

THE HERALD

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Unreasonable Liberal Opposition.

Two bills promoted by the Federal Government, that are of very great importance to us, passed their final stages in the House of Commons last week and were sent to the Senate. These are the Agricultural aid bill and the Highways improvement bill. Both were opposed by the Liberals. Both these bills have for their object the granting of financial aid to the different Provinces, and for this reason should be of unusual interest to the people of Prince Edward Island. Should the bill granting aid for the advancement of agriculture become law, we stand to receive, as our proportion, something in the vicinity of \$26,000 this year and for several years to come, and an increased amount later. From the Highways improvement bill our grant amounts to \$13,159.79. These grants would certainly be of great benefit to us in advancing agricultural education and improving our highways.

The Highways improvement bill passed the House of Commons last year; but the Liberal majority in the Senate prevented it from becoming law. What they will do with it this year will likely soon be known. Whatever action the Senate may take it is a remarkable fact that the Liberal Opposition strongly opposed its passage in the Commons; made bitter speeches against it, pushed it to a division on the third reading and every one of them present voted against it.

Mr. J. J. Hughes, Liberal member for King's County, not only voted against the bill, but made a speech strongly opposing its passage. Why should the Liberals; why should Mr. Hughes so strenuously oppose this bill?

"The object of this Bill," as pointed out by Premier Borden, "is simply to enable the various provinces of Canada to have placed at their disposal for a certain definite and particular purpose, namely, the improvement of the highways of this country, certain sums of money which will be allocated to them in accordance with their respective populations, and it is not only the right but it is the absolute duty of the Government of Canada who are responsible to this Parliament, to bring down that measure with safeguards to provide that that money shall be applied to that particular purpose and no other, and that it shall be expended in such a way as to result in permanent benefit and advantage. And, these hon. gentlemen opposite are spending hours and days in opposing that. I venture to think, notwithstanding what has been said by hon. gentlemen opposite, that they are reckoning without their host when they set up the opposition they did last session and this session to a proposal for the permanent improvement of the highways of Canada."

"So far as the autonomy of the provinces is concerned, so far as their rights are concerned, the most absolute safeguards are provided by this Bill. Even in respect of section 6, how can any reasonable or sane man in this House say that the autonomy of one province is entrenched

upon in the slightest degree when it is absolutely impossible for this Government or the Minister of Railways and Canals to lift one finger without the authority of the provincial legislatures and without the consent of the provincial governments? It is absolutely useless for any hon. member to make the pretense that there is any violation of provincial rights or powers with that absolute and distinct safeguard staring him in the face in the words of section 6 of the Bill. As hon. gentlemen have seen fit to take the attitude that they have taken with regard to this Bill, to obstruct it from the first day on which it was presented to this House for second reading, all I have to say is that we are perfectly willing to accept their challenge, to prove our attitude with regard to this measure in contrast with theirs before the people of this country and to let the people judge the policies and attitudes of the two parties with regard to this Bill when the proper time shall come."

Panama Canal Tolls.

Mr. Charles W. Fairbanks, who was vice President of the United States from 1905 to 1909, made a speech at the American Peace Congress in St. Louis last week. In the course of his remarks he made a statement to the effect that "the United States is under a moral obligation to admit the ships of other nations to the Panama Canal on the same terms that it admits American vessels." His speech has been very favorably commented on in the United States. Among other criticisms, the view taken by the Boston Transcript is well worth quoting. It is as follows:

"There are thousands and tens of thousands of Americans whose standard of honor with respect to this question is the same as his. Some of our most eminent statesmen and publicists have expressed themselves in similar language, but Mr. Fairbanks had exceptional opportunities of knowing just what the Government meant by the terms of the Hay-Pauncefote treaty, all the stages of which he saw.

