

The Herald

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At The Federal Capital

The event of greatest interest, so far as the union government and parliament are concerned, took place on Thursday, June 26, when a most important and very largely attended caucus of the members of parliament, in the Senate and House of Commons, in sympathy with the government, assembled in the great railway committee room in the House of Commons. This was the first occasion on which the Prime Minister, Sir Robert Borden, had an opportunity of meeting the supporters of the government during the present session, as he was absent until very recently, and since his return had been extremely busy with important matters of state. He was accorded a grand ovation when he entered the hall. He delivered a very important address to those assembled, and briefly reviewed what had taken place since the formation of the union government in 1917. He then said the time had now arrived to take another step: either the government and the party must now consolidate themselves on the lines they have been pursuing, or break up and revert again to former party allegiances. So far as he himself was concerned, he candidly told those assembled into his confidence and declared that he would be very much pleased to be relieved of the responsibility of leading the government. He would be willing to retire from the government or, if they preferred, he would be quite satisfied to retire from the premiership and serve in any other capacity. The idea of Sir Robert retiring from the premiership, or in any other way disassociating himself from the leadership of the government, met with absolute and positive disapprobation by the immense audience in attendance. It was at once proposed that the union party continue and that Sir Robert Borden, the Prime Minister, be here and now given full authority to organize and consolidate the government and do what to him seems most advantageous for the good of the country. It is proper here to state, that Sir Robert Borden in his statement made the emphatic declaration that what he was concerned about was not party names or party affiliations, but the best interests of Canada. The wishes of the members of the caucus were at once put into concrete form by a resolution embodying the propositions we have just above alluded to, and submitted to the meeting. There was a most spontaneous and enthusiastic adoption of this resolution. The members of the caucus rose to their feet in a body, and placed their seal of approbation upon the proposition that the Prime Minister should, according to his pleasure and as opportunity would afford him, proceed to the organization and consolidation of the unionist government and party. It was not decided what the name should be, that too, was left to the Prime Minister, but it is almost certain that so far as the government supporters in parliament are concerned the old name—conservative—will disappear, and it is very likely the government supporters in future will be known as unionists, as

they are at the present time. Addresses warmly and strongly supporting what had been done were delivered by Hon. Mr. Ballantyne, Hon. Mr. Rowell and some others. It should be said that the resolution was not quite unanimously adopted. There were about four, of those who had opposed the government tariff policy, who did not rise when the vote was taken. They were all; so the resolution was carried practically unanimously. Thus it will be seen that what was foreshadowed in this correspondence a week ago, namely, the organization and consolidation of the unionist party, has now taken practical shape, and in a brief space will be accomplished fact.

During the week ending Saturday the 28th, some matters of very considerable importance to Prince Edward Island, as well as to other parts of Canada, were discussed in the House of Commons, and the attitude assumed towards these questions by one of the representatives from Prince Edward Island is briefly presented below.

TECHNICAL EDUCATION.

(Hansard June 20, 1919)
Mr. McIsaac: If I apprehend the matter correctly the same principle is involved in this legislation as was embodied in the law by which special grants are made by the Dominion Government for the purpose of promoting agriculture in the several provinces, and also in the Bill still before the House providing for Dominion assistance towards the construction of highways. Under the present Bill the provinces will contribute money equally with the Dominion, and that before any agreement can be entered into between the Federal and provincial authorities. It may be said, why not give this money as an additional subsidy to the provinces and not have any limitations such as are here provided. As I understand the proposition it is experimental in this way: the grant is limited to a period of ten years in the first place, doubtless with the idea of seeing how the matter will work out. At the end of that time it may be possible to provide new conditions and new arrangements, but in the meantime it does seem reasonable that while the federal and provincial authorities are equally to make grants there should be an agreement entered into as to what the nature of the technical education "should" be. The hon. gentleman (Mr. Bureau) does not seem to entertain any distrust of the Provincial Governments; he is fully convinced they will carry out their part of the agreement, he is willing to trust them through thick and thin. Why should he not have equal confidence in the Federal Government or in the federal minister who will be empowered to enter into this arrangement? His confidence seems to be a little one-sided. The spirit of generosity and confidence which he expresses ought to be extended to the Dominion Government as well. Of course, if a Provincial Government is unwilling to enter into an agreement with the Federal Government, I suppose there is no obligation on their part to accept the money; they can appropriate money from their own revenues for the purpose if they choose. In any case the arrangement is only tentative, as I understand, and would apply only to a period of ten years in order that it shall be seen how the arrangement will work out. That is the way the situation presents itself to me. To my mind, the proposed legislation does not offer any insuperable difficulty. As to the suggestion of the hon. gentleman (Mr. Fielding) that the governor in Council might be a court of last

