THE CHARLOTTETOWN HERALD WEDNESDAY, JULY 7, 1920

The Herald

transportation. WEDNESDAY, JUNE 7, 1920. SUBSCRIPTION-\$1.00 & YEAR. TO THE UNITED STATES \$1.50 PUGLISHED EVERY WEDNESDA BY THE HERALD PUBLISHING COMPANY, LIMITED the mainland was a most difficult AT 81 QUEEN STREET problem; it was the crux upon which our province hesitated, and myself internavigation between wharf. CHARLOTTETOWN, P. E ISLAND

Subscription Money

At The Federal Capital HOUSE OF COMMONS.

IN COMMITTEE OF SUPPLY.

in reference to this matter.

standardization.

Speech by Mr. James McIsaac, M.P. (Hansard, June 25, 1920.)

Mr. McISAAC: Mr. Chairman, In order to give effect to the service has effected an enormous the Island go by the Borden hear. I desire to take advantage of this terms of Confederation many development in the export trade route which is in the western item of expenditure to make some theories as to the proper from Prince Edward Island. To part of the province, Formerly too. remarks relative to railway trans- kind of service were advocated, such an extent was that the case we had steamers crossing from remarks relative to railway trans- kind of service were advocated, portation in the province from and plan after plan was taken up tion of traffic prevailed from time. We had steamers crossing iron Mr. McISAAC: Yes, the Charlottetown to Pictou, but this women are always included: I which I come. I trust hon and discussed from time to time. to time on either side of the The ports in the eastern part of and my remarks seems to have members will not consider this The year 1878 saw placed on Straits. So great a rush of the province, and those places been well received. You will importance to the people of that Twelve years later the Stanley, Sackville for whole nights.

this committee that the matters government for winter navigation far as I have been able to gather, to Borden, and, after being trans- find them in the highest recommend to His Excellency

to which I wish to address myself on the Straits of Northumber- the Prince Edward Island, at the ferred to the car ferry, take the positions of the judiciary, in the someone as his successor. are of sufficient importance to land, was put into commission. time she was put into commission, rail route on the other side and highest positions of the learned are of sufficient importance to land, was put into communition. engage the most serious considera- Thirty-two years have elapsed of her class and kind that had beyond its point of the departure, than one great university on this tion of the minister. I feel quite since the Stanley entered upon been built up to that date, and to its destination. I feel satisfied, continent, whether in the United satisfied that the minister is fully that service, and she is still the greatest ice-breaker. In view having regard to the growth of States or in Canada. A province mons will hereafter be known as the "National Liberal and Con-

onnection with our system of and to show you how fickle is all possible expedition.

minister that this is necessary in theless she made the crossing ; that this work be finished with can continent is more desirable, for either of these two things at least at that time of the year. being provided during the present Canadian National Railways the operation of the tide there Now. I wish to say a word I believe that the Minister of year. The necessity for a second

and how uncertain the ice con- with regard to the railway ter. Railways hesitated when we first ferry could hardly, I think, be Coming back to the first point, ditions, the day following this minals at Georgetown, in King's urged upon him the necessity of justified. My hon. friend says the ferry link as the minister very prolonged crossing she made County, and the necessity for commencing the standardization that we should build another knows, has frequently been dis- the trip in two and a half hours having them kept in order and of the Prince Edward Island ferry to keep in reserve in case cussed in the House of Commons. That will give an idea of how maintained in the best possible Railway. But he visited the anything happens to the present For years and years the matter uncertain and difficult is the condition. Freight is landed there Island and although his visit was ferry. I believe the present ferry of winter communication with navigation of the Straits. from coastwise steamers, and this a brief one I am sure that the can do all that is required, and if

Two years ago, when I first freight can be borne away by the very appearance of things as he it is necessary to have another DOUBLE DAILY SERVICE between Prince Edward spoke in this House, I addressed railway cars if the line is kept in found them on that occasion in- ferry, the hon, gentleman knows myself principally to the ques- good condition right down to the duced him to commence the stan- the "Scotia," that used to run to dardization of the road when he Mulgrave, is fitted up, so that she Borden at 9.30 a. m. and 5.05 p. m.

