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THURSDAY, MAY 2, 1918.

TO THE WEST TENDERER

It so happens after all these years of color that the Government contractors have to get up a case of Commons and he is concerned there will be a smooth and plentiful in the gang.

Mr. Carvell ascertained that \$62,000 is being spent a year for telephone rentals in the various departments at Ottawa. "What on earth they want with all the telephones they have in the Inland Revenue Department is a mystery to me," he stated.

On October 16, 1917, Mr. Frapp wrote the Minister, asking that the firm of McFarland & Douglas be placed on the patronage list. Replying to this communication on October 23, Mr. Carvell said: "Your friends will have opportunity of tendering on any work coming within their line, but so far as this department is concerned, there will be no patronage list in the future."

On January 3, 1918, Mr. Frapp sent to Mr. Carvell a memorandum he had transmitted to Hon. N. W. Rowell, President of the Privy Council, suggesting that with regard to mechanics employed in the dredging branch of the shipyard, some 1,000 men, someone should be appointed to deal with application for work.

Mr. Carvell replying to Mr. Frapp on January 4th, said he was sorry he could not agree with the member for Ottawa. "If Mr. Shearer has not the necessary ability to employ these men," he said, "I think it is up to me to find some person who has. I hope you will take this letter in the spirit in which I am writing, but I simply cannot, and will not, have any time taken up with small matters of patronage, and I think you will be well advised if you take the same stand."

Replying to the Minister on the following day, Mr. Frapp said it was apparent he had not made himself clear. "I want to get rid of the 50 or 60 people who crowd my office daily," he said, adding: "The people of Ottawa have lived on patronage for 50 years, and it will require some tact to eradicate the practice."

Dr. Chabot (junior member for Ottawa) or the use of other influences for the purpose of obtaining employment in this department. The correspondence also shows that on February 12th Mr. Frapp wrote to the Minister asking that a number of Ottawa concerns be given an opportunity of tendering for the new departmental building on Queen street. The Minister in reply said in part: "Every contractor, not only in Ottawa but in Canada, will be given an opportunity to tender. The contract will go to the lowest tenderer providing the firm has the financial ability to carry out the work."

UNCONSCIOUS HUMOR

It is a debatable question whether or not men of supreme talent are conscious of the possession of outstanding genius. Often their literary or artistic productions seem to be the spontaneous offspring of an imagination entirely unaware of its remarkable endowments. We have been reading the statement before the Private Bills committee of the House of Commons by Mr. E. Guss Porter, K.C., in reference to his bill to increase tolls on the Bay Bridge.

After a careful perusal of the oration we have no hesitation in classifying it along with the masterpieces of Artemus Ward, and Josh Billings. We did not have the pleasure of hearing this amazing effort in the original but to those present and in possession of the facts Mr. Porter's owl-like seriousness and solemn ponderosity, as he related how he seen his "duty to his constituents" and done it in such a way that everybody marvelled at his "boldness," must have been as side-splitting a presentation as that of Parson Mix in "You're in Love."

Mr. Porter has made a pretty fair success of it in law but had he chosen to enter the realm of humorous authorship we can plainly see now that there are positively no limits to the triumphs that might have been his'n.

"DUTY"

According to Mr. R. A. Pringle, K.C. and Mr. E. Guss Porter, K.C., it was Mr. Porter's "duty" as representative to become sponsor for a bill that is opposed with practical unanimity by every man, woman and child in West Hastings. The Ontario is not so well posted on what constitutes the "duty" of a representative as the two eminent authorities mentioned above. We are still waiting to be convinced, however, that these two well known King's Counsellors have elucidated the true conception of the duty of a parliamentary representative.

Roughly speaking, 30,000 people reside in West Hastings. Then, are we to understand, if two persons came along and asked Mr. Porter to introduce a bill into parliament opposed to the wishes and the financial and social interests of the other 29,998 residents of the constituency—are we to understand it would be Mr. Porter's "duty" to ignore the wishes and interests of the 29,998 and fight tooth and nail in behalf of the two?