appeal, so to speak, in case any disputes should arise between the Federal Government and any Provincial Government, that might be well. The proposition in its present form does not seem to me to afford any reason for objecting to an agreement with any Provincial Government, or any one really desirous that the experiment of introducing and advancing technical education in his province should be tried.

(Hansard June 23)
Mr. McIsaac: I think it will readily be appreciated by hon. gentlemen that if this grant were apportioned strictly on a per capita basis the provinces with a small population would be handicapped and subjected to injustice. Under the Agricultural Instruction Act there was a flat rate in the first place, and afterwards the balance of the money was distributed on a per capita basis. The larger provinces do not suffer to any extent by having this flat rate granted in the beginning, because the amount thus paid out is only a small proportion of the entire grant, and with their large populations they are at an advantage in any event. But the smaller provinces which small populations suffer a great disadvantage if the grant is apportioned on a purely per capita basis, for they would receive a very small percentage of it by reason of the meagreness of their populations. I sincerely trust that the minister will see his way clear to adopt the same method in distributing this grant as was followed in the case of the agricultural grant. My own province is the smallest in the Dominion, with a small population, but according to area, I am pleased to say, it is the most thickly populated of all the provinces. Besides its smallness it has this further handicap: There are provinces that "hid" a small territory but were enabled to enlarge them from the lands that lay around, but in our case unfortunately, we cannot hope for any addition of that kind because we are an island. Therefore, I hope the minister will so arrange it that a portion of the grant will in the first place be given equally to all provinces, after which the balance can be distributed according to population. That will be an advantage to the smaller provinces while it cannot prejudice the case of the larger provinces, because those with a population of a million or two or more, will be in an advantageous position in any case.

(Hansard June 27, 1919)
Mr. Calder, Mr. Chairman, there are two sections of this Bill standing—section 4 and section 8. Subsection 2 of section 4 provides for the scheme of distribution of these grants to the provinces. I beg to move:

That subsection 2 be struck out and that the following be inserted in its place:

(2) Such sums, subject to the conditions of this Act, shall be paid quarterly as grants to the Governments of the several provinces as follows:

(a) The sum of \$10,000 shall be paid in each year to the Government of each province.

(b) The remainder of the appropriation for each year shall be allotted and paid to the Governments of the respective provinces in proportion to the population of the said provinces respectively as determined by the last federal decennial census. It will be remembered that when the Bill was last before Committee it was suggested that there should first be made a grant to all of the provinces. That principle is embodied in our Agricultural Instruction Act, and also in the highways resolution now before the House. Upon consideration the Government came to the conclusion that

in connection with the work of technical education the grant should not exceed \$10,000. Hence this amendment.

HIGHWAYS IMPROVEMENT GRANT.

(Hansard June 23, 1919)
Mr. McIsaac: It is quite plain that this is not an undertaking on the part of the Federal Government to build roads in the provinces; it is a contribution from the Federal Treasury to assist the Provincial Governments in the building and improvement of highways. Of whatever amount may be spent, the treasury of each province will be obliged to furnish sixty per cent and the Federal Government will aid them to the extent of providing the remaining forty per cent of the cost. It has been hinted that the intention is to build a great trunk highway across the continent for automobile traffic, and so on. Well, if that were true—but it is not—certainly my province could not participate, because there would be a missing link in the highway owing to the fact that there is quite a stretch of water between Prince Edward Island and the mainland of Canada. So that, so far as our province is concerned, such a proposal would have no effect. An hon. Member: How about a tunnel? Mr. McIsaac: Well, a tunnel is not a highway. Mr. Bureau: You have a ferry. Mr. McIsaac: We have a ferry, but even with the ferry we could not have a continuous highway from ocean to ocean. An hon. Member: You could use aeroplanes. Mr. McIsaac: Well, that would not be a highway either, that would be flying in the air. The Government of the province from which I come are satisfied to enter into an arrangement with the Federal Government under which, as is provided in this proposition, they shall receive forty per cent of the money that they spent upon their highways and upon the improvement of their roads. They wish to improve the trunk roads leading to important centres; they desire to build or improve roads connecting the villages and towns, so that the farmers may have the advantage of good roads over which to haul their products. Certainly this is a proper and laudable arrangement in a matter of road-making. I am quite prepared to support this resolution, in order that the province from which I come may have the benefit of obtaining, from the Federal Government, that percentage of the expenditure upon roads which the Government are prepared to assume.

