

The Herald

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At The Federal Capital

The week ending April 3rd was extremely quiet in Parliament. As a matter of fact, the House of Commons sat only three days, Monday, Tuesday and Wednesday, and then adjourned over the Easter vacation, until Tuesday, April 6th. As Monday and Wednesday are private members' days, there was but one day for Government business during the week, that is to say, Tuesday. On Monday, March 29th, a few of the resolutions in the name of private members were discussed. One of these which evoked a good deal of debate was the matter of educating and Canadianizing the alien immigrants to our country. Various theories were advanced and some very excellent ideas were presented, which might well be incorporated in future regulations dealing with immigrants coming to Canada from foreign countries. As is usual in these discussions, either the resolution is withdrawn at the end of the debate or the debate is adjourned to some future period. Not infrequently when the debates are adjourned they are not reached again during the same session, as they go to the bottom of the order paper, and when the government business, towards the end of the session, takes precedence over everything else, the debates on these resolutions are liable to remain unfinished, but at the same time some excellent ideas are advanced, which are embodied in Hansard, and are available at any time thereafter in considering plans and regulations bearing on any of these particular subjects. Another resolution had reference to Canada's Fisheries. Considerable discussion on this subject was participated in, but it too was adjourned over, and it is doubtful if we shall hear of it again for this session.

On Tuesday, March 30th, the most important matter presented for the consideration of the House of Commons was the annual statement of the Minister of Railways, relative to the financial operations of the government roads during the past year. Of course, it may be readily understood that the operation of the Canadian National Railways at the present time is a tremendously onerous undertaking, and when the arbitration relative to the Grand Trunk acquisition is completed and the Government assumes full control of that system, the management of the National Railways of Canada will be a very important and strenuous affair. Canada will have, after the Grand Trunk has been taken over, something like 22,000 miles of railway, the greatest national railway system, probably, of any country in the world. As our readers already know, the Government of Canada did not arrive at the decision of operating such a tremendous volume of railway business altogether of its own volition. As has been stated over and over again, the Government has been forced to take a great number of these roads as the lesser of two evils. The extravagant and extremely foolish railway operations of previous governments of Canada left this question in such a tremendously unsatisfactory condition, that it remained for the

present Government to assume full control of all these railways or allow them to go under the hammer, with the result that hundreds of millions of dollars of public money, advanced from time to time by the Government, would have been absolutely lost. At present the business does not pay, and a very large deficit was created on the operations of last year, but, at the same time, there is good reason to believe that when the Grand Trunk has been taken over and incorporated in the National Railway system, very great savings can be effected by removing a great deal of overlapping and duplication of terminals, etc., here and there. When everything is consolidated and running on proper business principles, and all unnecessary overlapping and duplication are eliminated it is quite reasonable to expect that in a very short time the National Railway System of Canada will be paying its way. It is unnecessary to go into much further discussion of this question at the present time, and it is only a short time since the whole business was fully threshed out in Parliament. During the autumn session of last year it was discussed from every possible point of view. After a brief discussion on the motion of the Minister of Railways, the House went into committee of supply on his estimates. After some debate in committee, progress was reported.

During the evening sitting of the House on Tuesday the Hon. Mr. Ballantyne's estimate of twenty million dollars for the Canadian Merchant Marine was further considered in committee of the whole, when a good deal of discussion took place from both sides of the House. The opposition in their attitude towards this matter did not at all show up to good advantage, and did not manifest any very patriotic spirit. Their criticism was of a carping and undignified and unworthy character. Evidently their whole idea in holding up the appropriation was simply for purposes of delay. Towards the end of the discussion the leader of the opposition placed himself in rather a silly light by making a demand that the Government should declare by what means the money was to be secured for this appropriation. As is well known, the ways and means by which a government is to raise the necessary money to conduct the public business is not disclosed until the Finance Minister makes his budget speech. Therefore, the request of the leader of the opposition manifested one of two things: either that he was not sufficiently conversant with the procedure in all British Parliaments relative to the supplying of money for public business, or he desired to place himself on record as quite willing to delay the business of Parliament in order to secure for himself perhaps a little glory. Of course, were he to persevere in such an attitude as that, he would soon find out that the Government possesses ample resources by which they could forego all their business through regardless of any attempt of the opposition to block any item. Mr. Deputy Speaker declared the leader of the opposition altogether out of order, and Hon. Mr. Rowell, who was leading the House at the time, very quietly intimated to him that they were not going to take lightly any intimidation from the opposition. This seemed to have a very sedative effect on the leader of the opposition, and he immediately collapsed. The item then went through.

