

The Herald

WEDNESDAY, MAY 21, 1919
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At The Federal Capital

The three outstanding legis-
lative measures engaging the at-
tention of the House of Com-
mons for the week ending May
18th, were: The Canadian Na-
tional Railway Bill, up for third
reading. The Bill presented by
the Acting Prime Minister, for
appropriating \$350,000,000.00
to meet expenditures for military,
naval and foreign trade opera-
tions. And thirdly, the esti-
mate of the Minister of Marine &
Fisheries, asking for an appropria-
tion of \$30,000,000.00 in
connection with expenditure on
the Government's ship-building
program.

As intimated in former cor-
respondence the Opposition held
up the Bill in connection with
the Canadian National Railway
Company, during its committee
stages, and were only brought to
a standstill by the enforcement
of closure. Not satisfied with
obstructive tactics in this con-
nection, they determined to offer
still further opposition to the
completion of the Bill. As a
consequence, when it came up
for third reading on Tuesday,
May 6th, opposition was offered
in the form of amendments.
The Honourable Mr. Fielding led
off in this opposition. When
the motion for the third reading
was presented he proposed an
amendment having relation to
the manner of appropriating the
funds necessary to carry on the
operations of the road. After
this had been debated for some
time a division was taken when
the Government won by a ma-
jority of 51.

After this amendment had
been disposed of, another was
proposed by Mr. Copp, of West-
moreland, N. B. It was defeated
without division. Not satisfied
with this, still another amend-
ment was proposed by Mr.
Lapointe, but this was disposed
of by a majority of 50 for the
Government. The versatility of
Mr. Fielding in this discussion
was put to the test. Sitting as
he does, like a lonely pelican, on
the borderland between the Govern-
ment and opposition forces, in
the divisions he was jumping
from side to side. He voted, of
course, in favour of his own
amendment, but voted with the
Government against Mr. La-
pointe's. On the final division
on the main motion for the third
reading of the Bill he voted
against the Government. In
consequence of these opposition
tactics the third reading, which
ordinarily occupies about five
minutes, occupied the whole
afternoon and evening sitting of
one Parliamentary day.

The discussion of the Acting
Prime Minister's bill asking for
an appropriation of \$350,000,000.00,
above referred to, occu-
pied almost the whole of two
Parliamentary days. The bill
came up for the second reading
on Wednesday afternoon, and
was not disposed of until late
Thursday night. Of course this
was a very important matter and
deserved full consideration, and
examination from every point of
view, and the Government would
have been only too pleased if the
opposition would have suggested
any reasonable amendments by
which the bill might have been

improved; but nothing of this
kind came from that side of the
House. The whole opposition
was, in accordance with their
usual tactics, simply of a fac-
ious and contentious nature.
The trend of the opposition, ex-
pressed from Mr. Speaker's left,
was in accordance with what is
heard from side of the House
day after day during the session.
Whenever any question of national
importance comes before
the House, recourse is had to all
manner of subterfuges which aim
to reflect on Canada's greatness.
Any possible idea that would
seem to militate against the ad-
vancement of our country, and
the energy and enterprise re-
quired at this particular stage to
meet our onerous conditions,
seems to have the full sanction
and appropriation of the opposi-
tion members. Every point
raised by them in this debate, if
debate it could be called, was
successfully met by the Acting
Prime Minister, and other mem-
bers of the Government and
Government supporters. It is
hoped by the expenditure of this
money, apart from the portion
necessary to meet the cost of
military and naval affairs, that
great benefit will redound to
Canada in the way of expanding
foreign trade. In consequence of
the dislocation and general chaos
brought about by the war, it is
imperative on all allied countries
to put forward extraordinary
efforts to consolidate and bring
into normal conditions trade rela-
tions with the different coun-
tries of the world. Surely, any
reasonable man would consider
progressive efforts of this kind
put forward along sane and safe
regulations is the proper thing
for Canada to do. Yet, when
our Government brings to Parlia-
ment a proposition having all
these patriotic and laudable ends
in view, it is immediately met by
all manner of unreasonable and,
in many cases, silly subterfuges
by the opposition.