R. 34 Arrives Safe

Minola, N.Y., July 7.—Britain's Super Dirigible, R. 34, the first lighter than air machine to cross the Atlantic Ocean, anchored here at the Roosevelt Flying Field, at 8.54 a.m. yesterday (1.54 p.m. Greenwich meridian) after an aerial voyage of 108 hours and 12 minutes which covered 3,130 knots or approximately 3,600 land miles. When the Super Zeppelin arrived here she had enough petrol left to keep her flying for ninety minutes longer. Her crew almost sleepless for four hours and a half days, were weary almost to the point of exhaustion, but happy at the ending of their Epoch making trip.

Local and Other Items

Mr. James McIsaac, M. P., has returned from Ottawa.

The London Board of Trade announced that the evidence given secretly at the inquiry into the sinking of the Lusitania will be published.

The supplementary estimates, tabled in the House of Commons on Thursday, contain an appropriation of \$27,000 for a boat harbor at North Lake, King's County, P. E. I.

It is reported from Ottawa that Hon. A. K. McLean, acting Minister of Trade and Commerce, leaves for England shortly on business connected with Canada's trade overseas.

Forest fires are raging in the vicinity of Calgary, and doing much damage. Armies of men are out trying to check the onward march of the conflagration; but despite every effort the fire fiend is sweeping onward.

Statistics show that Japan in 1916 exported tea to Canada to the extent of yen 2,865,157, as compared with yen 1,967,931 in 1917. Japan sent over yen 19,000,000 worth of tea to the United States, but Canada was her second best customer.

Of 50,000 Jews serving in the British army during the recent war, five were awarded the coveted Victoria Cross for distinguished bravery in action, 100 the Distinguished Conduct Medal, and 250 the Military Medal, in addition to many decorations won by Jewish officers.

Mrs. W. H. Scott has received word by telegram from the C. P. R. Co. at Vancouver, that the body of her brother, Mr. James Flanagan, who was drowned when the S.S. Sophia sank en route from the Yukon to Vancouver, has just been recovered and is being forwarded here by express.

The annual retreat of the Catholic clergy of this diocese began last evening at St. Dunstan's University. About forty-five priests are in attendance. The preacher for the retreat is Rev. Father Lyons, S. J., President of the Boston Jesuit College. The retreat will last one week.

Near St. Stephen, New Brunswick, on Tuesday morning, 8th inst., a C. P. R. train crashed into an automobile, demolishing it. The occupant of the auto, William Stearin, was thrown from the car, sustaining two broken legs and other injuries. He was taken to a hospital in a most serious condition.

It is expected that the peace procession in London on July 19 will be the greatest in the history of that city. It will be seven miles long, and from the arranged route two million people will be able, from buildings and the streets, to see it pass, as compared with 700,000 who saw King George's coronation parade.

A coin of the reign of George II, dated 1730, was found by a cottager while splitting up an old tree trunk near Burnham Beeches, (O. B.). The coin was washed in the wood. Experts who saw the coin express the opinion that it must have been dropped into a cavity in the tree and the bark grew gradually over it.

By the dirigible which arrived at New York the other day King George sent the following message to Canada's Governor General: "I take this opportunity of sending by the first British airship (R. 34) to cross the Atlantic a message of good wishes to the people of Canada from the 'Old Country.'" (Signed) GEORGE R. I.