After the House adjourned on Wednesday evening for the Easter holidays, there was a regular begira of members, east and west, for their homes. Nobody was left except a few members from

the extreme east and extreme west to maintain the continuity of parliamentary session from adjournment to re-assembling. British Columbia and Prince Edward Island did their big share in holding the fort, and sustaining parliamentary continuity during the whole of the Easter recess. It must be said that after the members in such great numbers had departed, it was lonely in the great parliamentary building. Despite whatever disposition any one might have of carrying on work of one kind or another, this spirit of loneliness unwittingly crept upon him, and the few who remained were extremely pleased to welcome back the members who had gone to their homes for their Easter vacation.

The weather which had been moderately fine during some days of the week assumed a very wintry attitude later on, and for the first days of April, and up to the 7th, the atmosphere was extremely cold, and generally of a very disagreeable kind, heavy surries of snow now and then, changing into sleet and rain, and on the whole most disagreeable weather conditions prevailed for several days. Notwithstanding all this, the ice, of course, is moving away and there is a strong disposition on the part of the grass to spring up wherever there is any opportunity at all. It is hoped that in a short time we shall have spring weather.

Three by-elections for the House of Commons were due for Wednesday, April 7th. In one case there was an acclamation. The consequence was that there was no polling in Kamour County, Quebec, which had been rendered vacant by the resignation of Ernest Lapointe, who now sits for Quebec East. The vacancy in St. James, Montreal, was created by the death of another Mr. Lapointe, who was, of course, a liberal. There was also in the riding of Temiskaming in Ontario, rendered vacant by the death of Hon. Mr. Cochrane. In the St. James division the contest was between a liberal and a labour candidate; no unionist candidate nominated. The liberal was elected by a large majority. In Temiskaming there was a three cornered fight. There was a unionist, a liberal and a labour candidate. The labor man won, the unionist candidate was second on the list, and the liberal was the lowest of the three, when the votes were counted. The net result of the three elections is the loss of one seat to the Government, but the liberals have not added to their number. They held Kamouraska and Montreal before these elections, and in Temiskaming their candidate defeated and the laborite is elected; so that summing up they have nothing to boast of. Of course, it is to be regretted that the government supporter was defeated in Temiskaming. This is a large scattered constituency embracing a tremendous number of miners and other operatives, and it was not unnatural that the labor party should make a big fight and be successful. This will afford our readers a correct estimate of these three by-elections, as it is not at all impossible an endeavor may be made to draw improper conclusions from the general result.

Charlottetown's firemen were called out twice Sunday afternoon. The first alarm was rung in at about 2:30 o'clock for a fire on the roof at the residence of Mr. J. A. Webster, Fitzroy Street. The blaze was quickly controlled by the chemical extinguisher and not much damage was done. The second alarm was for a fire at the music studio of Professor Maroun in the New Somerset Block. A hole was burnt in the floor and some of the furnishings were destroyed, the estimate of the damage being about \$100.

It is expected that the S.S. Harland will be ready to take up her season's work the first of next week, and she will be a welcome visitor at her various ports of call. British sterling fought its way back above four dollars on the 6th. And John Bull has only just started to recapture the world's trade which he lost while attending to the little matter of Kaiser Bill. Reports from the North side are to the effect that the gulf ice has been, in large part, driven out into the ocean by the westerly breezes of last week. If the reports are true, the work and business of spring will soon begin. In the Charlottetown market yesterday butter was quoted at 68 cents per pound, eggs 45 cents per dozen, hay \$1.25 per cwt., hides 20 to 25 cents, and calf skins 40 to 50 cents. Buyers are paying 23 cents for dressed hogs, best weights. Thousands of German helmets, captured in the last months of the war, are being ground into paving material for English roads, the crushing being done with army tanks. This a beating of spears into pruning hooks with a vengeance. Robert Munn, the oldest active printer in Toronto, was presented with a purse of money on the 5th inst., on the occasion of his retirement from The Mail and Empire, after forty-eight years service on that paper. The Mail and Empire has given Mr. Munn a generous pension.

Local and Other Items

Subscribers Admonished. As we have not of late made any specific reference to the payment of Subscriptions, we should be exceedingly pleased if our friends would give this matter practical consideration at this particular season.

One thousand men were placed on Saskatchewan farms last week by the Government labor offices and applications filed are on hand for another thousand.

