

The Herald... WEDNESDAY, MAY 12, 1920... 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

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At The Federal Capital

The Parliamentary week ending May 1st was in great part very much like the few weeks immediately preceding. A considerable portion of the time was, from day to day, from one sitting to another, devoted to committee work. The most important bill, and the longest, of course, that occupies the time of the committee from day to day is the Franchise Bill, which is gradually working itself through the committee stage, under the pilotage of the Hon. Mr. Guthrie. It is not impossible that another week will see it reported for a third reading. In addition to this Bill several other legislative measures of more or less importance occupy the attention of the House and the committee of the whole from one day to another, and in some cases, although generally speaking, business proceeded quite moderately, a flare-up taking place now and then, and a few of the more belligerent members on either side manifest considerable of their fighting spirit.

An incident of the kind just described in the last words of the preceding paragraph occurred on the very first day of the week, Monday, April 26th. Just here it may be mentioned that there are certain members of the opposition who keep the order paper fairly well loaded down with questions, many of which at first blush would seem to have very little connection with the business of Parliament. They are somewhat innocent looking, but an investigation and analysis of these seemingly harmless questions, almost invariably leads to the conviction that the questioners are actuated by sinister motives, or at least by a strong desire to lead members of the Government into traps. Their hope is that by eliciting answers to questions, which on their face might seem quite legitimate, they will be furnished with texts by which to found plausible attacks upon the Government policy. In the case under reference on the date above referred to, a lively passage in Parliamentary arena took place on a question to the committee of supply to consider certain votes for the Department of Marine and Fisheries. Mr. Sinclair of Antigonish and Gayboro, who it appears is a owner of some vessels, or at least knows, or pretends to know, something about shipping, almost invariably takes advantage of any possible opportunity to hurl some diverse criticism against the Marine Department. On this occasion he took advantage of the motion to go into supply to interject one of these bitter diatribes. He was supported by D. D. McKenzie, that other stalwart grit, Mr. Duff of Lunenburg, and also by Dr. Chisholm of Inverness, C. B. All of these gentlemen had certain peculiar and interesting questions on the order paper from day to day, which on analysis revealed the intriguing, boring, undermining nature of the enquiries. During the course of this debate, which warmed up in good style, all the books legislation which permits the manufacture and importation into Canada of oleo-margarine, at present the Government has on the statute books legislation which permits the manufacture and importation into Canada of oleo-margarine, which, as all know, is a substitute for butter. It appears that the best analysis furnished, is in no way deleterious, and particularly those who are unable to supply themselves with the better article of butter should be permitted to procure that which is a reasonably fair substitute and which they are able to produce for little more than half what the price of creamery butter would be. The present bill, introduced by the Minister of Agriculture, is for the purpose of extending the time for the manufacture and importation of this material, which under the old legislation would expire about the first day of July next. The strongest and most vehement criticism of the legislation proposed by the Minister of Agriculture came from the Government side of the House. Mr. Donald Sutherland, who represents South Oxford, never misses an occasion of posing as a guardian of the farmers and dairymen of his peculiar section of country. He is a very loud talker, and not infrequently inflicts some rather severe wounds on the English language. He is not by any means a classical speaker, however vigorous he may be, and the possibilities are that as in a good many cases of this kind, if he were fully aware of his limitations regarding the use of our language, he might not be quite so vigorous in proclaiming his peculiar convictions from time to time. Dr. Edwards, who represents a rural constituency, was also very strong in his opposition to the proposed legislation. Curiously enough, most of the members of the agrarian group who were supposed to be favorable to anything pertaining to agriculture first, last and always, supported the Government's proposition, and many on the opposition side also manifested their belief that it would be a proper and reasonable proposition to allow those who might desire to procure this material, while at the same time no possible evidence could be adduced that up to the present, at least, its manufacture or importation had injuriously affected in the slightest degree the manufacture or price of creamery butter.