Mr. Ballantyne's shipping propo-
sition is a matter of very
great importance to Canada, es-
pecially at the present time. All
know of the great damage that
was done to the shipping of
Great Britain and the Allied
countries, during the war, and
now when we are entering upon
the re-construction period ships
are necessary and probably will
become more and more necessary
as time advances. No one can
form a conception of the magni-
tude of the work of rehabili-
tation, re-construction and re-
paration involved in past war
conditions. As soon as the
Peace Treaty is signed, we may
look forward to extraordinary
activities in all these lines, and
in order that Canada may take
her proper place in all such un-
dertakings, and maintain her
position in keeping with her
splendid conduct in the war, it is
of supreme importance that she
now enter upon the building up
of a great merchant marine. A
very powerful reason why this
should be done at once, pre-
served in and pushed forward
with all possible energy, is the
bringing into being of our great
national railway system. Our
merchant marine will be a com-
plement of the national railway
system. The railway system,
which now embraces some 14,000
or 15,000 miles cannot be operated
with the hope of eminent success
or in proportion to its possible
capacity, without ships to con-
nect with railway lines at the
Atlantic and Pacific, and at all
places where shipping is neces-
sary to implement the work of
railway traffic. In this very
year it is quite probable that a
tremendous wheat crop will be
harvested in North America, both
in Canada and the United States.
His Majesty's great proportion of
Canada's wheat crop, for export
Ports; but at present when the

United States has placed a fixed
price on her wheat crop it will
be her determination to have that
crop shipped as expeditiously and
as completely as possible from
her different ports. Should it
then happen that Canada, too,
would have great crop, which is
most likely, there would be great
danger that we would be unable
to export the greater portion of
this, in consequence of lack of
shipping, and the possibility of
being excluded from American
ports. To meet such a possible
contingency it seems reasonable,
from economic and patriotic
motives, that we should have a
fleet of ships of our own, in order
that we would not be handi-
capped in exporting the products
of our great western farm lands.
This is, at least, a fair beginning
to build up for Canada a great
fleet of merchant ships, and it is
hoped that, from time to time,
this merchant marine will go on
increasing, so that we shall have
facilities to carry on our own
business in proportion to the
magnitude of our country and to
the extent of our great national
railway system.

The Legislature

May 14.—House met at 9 a.m.
A resolution against the use of
steam trawlers was moved by
Mr. H. D. McLean, seconded by
Sir Charles Dalton, and unani-
mously carried.
Mr. J. J. Johnston introduced
the resolution on the tariff tabled
by him on May 3, and supported
it in a speech of some length.
The resolution was seconded by
Mr. John McMillan, who con-
tended that the farmers of the
west and middle west are demand-
ing a reduction in the tariff, and
must get it.

Hon. H. D. McEwen followed,
and after speaking at some length
adjourned the debate.
May 14.—House met at 11.40.
Mr. J. J. Johnston stated that
it was reported that the Govern-
ment was expected to guarantee
7 per cent on \$50,000 stock of an
aerial transportation company.
Premier Arsenault replied that
no such arrangement had been
made.

House went into committee on
Education Tax Act. The tax raised by this
bill is to be a separate fund for the
payment of teachers only. The
act does not interfere with the
ordinary running expenses of the
district, which must be provided
as at present; nor will it prevent
the district giving the teacher a
further supplement. The amount
estimated to be raised is about
\$75,000, to be apportioned by the
Board of Education.

Afternoon Session.
House went into committee on
Election Act.
Premier Arsenault explained
that the Act would lessen ex-
penses, extend the franchise to
soldiers, and lessen the number
of spoiled ballots.
Progress was reported.
Education Tax Act read a second
time.
House went into committee to
consider a resolution on the Pro-
hibition Act, providing that a
referendum be held on the Pro-
hibition Act in the year 1920.

Resolution agreed to.
House went into committee on
the Act re town of Borden. Pro-
gress was reported.
Evening Session.
Act re town of Borden read a
second time.
Premier Arsenault stated that
the Aerial Transport Co. of Lon-
don had a very attractive propo-
sition, which the House would
do well to take up. He explained
the matter fully. After he con-
cluded there was a wait for a
reply from the Opposition, but no
one ventured an opinion and the
matter ended.

Mr. H. D. McEwen continued
his speech on Mr. Johnston's
tariff resolution, and moved the
following amendment:
That all after the first Where
as, in the said resolution he
struck out and the following in-
serted in lieu thereof:
"The question of reduction of
tariff, and the Reciprocity agree-
ment of 1911 with the United
States of America, has been the
subject of a resolution in The
Canadian House of Commons,
and such resolution is designated
by a vote of from 61 to 115

many Liberal free traders; voting
against the resolution.

And whereas the Minister of
Finance for Canada has not yet
delivered his Budget Speech, and
the Policy of the Federal Govern-
ment relative to the tariff has
not yet been discussed.
And whereas the Reciprocity
agreement of 1911 is not a
treaty, but simply an agreement
subject to cancellation at any
time by the United States Con-
gress,—and, if after the accept-
ance of the agreement by Can-
ada, a change were made and
new laws of trade were effected
binding Canada and other coun-
tries, a termination of such an
agreement on the part of the
United States would cause wide-
spread disturbance and disloca-
tion of trade and immense loss
in readjustment to former con-
ditions, and the uncertainty as to
the action to be taken from year
to year by the United States
with relation to the said agree-
ment would cause instability of
prices.