The Federal Situation

did not join the Union when Prince Edward Island and the There is another suggestion did. I would be pleased if other could take the place of the "Prince

what were known as "the better ordeal of her first winter at the to consider that it is in any way make an excursion there and see Island and the mainland. . . terms" were offered, wherein it Capes. We all felt satisfied that chimerical. Georgetown harbour it for themselves. I would like With reference to standardizing with a modern system of com- is one of the very best on the them to see the Island in the the gauge, a couple of years ago I with No. 3 Maritime Express for Quebec and Montreal. was stipulated that there should munication there would be tre- North Atlantic coast; I am sure summer when the crops are went to P. E. I., and in order to Connections at Quebec with Transcontinental Train for

be such means of communication mendous development in the pro- that what I say in that regard almost ready for harvest, when save transfer at Port Borden I Winnipeg. as would place the province, as duction and export from agricul- will be corroborated by those who the fruit is ripening, the grass is extended the standard gauge to respects mails and pasengers, in ture as to Prince Edward Island. have any acquaintance with con- greenest and the other products Charlottetown and Summerside. connection, winter and summer, In the past all that was lacking ditions there. Now, this is what of farm and field are in their I was informed then that would with the railways of the main- was the means of transporting I wish to put forward, and I as- most attractive state. All these provide for about 75 per cent. of

with the railways of the main-land of Canada we found our-those products to the mainland sure hon, members that it is not things we produce—fruit, grain, the business of P. E. I The time of Canada we found our-ind the world at large. The instant of the mainland sure hon, members that it is not things we produce—fruit, grain, the business of P. E. I The time for the extension will come, and and the world at large. The impracticable. At present al roots,--and men. selves able to enter Confederation. and the world at large ar lerry passengers and freight leaving Some hon. MEMBERS : Hear, as soon as the Government can

Mr. J. D. REID : And women

Mr. McISAAC: Yes. tion of traffic prevailed from time service has been discontinued. simply used the general term

In consequence of impaired question of railway transportation the route between Prince Edward business was there, in fact, that which are in the vicinity of tind men of Prince Edward health, Sir Robert Borden finds in Prince Edward Island as Island and the mainland the first the ferry was not able to carry Souris, Georgetown and Murray Island all over the American himself unable to carry on the in Prince Edward Island as interviewer you go, hold- Premiership as efficiently as, in simply a "hardy annual" that ice-navigating steamer. She was over the cars fast enough, and Harbour, are quite close to the continent, wherever you go, hold- Premiership as efficiently as, in simply a "hardy annual that ice-navigating strainer. One has was obliged to concentrate on the mainland of Nova Scotia. But ing positions of honour, emolu- his estimation, its importance decomes up each session. It is a not a very powerful vessel, out freight, allowing the mails and all traffic from that part of the ment, importance and respon- mands. He has therefore decided matter of the greatest possible she served to make a beginning. passengers to remain over at passengers to remain over at province, destined for Eastern sibility. You will find them in to retire from the office of Prime Nova Scotia, Cape Breton and Church and State ; you will find Minister of Canada. One of these province, and I sincerely trust a new ship, the second steamer Now let me say a word or two Newfoundland, has to proceed all them in all parts of the continent days he will hand in his resignathat I shall be able to prove to that was provided by the federal about the steamer herself. So the way to Charlottetown, thence from coast to coast. You will tion to the Governor-General, and

> The party supporting the Government in the House of Com-

Island and the Mainland. Trains leaving Charlottetown at 7.00 a. m. and 1 40 p. m. connect with steamer leaving By morning train connection is made at Monctor

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Please Send in Your Confederation was inaugurated mainland. At that time the car that I wish to make-and I do members of the House who have Edward Island" in case of acci- No. 13 train carrying through sleeper for Boston, via in 1867. But afterwards when ferry was going through the not wish the minister or any one not visited our province would dent, and ferry cars between P. E. John, and with No. 1 Ocean Limited for Ouebec and Montreal.

