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Sessional Notes.

During last week the House made good progress with the work of the session. Bills were advanced from stage to stage and legislation was pushed well along, without any unnecessary talk.

After the usual routine proceedings on Tuesday, 16th Hon. Mr. Stewart moved the second reading of the bill he was promoting to incorporate the Imperial Motor Company. The bill was read a second time and committed to a committee of the whole House.

Considerable discussion arose in committee, and wide differences of opinion were expressed on the question of allowing motor vehicles to run, even within the city. It was contended by those opposed, that it would be simply the entering of the thin end of the wedge, and that this once allowed, it would only be a question of a short time when autos would be running everywhere.

Mr. Prowse opposed the measure on the ground that it was too soon to allow automobiles to run. It would be too much risk for the Government, he contended. The people were not yet ready for this, and it would be better to wait till public opinion was ripe for it.

Mr. Simpson considered that, inasmuch as the clause in question repealed the auto prohibition act, so far as Charlottetown is concerned, it would not be fair to adopt it without some expression of such a desire by the citizens. He had no intimation of any desire of the people for the running of autos; consequently in the interests of the people he opposed the clause.

Hon. Mr. McLean strongly favored permitting the running of autos in the city. He urged that the people of the city should have their own way in this matter, and the country members should not interfere unduly with the holding up of an important local industry. Hon. Mr. Stewart favored the adoption of the clause. He thought the company should get the power asked for, as otherwise they would be under a serious handicap.

This divergence of opinion continued to be expressed, as the debate went on. Mr. Buntain was inclined to oppose; but if allowed to run at all, the vehicles be confined to certain streets. Mr. Myers drew a distinction between motors run for regular operations and the mere testing of cars for the purpose of sale. He favored amending the clause so that the trotting park should be used for speeding. Hon. Mr. Dalton favored the adoption of the clause. His colleague, Mr. Gallant, was of the same opinion.

Premier Mathieson thought that the whole question of allowing or not allowing motors to run is involved. The Province is looking to better transportation by the Car Ferry, and better roads. Better roads would give easier access to markets. This matter had been forced upon the attention of the public.

The remainder of Tuesday's sitting was taken up with the consideration of some resolutions in committee of the whole. The resolutions were reported and bills founded and then were introduced and read a first time. At six o'clock the House adjourned to 11 o'clock Wednesday forenoon.

On Wednesday, routine business, the further consideration of the Road Act in committee, and some stages of advancement for several bills consumed the time of the sitting. The House adjourned to Thursday afternoon.

After the House opened on Thursday afternoon, Dr. Jenkins presented the petition of W. F. Tidmarsh and 42 others praying for the repeal of the Automobile Act and a regulation Act passed instead.

Replying to Mr. J. A. Dewar regarding the enlargement of the experimental farm, Premier Mathieson said that the Commissioner of Agriculture had correspondence with the Department at Ottawa with regard to the enlargement of the Experimental Farm. The Provincial Government would not be called upon to pay any thing towards the enlargement. The correspondence disclosed that there was no other case except Prince Edward Island in which the Province had paid for the land used for the Experimental Farm.

After several private bills had been advanced a stage, Hon. Mr. McKinnon moved the House into committee on the bill for the encouragement of Agriculture. It provides that the Commissioner of Agriculture may agree with the federal Minister of Agriculture as to the terms on which the federal grant of \$6,500 may be expended.

Premier Mathieson presented a resolution for the repeal of the acts relating to the Provincial Auditor and to make other provisions for more efficiently safeguarding the expenditure of public moneys. It provided for the establishment of a Treasury Board, formed from members of the Executive Council, who shall act in all matters relating to finance. Provision is made for the appointment of a Provincial Auditor at a reasonable salary who shall hold office during good behaviour but removable for cause by a two-third vote of the Legislative Assembly.

On Saturday forenoon routine proceedings, the consideration of several private bills and the completion of the committee stage of the bill for the encouragement of horse breeding constituted the bill of fare. The House then adjourned to Tuesday afternoon at 3 o'clock.

After some other bills had been advanced a stage, the Premier moved the House into committee on the Lands Assessment Act, 1912. The bill is a long one of 17 typewritten pages. It provides among other things that ex-

cept as exempted, all real property is liable to assessment and taxation at its full value. The exemptions are practically the same as under the old act including church and school properties, cooperative cheese and butter factories, etc. A number of clauses were agreed to with minor amendments before 6 o'clock, when progress was reported and the House adjourned.

After routine on Friday afternoon Mr. Buntain presented the petition of A. Horne & Co. and others of Charlottetown and Royalty, also from Jonathan McWilliams and others praying that the Automobile Act be not repealed.

During the afternoon sitting, after some private bills had been advanced a stage, Hon. Mr. McKinnon moved the second reading of the bill for the encouragement of horse breeding. The bill was then committed to committee of the whole. Mr. McKinnon explained the bill, referring also to the importance of the subject. The bill provides for registration of all stallions at service within the Province, the registration fee being one dollar each, to be renewed annually. The certificate to be issued will show whether the horse is pure bred or of a lower grade, the certificate to be conspicuously posted both within and on the outside of the stable where the horse is kept, and any poster advertising such horse for service must contain a copy of the certificate, and also in bold type "pure bred," "grade," or "cross bred," as the case may be. Penalties for not complying with the act will not exceed \$100 nor be less than \$25 recoverable by summary conviction. The Act will not come into effect until 1st January, 1913. Considerable debate took place in committee. Progress was reported.