We direct special attention to the advertisement, in this issue, of the C. M. B. A. of Canada. Young people seeking life insurance, will find it to their advantage to patronize this Association.

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The heavy wind of the night of the 3rd inst. levelled the entire southern portion of the high brick walls surrounding the jail at Woodstock, Ont. The wall is a solid structure of brick, 10 feet high and eight inches thick, but the wind was so powerful that it levelled it completely.

The first steamer to enter Charlottetown harbor this season arrived here Monday evening. It was the little steamer Guido from Quebec, bound for Pictou, from which place she will run to the Magdaliens. In coming down she lost a couple of blades from her propeller by drift ice.

The St. Lawrence river will probably be opened from Montreal to the sea by the 19th of this month, according to the Marine Department. This is about the same date as the opening of navigation from Montreal last year. Apparently the severity of the past winter will not result in any delay in the opening of navigation.

The seal fishery to date is practically blank. The total catch reported on the 3rd inst. did not exceed twenty thousand. The steamship, Seal, which arrived yesterday morning with two propeller blades broken, had only 36 white coats aboard. The indications are that this season will be the worst in the long history of Newfoundland sealing ventures.

Since the signing of the armistice, 275,000 emigrants have left the United States, taking with them savings estimated conservatively at \$2,000 for each emigrant, according to a statement issued by the Inter-Racial Council. When passport regulations and transportation conditions permit, it is believed 1,125,000 more will leave.

Catholic Mutual Benefit Association OF CANADA
An Exclusively Catholic and Canadian Fraternal Insurance Company for Men and Women
Incorporated by Act of Dominion Parliament.
Adequate Rates, Whole Life and Twenty and Thirty Years Assessment Policies.
Over Eight Million Dollars Paid to the Families of Deceased Members
For further information address
J. E. H. HOWISON, Grand Secretary, Kingston, Ont.
April 14, 1920—1y

Boots By Mail
Sizes 2 1-2 & 3
\$1.98
Postage 10c. Extra
We have about seventy pairs, all high-grade Boots, suitable for women and girls with small feet
Sale Price \$1.98
Also a few Oxfords and Pumps. Sizes 2 1/2 and 3 \$1.98
Men's Rubbers, Sizes 9, 10, 11 75 Cents
Women's Rubbers, Sizes 2 1/2 to 7. 75 Cents
ALLEY & CO. Ltd
185 QUEEN ST., CHARLOTTETOWN.

Advertise in The Herald

Do not forget to file your Income Tax Return on or before the 30th of April, 1920.
ALL persons residing in Canada, employed in Canada, or carrying on business in Canada, are liable to a tax on income, as follows:—
1. Every unmarried person, or widow, or widower, without dependants as defined by the Act, who during the calendar year 1919 received or earned \$1,000 or more.
2. All other individuals who during the calendar year 1919 received or earned \$2,000 or more.
3. Every corporation and joint stock company whose profits exceeded \$2,000 during the fiscal year ended in 1919.
Forms to be used in filing returns on or before the 30th of April, 1920.
ALL INDIVIDUALS other than farmers and ranchers must use Form T 1.
FARMERS and RANCHERS must use Form T 1A.
CORPORATIONS and joint stock companies must use Form T 2.
Penalty
Every person required to make a return, who fails to do so within the time limit, shall be subject to a penalty of Twenty-five per centum of the amount of the tax payable.
Any person, whether taxable, or otherwise, who fails to make a return or provide information duly required according to the provision of the Act, shall be liable on summary conviction to a penalty of \$100 for each day during which the default continues. Also any person making a false statement in any return or in any information required by the Minister, shall be liable, on summary conviction, to a penalty not exceeding \$10,000, or to six months' imprisonment or to both fine and imprisonment.
General Instructions.
Obtain Forms from the Inspectors or Assistant Inspectors of Taxation or from Postmasters.
Read carefully all instructions on Form before filling it in.
Prepay postage on letters and documents forwarded by mail to Inspectors of Taxation.
Make your returns promptly and avoid penalties.
Address INSPECTOR OF TAXATION, HALIFAX, N.S.
R. W. BREADNER, Commissioner of Taxation.

