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Our Cause in Parliament

SPEECH BY MR. JAMES McISAAC, M. P.

(House of Commons in Committee of Supply considering an item of \$4,117,999, the last of the estimates for "Canadian Government Railways," which had been allowed to stand over. It was not reached until the afternoon of Saturday June 4th, about a couple of hours before prorogation. Only brief and condensed speeches were possible.)

(Hansard June 4, 1921.)

Mr. McISAAC: I wish to bring to the attention of the Minister of Railways certain grievances, certain handicaps or disabilities, under which the people of the province which I have the honour to represent are suffering. In the first place, there is at Georgetown a wharf which has not been used for some time. It is a valuable property; there are valuable ware houses on it, but it is out of commission and the people are very anxious that the necessary expenditure should be made, in order to keep it in a good state of repair, because, while it has not of late been used very much it may be required in the near future. Then, they have some grievances with regard to the early closing of the stations at Montserrat, Carleton Place and Georgetown.

Passing from this, I wish to point out another hardship from which the people are suffering. I have received numerous telegrams and letters with regard to the summer time-tables which have been put into force on the eastern section of the Prince Edward Island Railway, from Charlottetown to Souris and Georgetown. Freight trains are run between these points only tri-weekly, whereas they have hitherto always had in summer a daily freight service. A number of merchants of Georgetown, Souris and Montserrat have sent me telegrams pointing out that if this schedule is continued it will practically put them out of business. I suggest that an improvement be made in this regard.

Then, the booking station at Bar River on the eastern line, about half way between St. Peter's and Souris is about to be closed, so it is reported. That station has been there ever since the opening of the road; a prosperous farming community has been built up on all sides of it, and if the station is now closed there may be nothing else for these people to do than to leave there and move somewhere else. It would mean that there would be no booking station between St. Peter's and Souris, a distance of some twenty-five miles. On behalf of the people of this district I urge the minister to take this matter into his serious consideration.

But the paramount question with regard to transportation is the standardization of the remaining portions of the Prince Edward Island Railway. These matters have already been brought to the attention of the minister; figures have been placed before him as to what the probable cost would be. The improvement which has resulted in the export trade of the province and in the cultivation of the farms since the inauguration of the car ferry across the straits and the partial boarding of the track is an indication of the benefits which would accrue from the standardization of

the remaining portions of the road. The progress and advancement have been so marked that they constitute the greatest possible argument in favour of completing the standardization as soon as possible. It is stated that an annual saving of about \$81,000 would be effected by the completion of this work, and the obviating of the necessity for making transfers from the narrow gauge to the broad gauge at Charlottetown, Summerside and Borden. Another consideration is that suitable ties have already been laid on 60 per cent of the road-bed and are ready for the broad gauge rails. The cost, therefore, of completing the work would not be so very great; it is estimated—I think fairly correctly—that \$650,000 would cover everything.

Now, Mr. Chairman, these are the principal things that weigh upon the people of Prince Edward Island so far as the matter of transportation facilities is concerned; these are the handicaps and disabilities under which they suffer. The inauguration of the car ferry in 1918 was the first practical step towards the solution of the problem regarding adequate transportation facilities between Prince Edward Island and the mainland. It is urged that an additional car ferry be supplied at an early day. On that phase of the question I am not going to dwell at the moment; if we get the remaining portions of the road standardized we can afford to wait for a time for the additional car ferry. But I am sure that the increase in production in the agricultural province of Prince Edward Island would be so great as to fully justify the additional expenditure on a second car ferry.

In addition to what I have already said I desire to present further reasons in order to convince this committee of the possibility of doubt that the people for whom it is my privilege to speak and the province of which I have the honour to be representative, are unquestionably entitled to the transportation improvements for which I plead. Prince Edward Island, although the smallest province of the Confederation, is the most populous according to area, and the wealthiest according to population. It is the Garden of the Gulf, the gem of the northern seas. It is a land of peace and plenty where a generous soil under moderate climatic conditions reacts readily and yields abundantly to the activities of industry and intelligence. It is the home of sturdy men and comely women, where the visitor receives a cordial welcome and hospitality is dispensed in princely fashion.

