

## The Herald

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### At The Federal Capital.

Proceedings in the House of Commons for the week ending November 8th, were, for the most part, of a very important character, and on several occasions were quite lively. As indicated in the correspondence of last week, the bill for the acquisition of the Grand Trunk Railway had been reported from committee and ordered for third reading. Ordinarily there is little or no debate on the third reading of a bill, but in this case the opposition were evidently disposed to delay the bill as long as possible, if they could not do anything else, consequently many spokes of length and drearily on the motion for the third reading, but presented no valid argument. No less than six amendments came from the opposition side on this motion. All of them were, one after another, voted down with majorities ranging from 26 to 44, in favor of the government. The final stage came on Tuesday, November 4th, or rather on the morning of Wednesday the 5th, as it was half past two in the morning before the last amendment was voted down, and the bill read a third time and passed. There was nothing new added in the course of the debate; it was simply a re-statement of the very flimsy and untenable arguments that had been presented during the motion for the second reading, and in the committee stage.

The matter then passed to the Senate, and a good deal of opposition was manifested there to the passing of the bill. It is difficult to say what influences may have been brought to bear on the senators, or by what selfish or other motives they might have been actuated, but a very stiff debate took place, and some six or seven senators, who ordinarily vote with the Government, opposed the bill in that chamber and voted against it on the second reading. The debate was excellently handled in the Senate by the government leader there, the Hon. Mr. Loughhead, backed by several of his colleagues, and after two days of strong debate, the bill passed its second reading about two o'clock Friday morning the 7th. It did not pass, however, without some amendments, but the amendments were such as did not affect the principle of the bill, and were accepted by the government. As a matter of fact, one at least of them was proposed by a government senator. When the bill returned to the House on Friday, Hon. Mr. Meighen moved that the Senate amendments be concurred in. Opposition was raised at once from the other side of the House, and a division was demanded, but in a comparatively thin House the government carried by a majority of 29, so that the bill was then completed, so far as parliamentary action is concerned, and awaited only the assent of His Excellency the Governor General to become law.

A very unusual and pleasing incident took place in the House of Commons on Friday forenoon, when His Royal Highness, the Prince of Wales, here on his last visit before going to the United States, visited Parliament, and

in both the Senate and the House of Commons briefly addressed the members. In the Commons, Mr. Speaker declared the forenoon sitting closed for work, about twenty minutes to one. A few minutes afterwards, His Royal Highness entered the chamber amidst the enthusiastic applause of all present. He was conducted to the speaker's dais, and introduced to Mr. Speaker, who then presented him to the members and stated that he would receive them individually. All filled up to the front and shook hands with the Prince and moved back to their places. The Prince then made a brief, but most pleasing address, expressing his great pleasure at being afforded an opportunity of visiting Canada's Parliament while at work. He stated that the wonderfully pleasing visit he had made to all parts of Canada would have to him been incomplete, and he would have felt rather disappointed, if he had not been accorded this opportunity. His address was most cordial and was received by unbounded enthusiasm by all present. The Prince then retired.

A most interesting and important debate was ended on Friday evening when, on division, the government recorded the greatest majority it has had since the beginning of this Parliament. The debate was on the motion of Hon. Mr. Calder, to receive the report of the special parliamentary committee, that had been appointed to consider the question of Soldiers' Civil Re-establishment, in connection with Bill No. 10, having that end in view. The report was a most exhaustive one, admirable in every particular; indeed it is admitted by all who spoke on either side of the House that no parliamentary report has been presented, during the history of the Canadian parliament, that seemed so comprehensive and so exhaustive regarding the questions it was intended to discuss. On every page of that report, it was evident that members of the committee who had given weeks of their time to its deliberations and held no less than forty sittings, had exercised the greatest possible research and devotion to duty, and great patience in hearing evidence and investigating all possible phases of the question. Witnesses of every possible description were heard. Summing up the report declared that no further general money gratuity could be granted to the soldiers, in view of Canada's financial circumstances. It was plainly stated that the financial burdens already imposed on the country, in consequence of the war, would not admit of any further expansion at the present time, in the way of additional cash gratuity. At the same time, the committee recommended in their report that a sum of fifty million dollars should be appropriated by the government to meet the needs of disabled or needy among the soldiers which might not have been reached in the first place, and especially to provide for increased pensions, and additional assistance for widows and orphans and other dependents of soldiers. During the course of the debate several members, on the government side of the House particularly, expressed themselves as quite prepared to increase this amount, to any extent from one hundred and fifty million to three hundred million dollars. Of course all such advocacy was merely for the gallery and with the hope of gaining the goodwill of the soldier agitators. So the debate went on until six o'clock Friday evening when the motion, to accept the report, with its recommendations was carried. It was not allowed to go through without an amendment, that came from the opposition. The