IN CHANCERY
Before the Vice-Chancellor.
No. C. 1400.
Hugh McIsaac, Jr., Complainant
AND
Margaret E. McKinnon, Mary McIsaac & others, Defendants
Pursuant to a Decreeal Order made in the above cause on the 17th day of March, A. D. 1920, by His Honour the Vice-Chancellor, I will set up and sell by Public Auction on the premises, on Tuesday, the 4th day of May, A. D. 1920, at 12 o'clock noon All that tract of land situate at Gosse River, Township Number Forty-two in King's County, bounded as follows:—Commencing on the shore of the Gulf of St. Lawrence at the Northwest angle of land formerly in possession of Michael McDonald, now in possession of Eneas McDonald, and running thence South three degrees and forty-five minutes East one hundred chains, thence South eighty-six degrees and fifteen minutes West five chains, thence North three degrees and forty-five minutes West one hundred chains to the shore of the Gulf of St. Lawrence, and thence Eastwardly along said shore five chains to the place of commencement, containing Fifty acres of land, a little more or less.
The lands will be sold free from incumbrances.
The Sale will be confirmed by the Court of Chancery without expense to the purchaser.
CONDITIONS AT SALE.
And I do hereby give Public Notice to all creditors of the late Hugh McIsaac, Senior, or parties claiming any interest in the Estate to come in before me, at the "Bayview" Hotel, St. Peters, on the said Tuesday, the 4th day of May, A. D. 1920, at the hour of nine o'clock, a. m., and prove their claims, otherwise to be excluded from any benefit of the said Order, and be barred from and against any claim against the Estate in the administration thereof.
Dated this 7th day of April, A. D. 1920.
A. E. WARBURTON, Master in Chancery.
A. F. McQUAID, Esq., Solicitor.
April 7, 1920—4i

McLean & McKinnon
Barristers, Attorneys-at-Law
CHARLOTTETOWN, P.E.I.
MONEY TO LOAN.
J. D. STEWART
Barrister, Solicitor and Notary Public.
OFFICE:
NEWSON BLOCK
Charlottetown
Branch Office, Georgetown.

McLEOD & BENTLEY
Barristers, Attorneys and Solicitors
MONEY TO LOAN
Offices—Bank of Nova Scotia Chambers.
W. J. P. McMILLAN, M.D.
Physician and Surgeon
Office and Residence:
105 Kent Street
CHARLOTTETOWN, P.E.I.
Legislative Assembly.
Prince Edward Island.
Rules Relating to Private Bills.
36 All petitions for Private Bills must be presented within fourteen days after the commencement of the session exclusive of adjournment.
37 No Private Bill shall be brought into the House, but upon a petition first presented, truly stating the case at the peril of the suitors for such Bill, and such petition must be signed by the said parties.
38 A committee shall be appointed at the commencement of every Session consisting of five members of whom three shall be a quorum, to be nominated, The Private Bills Committee to whom shall be referred every Private Bill, and no proceedings after the first reading shall be had upon such Bill until such Committee has reported thereon to the House.
39 So soon as the Committee has reported any Bill, such Bill together with any amendments that may be suggested by the Committee, shall be printed at the expense of the parties who are suitors for such Bill and printed copies thereof delivered to the members before the second reading if deemed necessary by the Committee.
40 No Bill for the particular interest of any person or persons, Corporation or Corporations or body or bodies of people shall be read a second time until all fees be paid for the same into the hands of the Clerk of the House.
41 No Bill having for its object the vesting in or conferring upon any person or persons, Municipality or Body corporate the title to any tract of land shall be received or read in the House unless at least four weeks notice containing a full description of the land in question has been published in the Royal Gazette and one other newspaper in this Province of the intention of such person or persons Municipality or body Corporate to apply for such Bill.
H. E. DAWSON,
Clerk Legislative Assembly

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 21st May, 1920, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week, on the route Montague Rural Mail Route, No. 5, from the Postmaster General's pleasure.
Printed notices containing further information as to conditions of proposed Contract may be obtained at the Post Office of Montague, and at the office of the Post Office Inspector.
JOHN F. WHEAR,
Post Office Inspector.
Post Office Inspector's Office,
Charlottetown, 10th April, 1920.
April 14, 1920—3i

Canadian National Railways.

Change in Time Table
Commencing Wednesday, 31st inst., two trains daily, Sunday excepted, will run each way between Summerside and Tignish.
The tri-weekly trains will be withdrawn, and the trains to replace them will run daily, Sunday excepted, as follows:
Leave Tignish 8.15 a.m., arrive Summerside 1.35 p.m. Leave Summerside 12 noon, arrive Tignish 5.20 p.m. All other trains will run as at present.
See time table advertisement in today's paper.
District Passenger Agent's Office,
March 29th, 1920.
March 31, 1920—3i

D. C. McLeod | W.K. Bentley, K.C.
McLEOD & BENTLEY
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