

THE HERALD
WEDNESDAY, FEB. 13, 1907.
SUBSCRIPTION—\$1.00 A YEAR,
PUBLISHED EVERY WEDNESDAY
JAMES McISAAC
Editor & Proprietor
McBride Triumphant.

Later returns from British Columbia, than those at hand when our last issue went to press, show that Premier McBride's majority will be at least ten, over socialists and Liberals combined, and thirteen over Liberals alone. The standing of parties seems to be as follows: Conservatives 26; Liberals 13; Socialists 3. A remarkable feature of the election is the smashing defeat of ex-Commissioner McInnis, who was recalled from the Yukon by Premier Laurier and sent to the Province as the machine leader, armed with all the prestige and authority the Federal Government could bestow upon him.

Ottawa, Jan. 29, 1907. The condition of affairs in Prince Edward Island has become a serious and the representations of the majority of members from that Province are so insistent, so vigorous and at the same time so obviously reasonable, that Parliament generally is obliged to take notice. This is a great step gained and it will be greater if only the Government also can be convinced that its responsibility extends even to the smallest Province in the Dominion. Canada is a large Country and has many interests. It is perhaps not surprising that Members from Prince Edward Island should get an impatient hearing when they press their case.

But justice is justice, and when once a fair minded Member can be induced to give his attention to the condition of Prince Edward Island he admits that the Members from that Province who have submitted their protest day after day are only doing their duty. The accumulation of wrongs which are recorded this season gives Mr. Martin LeFurgey, and Mr. McLean more favorable audience. There is a fourth Member for the Island, who frequently joins in the protest, but the demands of Mr. Hughes are usually weakened by explanations and apologies on behalf of the Government, and assurance that the Ministers are doing about all that ought to be expected of them.

December 18th, when the orders of the day were called, Mr. Martin arose to bring to the attention of the House the question of winter communication. Sir Wilfrid Laurier advised him that he was out of order, but found that Mr. Martin, who thoroughly understands the rules of the House, had given the necessary notice to the Speaker, and also a notice not called for by the rules to the Minister of Marine. He proceeded to describe the situation, reading from Charlottetown newspapers that freight was piling up at that Port and at Pictou, that only three steamers a week were carrying freight, and that in the Christmas season this state of affairs was causing great loss. The Minister was reminded of the promise that a third boat and a larger one would be placed on the route, and was told that a few days ago a Government official set out for Prince Edward Island and found the service so disorganized that when he arrived at the mainland Port he gave it up and returned to Ottawa.

December 6th Mr. LeFurgey raised the question of winter boats. He wanted to know whether a steamer was to be put on the winter between Cape Tormentine and Summerside, demonstrate that route for winter service. He recalled the promise made by the Minister the previous year that the Montcalm or the Lady Grey would be employed on the Prince Edward Island route and asked whether that promise was to be carried out. The Minister informed him that the Montcalm and Lady Grey would be employed elsewhere and that the Minto and the Stanley would carry on business at the end of the stand.

January 14th, Prince Edward Island Members raised the question of experimental farm stations on Prince Edward Island and various local matters of that character. January 16th, Mr. McLean interrogated the Government as to a wharf at Panmure Island. Next day Mr. LeFurgey and Mr. McLean took part in the discussion of Mr. Fisher's Bill for inspection of food packing establishments, in his application to the lobster industry. Mr. LeFurgey pointed out that under the terms of the Bill a large part of the population would be employed to inspect the operations of the remainder.

January 21st, Mr. McLean endeavored to ascertain whether the claims of Prince Edward Island for special treatment had been presented by the delegates from that Province to the Inter-Provincial Convention in October, and whether since that settlement any further communications on that subject had been received from Charlottetown. He was informed that Prince Edward Island had made no special claims to the Conference, except those on the record and had not been heard from since.

Justice to P. E. I. Demanded By Opposition Members.

Messrs Martin, LeFurgey and McLean. Persistent in Pressing the Claims of Their Province.

Parliament Must Pay Attention To These Arguments and Statements.

Winter Communication, Railway Service, Mails Telegraphs, Life-Saving Stations, Branch Railways, Experimental Farms, Wharves and Other Matters.