Dominion of Canada

Province of Prince Edward Island

In the Probate Court, 10th George V., A. D. 1919. In Re Estate of Vincent McLellan, late of Cable Head, in King's County, in the said Province, deceased, testate.

By the Honourable His Honour Eneas A. Macdonald, Surrogate Judge of Probate, &c., &c. To the Sheriff of the County of King's County, or any Constable or literate person within said County. GREETING:

WHEREAS upon reading the petition on file of Roderick J. Macdonald, of Saint Peter's Bay, in King's County, Physician, the Executor of the last will and testament of the above named deceased, praying that a citation be issued for the purpose hereafter 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 Court House in Charlottetown in Queen's County, in the said Province, on Saturday, the Twelfth day of July 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 said petition, and on motion of Arthur F. McQuaid, Esq., Proctor for said Petitioner. And I do hereby order that a true copy hereof be forthwith published in some newspaper published in Charlottetown, for at least four consecutive weeks from the date hereof, and that a true copy hereof be forthwith posted in the following public places respectively, namely, on the front of the County Court House at Saint Peter's Bay; in front of the Store of Leacock Anderson at Saint Peter's Bay, and in front of Lewis' Mill on Portage Road, Lot 41, 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 Sixth day of June, A. D. 1919, and in the Tenth year of His Majesty's reign. (Sgd.)

ENEAS A. MACDONALD, Judge of Probate. June 11, 1919—41.

CANADIAN NATIONAL RAILWAYS

Change of Time—P. E. I. District

Commencing Monday, June 2, 1919, trains will run as follows: WEST—Daily, except Sunday, leave Charlottetown 6.15 a.m.; arrive Borden 8.35 a.m.; returning leave Borden 9.00 p.m., arrive Summerside 11.00 p.m. Charlottetown 11.20 p.m. Daily, except Sunday, leave Charlottetown 12.50 p.m., arrive Borden 4.00 p.m.; returning leave Borden 4.15 p.m., arrive Charlottetown 7.05 p.m. Daily, except Sunday, leave Charlottetown 3.30 p.m., arrive Emerald Junction 5.05, connect with train from Borden, arrive Summerside 6.05 p.m., Tignish 8.35 p.m. Daily, except Sunday, leave Charlottetown 4.30 p.m., arrive Emerald Junction 7.10 p.m., leave Emerald Junction 10.00 p.m., on arrival of train from Borden; arrive Summerside 11.00 p.m. Daily, except Sunday, leave Tignish 9.30 a.m., arrive Summerside 12.35 p.m., leave Summerside 1.30 p.m., arrive Emerald Junction 2.55 p.m., Borden 4.00 p.m., connecting with second trip of Coast Ferry for Mainland points. Daily, except Sunday, leave Summerside 6.45 a.m., arrive Emerald Junction 7.45 a.m., connect with train for Borden and arrive Charlottetown 10.35 a.m. Daily, except Sunday, leave Borden 6.40 a.m., arrive Emerald 7.40 a.m., Summerside 9.20 a.m., Tignish 4.30 p.m. Daily, except Sunday, leave Borden 4.15 p.m., arrive Summerside 6.05 p.m., Tignish 9.35 p.m.

EAST—Daily, except Sunday leave Ch'town 6.30 a.m., arrive Mt. Stewart 8.45 a.m., Georgetown 11.30 a.m., Souris 11.25 a.m., returning leave Souris 1.15 p.m., Georgetown 1.00 p.m., Mt. Stewart 4.15 p.m., arrive Charlottetown 4.50 p.m. Daily, except Sunday, leave Elmira 5.53 a.m., Souris 6.55 a.m., Georgetown 6.45 a.m., Mt. Stewart 8.45 a.m., arrive Charlottetown 10.00 a.m., returning leave Charlottetown 8.05 p.m., arrive Mt. Stewart 4.15 p.m., Souris 6.05 p.m., Elmira 7.20 p.m.

SOUTH

Saturday only leave Murray Harbour 7.30 a.m., arrive Ch'town 10.05 a.m., returning leave Charlottetown 4.00 p.m., arrive Murray Harbour 6.45 p.m. Charlottetown, P. E. I. May 28, 1919.

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DEPARTMENT OF AGRICULTURE