

The Herald

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At The Federal Capital

The week ending April 26th was really a fighting week in the House of Commons, and because of the fighting, cross-firing and obstruction of the opposition was almost continuous from day to day. No great progress in the public business was effected. The disposition to delay and obstruct the business of the country manifested itself almost immediately after the house had got down to business on Tuesday, after the Easter recess. The first discussion, in which the disposition of unnecessary opposition manifested itself, was in the debate on a short act introduced by the Acting Minister of Justice, Hon. Mr. Meighen, having for its object an amendment to the criminal code, respecting prevention of fires. It was shown by the promoter of the bill that the percentage of fires in Canada was the highest, by long odds, of that of any country for which we had statistics. It was argued by the government side of the House that a great many of these fires must have eventuated through carelessness, and the amendment proposed was for the purpose of making this carelessness criminal, where it was manifestly preserved in with knowledge of the serious results most likely to follow. The opposition to this amendment was quite strenuous, and the leader of the opposition taking advantage of a small attendance of members on the first days after recess, thought he might be able to secure some little political advantage before Parliament to their duties. He therefore, in the first place, brought about a division in committee. This was defeated, but on the following day when the motion for third reading of the bill was made, he moved what is known as the "six months' bill." In this he was equally as unsuccessful as in his motion of the previous day while the house was in committee. The amendment was defeated by a somewhat small majority, as there was only a thin house. Thus the first manifestation of actual hostility by the opposition after the reassembling of the members was disposed of.

It soon developed, however, that this initial obstructive disposition on Mr. Speaker's left was not confined to any particular matter of legislation, but gave evidence of a fixed intention of obstructive tactics from the opposition, regarding all government business. This attitude manifested itself more and more every day, and came into strong review when the debate took place on the committee stage of the bill to incorporate the "Canadian National Railway Company." This bill was in pursuance of the resolution, already referred to, brought in by the Minister of Railways on the previous week. The object of the bill, as might be deduced from its very title, is for the purpose of creating a corporation or company to operate, manage, develop and extend the railways now owned and controlled by the Federal Government, together with any other lines of railway that hereafter may come into their possession. It is legislation to establish, in the most acceptable and progressive way possible, a system of national public controlled railways, as opposed to private railway ownership.

The government have not come to a determination on this manner of railway ownership purely of its own volition. They have been forced to face it through circumstances over which they had no control. As stated more than once, the Canadian Northern Railway, the Grand Trunk Pacific and the National Transcontinental Railways had all forced themselves upon the government, in consequence of the failure of these different systems to carry on their business in a solvent manner. They all were assisted by enormous loans of money from the public treasury, and their failure in the face of this to sustain their operations and their insistent requests for further public assistance at last forced the hand of the government, and in order not to lose the millions that had been given these different corporations, the government was obliged to take over all these different railway systems. Now, then, in order to place them all under one management to be known as the "Canadian National Railway System," they are asking parliament to complete legislation for operating this tremendous railway aggregation. In opposition to the Government system thus brought into being there is one great private railway corporation, the greatest in the world without doubt, namely, the Canadian Pacific Railway Company, and there is no doubt that a great deal of the opposition that has been manifested in Parliament against the government's proposition has been inspired by this tremendously powerful corporation, which sees, of course, in the new railway company a powerful rival. From this explanation, it will be seen that the question reduced itself to this: The government are desirous of maintaining and operating all these railways that have been forced upon them for the public, for the people of Canada, and the legislation before Parliament is for the purpose of bringing into being machinery that is intended to do this work in the best way that it is possible for the Government to conceive.