Yet, as we see it, that is precisely the position taken by Mr. Pringle and Mr. Porter. Reading Mr. Porter's statement one draws the inference there was no other way out of it. He was the helpless victim of circumstances. These people had asked time to do this job and it would have been most ungentlemanly to refuse. He would have violated an exceedingly important "duty" had he done so.

We protest that we are unable to see where the difficulty existed or why Mr. Porter couldn't have found a very easy way out of it. When asked by the Bridge Company to undertake this work he might have answered somewhat as follows:—

Gentlemen, I would like to oblige you, but I regret that I am previously engaged. I have been representative of West Hastings for eighteen years—much longer than I have been solicitor for your company. They are paying me \$2500 per annum to look after their interests in parliament. That is virtually a retaining fee. My first duty is therefore to my constituents. If I could serve you without conflicting with their well-being I would gladly do so. But in this matter you can plainly see that a serious blow is aimed at the financial and social welfare of the people whom I have taken a solemn oath to represent fairly and honestly and to the best of my ability. There are other lawyers and other members of parliament whom you can no doubt secure to undertake this mission. I would respectfully refer you to them. But I will tell you plainly now that owing to my duty as representative of the people of West Hastings I will oppose the passage of this bill through the Commons by every means in my power.

THE PROBABLE EFFECT

Mr. Porter makes out very clearly and proves by ample statistics that the Bay of Quinte Bridge Company does not make one per cent. per annum on its investment in the bridge. That is not satisfactory and the company seeks a remedy in tolls augmented by nearly one hundred per cent. The doubling of tolls would not increase

the amount of money received per annum from toll money. There is a practically unanimous agreement of opinion that such drastic action would virtually prohibit traffic over the bridge. It would give to every merchant, business and professional man in Belleville a black eye or a knockout blow. It would drive the farmers and market-gardeners of Ameliasburgh away from their natural market and often mean to them inconvenience, or heavy loss. It would keep at home a multitude from the County of Hastings who have frequent call to go to Prince Edward on business, or, on occasion, to visit friends, or to enjoy pleasure tours over the fine roads and amidst the beautiful scenery for which Prince Edward is justly famous.

In short, the doubling of tolls would raise up an intolerable condition and the adjoining municipalities would practically be compelled to purchase in order to protect themselves. No matter how unreasonable the price the people would be compelled to pay it or suffer worse.

We may be wrong in our supposition, but in our opinion the promoter of this bill does not expect or believe that the increase of tolls will increase the dividends of his clients, but it will place the company in an immensely advantageous position to negotiate for a sale that would in that way virtually be forced upon the surrounding municipalities.

Mr. Porter's constituents may be greatly incommoded and suffer serious loss but constituents have phenomenally short memories and the party lash is long.

WHY FISH IS DEAR.

Are we the people of Ontario, running our expensive fish hatcheries for the benefit of our friends and allies across the border? Last Friday was "fish day" by centuries old custom, and by recent order of the Food Control Board. On that day our best fish store, a store of which Belleville is justly proud, was offering its customers two kinds of fresh fish. The first kind was British Columbia frozen salmon, which had evidently been sent after being caught to a refrigerator plant and there frozen by modern and costly machinery, and then transported more than three thousand miles, and kept frozen while traveling all this distance. The second kind was Bay of Quinte white fish, fresh caught, and evidently not more than a couple of hours out of the water.

Both these fish were offered at exactly the same price of twenty-four cents per pound. But as the salmon was offered sliced or by the piece, net weight, with no waste, and as the white fish was only partly cleaned, being drawn, but still having the head and tail, which would have to be thrown away, the net price of the fresh caught Bay of Quinte white fish was really more than the price of the British Columbia salmon, in spite of the costs of the transportation to the refrigerating plant, the freezing and keeping frozen, and the freight or express for more than three thousand miles.

Now, why should this be the case? The white fish had probably been grown from spawn planted in the Bay of Quinte by the local fish hatchery with the avowed purpose of supplying a plentiful supply of cheap eating to the people who pay the taxes and keep that hatchery running.

Why, then do we not get this plentiful supply of cheap fish? Sometimes it is next to impossible to get any of the better grades of Bay of Quinte fish, although they are constantly being caught. And why should this be so?