And whereas it would be un-
wise to make any radical changes
in the present tariff without first
having a commission to thor-
oughly inquire into the matter, as
was done some years ago under a
previous Government.

And whereas a radical re-
duction of the tariff would mean
a very large decrease in the pre-
sent revenue, at a time when a
revenue is absolutely needed for
the purpose of meeting the in-
terest of the war debt and in
providing pensions for disabled
returned soldiers, which reduc-
tion might have to be taken up by
a direct tax on farm lands.

Therefore resolved that in the
opinion of the House, it would be
unwise to urge the acceptance of
a Reciprocity agreement that is
subject from year to year ter-
mination on the part of the
United States Congress.
Further resolved that before
any radical reduction of the
commission of Canada is effected,
a commission of inquiry should
be created to take evidence as to
the best means of meeting the
requirements of the Agricultural
Provinces, without unduly inter-
fering with a view of avoiding
the imposition of a direct tax on
the farm lands of Canada.

Hon. Sir Charles Dalton seconded
the amendment in a brief
speech in which he stated that
the Hon. Member from Morell
had said so much of what he had
intended saying that it was not
worth delaying the session with
the remainder.

After speeches by several
Members Mr. McEwen's Amend-
ment was carried by a vote of
13 to 11. Mr. Dewar voting
with the opposition.

Mr. Bell moved a resolution
laying down a Liberal platform
but as an expenditure of money
was involved the resolution was
ruled out of order.

Mr. A. E. McLean also pre-
sented a resolution protesting
against the removal of the Car-
rery at the present juncture.

Mr. James Paton moved the
following amendment to Mr. Mc-
Lean's resolution.

That all the words after the
word whereas is the third line of
said resolution be struck out and
the following inserted in lieu
thereof.

Whereas the bulk of the ex-
ports go on dry dock periodically
by means of the Car Ferry
steamer Prince Edward Island.
And whereas such traffic is
gradually increasing and with
the widening of the gauge of the
railway the traffic will be fur-
ther increased so as to tax the
carrying capacity of the said
ferry.

the Premier and with the con-
currence of Mr. Hughes was
altered to the following form and
added to the amendment.

Further resolved that the Do-
minion Government be memo-
rialized to continue steamship ser-
vice between Charlottetown and
Pictou and between Summerside
and Point du Chene during the
period of open navigation which
was carried unanimously.

Mr. Paton's amendment was
carried on division 13 to 11.

May 15, House met at 12.
Election Act read a second
time.

Education Tax Act read a
third time.

Afternoon Session
House met at 2 o'clock. Act re
Prohibition Act read a third time.

Election Act read a third time.
After complimentary remarks
from both sides of the House
His Honor the Lieutenant Gov-
ernor entered the chamber and
gave assent to the following bills.

1.—An Act Respecting Time in
the Public Offices.

2.—The Sale of Goods Act.

3.—An Act Respecting the
Registration of Births, Deaths
and Marriages.

4.—An Act to Further Amend
the Charlottetown Waterworks
Act, 1887.

5.—An Act to Amend an Act
to Incorporate the Farmers'
Union Co-operative Society
Limited.

6.—An Act to Further Amend
the Prince Edward Island Dental
Act.

7.—An Act to Further Amend
the City of Charlottetown In-
corporation Act.

8.—An Act to Amend the Pro-
hibition Act.

9.—An Act to Amend the
Statute Law.

10.—An Act to Incorporate the
St. Andrew's Society.

11.—An Act to Incorporate
Kelly's Cross and South Melville
Rural Telephone Company Ltd.

12.—An Act to Amend an Act
to Incorporate the Trustees of
the Benevolent Fund of the
Grand Lodge of Free Masons of
Prince Edward Island.

13.—An Act to Incorporate the
Trustees of the Presbyterian
Church of Rose Valley.

14.—An Act to Amend the Act
of Incorporation of the town of
Montague.

15.—An Act to Authorize
Thomas Henry Earl Phillips to
Assume the Name of Thomas
Henry Earl McLeod.

16.—An Act to Amend an Act
to Incorporate the Trustees of
the Last Will and Testament of
the late Owen Connolly.

17.—An Act to Amend the
Summerside Waterworks and
Sewerage Act.

18.—An Act to Amend an Act
to Incorporate the Town of
Kensington.