"His explanation robs the recent dictum of Richard Olney of all its force provided it ever had any. Mr. Olney maintained that 'a nation or state does not convey away its property or its sovereignty except by terms that are clear and susceptible of no other meaning.' The whole question of coastwise exemption for American shipping was threshed out when the treaty was under consideration. Senator Bard of California, as Mr. Fairbanks states, offered an amendment reserving such right of preferential treatment. All the considerations recently proposed in justification of a discriminating policy were urged by him. His amendment was voted down by a very decisive majority. It is interesting to be reminded that then as now the obstructive influence in making working agreements with other nations came from California. Had the amendment prevailed there probably would have been no Hay-Pauncefote treaty, and the canal would not have been built, at least without the necessity of entering into fresh negotiations.

"This phase of the constructive processes in the making of that treaty, which has resulted in carrying to practical consummation the greatest engineering enterprise in the world's history, seems to us incontrovertible evidence that the Government knew just what it was doing. It leaves no room for that impudent contention that the United States can do what it pleases with its own. Had

the Government started out with insistence upon such a principle, the whole civilized world would have been hostile to the enterprise. We undertook an international service and upon terms that could hardly be misunderstood even if they have since been grossly misconstrued. In the entire history of diplomacy there has never been a convention less susceptible of a double meaning. It was drawn by men who were masters of expression and knew to the shade of a hair just what their language was intended to convey.

"Neither did the Senate which ratified it have any questionings upon that point. Whether all of its terms satisfied that body may be doubted, but it clearly saw that they furnished the only door through which the country could accomplish what it ardently desired. Indisputably the California senator unwittingly did the country a service by making it impossible now to maintain that the treaty did not mean just what it said. There were no loopholes of escape left and any that may now appear are due entirely to the wilful puncturing of our national honor. If the obnoxious clause of the present law is permitted to stand, it will be a clear case of moral suicide on the part of the United States."

Our Liberal friends are guilty of more misrepresentation and have placed on record more misleading and false statements regarding the Naval question than has ever been indulged in in connection with any other matter ever before the Federal Parliament. The flimsiest statement made by the most irresponsible person is taken hold of and magnified out of all proportion with the view of creating prejudice against the Borden Government. One of the last specimens of this manner of political warfare was exploded at the opening of the House on May 2nd, when Mr. R. B. Bennett, of Calgary, drew attention to a despatch which he said he had seen in several Western papers, and which appeared in the Toronto Globe of April 29th to the effect that the Admiralty thought it would not be well to force the Naval Bill through the House by Closure. He desired to ask the government if there was any truth in this report. "There is absolutely no foundation at all for this report," said Premier Borden. "No intimation of the kind has been received nor any suggestion of such a thing."

It is announced from Ottawa that a change in the management of the Government Railways (the Intercolonial and P. E. I. Railways), will be made. It is intimated that the management will pass from the managing board of five, now in charge, and be placed in the hands of one man, responsible to the Minister of Railways. It is stated that the new manager will be Mr. Gutelius, former Superintendent of the Canadian Pacific Railway, and at present chairman of a commission appointed by the Government last year to investigate the methods of construction on the National Transcontinental Railway. Mr. Gutelius is a practical railway man of long experience, and his reputation stands high in the railroad world. The present Board of Management, about to be dissolved, according to the intelligence above recorded, consists of Messrs. D. Pottinger, E. Tiffin, F. P. Brady, J. P. F. Caron, and deputy Minister of Railways, A. W. Campbell.

Minard's Liniment cures Neuralgia.

Federal Parliament.

Ottawa, April 28.—The House of Commons did a good deal of business today. The expenditure allowed to the mint was increased to \$110,000 to keep pace with the increased business done by the institution. The gold and silver marking bill was passed. A resolution further regulating the western grain trade was passed, and Mr. Hazen's radio telegraphy was passed. The House then into supply on the customs estimates.

In question time Mr. Lemieux asked if it was true that a large quantity of small arm ammunition manufactured in the arsenal at Quebec, was lately found to be defective.