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transportation question in our is still at work winter and sum- traffic, and of the inability of the tion in Prince Edward I-land agricultural products, such horses province. The remarks which I mer. That gives some idea of car ferry at times to handle the since we have had the car ferry; as we produce down there, and onger be' Liberal unionists or am about to make are not for the excellent steamer she must Conservative unionists. All are now completely fused under the of Prince Edward Island are now not so far distant--when the cussing, is surely deserving of the purpose of finding fault with have originally been, Then other convinced that another car ferry business of the Island will be the most serious and earnest connew national comprehensive party the Government for not having steamers came, and finally in 1916 is required. I believe that the sufficient to sustain a car ferry sideration of the Government,

done as much as it might have the present car ferry steamer Minister of Railways has made service between Georgetown and Mr. WHITE (Victoria, Alberdone; but simply to express my Prince Edward Island was placed arrangements whereby a steamer Pictou, the car ferry being used ta): Have you any women down desire, and the ardent wish and in commission. The idea of a will be provided so that the car to ply between these points dur- there?

ferry can go into dry dock and ing the summer. It would not Mr. McISAAC; We have; the comprehensive, nationaal plat. conviction of the people whom I car ferry for navigating the undergo that overhauling and be so difficult to greate terminals best and noblest women in this form, which extends to all na represent, that the good work so Straits of Northumberland had repairing which she certainly at Georgetown, where the cir broad Dominion. I am serious tional activities and embraces well commenced by the Govern- not been seriously taken up till must need from year to year, ferry usually docked. What I in what I say, and I do not wish ideas for the expansion, conserment and the Minister of Rail- 1911, when the present Frime after battling with the ice all have in mind is this : that during any honourable member to think vation and perfection of all in ways and Canals shall be con Minister of Canada (Sir Robert winter. The people of Prince the summer months a car ferry, I am drawing on my imagination industries calculated to enure to tinued to completion at as early Borden) visited our province. Edward Island, however, are con- in addition to the one operating If some of my hon. friends Canada's greatness and prosperity. The subject of winter navigation vinced that an additional car at Borden, might ply between would have the good fortune and The new party, standing on this a date as possible. ferry should be provided of equal Georgetown and Pictou. It is judgment to visit Prince Edward new all-embracing national plat-There are three questions to was brought to his attention at

proportions, strength, and cara not unreasonable that we should Island and see for themselves form, under a vigorous and which I wish to address myself, that time and the whole question city, with the present car ferry, have more than one point of de- they would be gonvinced as well patriotic Leader, must continue In the first place, there is the was discussed with him. Mr. so that there may be no inter- parture from Prince Edward Is as I am. I shall not pursue the to hold and increase the support land. Indeed, that was formerly case further for the moment. I of all true Canadians.

matter of the car ferry. While Borden, as he then was, ruption in the service. I am on that point, let me say promised that if entrusted with The present car ferry is equip- the case, for we had boats for the wish simply to impress most that the service rendered by the power he would establish a car ped with a double line of rails, mainland leaving both Charlotte- carnestly upon the minister the capable of accommodating six In- town and Summerside ; now we great importance of carrying ou car ferry at the present time ferry service or provide some terrolonial cars on each track, so have but one point of departure. these matters, which are across the Straits of Northumber- other mode of relief. He faith that twelve cars can be trans-land between Prince Edward fully implemented that promise, ported at one time across the Georgetown for the east and the possible date that he may find Island and the mainland is a and in 1916 the car ferry steamer Straits. These cars now run from other at Borden, as at present, himself able to give them atter splendid advance in the evolution Prince Edward Island, as I have Charlottetown or Summerside, the freight from each of the tion.