For two whole days and more the discussion of this legislation in committee of the whole, occupied the almost entire time of the House of Commons during the afternoon and evening sittings. Opposition and obstruction were offered to the consideration of every single clause that came up for discussion. During Friday the whole day and away into midnight in the evening was wasted over one clause; no progress could be made. Every possible manner of obstructive opposition was presented by the opposition members in the House. It became quite evident that the inspiration of this opposition was further fetched than appeared just on the surface, and it was plain that powerful antipathy to public ownership inspired the unreasonable tactics pursued by the opposition. In view of this condition of things the government determined that if there was going to be a fight, it would be a fight to the finish. Up to this time, the government had assumed a most moderate and accommodating disposition in the discussion of the clause before the House. But when the preposterous and ridiculous position presented itself that no progress on the brief clause of the bill could be made during the long sittings of the House, it was time that the source of the canker should have the scalpel applied to it.

During the afternoon of Friday, Mr. Lemieux, who held up to that time for the most part refrained from making many remarks on the question under con-

sideration, jumped into the fray and delivered a very vehement and hot speech against the government proposition. Mr. Lemieux's speech was sufficient to convince the government that their suspicions of powerful outside influence was not ill-founded. He was cleverly answered by Dr. Clark, who held him up to considerable scorn and ridicule, intimating that he must have been keeping very bad company lately, or he would not have in this way undertaken to oppose and obstruct the government in their honest and sincere desire to bring into existence a system of government ownership and operation that should at least be given a fair and reasonable trial in order that the government might have an opportunity of satisfying the people of Canada that they have wished to make the best of the disastrous railway situation which they inherited from their predecessors in office. Dr. Clark's severe castigation of Mr. Lemieux's attitude roused the ire of Mr. MacKenzie, leader of the opposition, and he delivered a very bitter caustic speech in opposition to the government's attitude. As usual, he added nothing in the way of information on the subject at issue, but simply dealt in generalities and sneering innuendoes. When he gets a bastinado, he flares up and jumps to his feet with an air of injured innocence. He was flushed in face, and full of fight and vehement opposition but he went on making himself somewhat more ridiculous than in his first speech.

It was almost six o'clock when Mr. Lemieux finished his second onslaught, and Sir Thomas White, Acting Prime Minister, rose and intimated his intention of continuing the debate, but as it was now time for recess, the chairman declared it six o'clock, and the House took recess. When the House reassembled, and the committee resumed its sitting after eight o'clock in the evening, Sir Thomas took the floor, and for an hour or more delivered a speech of the highest order of merit, which placed the opposition in their true, undignified and scandalous position before the public. He said that what had been suspected from the very beginning of this debate had unquestionably manifested itself during the afternoon and that was a strong move in opposition to public ownership, expressed through the mouths of members of the opposition in parliament. He ridiculed the idea of those on Mr. Speaker's left calling themselves liberals and declared there was more true liberalism in one row of seats on the Government side than in the whole opposition. He went on to show what an enormous burden had been placed upon the people of Canada by these railway propositions, and said that when a change of government came in 1911, the government found in the shape of bloated, unstable railway proposition several dirty babies at the public door. Sir Thomas's speech roused his followers to the highest possible pitch of enthusiasm, and he was again and again voiceferously applauded. When he finished his admirable castigation of the opposition tactics. He received an ovation and it was evident that the opposition forces were actually thrown into a panic. From that time forward it was quite plain that no reasonable discussion could be looked for from those on Mr. Speaker's left.

During the whole of the evening sitting there was nothing but obstruction. One member after another took his turn in holding up the business before the committee. The night wore on in this listless, monotonous, tiresome

