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At the Federal Capital.

The House of Commons during the week ending October 25th, was engaged almost exclusively in discussing the government's bill for the taking over of the Grand Trunk Railway System of Canada.

After another, on the opposition side of the House. A brief consideration of each of these arguments, if arguments they could be called, will show the utter futility and untenability of the ground assumed by the opposition.

Their hands were great outstretched wings of the National Transcontinental System, the Canadian Northern and the Intercolonial Railway.

Mr. James McIsaac, M. P., Delivers Important Speech, Which Has Been Highly Commended in Government Circles.

Mr. James McIsaac (Miles) spoke for a few minutes on this question which is of paramount importance to the people of Canada.

Mr. McIsaac's speech was highly commended in government circles. He pointed out the financial aid to carry on the business.

Woolsey's - FOR - SPRING and SUMMER. Our new Stock is here, ready for your inspection.

GARTERS Feed, Flour & Seed Store. QUEEN STREET. WE SELL WE BUY: FLOUR OATS.

Garter & Co., Ltd. WHOLESALE. RETAIL. HERRING. HERRING.

Your Soldier Boy Wants HICKEY'S TWIST. No matter where he is, or what other tobacco he can get.

(Continued from page 1)

had been asked by the Opposition. I remember very well that not only during the present session but last session, hon. gentlemen inquired whether any progress had been made in the Government's negotiations with the Grand Trunk, or whether or not the Government had any announcement to make with regard to the project. Any hon. gentleman who was present on those occasions cannot fail to have a distinct recollection that questions were asked and answers given which were not only clear and definite but also very satisfactory. The Government's position was made public. Eventually a stage was reached in the negotiations when the Government actually framed their ultimatum, although the company made various overtures in order to learn whether it was possible to obtain better terms. The Government's position was made public. Eventually a stage was reached in the negotiations when the Government actually framed their ultimatum, although the company made various overtures in order to learn whether it was possible to obtain better terms. The Government's position was made public. Eventually a stage was reached in the negotiations when the Government actually framed their ultimatum, although the company made various overtures in order to learn whether it was possible to obtain better terms.

Now, Mr. Speaker, the terms of the agreement have been before the House and are familiar to hon. members. But our friends of the Opposition do not seem to be satisfied with these terms and they proclaim that the bargain is very disadvantageous to Canada. Let us see what the meaning of the whole thing is. As I have already stated, there has been a long and arduous process of negotiation. The Government has been very generous in its proposals. The Grand Trunk has been very generous in its proposals. The Government has been very generous in its proposals. The Grand Trunk has been very generous in its proposals. The Government has been very generous in its proposals. The Grand Trunk has been very generous in its proposals.

Why does the Government do this? Because, in the first place, it was forced to do it; and, in the second place, in order that the railways which have been already taken over, there must be made of the greatest use to the people of this country—that we must have a great coordinated transportation system stretching from ocean to ocean, and so be in a position, under public ownership, to compete with the great transcontinental railway operated by the Canadian Pacific Railway—a truly marvellous institution. But it appears to me there is no reason why in due time the Government of Canada may not be able to compete on equal terms with, and operate its transportation business just as successfully as the great Canadian Pacific Railway Company. Yes, Mr. Speaker, there is no reason at all why the Government cannot do that successfully, profitably, for I am confident that the system will pay for all the expenditure that may be made upon it and still show a surplus. This desirable state of things may not come about today or tomorrow, it will take some time, but ultimately it is my conviction, Sir, that our national railway will be operated on a paying basis. Therefore, not only is this a good business proposition, but it is a patriotic proposition.

I would like to refer briefly to some of the objections that have been made to this proposition. To tell the truth, Sir, it appears to me that those objections are most frivolous. I do not think one real, valid and substantial objection has been presented during the course of the debate. It is said that the legislation was sprung upon Parliament. But surely no hon. member would deny that he had some knowledge that these negotiations were proceeding. The proposition was brought to Parliament at the earliest possible moment, that is, when the agreement had been reached. Then it is said that there is no time in the dying days of the session for a proper discussion of this proposal. But Mr. Speaker, there is no limit to the session. It does not appear to me that it can be said that the session may not continue and every member of the House has every opportunity of discussing this question from every angle and point of view if he is so disposed. Therefore there is no thing in that objection.