of transportation in connection already stated, was placed on the Mr. CASGRAIN : I should Straits on the ferry ; but from land would find the shortlike the hon, member if possible with Prince Edward Island. It service. Speaking from memory the outlying districts of Prince est and most natural outlet to make a few remarks in on Friday, the 13th August, 1920, is as a matter of fact a solution of she_cost \$670,000. Terminals Edward Island freight must be Freight leaving Georgetown French. the difficulty under which we were established at Port Bordon transferred from the narrow would go to Picton and find a Mr. McISAAC: Monsieur le jesty's Mails on a proposed Gon-have laboured in consequence of and at Tormentine, which, to gauge to the broad gauge either short and convenient route to its president, Phonorable depute de tract for four years, six times per being an island, and it is hoped gether with the ferry, represented at Summerside, Charlottetown or destination in Eastern Niva Charlevoix-Montmorency (M. Cas- week, on the route, St. Eleanor's that an auxiliary to the ear ferry a total outlay of \$2,875,000 in Borden. Before the road was Scotia, Cape Breton or the whole grain) me demande de vous standardized down to Borden world. The same applies to adressr la parole en francais, mais, may be placed there as soon as round figures. It will be seen. from either side all freight had to passengers. My idea is that the malheureusement pour moi, ma such can be provided. I wish therefore, that the development of be transferred at that point second ear ferry would ply be connaissance de cette langue est ther information as to con simply to make that statement the service between Prince El. What we want in addition to the tween Georgetown and Pictou in extremement limitee et je crains, now, and before I conclude I ward Island and the mainland car ferry is to have the standar the summer and that during the si j'essaie de dire quelques mots, be obtained at the Post Office of shall give reasons therefor and has been a matter of evolution. dization of the road completed as winter both car ferries should que cela aura simplement pour St. Eleanor's and at the office of will develop this particular point At first it was very unsatis- soon as possible; then we would operate at the capes, one leaving the the Post Office Inspector. ffet de faire rire. Gependant. 1

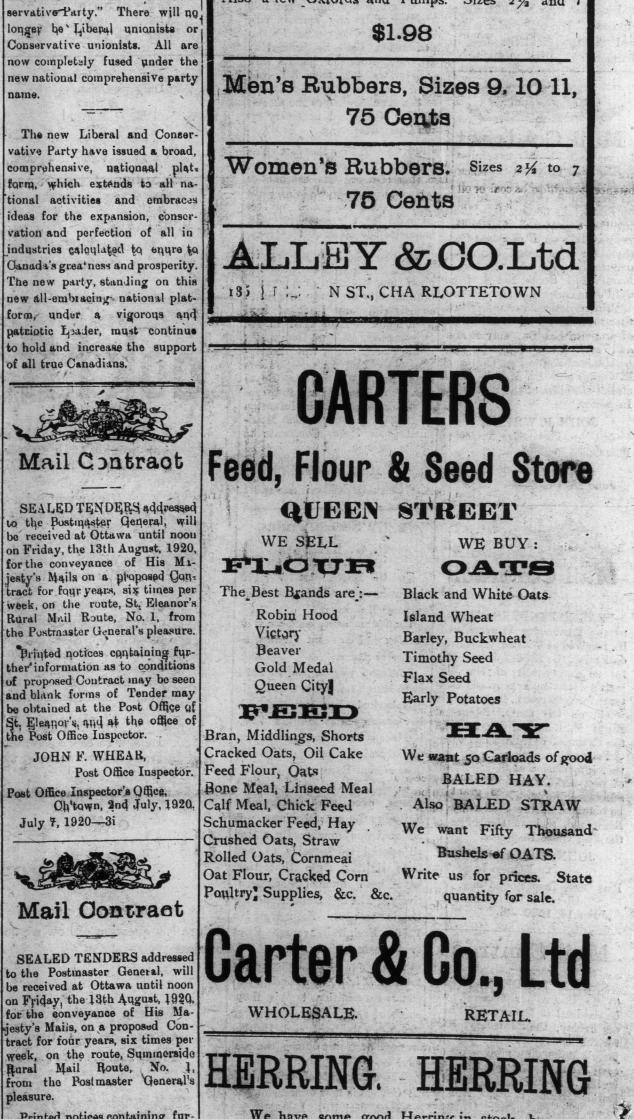
will develop this particular point At first it was very unsatis-so that. I may be fully under-stood and that the minister may character. The service would be from any station in Prince Ed-opposite side. In case of any necessaire pour ma province que be aware of the position I take interrupted for long intervals, and ward Island, from the extreme accident and accidents are liable je vais prendre le risque de faire