In this province there are no gigantic mountains, no foaming cataracts thundering over lofty craggy crags; but there is spread out on every hand quiet, restful, soothing pastoral scenery. It is a land of purring brooks and shimmering streams, flowing rivers and winding bays. Here the summer heat is tempered by the brine-laden breezes wafted from the foam-flecked St. Lawrence or Strait of Northumberland, and which impart the glow of health to the cheeks of our youths and maidens. If you would see our province at its best you should visit it in the summer season, when you will see the fields clothed in their richest green, the ripening grain, waving in the wind, awaiting the sickle's edge and trees laden with their luscious fruit. Here there is abundant opportunity for rest and recuperation; here the overworked may speedily regain renewed vigor and mental activity.

Not infrequently those seeking health, rest and renewed vigor travel long distances and spend sums of money altogether out of proportion to the benefits received, but here, within easy reach is an elysium where they

may at moderate cost benefit to a greater degree than at any resort to which they might travel. Surf bathing, boating, shooting, angling and other forms of recreation of the best kind are available in ample supply. For those who may prefer the later months when the shadows grow longer and the maple leaves assume their autumnal tints will be found attractions equally as agreeable. I am inclined to believe that if my good friend, the Minister of Finance, Sir Henry Drayton, would again visit our province at this particular season and avail himself of the opportunity afforded to investigate the succulent bivalve, his heart would soften and he might be disposed to loosen the federal purse strings and place at the disposal of the Minister of Railways, the money necessary to carry out the transportation improvements for which I earnestly plead.

If the Government could issue bonds to the people of Prince Edward Island to raise the necessary money from them, I am sure, in twenty-four hours, they will get all that is necessary to carry out this improvement.

Hon. Mr. REID, Minister of Railways: Now I wish to refer to what the hon. member from Prince Edward Island has said with regard to the closing of Bear River Station, the daily service on that line being changed, and one part of the line being served with a tri-weekly service, instead of a daily service, as those are matters of operation I shall bring them to the attention of the management immediately, with the request that they look into the matter and, if possible, reconsider the action that has been taken or is about to be taken.

A Practical Method

"Buy-in-Canada" is a slogan with a theory behind it that most Canadians would like to practise, particularly in the present condition of exchange. Campaigns to promote the popularity of made-in-Canada goods seem never to have accomplished very much. People were convinced that using Canadian goods was desirable, but when it came to actual purchasing they often found, or thought they did, that United States articles had some advantage over Canadian.

The most practical scheme so far devised is that proposed by Mrs. J. C. Sears of Ottawa, at the National Council of Women meeting in Calgary. The idea is to establish a women's national bureau of information which will be a link between the Canadian manufacturer and the ultimate buyer. A federal board would be established at Ottawa, with other boards in every province. These would answer inquiries and co-operate with the manufacturer in finding out what fault there is in his product that leads shoppers to buy an article made in the United States. Information about Canadian goods will be gathered and used, and disseminated among the 450,000 who are affiliated in the National Council.

It sounds like a practical made-in-Canada campaign, and the women are tackling the right end of the problem. So long as an American-made article is better in any way there are people who will buy it in preference to the Canadian, notwithstanding the duty and exchange they have to pay, or the desirability of assisting Canadian industry. It is only natural that they should, and the wonder is that more manufacturers have not profited from an experience that has been general. The board proposes to see that goods are marked, and will make an effort to have Canadian made articles brought up to a high standard of excellence. By this means they hope to compete successfully with American trade in this country.

Such a practical method of encouraging home industries will undoubtedly gain strong support. The proposal has the endorsement of Sir Henry Drayton, because of the imperative need for the reduction in our unfavorable balance of trade, and by the Canadian Manufacturers' Association, and the leading business men for obvious reasons.—Ottawa Journal.