way, and as the midnight hour approached, it seemed that something must be done to cut the Gordian knot. Hon. Mr. Meighen was leading the debate, in conjunction with the Minister of Railways, on the Government side of the House. Properly speaking, there was no debate as from the government benches practically nothing was said. A question was answered now and then, for all were convinced now that a determined decision had been arrived at by the opposition to propagate a regular hold-up. Shortly after twelve o'clock there were some signs that closure might have to be invoked, and as the hours wore on the members of the opposition began to anticipate trouble of this kind, and it was marvellous to notice the effect it had upon them. They became exceedingly mild. Possibly they thought they might be allowed to get off if they would now manifest good behaviour. The leader of the opposition in the loudest way possible expressed the desire that it would be best for the house to adjourn, as the hour was well advanced, indeed long past the usual time of adjournment. The government were not in any disposition to be caught napping, after the exhibition they had witnessed, and Mr. Meighen took the necessary steps to bring the matter to a proper close. He proposed postponement of the clause under review and proposed consideration of all the remaining clauses, one after another. Wherever any opposition was manifested he moved postponement of consideration, but curiously enough a number of clauses went through without opposition. When he had gone over the whole bill, he then announced that closure would be introduced when the house would meet on Monday, and the committee stage of this legislation would have precedence over all other matters, and its consideration would be continued until completed. The opposition quite well understood what this meant. Closure was now introduced, and this is what they had for their obstructive tactics. They ran their heads into the noose, and now they could not extricate it. Thus came to a close at ten minutes to three on Saturday morning, one of the longest sittings during the present session, and when the house meets on Monday and closure is introduced, it is possible there may be some very interesting developments.

The Legislature

April 29
House met at 12.
Hon. Mr. McNeill presented a petition to amend Summerside Incorporation Act so as to allow \$15000 to be borrowed for a steam roller and \$20000 for electric light.

Telephone lines Inquiry Bill read a first time.
House went into committee on War and Health Tax.

Bill agreed to.
Connolly Estate Bill read a third time.

An act to incorporate town of Montague read a third time.
House resumed committee on Prohibition Amendment Act.

Amended to make analysis compulsory. Bill agreed to.
Bill to incorporate Kelly's Cross and South Melville Rural Telephone Company read a second time.

Afternoon Session.
House went into committee on bill to incorporate town of Kensington, progress reported.

Summerside Waterworks and Sewerage Amendment Act read a second time.
An Act to Amend the P. E. I. Dental Act read a second time.

Mr. McEwen resumed the Budget Debate. He claimed that Hon. Mr. Dalton had been misrepresented by the Leader of the Opposition re the Sanatorium. He produced cheques to prove his contention. He said the government had no intention of building a speedway from Tignish to Souris.

Mr. W. M. Lea, followed. He severely criticized the management of the Department of Agriculture, and repeated the charge made by Mr. Bell that no trace could be found in the public accounts of the \$2500 received from Ottawa for greater production. He was pleased to know that many returned soldiers intended to go farming and thought that some encouragement should be given to fishermen also.

Mr. Lea concluded with an excellent plea for dairy farming.
April 30
House met at 11.45
Bill to incorporate Kennedy Webster & Co read a first time.
Bill to incorporate the Town of Borden read a first time.

Mr. Bell referred to the spread of smallpox in FreeTown, French River, Malpeque and vicinity.
The Premier replied that the disease was of a mild type that the Health Officer had been sent to look after the matter and that with the assistance of the Boards of Health everything would be done to stamp out the disease.

House went into committee on War and Health Tax, and discussion thereon was continued by the Premier and the Leader of the opposition till adjournment.
Afternoon Session
Mr. Bell resumed the discussion on the War and Health Tax Bill claiming that all the monies so raised had not been spent for War and Health purposes.

Mr. J. D. Stewart followed explaining his connection with the Soldiers Settlement Board, which had been referred to by Mr. Bell.

Dr. A. A. McDonald was the next speaker. He said that the War and Health Tax had been passed to supplement the revenues to provide for the abnormal conditions brought about by the war.

The only object of the opposition was to delay the proceedings of the House. They should remember that many members of the House were very busy now and were very anxious to get to their homes.

Mr. J. J. Johnston followed.
The resolution that the bill be passed was carried by a standing vote 14 to 11.

Mr. Lea resumed his speech on the Budget, taking up the matter of fertilizer and gave a very valuable contribution to the debate.

Evening Session
Mr. Lea continued the Budget Debate, going exhaustively into live stock matters, and blamed the government for not buying the Harland for Victoria Charlottetown service. He said the roads were poorly attended to by the present government and that the teachers were more poorly paid than formerly when cost of living is taken into account.

Hon. Mr. McKinnon followed and continued till 11.15 when he moved the adjournment of the debate.

