was in the highest degree extravagant. But, Sir in the session of 1917 his then leader the late right hon. Sir Wilfrid Laurier, stated when the matter was un der discussion that if that stock wen as high in value as \$30,000,000 he tissue of fulsehood.

der discussion that if that stock wen as high in value as \$30,000,000 he would find no fault with the valuation Apparently my hon, friend (Mr. Sir clair) did not then disagree with his leader; but subsequently when that very stock was acquired for the people of Canada for \$10,000,000 he holds up his hands in holy horror.

With him it makes all the difference in the world whose ox is gored. It mattered not how great the extravagance might be so long as it was committed by his leader, but when a genuine busiress proposition was proposed from this side of the House to. ble airplane propeller means, acgenine business proposition was proposed from this side of the House to acquiring the stock at one-third of the price he was willing to sanction, he thought that was something terrible. The objection has been made that the finances of the country at the present time do not warrant us in under taking any very large expenditure. We all realize that the country's expenditure is very great, and that out financial position may even be considered serious, but, as the ex-Minister of Finance (Sir Thomas White) has said, it is not critical. With proper forty per cent. /Scth Hart, of said, it is not critical. With proper forty per cent. Seth Hart, of management, good judgment and good government Canada will be able to government Canada will be able to wenter of the propeller. ventor of the propeller.

arbitrated common stock. You nust not forget that the Grand Trunk ar astray in assuming that the sur-lus earnings over the cost of opera-ion of the G and Trunk railway will to a long way towards meeting the ure stock.
For the resons which I have en

In a deluge of rain the Prince d Walte on Reiday made a tour transfer a harbors playing the orner store with solding a memor ial at Victoria Pier enfonte

Statements of a private detective that he had discovered a errest at Toledo! Ohio, of four

Approximate cost of the recent ailway strike to the British Treasury, was £10,000,000 Sterlng, according to an announcenent made by the Chancellor of the Exchequer in the House of Commons. The Chancellor added hat the publicity campaign igainst the strike cost the Govrnment more than £32,000

Herbert H. Asquith, former Premier, in the course of a speech at Aberystwith, Wales, leclared the country was not pankrupt. On the contrary, he aid, there was an abundant evitence of wealth, even a superfluity. Mr. Asquith advcested new taxation immediately in orler to meet the situation, and suggested an inquiry into the axability of wealth

In the British House of Comnons Mr. Bonar Law, replying to Mr. Josiah Wedgewood, Liberal, in regard to statements by W M. Bulitt, former member of the American peace mission, on his rip to Russia said Prime Miniser Lloyd George had not personilly read the British report but that it had been examined for nim. The Prime Minister, he mid, adhered to his statement that Mr. Bullitt's report was a

British commercial travellers and the representatives of business houses are to be permitted passage aboard every British warship leaving the country for abroad. This, according to Sir Hamar Greenwood, under secretrary for home affairs, who made the announcement before the association of British chambers of commerce, is a move unique to the history of the empire Walter Hume Long, first lord of

forty per cent. /Seth Hart, of public time

MINARD'S LINIMENT USED th BY PHYSICIANS.

DEPARTMENT OF AGRICULTURE

THE TOP MARKET PRICE PAID AND EQUITABLE GRADING MADE

-No DEEAYS AT ANY POINTyery disadvantageous to Canada. Let us see what the meaning of the whole bisiness is 1.8s 1 have already stated hore than once during the course of her paid dut of the Treasury is a generous attempt to enable the Canada to stand behind the lovernment and carry through, this egislation. I am affirmly convinced that it will be of the greatest posting to continue in operation. But when the time came that the Cotern ment was obliged to take those roads over it found itself in this position.

Local and Other Items - FAIR GRADING

The rules and ethics of the exchange do not permit us sending out alluring price lists, yet we give you an exact and expert grading and pay you at a rate of five to twenty-five cents more on the dollar than the average advertising fur company, as we cut out all middleman's profit in dealing

to me, Mr. Speaker, that no reason to me, Mr. Speaker, that no reason of Henry Ford, and hold him for St. Louis Fur Exchanges 7th & Ches nut, St. Louis, M., U.S.A.

March 12, 1919

Announcement

For the information of our many patrons, in both town and country, we deem it necessary to announce that the Coal Business, successfully car ried on in the past by the Itae Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co.

By maintaining a high standard of service and by courteons and honest treatment of the public, this firm has, for aperiod of more than a quarter of a century, enjoyed a large and ever-increasing pa. tronage; and in announcing our intention of "earrying on," we desire, most earnestly, to give expression to our appreciation thereof. We are deeply grateful to the firm's many patrons for their constant manifestation of confidence in it in the past, and we assure them that if they favor us with a similar evidence of their good-will in future there shall be no economy of effort on our part to make our intercourse both pleasant and profitable to them.

As we possess almost unlimited facilities for supplying the coal trade, and as we are desrious of extending our already large business, we respect fully invite the patronag of new custmers; and if we succeed in thus increasing our present con-nection, we guaranteethat we shall be indefatig-able in our endeavor to justify the confidence of

We again thank our patrons for their past generous patronage, and respectfully solicit a renewal of their esteemed custom.

C. LYONS & CO

Charlottetown, P.E.I.