I do not see my friend the hon. member for Antigonish and Guysborough (Mr. Sinclair) in his seat regretting his absence, for in his attack on this measure he said, among other things, that he felt what the award of the arbitrators might be regarding the value of the common stock of the Grand Trunk railway, as that had great fears that a settlement value, a value altogether pronounced and beyond reason, would be given to that stock. And as evidence of his sincerity he made the statement that when the Canadian Northern Railway was acquired the arbitrators of that day valued the stock taken over by the Government at \$10,000,000, which he thought was the highest degree extravagant. But, Sir, in the session of 1917 his then leader, the late right hon. Sir Wilfrid Laurier, stated when the matter was under discussion that if that stock was as high in value as \$10,000,000 it would not be a bad thing for the Government. Apparently my hon. friend (Mr. Sinclair) did not then disagree with his leader; but subsequently when that very stock was acquired for the people of Canada for \$10,000,000 he held up his hands in holy horror.

With him it makes all the difference in the world whose ox is gored. It matters not how great the extravagance might be so long as it was committed by his leader, but when a genuine business proposition was proposed from this side of the House, acquiring the stock at one-third of the price he was willing to accept, he thought that was something terrible. The objection has been made that the finances of the country at the present time do not warrant us in undertaking any very large expenditure. We all realize that the country's expenditure is very great, and that our financial position may even be considered serious, but, as the ex-Minister of Finance (Sir Thomas White) has said, it is not critical with proper management, good judgment and good government. Canada will be able to meet all her financial obligations, by acquiring the Grand Trunk the Government is not legislating only for today, but for next year, and for the future. Suppose we did not take over the road and connect it up with

when the whole world looks to us as the great railway nation of the world. The trade of the country would be entirely dislocated, and there is the possibility that the Grand Trunk might be taken over by the great Canadian Pacific Railway Company, because that is the only company that could take it over. Under the circumstances are not the Government acting wisely? They have decided to take over the road even if it will cost the country something because, as I said before, we are not looking only for today, but for the future. When the great arteries of trade will be opened after the road is reconnected to the west, the Government will be extended, and trade becomes reconnected and vital. We are simply getting ready for the great expansion and prosperity to which we look forward for our country. After all, what we are called upon to pay immediately is the 3 per cent. interest on about \$100,000,000 of guaranteed stock. Then stock will be issued for the amount awarded on the arbitrated common stock. You must not forget that the Grand Trunk is a going concern. It is not stagnant but it is doing business, and will continue to do so. It is not a business which owing to the war various railways were able to show a surplus. The Grand Trunk was able to set a dividend now and then I therefore do not think we should not be as ardent in assuming that the surplus earnings over the cost of operation of the G and T railway will go so long a way towards meeting the interest on the guaranteed and debenture stock.

For the reasons which I have explained to you before the House, I am convinced that it is the duty of this Parliament on behalf of the people of Canada to accept the terms of the Government's offer. I am firmly convinced that it will be the greatest possible advantage to Canada in the years to come.

Statements of a private detective that he had discovered a plot to kidnap Edsel Ford, son of Henry Ford, and hold him for \$200,000 ransom, led to the arrest at Toledo, Ohio, of four men.

Approximate cost of the recent railway strike to the British Treasury, was £10,000,000 Sterling, according to an announcement made by the Chancellor of the Exchequer in the House of Commons. The Chancellor added that the publicity campaign against the strike cost the Government more than £32,000 sterling.

Herbert H. Asquith, former Premier, in the course of a speech at Aberystwith, Wales, declared the country was not bankrupt. On the contrary, he said, there was an abundant evidence of wealth, even a superfluity. Mr. Asquith advocated new taxation immediately in order to meet the situation, and suggested an inquiry into the availability of wealth.