May 1
House met at 11.50.
Bill to incorporate Marshfield and Dunstaffnage Rural Telephone Company read a first time.

Bill to incorporate Hampton Public Hall Company read a first time.
Bill to incorporate Hunter River Electric Light Co. read a first time.

Read a third time Acts re Benevolent Fund A. F. and A. M. Summerside Waterworks and Sewerage.
Act to incorporate Hillside Lodge read a second time.

Act to incorporate the Y. W. C. A. read a second time.
Afternoon Session.
House met at 3.40.

Bill for appointment of commissioners to take affidavits outside the province read a first time.
Bill relating births, marriages and deaths read a second time.

Sale of Goods Act read a second time.
Hon. Murdoch McKinnon resumed the Budget debate.
House adjourned till 10 a. m. Friday.

May 2
House met at 11.45.
Marshfield and Dunstaffnage Rural Telephone Bill read a second time.

Prohibition Act read a third time.
Act re Presbyterian church Rose Valley read a second time.

Y. W. C. A. bill read a second time.
(Continued on page 3.)

Dominion of Canada
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 Eneas A. Macdonald, Surrogate Judge of Probate, &c., &c. To the Sheriff of the County of King's County, or any Constable or licitate 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, deceased, 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 said Province, on Thursday, 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 consecutive weeks from the date hereof, and that a true copy hereof be forthwith posted in the following 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 office 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 prepaid, and also additional postage prepaid for an acknowledgment of receipt, addressed to Mrs. Marcella Thomas, Cookpen School, Bonnyrigg, Midlothian, 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 (L.S.) this Twenty-fourth day of April, A. D. 1919, and in the ninth year of His Majesty's reign.

(Sgd.)
ENEAS A. MACDONALD,
Judge of Probate.
May 7, 1919—41

Change of Time

Commencing April 23rd, 1919, and until further notice, the Car Ferry Prince Edward Island will be withdrawn from service between Borden and Tormentine, and the S. S. Northumberland will be placed on the Summerside, P. E. I. to Charlottetown route. Trains west will be changed and run daily, Sundays excepted, as follows:

Leave Charlottetown 6.35 a.m., arrive Summerside 9.00 a.m., leave Summerside 12.20 p.m., arrive Tignish 6.05 p.m.
Leave Charlottetown 4 p.m., arrive Summerside 7.20 p.m.; leave Summerside 8.10 p.m., arrive Tignish 11.15 p.m.

Leave Tignish 5.30 a.m., arrive Summerside 8.35 a.m.; leave Summerside 9.10 a.m., arrive Charlottetown 11.55 a.m.
Leave Tignish 11.30 a.m., arrive Summerside 5.00 p.m.; leave Summerside 8.00 p.m., arrive Charlottetown 10.20 p.m.

Leave Borden 6.45 a.m., arrive Emerald 7.45 a.m., arrive Charlottetown 10.40 a.m.
Leave Charlottetown 12.15 p.m., arrive Summerside 4.10 p.m.; leave Summerside 6.10 p.m., arrive Emerald June 7.30 p.m., leave Emerald June 8.55 p.m., on arrival of night train from Summerside, and arrive at Borden 9.55 p.m.

Trains between Souris, Georgetown, Murray Harbor and Charlottetown will continue to run as at present.
District Passenger Agent's Office, Charlottetown, P. E. I., April 19, 1919, April 23, 1919—21

Mail Contract

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon on Friday, the 15th May, 1919, for the conveyance of His Majesty's Mails on a proposed Contract for four years, six times per week, on the Murray Harbor Rural Mail Route No. 2, from the 1st October next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Murray Harbor, and at the office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector.
Post Office Inspector's Office, Charlottetown, 4th April, 1919, April 9, 1919.

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Live Stock Breeders

List of Pure Bred Live Stock for Sale.

Table with columns: NAME, ADDRESS, BREED, AGE. Lists various livestock including calves, bulls, and hogs from breeders like Geo. Anquet, Wm. Aitken, M. McLennan, etc.

DEPARTMENT OF AGRICULTURE