The answer is to be found in the fact that one of our local fish exporters is shipping our Bay of Quinte fish away in car lots and less almost every day. A car of fish contains in the neighborhood of two hundred cases. Some times if the catch is good this one exporter (and there are others) will ship a car a day for a short time. Then his shipments other days may be as low as forty to fifty cases in a day, depending on the catch. This information has been obtained on presumably good authority.

It will consequently be seen that it is the bigger market across the line that is getting our fish, that is keeping our local fish at almost prohibitive prices here and that is keeping the fish hatcheries busy replenishing the waters after the enormous withdrawals above mentioned.

And this is not merely a local condition. The papers this last week contained protests from Lake Erie Canadians to the same effect. Nor is this state of affairs confined to the great lakes or the boundary waters. We strive with the governmental red tape and by and by are successful in having the smaller northern lakes stocked. Then in due course we go north for our annual pleasure outing, hoping to enjoy some really fresh caught fish. But too often, like the disciples of old, we expend much toil, and catch nothing. And why? A guarded inquiry among the local residents reveals that somebody in the neighborhood has been shipping barrels and cases away to the States.

That is the reason of the question asked above. Are we running our expensive fish hatcheries for the benefit of the great nation to the south of us? It surely cannot be that we are maintaining these hatcheries, growing the spawn and

planting them in the waters for the benefit of the few fishermen who yearly reap such a harvest from this planting. That is not the Government's way of doing things. We do not find the Government growing seed and planting the farmer's fields for them in order that they may reap a good harvest. Then why should we think or say the Government does this for the fishermen?

No, the purpose of these expensive hatcheries must be to benefit the people as a whole—either the people of Ontario, or the people of the Northern States. And as the people of the Northern States are getting probably ninety per cent. or more of this harvest, and getting it under official Dominion Government license (for no fish can be shipped across the border without such license) then it is self-evident that these hatcheries are operated for the benefit of the nation to the south of us, and not for the benefit of the nation that pays bills for maintaining them.

There should be a remedy for this, and it would appear that the most simple remedy would be for the Government to issue a license for exporting only the surplus, after the people of Canada—all of Canada—have had an opportunity to obtain as much as they require at a reasonable price.

I felt that as the representative of the West Riding of Hastings it was my duty to present a bill that might be offered to me by any of my constituents." From Mr. Porter's statement before the Private Bills committee.

In this connection it would be illuminating to know how much of the stock of the Bay of Quinte Bridge Company is held by residents of West Hastings and how much is held by residents of Toronto.

The acting Trade Commissioner at Buenos Aires has reported to the Canadian Department of Trade and Commerce details of the agreement for the purchase and export before November 1, 1918, by the British and French Governments of 2,500,000 tons of cereals at minimum prices of \$1.45 per bushel for wheat and 46 cents per bushel for oats. The Argentine Government is financing the purchases up to \$200,000,000 in gold.

Information reaching the Italian embassy in Washington indicates that the Italian army and civilians are in desperate need of food. It is said that only one-third of the Italian army of 3,000,000 men is now being maintained on the battle lines, the official explanation being that there is not sufficient food to feed more and that there is also shortage of other supplies. On the other hand, the strong Austrian army facing the Italians is said to have received recently large supplies from Russia.

In order to maintain the morale of the Italians, as well as that of the other allied nations, there is an ever-increasing responsibility upon this continent to send greater quantities of essential foods. This can be done only by the most vigorous economies with wheat products, meat, and fats.

THY WILL BE DONE!

We see not, know not; all our way is night—with thee alone is day; From out the torrent's troubled drift, Above the storm our prayers we lift, Thy will be done!

The flesh may fail, the heart may faint, But who are we to make complaint, Or dare to plead, in times like these, The weakness of our love of ease? Thy will be done!

We take, with solemn thankfulness, Our burden up, nor ask it less, And count it joy that even we May suffer, serve or wait for Thee, Thy will be done!

Though dim as yet in tint and line, We trace Thy picture's wise design, And thank Thee that our age supplies Its dark relief or sacrifice, Thy will be done!