In the British House of Commons Mr. Bonar Law, replying to Mr. Josiah Wedgwood, Liberal, in regard to statements by W. M. Bullitt, former member of the American peace mission, on his trip to Russia said Prime Minister Lloyd George had not personally read the British report but that it had been examined for him. The Prime Minister, he said, adhered to his statement that Mr. Bullitt's report was a tissue of falsehood.

British commercial travellers and the representatives of business houses are to be permitted passage aboard every British warship leaving the country for abroad. This, according to Sir Hamar Greenwood, under secretary for home affairs, who made the announcement before the association of British chambers of commerce, is a move unique to the history of the empire. Walter Hume-Long, first Lord of the admiralty, has given his assent to this special service, Sir Hamar declared.

List of Pure Bred Live Stock for Sale. Table with columns: NAME, ADDRESS, BREED, AGE. Includes entries for Ayshire Bull calves, Shorthorn Bulls, and Yorkshire Pigs.

DEPARTMENT OF AGRICULTURE. Furs. Furs. Furs. We have on hand quantity of St. John LIME! Includes text about fair grading and fire insurance.

St. Louis Fur Exchange. 7th & Chesnut, St. Louis, Mo., U.S.A. March 12, 1919. Includes text about fur grading and exchange rates.

Announcement. For the information of our many patrons, in both town and country, we deem it necessary to announce that the Coal Business, successfully carried on in the past by the late Mr. Charles Lyons, will be continued by the Estate, under the old firm name of C. Lyons & Co.

C. LYONS & CO. Queen Street, Charlottetown, P.E.I. March 19 1919. Canadian National Railways. OPERATING ONE HOUR EARLIER.

Important Daylight Saving Change of Time at 2 a.m. Sunday, March 30, 1919. All clocks and watches used in operation of Canadian National Railway will at 2 a.m. Sunday, March 30th, be advanced one hour.

Where municipal time is changed to correspond with the new Railway time, passengers will not experience difficulty growing out of the change. April 2, 1919.

SEALED TENDERS submitted to the Postmaster General, will be received at Ottawa until noon on Friday, 6th December, 1919, for the conveyance of His Majesty's Mails on a proposed Contract for four years, at three per cent. on the route Montreal-Charlottetown via the Atlantic Coast Railway.

JOHN F. WHEAR, Post Office Inspector. Charlottetown, Oct. 23, 1919. Includes text about sealed tenders and fire insurance.

C. LYONS & CO. Fire Insurance. Possibly from an oversight or want of thought you have put off insuring, or placing additional insurance to adequately protect your assets against loss by fire.

ACT NOW. CALL UP DEBLOIS BROS., Water Street, Phone 251. J. D. STEWART, Barrister, Solicitor and Notary Public.

Canadian-West Land Regulations. The title deed of a family, consisting of over 15 years old, who was at the time of the present war, and who has since continued to be a British subject or subject of an allied or friendly country, may be obtained on a grant of Dominion Lands Agency or other Agency for District Entry by proxy which may be made on certain conditions.

Success Is a Habit. Our habits make us. We are creatures of habit. Whether we are a success or a failure is a question of how we do things without thinking. To Save is the only way to Success.

Gloves. We have just the kind of Gloves you need, lined and unlined. Also Wool Gloves for this time of year. Suedes [and] Tans—both combination. Price \$1.00 to \$4.00. Underwear. Come and get your Underwear before it is all sold. We have all kinds—two-piece and light and heavy weight. Prices per suit \$1.90 to \$5.50.

MacLELLAN BROS. ADVERTISE IN THE HERALD. Includes text about advertising and contact information.

Prince Edward Island.

Time Table in Effect October 6th, 1919

Trains Outward and Inward. Table with columns for Train Name, Direction, and Time. Includes routes to and from Charlottetown, Summerside, and other locations.

Except as noted, all the above Trains run daily, Sunday excepted.

H. H. MELANSON, Passenger Traffic Manager, Toronto, Ont. W. T. HUGGAN, District Passenger Agent, Charlottetown, P.E.I.

Look! Read! Realize.