Leader of the opposition, Mr. McKenzie King, moved a bald amendment, to the effect that the report be referred back to the committee for further consideration. In this step, the leader of the opposition, showed his utter incompetence for the position he presumes to occupy. Nothing that has taken place, at least during the present session of parliament, has had such a damaging effect upon the opposition and their tactics. On this parliamentary committee, there were six or seven members from the opposition side of the House, and they, with the other members, had signed the recommendations of the committee, under motion for adoption. The committee was strictly non-partisan, and the report was signed unanimously by all members of the committee. It will thus be seen that Mr. King, in making the motion he did, was simply flying in the face of, and antagonizing the members of the committee from his own side of the house. The division showed where Mr. McKenzie King stood as a tactician. When the vote was taken the amendment was rejected by a vote of 100 to 35 in favor of the government. The opposition members of the committee refused to come into the House when the division was taken, showing what they thought of their great leader.

On Saturday the 8th, a number of measures, which had been left over from time to time during the session were brought up and discussed, and shortly after midnight the order paper was practically cleared. Only a few third readings and odds and ends of minor importance were left over for Monday in preparation for prorogation.

On Monday November 10th, the House of Commons met, as usual, at 11 o'clock in the forenoon, but there was little business to do. The work was simply to pass through their last stages a few bills, that had been all but finished on Saturday, and especially to pass a supply bill for the amount of \$62,000,000. \$50,000,000 of this money is to be devoted to supplementing the business of Soldiers' Civil Re-establishment, in accordance with the report of the special parliamentary committee already referred to in this correspondence, and the balance is for odds and ends of appropriations here and there for the year ending 31st March 1920. This becomes necessary from year to year from one cause or another. Beyond this, there was scarcely any business in the House for the morning sitting, except asking and answering questions on the order paper. recess was taken about twelve o'clock, and it was announced that prorogation would take place about half past four. The intervening time was necessary for the Senate to pass upon the matters that just gone through the House of Commons. When the House resumed its sitting at three o'clock, it was discovered that the Senate had not yet finished their business, and there was nothing for the Commons to do and recess was taken until four o'clock. On re-assembling at four, it was found that some progress had been made by the Senate, but they had not yet completed their work. Some bills had been returned from the Senate as passed and some for amendment. These were concurred in by the House, and everything went along then in a kind of free and easy manner awaiting the termination of the business of the upper house. It was just five o'clock, the second, when the three raps on the door entering the commons chamber indicated that the usher of the black rod had arrived. After his usual ceremonious entrance and departure from the

commons chamber, the Speaker with the House of Commons went up to the Senate chamber, where His Excellency the Governor General gave his assent to the bills that had just been passed, and closed the session with the following speech:

Honourable Gentlemen of the Senate:  
Gentlemen of the House of Commons:

In relieving you from further attendance on this Session, I thank you for the diligence and efficiency with which you have discharged your duties.

Measures of great significance and importance have engaged your attention.

The Treaty of Peace concluded by the Allied and Associated Powers with Germany and signed at Versailles on the 28th June 1919, and the Treaty of Peace between the same Powers and the Republic of Austria, signed at St. Germain-en-Laye on the 10th September, 1919, have been presented to you and have received your approval.

These Treaties having now been approved by Germany and Austria, on one hand, and by at least three of the Allied and Associated Powers on the other hand, await only the exchange of ratifications to enter into full force and effect.