Hon. Sam Hughes said that the matter was being investigated and that he would not care to make a statement until he had received a report. The first piece of business done was the passing of the finance minister's resolution increasing the maintenance allowance of the mint from \$75,000 to \$110,000 a year. Last year he said, \$95,000 had been spent. It was the occasion of a general discussion on the question of the gold and silver coinage of Canada and various cognate questions.

Mr. White stated that the gold production of Canada is about ten million dollars a year. The consumption of gold in the arts is about \$2,100,000, of which about a million is imported.

Sir Wilfrid Laurier said that Canadian gold and silver should be used to a greater extent in Canada.

Mr. Aken urged that American gold coinage be no longer legal tender in Canada.

Dr. Thompson (Yukon) said that all the Yukon gold should come to Ottawa. All the gold reserve of the country should be held in Canadian gold. He also suggested that the gold coin of the United States and Canada should be interchangeable; at present United States gold eagles are legal tender in Canada, but Canadian gold coins are not legal tender in the United States.

Mr. Perley put through the gold and silver marking bill, a senate measure. This is a highly technical bill designed to regulate the use of the precious metals by manufacturers; if a maker stamps articles of jewelry with any description they must be correct; but he may leave the articles unstamped. Certain American manufacturers dishonestly reproduce well known English hall marks, and this is one of the practices aimed at by the bill. The act is to come into force on January 1, 1914.

Ottawa, April 29.—Five government bills, three of the first rank, were given third reading in the House today. They were the bill ratifying the West Indies agreement, the Highways bill, the Agricultural Aid Bill, the bill respecting Wireless Telegraphy on Ships and the Gold and Silver Marking Bill.

Incidentally was exploded another of the Liberal interpretations of the new rules. Sir Wilfrid Laurier urged that they would prevent debate on amendments to third reading. Today no less than five amendments to third reading were moved and debated.

The principal debate was over the West Indies bill. It saw the complete collapse of Mr. Pugsley who, in his anxiety to attack the measure posed as a friend of the consumer, and moved an amendment which would have the effect of closing up all the sugar refineries of Canada.

He moved to make West Indian products mentioned in the schedules of the arrangement free under certain conditions. One of the articles mentioned in the schedules is sugar, raw and refined, so that this would mean free refined sugar from the West Indies and Great Britain.

Thus the refiners of Grenada who get their raw sugar cheaper than do Canada refiners would send their refined sugar in free. When this was pointed out the opposition were in great confusion and abandoned the amendment. They opposed the highways and agricultural aid bill.

In the debate on the agricultural bill, Mr. A. A. McLean (Queen's P. E. I.) following Mr. Guthrie said:

(1) The hon. member for South Wellington (Mr. Guthrie) made a statement to the effect that he doubted the power of this Parliament to pass legislation regarding education. I desire to direct the attention of the hon. member to section 95 of the British North American Act, which provides

that this Parliament and the local legislatures shall have concurrent powers of legislation respecting agriculture and immigration. If this Parliament and the local legislatures have concurrent powers regarding agriculture and immigration, why should not the power which they have regarding agriculture include education? What is the object of this Bill? The Bill provides that, instead of voting money for the purpose of establishing a farm on which cattle will be raised, schools for instance may be established in which lectures shall be given and demonstrations held.