As already stated, the Electoral Franchise Bill was the principal bone of contention in the debate from day to day. It is a matter of record that no Franchise Bill has ever passed through Parliament since Confederation without eliciting very strong opposition, much orielism, and, not infrequently, extremely acrimonious debate. This possibly is not unnatural; for the opposition may reasonably be expected to suspect a Franchise Bill introduced and passed by a Government to have something hidden in it somewhere that is intended to favor the Government in an election. The present bill is by all odds the most generous and, as far as can be judged by the perusal of it, intended to be just and fair to all parties, so far as a Franchise Bill possibly can be under a party system of government. One thing that must not be lost sight of, the Government of the day must assume responsibility for the conduct of any election; therefore it is unreasonable to conclude that such Government are not, generally speaking, desirous and anxious that the franchise and the election regulations must be of such a nature that, to all intents and purposes, the people will have a reasonably fair opportunity of exercising their franchise. The present bill has had to take its chances like all its predecessors, for a rough passage through Parliament. But it must be said that under the pilotage of Mr. Guthrie, the bill has surmounted the adverse criticism and the obstacles thrown in its way by the opposition in a most admirable manner. There are very few questions of a critical nature sprung upon him that he has not been able almost immediately to answer and to solve very satisfactorily. It is curious, as well as interesting, to observe the small things at which the opposition balk in the consideration of this bill. Their conduct in the matter only serves to show how deeply seated is the idea that the Franchise Bill, as presented by the Government, must have some-where hidden within it features intended to dish the opposition, no matter how carefully these may be concealed. These, of

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Commencing Monday, May 3rd, 1920, Trains will run as follows: WEST. Daily, except Sunday, leave Charlottetown 7.00 a.m., arrive Emerald Junction 8.25 a.m., Borden 9.10 a.m. and Summerside 9.55 a.m., passengers for Summerside transferring at Emerald Junction; returning leave Borden 4.10 p.m., arrive Summerside 6.15 p.m., Charlottetown 7.00 p.m. Daily, except Sunday, leave Charlottetown 1.40 p.m., arrive Borden 4.45 p.m.; returning leave Borden 9.00 p.m., arrive Summerside 10.50 p.m., Charlottetown 11.20 p.m. Daily, except Sunday, leave Charlottetown 2.50 p.m., arrive Emerald Junction 4.55, connect with train from Borden; arrive Summerside 6.15 p.m., Tignish 10.00 p.m. Daily, except Sunday, leave Charlottetown 4.40 p.m., arrive Emerald Junction 7.10 p.m., leave Emerald Junction 9.50 p.m., arrival of train from Borden; arrive Summerside 10.50 p.m. Daily, except Sunday, leave Tignish 5.00 a.m., arrive Summerside 10.15 a.m.; leave Summerside 11.20 a.m., arrive Charlottetown 2.25 p.m. Daily, except Sunday, leave Tignish 9.00 a.m., arrive Summerside 12.25 p.m., leave Summerside 1.55 p.m., arrive Emerald Junction 3.25 p.m., Borden 4.45 p.m., connecting with second trip of Car Ferry for Mainland points. Daily, except Sunday, leave Summerside 7.05 a.m., arrive Emerald Junction 8.10 a.m., connect with train for Borden and arrive Charlottetown 10.50 a.m. Daily, except Sunday, leave Borden 7.10 a.m., arrive Emerald 8.10 a.m., Summerside 9.55 a.m., Tignish 5.30 p.m. Daily, except Sunday, leave Borden 4.10 p.m., arrive Summerside 6.15 p.m., Tignish 10.00 p.m. Daily, except Sunday, leave Emerald 5.04 p.m., arrive Borden 6.04 p.m. EAST. Daily, except Sunday, leave Charlottetown 9.35 a.m., arrive Mt. Stewart 8.30 a.m., Georgetown 9.30 a.m., Souris 1.35 a.m., returning leave Souris 1.15 a.m., Georgetown 1.15 p.m., Mt. Stewart 4.15 p.m., arrive Charlottetown 5.50 p.m. Daily, except Sunday, leave Elmira 5.30 a.m., Souris 6.50 a.m., Georgetown 8.45 a.m., Mt. Stewart 8.45 a.m., arrive Charlottetown 10.00 a.m., returning leave Charlottetown 8.10 p.m., arrive Mt. Stewart 4.15 p.m., Georgetown 8.10 p.m., Souris 9.05 p.m., Elmira 7.20 p.m. SOUTH. Daily, except Saturday and Sunday, leave Murray Harbor 9.45 a.m., arrive Charlottetown 10.40 a.m., returning leave Charlottetown 9.30 p.m., arrive Murray Harbor 7.25 p.m. Saturday ONLY--Leave Murray Harbor 7.30 a.m., arrive Charlottetown 10.25 a.m., returning leave Charlottetown 4.00 p.m., arrive Murray Harbor 6.45 p.m. District Passenger Agent's Office, Charlottetown, P. E. Island, April 28, 1920--41