On motion of Premier Mathieson committee was resumed on the Land Assessment Act, 1912. In course of the discussion of the taxes under the act, which are made payable on the first day of November, the Premier mentioned that in the new Audit Act it is provided that the financial year shall end on 31st December. He said that the change made from the end of December to the end of September some years ago had not worked well and the old ending of the fiscal year will be restored. By the close of December the work of the year would be completed, the taxes collected and the public accounts could be made up in more satisfactory shape than under the present system.

During the evening sitting the Land Assessment Act was reported from committee with certain amendments. Several private bills were advanced a stage, and then, on motion of the Premier, the Audit Act was put through the committee stage and reported. The House then adjourned to Saturday forenoon.

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Mathieson, MacDonald & Stewart, Barristers, Solicitors etc. McDonald Bros. Building, Georgeown

LOCAL & OTHER ITEMS.

Captain Joseph Elmer Bernier, who has commanded three expeditions to the Arctic has been suspended from the Government service. This follows a preliminary inquiry into charges made against that officer.

There was a small attendance at the market yesterday, and very little was offered for sale. Pork has gone up in price and changed hogs at 8 to 9 cents a pound. Butter was 35 cents and eggs 22.

Four persons were burned to death early on Sunday morning last at Prince Albert Sask., which destroyed the residence of Robert Adams a farmer three miles west of Sherbrooke. The dead are Hazel Naomi, aged 8, Cecil aged 6, Horace aged 3 and John Rubin a hired man.

The Steamers of the Navigation Company are now on their regular routes, between Charlottetown and Pictou, and Summerside and Point de Chene. The Northumberland went to Pictou Saturday and returned on Sunday with the mails and passengers, and made a round trip on Monday. Yesterday she was obliged to return to port, after starting, on account of fog. The Empress went to Summerside on Monday and made a round trip to Pictou on Tuesday and back yesterday.

On Wednesday last, the Earl Grey, on her way from Charlottetown to Pictou, in foggy weather, got off her bearings and ran aground on Tony Hook, some eight or nine miles west of Carleton Place, on the Nova Scotia coast. On the following day the mails and passengers were taken off by the Minto and taken to Pictou. The Minto and other steamers tried to get her off, but without avail. She went on with a high tide. Her cargo, coal and water, ballast was removed, and finally yesterday, with a very high tide, after being on the rock nearly a week, she was pulled off by a tug and towed to Pictou. It is not yet known how much she is damaged.

The Canadian lost in the Titanic disaster were: Chas. M. Hayes President, of the Grand Trunk Railway Montreal; Thornton Davidson, Montreal; Quigley Barlow, Montreal; J. Hudson Allison; Mrs. Allison and daughter, Montreal; H. Markland Molson, Montreal; Yipon Payne, Montreal; J. R. Levy, Montreal; Dr. Pain, Hamilton; Hugo Ross, Toronto and Winnipeg; Mark Fortune, Winnipeg; George Wright, Halifax. The G. M. Hayes, Montreal; Mrs. Thornton Davidson, Montreal; Mauder Allison, Montreal; Mrs. (Dr.) Douglas Montreal; Mrs. James Baxter, Montreal; Miss Alice Bowerman, Montreal; Mrs. J. G. Hogabin, Toronto; Major Arthur Penches, Toronto; Miss Alice Fortune, Winnipeg; Miss Lucille Fortune, Winnipeg; Miss Mable Fortune, Winnipeg; Mrs. Mark Fortune, Winnipeg; Miss Hilda Slayton, Halifax.

The only remaining child of the McGee family, St. Mary's Road, died on Saturday last under circumstances similar to those attending the death of the five children, to which reference was made last week. It will be remembered that the boy Johnny, ten years of age, had been absent from his uncle's when the other children died. He returned home after the funeral and was with his mother, the father having gone to the lobster factory. On Tuesday of last week he took sick, and on Thursday a doctor was called in. It was found that he exhibited all the symptoms that had manifested themselves in the previous cases. The Attorney General was consulted with, and he ordered the boy to be taken away from the place and brought to a hospital at Charlottetown, where the case could be watched. The sick boy was taken to Montague Bridge Friday evening, so as to be brought to the city by train next day. But he died at Montague Saturday morning. The Provincial Health officer, the coroner and other officials of the law went down to investigate. An inquest was held and a verdict rendered. "That death was due to poisoning, the nature of which we cannot determine." An autopsy was held, and the stomach and other organs are to be subjected to chemical analysis. Dr. W. J. McMillan proceeds to Montreal for the purpose of the analysis. Until there is a report from this nothing definite can be known.

DIED

McMILLAN—At Eldon, Belfast, April 18th, 1912, after a lingering illness of pneumonia, Ann Hayes, beloved wife of Alexander McMillan, aged 70 years. "May her soul rest in peace."

BYRNE—In Charlottetown, April 21st, 1912, Mary A., beloved wife of Edward Byrne, aged 39 years, and also her infant child.—R. L. P.

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JAMES H. REDDIN Barrister, etc.

Has Removed his Office from the City Hotel Building, Great George Street, to rooms over Grant's Implement Warehouse, Corner of Queen and Sydney Streets. Collections attended to. Money to loan. Ch'town, Feb. 23, 1911—6m

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