December 12th, Mr. LeFurgey introduced a long and spirited debate on the subject of life-saving stations and the wreck of the "Soviets". He and Mr. Martin used strong language with regard to the utter failure of the Marine Department to meet such emergencies as that of November 9th. Mr. Hughes came to the rescue of the Department, and Minister of Marine spoke for himself. The discussion took a wide range, but the Department could not get away from the fact, that it attempted little and accomplished nothing during the sixty hours between the time the ship went ashore and the last survivor left the wreck. Certainly the Department offered no reasonable excuse for spending some three million dollars a year, much of it in take-off while leaving three hundred miles of dangerous coast line in one Province without a vestige or sign of a life boat or a life saving apparatus.

December 18th, when the orders of the day were called, Mr. Martin arose to bring to the attention of the House the question of winter communication. Sir Wilfrid Laurier advised him that he was out of order, but found that Mr. Martin, who thoroughly understands the rules of the House, had given the necessary notice to the Speaker, and also a notice not called for by the rules to the Minister of Marine. He proceeded to describe the situation, reading from Charlottetown newspapers that freight was piling up at that Port and at Pictou, that only three steamers a week were carrying freight, and that in the Christmas season this state of affairs was causing great loss. The Minister was reminded of the promise that a third boat and a larger one would be placed on the route, and was told that a few days ago a Government official set out for Prince Edward Island and found the service so disorganized that when he arrived at the mainland Port he gave it up and returned to Ottawa.

December 6th Mr. LeFurgey raised the question of winter boats. He wanted to know whether a steamer was to be put on the winter between Cape Tormentine and Summerside, demonstrate that route for winter service. He recalled the promise made by the Minister the previous year that the Montcalm or the Lady Grey would be employed on the Prince Edward Island route and asked whether that promise was to be carried out. The Minister informed him that the Montcalm and Lady Grey would be employed elsewhere and that the Minto and the Stanley would carry on business at the end of the stand.

January 14th, Prince Edward Island Members raised the question of experimental farm stations on Prince Edward Island and various local matters of that character. January 16th, Mr. McLean interrogated the Government as to a wharf at Panmure Island. Next day Mr. LeFurgey and Mr. McLean took part in the discussion of Mr. Fisher's Bill for inspection of food packing establishments, in his application to the lobster industry. Mr. LeFurgey pointed out that under the terms of the Bill a large part of the population would be employed to inspect the operations of the remainder.

January 21st, Mr. McLean endeavored to ascertain whether the claims of Prince Edward Island for special treatment had been presented by the delegates from that Province to the Inter-Provincial Convention in October, and whether since that settlement any further communications on that subject had been received from Charlottetown. He was informed that Prince Edward Island had made no special claims to the Conference, except those on the record and had not been heard from since.

On the same day Mr. LeFurgey brought up the question of the wreck of the "Soviets" and the failure of the Stanley to afford relief. On the same day again Mr. Martin brought before the House the resolution passed by the Maritime Board of Trade in 1905, and re-affirmed in 1906 setting forth the great hardships endured by

Prince Edward Island owing to the want of winter communication, affirmed that the terms of Confederation had not been carried out and urgently requesting the Government to complete the terms of Confederation by the construction of a Railway tunnel, pending which a new ice breaking steamer equipped with all modern improvements should be provided. Mr. Martin desired to know if this petition has been received, and what action the Government proposed to take on it. He was informed by the Minister that the business was engaging the consideration of the Government.

ISLAND FREIGHT RATES.

At the same time Mr. Martin read the resolution of the Maritime Board of Trade of 1896 and 1894, strongly expressing the opinion that freight rates to and from Prince Edward Island winter and summer were exorbitant, since they amounted practically to three short haul rail rates, and recommending that the rates should be adjusted on the basis of a continuous haul. Mr. Martin wanted to know what action the Government proposed to take, and was told by Mr. Emmerson that the matter was under consideration.

On the same day Mr. LeFurgey brought up the question of motor cars on the Prince Edward Island Railway and was given by Mr. Emmerson assurance that the Government had good intentions.

WRECK OF THE SOVIET.

December 12th, Mr. LeFurgey introduced a long and spirited debate on the subject of life-saving stations and the wreck of the "Soviets". He and Mr. Martin used strong language with regard to the utter failure of the Marine Department to meet such emergencies as that of November 9th. Mr. Hughes came to the rescue of the Department, and Minister of Marine spoke for himself. The discussion took a wide range, but the Department could not get away from the fact, that it attempted little and accomplished nothing during the sixty hours between the time the ship went ashore and the last survivor left the wreck. Certainly the Department offered no reasonable excuse for spending some three million dollars a year, much of it in take-off while leaving three hundred miles of dangerous coast line in one Province without a vestige or sign of a life boat or a life saving apparatus.