I fervently trust that the provisions of these Treaties, marking as they do the termination of hostilities, may usher in for humanity an era in which great wars may be prevented and the blessings of world peace effectually secured.

Canada bore a large part in the operations of the war and contributed notably to its successful completion, and it is therefore gratifying to be able to note the distinguished position accorded to her in the conduct of the negotiations in the Peace conference at Paris.

The visit of His Royal Highness the Prince of Wales to Canada has been a source of deep and widespread satisfaction. The universal welcome which has been extended to him is an evidence of the devotion of the Canadian people to the Throne and to British institutions. This welcome, so whole-hearted in character, is an undoubted tribute to the high personal character and qualities of His Royal Highness, who, in peace, as in war, has closely identified himself with Canada, and shown his earnest desire to promote the welfare of the people of this Dominion.

The acquisition of the Grand Trunk properties and their addition to the existing national railways will materially promote the successful and economic administration of the whole system, and greatly aid in the solution of the important problems of Canadian transport.

The adoption of the report of the Committee of the House of Commons on Bill No. 10 will extend the scope and application of the important measures already taken for meeting the needs of returned soldiers and their dependents.

The adoption of the Classification of the Civil Service of Canada will make it possible for the Commission to proceed at once with the further organization of the Service.

The success which has greeted the inauguration of the Victory Loan is a tribute to the patriotism and organizing capacity of Canadian business men, and fully demonstrates the determination and readiness of the country to fulfill its obligations to its soldiers, maintain the credit of Canada, and strengthen its trade position.

In a survey of the economic and social conditions throughout the world, it is satisfactory to note Canada's position compares favourably with that of any other country and far more favourably than most. With the accordant action of labour and capital, aided as it has been by the Industrial Conference lately held, and with the continued application of our people to productive pursuits, accompanied by rigid adherence to thrift and saving, we can face the coming years of reconstruction and adjustment with hopeful confidence.

Gentlemen of the House of Commons:  
I thank you for the provisions made for the public service along the lines of reconstruction and aid for the returned soldiers.

Honourable Gentlemen of the Senate:  
Gentlemen of the House of Commons:

I devoutly pray that Almighty God may incline our minds to sane and prudent counsels, may inspire all our people with the will to work and to save, and continue the blessings of peace and prosperity within our borders.

The speaker of the Senate then said:

It is His Excellency the Governor General's will and pleasure, that this Parliament be prorogued until Saturday, the 20th day of December next.

### The Victory Loan

The Victory Loan, 1919, has been an eminent success. The grand total for the Dominion is \$673,199,799, considerably more than twice the objective of \$300,000,000. The contributions by Provinces are as follow:

Ontario, including Toronto	\$354,624,500
Quebec, including Montreal	161,102,200
Other Provinces:	
British Columbia	35,000,000
Alberta	16,181,190
Saskatchewan	20,000,000
Manitoba	40,542,000
New Brunswick	14,750,000
Nova Scotia	28,000,000
Prince Edward Island	3,000,000
City of Toronto	146,379,500
City of Montreal	126,102,200

Our own Province did splendidly. The objective for this Province was one million and a half, and the amount subscribed is three millions, just double what was asked. Charlottetown, which was expected to raise \$400,000, went well over the million dollar mark, the final figures \$1,169,000. Summerside, whose limit was placed at \$125,000, went over the top with \$750,000. Georgetown, with an objective of \$8,000, excelled itself by subscribing \$40,000, five times its objective, and so throughout the whole Province.