occasionally in winter for weeks east or the extreme west, could to happen in those tremendous ise un petit discours, mais je suis The second question to which I at a time. When the car-ferry take their seats in the cars and floes, there would always be a bien sur qu'il sera plein d'erreurs wish to refer is one which is service was first inaugurated the journey without interruption or steamer available to prevent the Je pense, monsieur le president complentery to the car ferry terminals at the Capes were not virtually to any part of the North siderable length of time. I am honorables deputes de l'autre cot hange to any part of Canada, tieing up of traffic for any con- qu'ly a quelques-uns parmi le service; and that is the com- completed, and so the ferry ran American continent. That is our sufficiently optimistic to believe de cette Chambre qui ont du deja pletion of the standardization of between Pietou and Georgerown desire; that is what we have that if this plan was carried out visiter ma province et j'espere qu the Prince Edward Island Raff- or Charlottetown, alternately. It been yearning for, working for the traffic to and from Prince quelques autres, tous si c'est way. A very good beginning was not until 1918 that the car- and agitating for. A good be- Edward Island would be so possible, viendront y faire des has been made in that regard ferry service was inaugurated be- ginning has been made, and I am great that some of the ships of visites, des excursions ou de here to bear testimony to what the Canadian Government Mer- pelerinages, si vous voulez ; et je and the sections of the railway tween Port. Borden and Cape has been done and to thank the chant Marine would call at auis certain, s'ils visitent cette on Friday, the 13th August, 1920. connecting Charlottetown, Sum- Tormentine, a distance of nine Government for their efforts in Georgetown as well at at Char- province pendant l'ete, qu'ils remerside and Borden have been miles. Between those points there that behalf. I desire to impress lottetown, and these argosies, viendront bien convaineus que jesty's Mails, on a proposed Concompleted. What we want is a are in winter very heavy ice floes, upon the Minister of Railways bearing the products of our tout ce que j'ai dit est absolu-

continuation of that good work but there has been no day, for and the Government, the ardent province, would go to all parts of ment yrai. Je dois yous remer- Bural Mail Route, No. 1. and the early completion of this the three winters the Prince Ed- desire, the perpetual yearning, of the world from this, one of the eier, monsieur le president, ainsi ward Island has been in opera-tion of the Prince Edward Island Atlantic. In brief, these are the pour la patience que vous avez

The third matter which I would tion, that she has not made a Railway be completed, in order principal things that I wish to apportee a mes remarques, like the minister to take seriously crossing, when there were cars or that we may have unbroken con-bring to the attention of the

into his consideration is the up- mail matter on one side or the nection with the mainland from Minister of Bailways. keep of the railway terminals at other for her to handle. It is any part of the Island, as regards There may be some hen, mem the requests made for the im-Georgetown; the railway wharf true that last winter, owing to passengers as well as freight bers who have not visited Prince provements desired in the above and at the office of the Post Office



We have some good Herring in stock, by Pail, Dozen and HaltsBarrel, If you desire a Half Barrel mail us \$6.25 and add Fifty Cents extra for freight if you dc. not receive your freight at a Booking Station.

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JOHN F. WHEAR,

tract for four years, six times per week, on the route, Summerside from the Postmaster General's

Printed notices containing fur ther information as to conditions of proposed Contract may be seen In the course of his reply to be obtained at the Post Offices of



If Herring are not satisfactory return at once Many perishable products, such Edward Island and who have no speech, the Minister of Railways Inspector, and all facilities connected there- the severe weather, the crossing as fruit and fish, cannot success idea of what kind of province made the following statements, as with. Later on in my remarks was very difficult, and on one oc- fully be transported unless we we have. Those who have visited contained on page 4363 of Han-JOHN F. WHEAR, and your money will be refunded. Addss I shall offer some reasons which casion the crossing from Tormen- have that through service. For. the Island in the summer season sard, June 25th, 1920: Post Office Inspector R. F. MADDIGAN I trust will be found quite cogent time to Port Borden occupied these reasons we are, as you can are quite satisfied, I am sure, "I feel that I could not pos-Post Office Inspector's Office, Ch'town, 2nd July, 1920 and sufficient to convince the twenty-three hours. But never- readily understand, most desirous that no place on the North Ameri- sibly hold out any encouragement. July 7, 1920-3i CHARLOTTETOWN