And if in our unworthiness, Thy sacrificial wine we press; If from Thy ordeal's heated bars Our feet are seamed with crimson scars, Thy will be done!

If, for the age to come, this hour Of trial hath vicarious power, And, blessed by Thee, our present pain Be Liberty's eternal gain, Thy will be done!

Strike, Thou the Master, we Thy keys; The anthem of the destinies! The minor of Thy loftier strain, Our hearts shall breath the old refrain, Thy will be done!

Other Editor's Opinions

GERMAN SOCIALISM

The latest charge against the Germans is that they are responsible for the socialistic propaganda in America. In justice to a wide range of undoubtedly patriotic fellow citizens, including pastors, jurists, professors and new Liberals, we avow our belief that they are not consciously or unconsciously German agents. There is, however, a sense in which the charge is true. The German military and social aristocracy found in socialism a philosophy to serve its aims. Socialism authorized the exaltation of the State and the making of the State the caretaker and guardian of the individual. Regulations of the individual and measures of benevolence were enacted and our students and professors trafficking about the lanes and by-ways of Germany were captivated by what appeared to be the increased industrial efficiency of the people—and they came home to teach German socialism. But, they failed to note what is now asserted by Von Buelow, for example, that the political aim of these seemingly beneficent regulations and measures was to make the German people dependent and subservient to their rulers. Capitalism in America, with an eye to greater profits and also with an eye to keeping the common people in order was also captivated by German socialism and so we find it promoting in the name of charity and humanity, regulation of the individual, pensions, guarantees of employment, State insurance and all the rest. A State Bureau of Research, for example, tends to put all the universities in the support of a capitalists' Government.—Toronto Weekly Sun.

A GREAT NATIONAL TASK BEFORE CANADA

Is it possible that the clergy of Canada, French and English, quite realize their responsibility in Canada's present national situation? We do not mean responsibility for creating the situation for we believe the politicians are responsible for that. We mean responsibility for re-establishing that better state that existed until less than two years ago, and to the development of which some patriots were devoting their energies. We have never tried to emphasize the racial distinctions of this land but that the present situation is most unbecoming for our national life is obvious to the most casual observer. The politicians are evidently able to do nothing. The church can do much, if the Ministers, Roman Catholic and Protestant, French and English-speaking, will seize the opportunity. During his sermon in Knox church, Crescent St., last evening the Rev. Dr. Dickie made a strong plea for the sweeping aside of non-essentials that were keeping the two great races of this country apart. He was frank in his declaration that only by mutual forbearance and tolerance could anything be accomplished in a really national scale. He asked whether the talk of re-writing the British North America Act in which some Canadians are indulging was worthy of the nation whose sons were dying in Europe that a treaty might not be a mere scrap of paper. The question of dual language was settled when this Dominion was formed and the agreements then made are binding upon us today. The duty of Canadians is to respect one another, points of difference. That it seems to us is the case in a nutshell. As Dr. Dickie said, apart from the vigorous prosecution of the war there is no greater task for Canadians who love their country than to bring about a condition of tolerance and mutual trust between our peoples. It can never be done by keeping old sores open.—Montreal Herald.

TWENTY YEARS AGO

Nobody swatted the fly. Nobody had appendicitis. Nobody wore white shoes. Cream was 5 cents a pint. Cantaloupes were mushmelons. Milkshake was a favorite drink. Advertisers did not tell the truth. You never heard of a "tin Lizzie." Doctors wanted to see your tongue. The hired girl drew one-fifty per week. Farmers came to town for their mail. Nobody cared for the price of gasoline. Folks said pneumatic tires were a joke. The butcher threw in a chunk of liver. Jules Verne was the only convert to the submarine. You stuck tubes in your ears to hear a phonograph and it cost a dime.—Pike County, Illinois. Republican.

W... the yo... best s... fin-st... would... posse... specia... Come... and p... milita... the se... Ne... Store... D... The O... Mr. J... property... Knowles... the auction... Miss Am... Convent... her mothe... who we ar... Mr. J... dergoing... nital but... not great... Mr. and... moved into... belonging... tice... Mr. W... has been