In the province from which I come, out of the moneys which were granted under the Agricultural Aid Act of last year, a course on instruction, attended by over five hundred young men of the province, was given in the city of Charlottetown. Lectures were delivered and demonstrations made as to the killing of cattle, the manner of putting up meats, and general matters of agricultural interest. The young men who attended these lectures and demonstrations received great benefit from them. This proposed legislation is, I presume, in furtherance of the policy which was adopted last year. The Government instead of making agricultural aid a matter of haphazard action, have decided that they will put it upon a permanent basis. Each province of the Dominion has an agricultural staff, and this staff, in my opinion, should work in conjunction with the staffs provided by the Dominion Government in each province. We have a very good staff in Prince Edward Island, and there is a good staff in Ontario. Why, then, should not these staffs work together? The money will be granted to the governments of the different provinces; the people of each of these provinces are in a better position to know its requirements than men who come from other provinces to deliver lectures, for instance. When this money is put into the hands of those governments under an agreement, as this Bill provides, for its expenditure, I think the money is perfectly safeguarded, and that the Dominion Government is taking a course which is in the best interests of all the people. The agreement must provide the purposes for which the money is granted, and I think it is perfectly right that this Parliament should state that the money so granted should be used only for agricultural purposes. I would not be proper that the money should be allowed to go in to the general revenue of the province; it should be earmarked, as this Bill provides, and this being the case, the Government of Canada having control of the money under the agreement entered into with the provincial government, I do not see that any harm will result or any wrong may be done to the people of Canada by passing the Bill as it is. What is the object of the amendment suggested by the hon. member of Carleton (Mr. Carvell) on Friday last? It is that although the sum of \$10,000,000 shall be expended over a period of ten years, the Minister of Agriculture shall come to this Parliament each year and ask that the amount of the appropriation to be made for that year shall be designated by this Parliament change the amount which the bill indicates shall be given to each province. What object would there be in asking this Parliament to revoke that money every year for ten years? I fail to see any reasonable argument in the contention raised by hon. gentlemen on the other side of the House with respect to this Bill.

Ottawa, May 1.—Col. The Hon. Jas. Allen, Minister of Defence, Finance and education in the government of New Zealand, was the guest at a luncheon given in the parliamentary restaurant today by the Canadian branch of the Empire Parliamentary Association.

Ottawa, May 2.—The opposition wasted the whole of the day in a futile discussion, designed merely to lessen any credit the government may derive from a sensible policy which it has adopted, and based on incorrect versions of the facts. Soon after the present government came into power, complaint was made that the freight rates charged west of the great lakes were unduly high, and the Minister of Railways, Hon. Frank Cochrane, promptly turned the matter over to the Railway Commission for investigation. The commission has been working on the matter and is beginning to see the end of its labors, the final case for the railways having been handed in.

The western Liberals thereupon moved an amendment of the House to condemn the counsel employed by the government for not having concluded the case earlier, and the discussion was kept up from about three to well after ten o'clock. The opposition showed great lack of knowledge of their own case. The principal reply was made by W. H. Bennett, Stinson, who attacked the Liberal's pretensions to championship of the people to a withering review.

Observes 90th Birthday.

Three Generations of Mrs. Elizabeth McAuley's Descendants Help Her Celebrate.

"Friends and neighbors of Mrs. Elizabeth McAuley last evening thronged her home at 88 Chandler St. South End, to assist her in celebrating her 90th birthday. Throughout the evening she sat and received the congratulations of many."

Mrs. McAuley was born at St. Peter's, P. E. I. She came to Boston 40 years ago, being then a widow, and has since lived with her daughter Miss Cassie McAuley.

Other children who were present with their own families, so that four generations were represented, were Augustus McAuley and Mrs. Selma McCystal, both of Boston. Another daughter, Mrs. Mary E. Malone, lives in San Francisco.

The foregoing accounts, with a portrait of the nonagenarian appeared in the Boston Globe of April 25th last. Mrs. McAuley is the widow of the late Michael McAuley, Millwright, and her maiden name was McDonald, sister of the late Michael McDonald, Goose River, and a niece of the late Bishop McIntyre.

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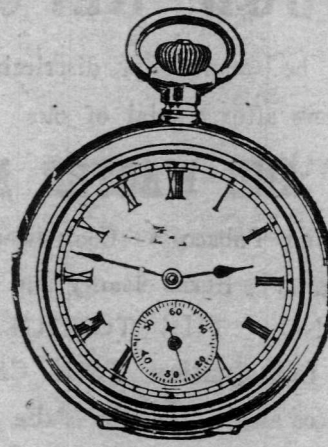
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