19.—An Act to Incorporate
Hillsdale Lodge, No. 123 of the
Independent Order of Odd Fel-
lows of Montague, Prince Ed-
ward Island.

20.—An Act to Incorporate
the Young Women's Christian
Association of Charlottetown.

21.—An Act to Further Amend
the Summerside Incorporation
Act, 1903.

22.—An Act Respecting Tele-
phone Lines Inquiry.

23.—An Act to Continue an
Act to Levy a War and Health
Tax to Supplement the Revenues
of the Crown.

24.—An Act to Incorporate
Kennedy, Webster and Mc-
Kinnon, Ltd.

25.—An Act to Amend the
Election Act.

26.—An Act to Incorporate the
Town of Borden.

27.—An Act to Incorporate
Marshfield and Dunstaffnage Rural
Telephone Company.

28.—An Act to Amend an Act
to incorporate the trustees of the
Hampton Public Hall.

29.—An Act to Incorporate the
Hunter River Electric Light Com-
pany Limited.

30.—An Act for the Appoint-
ment of Commissioners Outside
the Province to take Affidavits
and Proof of the Execution of
Deeds.

37.—An Act to incorporate
Brae and West Point Rural Tele-
phone Co. Ltd.

38.—An Act Relating to Fox
Companies.

39.—The Appropriation Act,
1919.

40.—An Act to Levy an Edu-
cational Tax to Supplement the
Teachers Salaries.

41.—An Act to Provide for a
Referendum to the Electors of
Prince Edward Island regarding
the Prohibition Act 1918 and
Amendments thereto.



SEPARATE SEALED TENDERS
addressed to the under-
signed, and endorsed "Tender for
M.O.'s Residence, Dalton Sani-
torium, N. Wiltshire, P. E. I.,"
etc., as the case may be, will be
received until 12 o'clock noon,
THURSDAY, JUNE 5, 1919, for
the construction of Medical Offi-
cer's Residence, Pump House, and
Vocational Building, Dalton Sani-
torium, North Wiltshire, P. E. I.

Plans and specification can be
seen and forms of tender obtained
at the office of the Chief Archi-
tect, Department of Public
Works, Ottawa; the Superintendent
of Military Hospitals, Char-
lottetown; the Superintendent of
Dominion Buildings, Charlottetown;
the Superintendent of Domi-
nion Buildings, Halifax; and
of the Overseer of Dominion
Buildings, Central Post Office,
Montreal, P. Q.

Tenders will not be considered
unless made on the forms sup-
plied by the Department and in
accordance with the conditions
set forth therein.

Each tender must be accom-
panied by an accepted cheque on
a chartered bank payable to the
order of the Minister of Public
Works, equal to 10 p.c. of the
amount of the tender. War Loan
Bonds of the Dominion will also
be accepted as security, or war
bonds and cheques if required to
make up an odd amount.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, May 17, 1919.

Province of
Prince Edward Island

In the Probate Court, 9th
George IV., A. D. 1919.

In Re Estate of James R. McLean,
late of Souris, in King's County,
in the said Province, deceased,
testate.

By the Honourable His Honour
Aeneas A. Macdonald, Sur-
rogate Judge of Probate, &c. &c.
To the Sheriff of the County of
King's County, or any Con-
stable or literate person within
said County.

GREETING:
WHEREAS upon reading the
petition on file of Edward
Walker of Rollo Bay, in King's
County aforesaid, Roman Catholic
Clergyman, one of the Executors
of the last will and testament of
the said James R. McLean, de-
ceased, 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 Court House in Charlottetown,
in Queen's County, in the
Nineteenth 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 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
Prince Edward Island once in
each week for at least four con-
secutive weeks from the date
hereof, and that a true copy hereof
be forthwith posted in the fol-
lowing public places respectively,
namely, in the Hall of the Court
House in Georgetown, in King's
County; in front of the Court
House in Souris, and upon a post
or building at the corner of Main
Street and Chapel Street in
Souris aforesaid; and that a true
copy hereof be also forthwith sent
by registered mail, postage pre-
paid, and also additional postage
prepaid for an acknowledgment
of receipt, addressed to Mrs. Mar-
cella Thomas, Cockpen School,
Bonnyrigg, Middlesex, Scotland,
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
This Twenty-fourth day of
April A. D. 1919, and in
the ninth year of His
Majesty's reign.

(Sgd.)
AENEAS A. MACDONALD,
Judge of Probate

and Suppression of Fires.

May 7, 1919—41

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David Reid Victoria Cross " (2 years)
Ramsay Auld West Covehead " call
Frank Halliday Eldon 6 Yorkshire Pigs (5 weeks)
Ramsay Auld West Covehead Yorkshire Hog (2 years)
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