WINNER COMMUNICATION.

December 18th, when the orders of the day were called, Mr. Martin arose to bring to the attention of the House the question of winter communication. Sir Wilfrid Laurier advised him that he was out of order, but found that Mr. Martin, who thoroughly understands the rules of the House, had given the necessary notice to the Speaker, and also a notice not called for by the rules to the Minister of Marine. He proceeded to describe the situation, reading from Charlottetown newspapers that freight was piling up at that Port and at Pictou, that only three steamers a week were carrying freight, and that in the Christmas season this state of affairs was causing great loss. The Minister was reminded of the promise that a third boat and a larger one would be placed on the route, and was told that a few days ago a Government official set out for Prince Edward Island and found the service so disorganized that when he arrived at the mainland Port he gave it up and returned to Ottawa.

DECREASED EXPENDITURE.

The next day Mr. LeFurgey obtained from the Government by a series of questions the cost of the Northern light, the Stanley and the Minto with the statement that the cost of winter communication last year was \$113,598. During the season of open navigation in 1906 the Government had paid \$30,450 and in 1905 \$28,700.

CABLE AND OTHER THINGS.

On the same day the Prince Edward Island Members, this time including Mr. Hughes, made an inquiry about telegraph communication. Mr. Martin commenting on the fact that the cable company had kept the Government some 14 days waiting for a reply. That day also Mr. Martin and Mr. McLean dealt with the most important bill, showing that it might work injustice in the case of Prince Edward Island shippers if they could not send a parcel of mail to Nova Scotia without having to pay an inspector.

QUESTION OF REPRESENTATION.

On Monday January 23rd, the debate on the representation of Provinces took place. It came on the same motion that Mr. Hughes proposed and allowed to show for and against, and again brought forward only to be requested once more by his Leaders to withdraw the motion. This time Mr. Martin and Mr. McLean insisted that the motion should be passed to some kind of an issue, and after a long day's debate in which the claim of the Eastern Provinces was supported not only by the members from Prince Edward Island, but by the Opposition Leader and several of his supporters from Ontario and New Brunswick, an attempt was made on the Government side to adjourn the discussion and throw the motion over indefinitely. The scheme succeeded, but not without a division of the House, in which every Minister voted for the postponement, as did every Government supporter except Mr. Hughes, one member from New Brunswick and four from Nova Scotia. On the other hand every Conservative, except one from Quebec, voted against the adjournment. So strong was the Government pressure that Mr. McDonald of Pictou, who had been counsel for his Province on the representation case and who strongly supported the resolution, disappeared from the House before the vote was taken. The motion was carried by a majority of thirty and the subject was shelved probably for the Session. One of the features of this debate was Mr. McLean's comparison of Mr. Aylesworth's argument as the paid counsel for Prince Edward Island, with the opposite argument made in the House against the claim of the Province.

ONLY A PARTIAL RECORD.

This is by no means exhaustive list of debates and discussions raised by the Opposition members from the Island on subjects of interest and importance to this Province. They have also borne their share in discussion of other questions of national interest. But that, as Mr. Borden said his whole speech was merely a statement of what everybody knew. All the

MR. MCKEAN, AND THE CABLE.

On the same day Mr. McLean tried to ascertain what negotiations had taken place between the Government and the Anglo American Telegraph Company about the break in the cable. He wished to learn whether the Government admitted the cable monopoly and whether it was the intention to establish wireless communication or some other system. He only succeeded in learning that the Government was not admitting anything and had everything "under consideration."

MR. EMMERSON'S VIEW.

Mr. Emmerson pleaded that the promises made were not very definite and that the Government had no intention of justifying the Government in entering upon the necessary expenditure. He added the statement that "hardly any portion of P. E. Island is twelve miles from the Railway. At certain parts of the Island you can look across and if you had a David he could throw a stone from one water to another." Mr. Emmerson added that he was considering the question of motor cars, and explained that the Island Railway did not pay running expenses.

WILL KEMP AT IT.