A Harding "League of Nations"

There are increasing signs in Washington that the Harding Administration is incubating something in the way of a substitute proposal for the League of Nations. "Candidate" Harding, promised the Republican "League" that he would; and President Harding seems minded now that he has got settled in his seat—to remember his pledge. Moreover, he and his active Secretary of State, Mr. Hughes, are finding it a decided disadvantage to be left outside the door every time the Supreme Council or League Powers reaches a pregnant conclusion touching a matter of world importance. Nor is it much of a comfort to them to have an "observer" present to report officially on what other nations do in affairs which seriously affect American interests.

Present, but neither speaking nor voting is hardly a position which suits American character. If the new Administration will have nothing to do with the League of Nations or the Supreme Council, it is obvious that it must set up an International Council of its own if it is not to be perpetually in the position of protesting with more or less futility against a "fait accompli." It is true that the American protest frequently holds up action. But it does not as a rule change the decision in the sense Washington desires.

There is the amour propre of the members of the Supreme Council or the League to be considered; and there is the fact that the protested decision is usually the result of compromise after the most careful consideration of a lot of forces playing upon the subject. If the Americans had been present, they could have pooled their "force" with the others and possibly deflected the compromise; but it is a much more difficult—not to say delicate—business to re-make an agreed-upon compromise because an outsider, however potent, has thrust a hand-spiky into it. All that is likely to result is a postponement of its application.

There is not the smallest doubt that if the American Government desire a new League or Council "made in America," the other nations will willingly co-operate. They may not even pause to point out that the League they did set up with such pains and misgivings was "made in America." If the American President had not insisted upon this League, it would never have been created in the face of French suspicion and hostility—to say nothing of the indifference of Italy and the lukewarmness of an influential section of British official opinion. But the American people, having banned and damned Wilson and all his works, naturally will have nothing to do with his League. And we should remember that if President Harding were to decide that this attitude implied complete American isolation from all Old World problems, he would infallibly be supported by his people. If, on the other hand, President Harding and

Secretary Hughes decide that it is their patriotic duty to give the American nation a lead in the direction of sharing in the government of the world, Old and New, they will be swimming against—possibly not a settled current of opinion but certainly against a vast and contented inertia which does not want to be bothered about Europe, except in the way of charity and trade.

Still the Harding Administration can lead the United States into far closer and more responsible relations with the Parliament of Man—by whatever name it may be called—than now exist. Intelligent and informed Americans know that their country has very real interests at stake in a hundred foreign fields. The Standard Oil sees it that their Government keeps a close eye on the disposition of the various oil deposits; but there is no such power as the Standard Oil to prod up the politicians in many another field of equal importance. If the Administration take up all these other problems with a similar vigor and vigilance, they will be giving their nation the sort of far-sighted and statesmanlike service which it is the highest duty of a Government to give.

Canada for her part can hasten to make it very clear that she welcomes the United States back into the international field. In many respects our interests are identical. American co-operation within the world councils will be of untold help to British policy, even where it enables what may be termed the democratic influence in the British family to draw the policy of our Empire nearer to the line of a broad humanitarianism. There is far too much narrow and even acerbated nationalism in the Old World. The calling in of America—in which term we include Canada—will help redress that ominous balance to the vast benefit of the human race.—Montreal Star.

Lenine Turns To Capital

The expensive toy balloon of communism is fast collapsing in Russia. The admission lately made by leaders of the Government organization leave little wind in it. Krassin, the Soviet trade representative, is now acknowledging that communism was never accepted by the principal element in Russia, the peasantry, and that it is being abandoned where it was accepted. They never have been and they never will become communists. Krassin says of the peasants: "That much has been known before but not acknowledged by the Soviet leaders. The Russian peasants alone have not had food and clothing in anything like adequate quantities since Lenine and Trotsky went to Petrograd, and they have been so much opposed in regarding these possessions in the communist spirit that they have fought and killed soldiers of the Red army who attempted to seize it for the common cause. The cities where communism flourished, such nations as have been afforded them by purchases of gold, Lenine and Trotsky began the regime of communism by putting down capitalism. The result has been that Russia has had nothing but gold to exchange for goods required for her people. The peasants produced only for themselves. The factories failed under the management of the workmen. Even such raw materials as could be got ready for export could not be sent abroad because of the failure of the transportation system. So, as Krassin says, Soviet Russia up to the present has paid for everything in gold. But that cannot go on forever. "Our gold must come to an end," he says. "There therefore remains only the granting of concessions." In other words, the Soviet turns back to the reviled capitalists. It has to be if any but those who have never ceased to be capitalists, the peasants, are to live. Communism bears the end of its slender resources.