Canadian National Railwaysphildent must appear in person at Dominion Lands Agency or Sub-Agency for District Entry by proxy may be made on certain conditions Dutles-

Important Daylight Saving Change of Tim at 2 a.m. Sunday, March 30, 1919

All clocks and watches used in operation of Canadian National Railway will at 2 a. m. Sunday, March 30th, be iadvanced one hour. To prevent serious confusion and its convenience to the public the attention of all concerned is directed to the following conditions resulting from the incertain districts. Price \$8.00 per incertain districts. mportant change of time :

Where municipal time is changed to correspond with the new Railway time, passengers will not experience difficulty growing out of the change.

April 2, 1919

SEALED TENDERS admissed to the Postmaster General, will be received at Ottawa until noon on Friday, 5th December, 1919, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the route Mosel, Rural Mail Route No. 1, front the 1st

lorall, and at the office of the

JOHN F. WHEAR. Post Office Inspector.
Post Office Inspector's Office,
Ch'town, Oct. 23, 1919.

We have on hand quantity of

in Barrela

OLYONS & Co. Fire insurance

Tossibly from an over sight or want of thought vou have put off insuring, or placing addi tional insurance to adequalely protect yourse against less by firois

ACT NOW. CALL UP

Water Street, Phone 251

J. D. STEWART Barrister, Solicitor and Notary Public.

OFFICE : NEWSON BLOCK

Branch Office, Georgetwon.

Charlottetown

Canadian-West

Land Regulations

The ole hear of a family, Chay male over 18 years old, who was at the com.

ense uent of the present war and who has since continued to be a Britisl author or a subject of an allied or nenral country, may he mestes d a quarter section of available Dominion Land in Manisoba, Saskatchewan or Alberta his mouths residence upon and cultiva may secure an adjoining quarter-section as pre-emption. Price \$3.00 per serchree years after earning homestead conent and cultivate 50 extra acres. May obtain pre-emption patent as soon

sere. Must reside six months in each

ob-Agency). Discharge papers mine be presented to Agent. W. W CORY. le aty Ministerof the Interio N. B - Unauthorised publication of his advertisement will not be paid to CINILI Y YY Files Edward Island

Time Table in Effect October 6th, 1919 TO THE STATE OF 246 1940 025 Hunter River 5,87 11.24 9997 Arr. Emerald Pet ... 500 10.38 750 Arr. Borden . Dep. 4.10 A.M. 6.10 8.45 A.M. P.M. A.M. P.M. 6.50 2.05 Dep. Charlottetown Arr. 10.00 5.50 18.45 4.15 Mount Stewart 8.45 4.15 8.77 3.17 9.52 5.02 St. Peters 7.55 2.40 11.25 x 6.05 Arr. South Dep. 6.55 1.15 And I want to be a produced and the same of the same The second of th P.M. A.M. Dep. 4.35 9.00 4.13 Dep. Mount Stewart Arr. 8.45 3.55
10.16 5.04 Cardigan. 7.47 2.39
10.50 Montague # 17.47 2.10 bank The PM 11.30 - COO ANY CHOUNTS OF THE PARTY OF THE Sat. Daily Daily Sat.
Only ex. Sat.
& Sun.

Sat. Only P.M. P.M. A.M. A.M. A.M. 4.00 3.30 Dep. Charlottetown Arr. 10.40 10.05 Vernon River 0.45 7.25 Arr. Murray Har.

Except as noted, all the above Trains run daily, Sunday excepted.

H. H. MELANSON.

Passenger Traffic Manager

W. T. HUGGAN

Toronto, Ont,

District Passenger Agent, Charlottetown, P.E.I

DEBLOIS BROS. LOOK! Read! Palize.

We eater to the men's trade, and no other. If you were sick you wouldn't call to see a Tailor, or a Blacksmith, about the condition of your health. Of course not; you would call to see a Doctor!

If you wanted a Suit or an Overcoat would you go to see a Doctor, or a Shoemaker? Not at all. You would go to see a First

WELL, there's where we shine !!! We study the business. We know what suits a young man

we knowwhat suits a middle-aged man, and we know what suits the old gentleman - both in goods and in style. It does not make any difference whether you want your clothes Ready-to-Wear, or Madeto-Order. We are equally in a position to suit you. We do not let a suit or overcoat leave our establishment until it suits and fits the mar who is buying. Our prices are always right when you; take the quality into consideration.

Do not forget that we are sole agents for the famous W Hi Leishman & Co., Wholesale Custom Tailors. We have an elegant stock of Overcoats to show you at the present time.

Overcoats, Made-to-Order-from ... \$30.00 to \$48.00

Overcoats, Ready-to-Wear \$15.00 to \$36.00

Success Is a Habit

Our habits make us. We are creatures of habit. Whether we are a success or a failure is a question of how we do things without thinking. To Save is the only way to

Gloves

We have just the kind of Gloves you need, fined and funlined. Also Wool Gloves for this time of year. Suedes [and] Tans-both combination. Priec \$1.00 to \$4.00

Underwear

Come and get your Underwear before it is all sold. We have all kinds two-piece and light and heavy weight. Prices per suit \$1.90 to \$5.50

MacLELLAN BROS.

ADVERTISE IN HERA