To this Mr. LeFurgey replied that the promises were sufficiently definite to impose upon the people, and that Prince Edward Island Railroad would pay if the terms of union were carried out by the construction of a tunnel. As it was the farmers had to rush their produce to market as a time when the prices were lowest, and consequently sold their produce for about half the price that was paid to producers in other Provinces. If the Minister's promises were not good Mr. LeFurgey undertook that the one which he was making for himself and his two Conservative colleagues would be observed. This was that the Members on the Opposition side from his Province would keep at the Government until some remedy was provided. The only representative of the case came from a Quebec Liberal, Mr. Talbot, who intimated that Prince Edward Island Members who voted against the Grand Trunk Pacific had no right to find fault with the Government on this P. E. I. GOVERNMENT IS PASSIVE.

ON THE 23RD OF JANUARY MR. MARTIN

inquired whether any arrangement had been made between the Dominion Government and the Government of the Province with respect to the non-fulfillment of the terms of Confederation regarding winter service, and whether the Provincial Government was pressing a claim. He was informed that the Government of the province was not making any disturbance and no arrangements had been made.

ON THE 23RD OF JANUARY MR. MARTIN

inquired whether any arrangement had been made between the Dominion Government and the Government of the Province with respect to the non-fulfillment of the terms of Confederation regarding winter service, and whether the Provincial Government was pressing a claim. He was informed that the Government of the province was not making any disturbance and no arrangements had been made.

ON THE 23RD OF JANUARY MR. MARTIN

inquired whether any arrangement had been made between the Dominion Government and the Government of the Province with respect to the non-fulfillment of the terms of Confederation regarding winter service, and whether the Provincial Government was pressing a claim. He was informed that the Government of the province was not making any disturbance and no arrangements had been made.

Ottawa Weekly Letter.

Playing Fast and Loose

Sir Wilfrid Pleads Against Changing the Constitution. While he is Preparing a Bill to Change it. Government shirks the representation issue. And loses vote of six Liberals.

JUSTICE WAITS IN NOVA SCOTIA

A Seat on the Bench ten Months Vacant. Keeping it for a Member of Parliament.

A LIST OF THE FAITHFUL

Who Served Their Party in Parliament. And Enjoy Their Reward as Judges of the Land.—With Some Who Could not Get Elected.

FINANCIAL STATEMENTS NOT READY

So no Investigation is Possible.

G. T. P. Cost Will Double Government Estimate.

Ottawa, Feb. 2th, 1907. Several interesting discussions have occurred in Parliament this week. On Monday Mr. Hughes of Prince Edward Island moved his resolution asking that the Imperial Parliament be called upon to amend the British North America Act by providing that none of the Maritime Provinces shall at any time have fewer representatives in the House of Commons than when they entered the Union. This resolution was introduced last year but the Government was able to shelve it for the Session. When it came up again this week the Conservative Members from Prince Edward Island protested against the practice of bringing up such motions merely to withdraw or adjourn them. They insisted that the question raised should be pushed to some conclusion and in that position were supported by the Opposition Leader and party. But after Mr. Aylesworth had in vain pleaded for the withdrawal of the motion, and after Sir Wilfrid had tried to put the question aside, a Government supporter moved the adjournment of the debate, which was carried in spite of protests from all the Conservatives and a few Liberals. So the motion goes to the foot of the paper.

THE SITUATION.

On behalf of Prince Edward Island it is urged with great force that when the contract of Union was made it was the intention of all parties to guarantee the province a minimum representation of six. Mr. Aylesworth, now Minister of Justice, was counsel for Prince Edward Island when appeal was made to the Supreme Court and the Privy Council to interpret the act in that sense. The Courts decided that the letter of the act did not express this compact and the judges refused to consider any statements not expressed in the act itself. Nova Scotia and New Brunswick also went to the courts, claiming that clause 3 Chapter 51 of the B. N. A. Act was intended to protect those provinces from the loss of representation and would do so if the act were construed as its authors intended. In this case also the courts followed the letter of the law, and now all three provinces have fewer representatives than when they entered Confederation.

LAWYER AYLESWORTH.