William Morris, San Francisco, aviator, planned to hop off in an aeroplane from Redwood City, south of San Francisco, on the 16th, for New York. He was to be accompanied by Mrs. Morris and a mechanic, and hoped to reach New York in about ten days.

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 15th July, 1921, for the conveyance or His Majesty's Mails on a proposed Contract for four years, six times per week, on the route, Bonshaw Rural Mail Route No. 2, from the 1st October, 1921, next. Printed notices containing further information as to conditions of proposed Contract may be seen on blank forms of Tender may be obtained at the Post Office of Bonshaw, and at the office of the Post Office Inspector.

JOHN F. WHEAR, Post Office Inspector, Post Office Inspector's Office, Charlottetown, May 28, 1921. June 1, 1921—31

Dominion of Canada PROVINCE OF Prince Edward Island In the Probate Court, 12th George V. A. D. 1921. In Re Estate of John C. Morrissey, late of Earncliffe, in Queen's County in the said Province, deceased, testate. By the Honourable A. Bannerman Warburton, Surrogate Judge of Probate, &c., &c. To the Sheriff of the County of Queen's County or any Constable or literate person within said County. GREETING: Whereas upon reading the petition on file of Reverend Peter D. McGuigan, of Vernon River, Priest, and Patrick Morrissey, of Orwell, in Queen's County aforesaid, Farmer, the Executors of the above-named Estate, praying that a citation may be issued for the purpose hereinafter set forth: You are therefore hereby required to cite all persons interested in the said Estate to be and appear before me at a Probate Court to be held in the County of Charlottetown, in Queen's County in the said Province, on Monday, the Twenty-seventh day of June next, coming, at the hour of eleven o'clock, forenoon of the same day, to show cause, if any they can, why the Accounts of the said Estate should not be passed and the Estate closed, as prayed for in the said petition; and on motion of John S. MacDonald, Esq., Proctor for said petitioner.

And I do hereby order that a true copy hereof be forthwith published in some Newspaper published in Charlottetown, in Queen's County aforesaid, once in each week for at least four consecutive weeks, from the date hereof, and that a true copy hereof be now forthwith posted in the following public places, respectively, namely: In the Hall of the Court House in Charlottetown aforesaid; at or near Crabbie's Corner, and at the City Weigh Scales in Charlottetown, so that all persons interested in the said Estate as aforesaid may have due notice thereof. Given under my Hand and the Seal of the said Court [L.S.] this Twenty-first day of May, A. D. 1921, and in the Twelfth year of His Majesty's reign. (Sgd.) A. B. WARBURTON, Judge of Probate, May 25, 1921—41

W. J. P. McMILLAN, M.D. Physician and Surgeon Office and Residence: 105 Kent Street CHARLOTTETOWN - P. E. I.

McKinnon & McLean Barristers, Attorneys-at-Law CHARLOTTETOWN, P. E. I.

MONEY LOAN. DEPARTMENT OF CUSTOMS AND INLAND REVENUE. EXCISE TAX LICENSES Retailers, Jewellers, Manufacturers and Sales Tax Licenses as required under the Amendment to the Special War Revenue Act, 1915, are ready for issue, and application forms may be had from the undersigned. Firms not in possession of License on the 15th November, 1920, will be subject to penalty as provided in the Act.

PENALTY For neglect or refusal to take out a License shall be a sum not exceeding ONE THOUSAND DOLLARS. F. J. CASEY, Collector of Inland Revenue for Charlottetown.

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