Volcanic Outbreak

New York, May 4.--Infections that a volcanic eruption is taking place on the Island of Old Providence in the Caribbean Sea were reported here today by the United Fruit Company steamer Calamaria. A wireless message from the ship said that volume of white smoke were observed ascending from one of its tallest peaks late yesterday afternoon. Old Providence belongs to Colombia and is located about 120 miles off the coast. It is 41 miles long and on its northerly side is the village of Isabel. Early in the seventeenth century Old Providence was the haunt of pirate crews.

Trade Outlook Bright

London, May 5.--Sir Robert Horne, president of the Board of Trade, speaking at a dinner of the London Chambers of Commerce, said that the present state of British trade showed that the nation could go forward with the greatest confidence. Unemployment, he said, was today lower than at any period before the war, although about eight hundred thousand more people were now engaged in industry. About eighty-five per cent. of the returned soldiers had now been absorbed in industry. Among the guests were Sir George Pauley, Canadian High Commissioner, and Sir Lomer Gouin, Premier of Quebec.

1,600 Acres a Day

Regina, May 5.--Seedling operations on the greater production farms operated by the Department of Indian Affairs in Saskatchewan and Alberta are well under way. Four thousand acres have already been sown in wheat and sixty seeders are now in constant operation with an objective of 20,000 acres. The land that will be cropped under the greater production plan are almost equally divided between the two provinces named. It has been found impossible, according to a statement made today by W. M. Graham, commissioner of Indian Affairs, to operate traction engines on any single area. All the work so far has been accomplished by horse-power. The work is being carried out at the present time at the rate of 1,000 acres a day. The Indians themselves are expected to put in 75,000 acres in wheat within the boundaries of the two provinces named. About two-thirds of the total will be in Saskatchewan. The loss of fire stock on the Blackfoot Reserve in Alberta will amount to five per cent, official here claim. Livestock losses on the Blood Reserve will be approximately five per cent. Heavy losses from lack of feed are reported in northern Saskatchewan and will average 10 per cent. Losses were particularly heavy in the Kamasek and Battleford districts.

W. J. P. McMILLAN, M.D. Physician and Surgeon Office and Residence: 105 Kent Street CHARLOTTETOWN - P. E. I. Job Printing Done At The Herald

R. F. MADDIGAN CHARLOTTETOWN

Prisoners For Timber, Etc.

Separate Sealed Tenders addressed to the undersigned will be received at the office of the District Engineer until 3.00 p.m. on Thursday, May 20, 1920, for supplying and delivering: Sawm Timber, Round Logs, Piles, Plank, Brush, Stone, Ballast, Etc., for and at each of the following works: Annapolis Wharf, King's County; Hickey's Wharf, Hillsborough River; Mirmingash Harbour, Prince County; St. Peter's Bay Breakwater, King's County; Victoria Pier, Queen's County. Tenders will not be considered unless accompanied by forms supplied by the Department and in accordance with conditions contained therein. Tenders for each work must be sent in a separate envelope and endorsed "Tender for Materials for Annapolis Wharf," "Tender for Materials for Hickey's Wharf," etc., as the case may be. Combined specifications and form of tender can be obtained on application to the Post Office nearest the respective works, namely: Annapolis, Johnston's River, Ebsfleet, Morland Victoria, or to the undersigned. The Department does not bind itself to accept the lowest or any tender. W. E. HYNDMAN, District Engineer, P. E. Island, Department of Public Works of Canada, Charlottetown, P. E. Island, May 8, 1920.

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