While accepting the judicial decision members supporting the resolution urged that Parliament should be bound by the spirit and intention rather than the letter of the act, and since the courts would not go behind the statute the intention should be carried out by legislation. Mr. Aylesworth hardly rose to this occasion. He made an elaborate argument to show that the courts had decided correctly, which was exactly contrary to the argument he made when he appeared as counsel. The minister of justice is now receiving his pay from another source and argues accordingly. But as Mr. Borden said his whole speech was merely a statement of what everybody knew. All the

Meet Me at the Always Busy Store. Stanley Bros. Ladies' & Children's Cloth Coats, Fur Coats, Ruffs, Muffs, Caps, Collars And Mitts, All at 65 cents on the Dollar. This is your chance to get your Coat or Fur Cheap. \$6.00 Coats for \$4.00, \$7.50 coats for \$5.00. \$10.50 Coats for \$7.00, \$12.00 coats for \$8.00, etc. \$30.00 Fur Coats for \$20.00, \$37.00 now \$25. \$48.00 Fur Coats for \$32.00, \$60.00 now \$40.00. Neck Furs, Caps, Muffs, All Prices Less One Third, Do Not Delay — Buy To-day. STANLEY BROTHERS.

Fall and Winter Weather! Fall and winter weather calls for prompt attention to the Repairing, Cleaning and Making of Clothing. We are still at the old stand, PRINCE STREET, CHARLOTTETOWN. Giving all orders strict attention. Our work is reliable, and our prices please our customers. H. McMILLAN.

You cannot possibly have a better Cocoa than EPPS'S. A delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold. COCOA Sold by Grocers and Storekeepers in 1/2-lb. and 1-lb. Tins.

Sheriff's Sale. By virtue of a writ of Statute Execution to me directed, issued out of His Majesty's Supreme Court of Judicature of Prince Edward Island, at the suit of John D. Sinnott against James N. McPhee and Mary C. McPhee, I have taken and set out all the estate, right, title and interest of the said James N. McPhee and Mary C. McPhee in and to all that tract of land and parcel of land situate, lying and being on Lot or Township Number Thirty-nine in King's County, bounded and described as follows: that is to say, on the north by land now or lately in possession of the widow of the late Peter Sinnott, on the east by land formerly owned by James Hogan, on the south by land owned by James A. McDonald, and on the west by land owned by John D. Sinnott, containing sixty-two acres of land more or less, and I hereby give Public notice, that I will on Wednesday, the Twenty-eighth day of August A. D. 1907, at the hour of twelve o'clock, noon, at the Court House in Georgetown in said County, set up and sell at public auction the said property, or as much thereof as will satisfy the levy marked on said writ, bearing the sum of Forty-nine dollars and seventy-eight cents, besides Sheriff's fees and all other legal incidental expenses.

Minard's Liniment Cures Colds. Ladies! Here is your chance, one week only. Box Calf Boots, neat, up-to-date. Cheap any time at \$2.25, now \$1.50, all sizes. These Boots arrived a few days ago a little late of course, but they are yours at the above price. See them anyway. A. E. McEACHEN, THE SHOE MAN, QUEEN STREET, JOHN T. MELLISH, M. A., L.L.B. BARRISTER and ATTORNEY-AT-LAW, NOTARY PUBLIC, ETC. CHARLOTTETOWN, P. E. ISLAND. Office—London House Building, Collecting, conveyancing, and all kinds of Legal business promptly attended to. Investments made on best security. Money to Loan.

DIED. At Monticello, on February 1st, of cancer of the stomach, Frederick McDevail, aged 71 years, leaving to mourn a sorrowing widow and one son. R. I. P. At Webster's Corner on the 5th inst. Francis McNally aged 79 years. May his soul rest in peace.

In this city on the 6th inst. H. Gordon Atkes, aged 22 years, third son of Mr. and Mrs. W. H. Atkes.

February 11th, at the residence of the non-law C. P. Fletcher, Esther, relict of the late Henry C. Douse.

In this city on the 10th inst., John Leonard, aged 23 years, son of Wm Leonard, Cornwall. Deceased had attended St. Dunstan's College for two or three years, and this year was attending Prince of Wales College intending to take teacher's license. He took his examination on Thursday apparently quite well and on Sunday was taken suddenly ill and died. R. I. P.

Suddenly at his home at Burnbury, Len 48, early Tuesday morning the 12th inst., Patrick Duffy, aged 72 years. Deceased was a highly respected gentleman, and was much esteemed by the community to which he lived. He leaves to mourn a widow, four sons and three daughters. May his soul rest in peace.