We cater to the men's trade, and no other. If you were sick you wouldn't call to see a Tailor, or a Blacksmith, about the condition of your health. Of course not; you would call to see a Doctor!

Do not forget that we are sole agents for the famous W. H. Leishman & Co. Wholesale Custom Tailors. We have an elegant stock of Overcoats to show you at the present time.

Overcoats, Made-to-Order-from... \$30.00 to \$48.00. Overcoats, Ready-to-Wear... \$15.00 to \$36.00.

Success Is a Habit. Our habits make us. We are creatures of habit. Whether we are a success or a failure is a question of how we do things without thinking. To Save is the only way to Success.

Gloves. We have just the kind of Gloves you need, lined and unlined. Also Wool Gloves for this time of year. Suedes [and] Tans—both combination. Price \$1.00 to \$4.00.

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MacLELLAN BROS. ADVERTISE IN THE HERALD. Includes text about advertising and contact information.

Dear Gabriel, I have the part... Thy deathless love to me... To heav'n I sing, and lither...

Ruggles

By Gabriel Francois, Powers, in Ave Maria. Ceneclued. After that he came home more rarely...

Food's Sarsaparilla... The kidney and liver troubles, revives the back, and builds up the whole system.

wears a rather singular uniform and carries colours riddled at Waterloo. One of us, however, sneezing Ruggles' mother in the street...

once more, through the eternal infantility of his sylogizing, that nothing could or would happen to Ruggles, just because...

Should Never Be Neglected... The constant hacking, racking, persistent cough that sticks to you in spite of everything you have done to get rid of it...

Dr. Wood's Norway Pine Syrup... In nearly every case it will allay the inflammation, soothe the irritation, heal the diseased mucous lining of the lungs and bronchial tubes...

There was a "pail at the doorbell, and the senior stumbled in. He had not been gone thirty minutes. "It's done," he said.

WOMEN'S BROWN BOOTS, high tops with leather or rubber soles... BLACK HIGH TOP BOOTS, same as above... GREY KID BOOTS, newest styles...

MEN'S BOOTS... This year we have many special lines in Brown and Blacks... MISSES, BOYS' AND CHILDREN'S SHOES... ALLEY & CO. LTD.

CARTERS Feed, Flour & Seed Store... QUEEN STREET... WE SELL WE BUY... FLOUR OATS... FEED HAY...

Carter & Co., Ltd... WHOLESALE RETAIL... HERRING, HERRING... We have some good Herring in stock...

R. F. MADDIGAN CHARLOTTETOWN... Your Soldier Boy Wants HICKEY'S TWIST... No matter where he is, or what other tobacco he can get...

Notice of Sale... The undersigned and endorsed on the advertised tender, 105 1/2 cwt. of Haddock...

DEPARTMENT OF AGRICULTURE... Furs, Furs, Furs... SHIP TO US DIRECT... FAIR GRADING... The rules and ethics of the industry...

CANADIAN NATIONAL RAILWAYS... Change of Time--P. E. I. Division... Commencing Monday, October 6th, 1919...

St. Louis Fur Exchange... 7th & Chestnut, St. Louis, Mo., U.S.A. March 12, 1919... Announcement... For the information of our many patrons...

Table with columns: NAME, ADDRESS, BREED. Lists various fur traders and their details.

DEPARTMENT OF AGRICULTURE... Furs, Furs, Furs... SHIP TO US DIRECT... FAIR GRADING... The rules and ethics of the industry...

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C. LYONS & CO. Queen Street Charlottetown, P.E.I. March 19 1919... Canadian National Railways... OPERATING ONE HOUR EARLIER... Important Daylight Saving Change of Time...

Canadian National Railways... OPERATING ONE HOUR EARLIER... Important Daylight Saving Change of Time... All clocks and watches used in operation of Canadian National Railway will at 2 a.m. Sunday, March 30th...

BUILD UP... In spring and summer, it's the natural time to store up health and vitality for the year. Scott's Emulsion is Nature's best and quickest help.