### Steamer Ran Aground.

Bound on a regular trip from the Magdalen Islands to Pictou, and travelling at 11 knots an hour, the steamer Lady Evelyn, piloted up on the Seal Rocks at the northeast end of Pictou Island at 12.10 last Thursday afternoon. The day was clear and a strong tide about the full was running. The steamer was not more than a quarter of a mile from the shore and fully half a mile off her course, according to those acquainted with the situation. At the time of the accident the steamer was in charge of the second mate, the captain being in his room. The first mate, who was at dinner, on coming on deck glanced over the side and noticed that the water was shallow. He made for the bridge but was too late; the steamer had struck. She hit three times, the passengers say, before she stuck fast. The sea was calm and there was no alarm felt. About four o'clock the S.S. Harland, on the way from Montague and other P. E. I. ports to Pictou, felt her way cautiously alongside the Lady Evelyn and took off the passengers, the crew of the steamer and the mails. The Evelyn had only come off the Pictou slip on Saturday last, after having a new propeller and a general overhauling. She had made a quick trip cleaning up a lot of freight at Souris. She left the Magdalen Islands at eight o'clock night before, and had left Souris at 9.30 in the morning to be in time to catch the two o'clock train from Pictou for Halifax. There were about sixteen passengers on board the steamer, and she had considerable freight, including two hundred barrels of mackerel. Fortunately the case was not so bad as the first information would indicate. She subsequently got off the rocks under her own steam.

**Bolshevik From Germany**  
Brussels, Nov. 14.—Municipal Clerk Van Damme of the suburb of Anderlecht was arrested here today on an allegation that he had delivered bogus papers to a hundred Bolsheviks who entered Belgium from Germany in the guise of Poles and Czechs-Slovaks. The police are searching for the whereabouts of the Bolsheviks.

### Joint Terminals Soon

Ottawa, Nov. 13.—Tentative plans are being worked out already for a co-ordination of the Grand Trunk, Transcontinental and Canadian Northern Railways. In the Lake Superior district where the N. T. R. and C. N. R. run close together, the plan is to link them up by the construction of a spur from Grant, on the former line, to Long Lake on the Canadian Northern. It is calculated that this will give a short haul to Montreal and enable the N. T. R. to be more easily supplied with coal with a short haul from Fort William. A number of branch lines in the west will be joined up to facilitate handling of crops, but any changes in main lines where they are parallel will be proceeded with cautiously. A policy of eliminating duplicate terminals in the principal cities is to be executed as soon as the necessary arrangements can be made.

In Montreal a joint terminal of the National and Grand Trunk roads is planned, and either a new depot will be built for the Bonaventure station reconstructed on modern lines. This will be one of the things to be inquired into by the board of management when it is appointed. The C.N.R. has its terminals and the Grand Trunk has its, but they are on entirely different levels. Should the Bonaventure station area be selected the works for site, new buildings, etc., would involve an expenditure of about \$15,000,000. One of the things the board of management will have to tackle is the disposition of the staffs of the two systems where they are duplicated, as is the case, in many places, notably Montreal, Toronto, Ottawa and Winnipeg. This is one of the directions in which economies will be effected and a large number of ticket and clerical employees will be dropped, preference being given the old employees and higher qualified men. With the financial problems resulting from the merger greatly intensified, Sir Thomas White is being spoken of as financial controller of the system, though it is not known whether he would accept.

**Famous Venetian Horses Replaced**  
Venice, Nov. 11.—The replacing today of the famous four horses over the principal portal of the Basilica of St. Mark's was the greatest event in Venice since the commencement of the war. The four horses, which are amongst the finest of the ancient bronzes, and which were brought to Venice in the year 1204 by Doge Enrico Dandolo, were removed during the war in the fear that they would be damaged by a bombardment, and taken to Rome for safety. This was the second time that the horses were removed from Venice, Napoleon having taken them to Paris to decorate the triumphal arch in the Place Du Carrousel. They were returned to Venice in 1815.

### Mail Contract

SEALED TENDERS addressed 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 Morell Rural Mail Route No. 1, from the 1st April next.

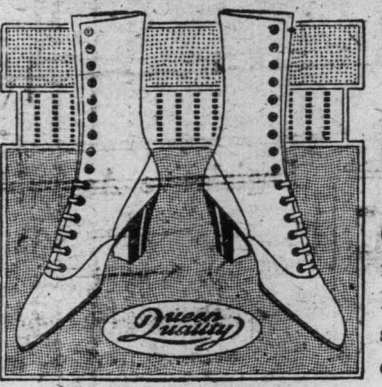
Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Morell, and at the Office of the Post Office Inspector.

JOHN F. WHEAR,  
Post Office Inspector,  
Charlottetown, Oct. 23, 1919.

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