

CONFEDERATION CELEBRATION, CHARLOTTETOWN

THE CHARLOTTETOWN GUARDIAN

MORNING DAILY

CHARLOTTETOWN, CANADA, WEDNESDAY, APRIL 15, 1914

FIRST OF ALL

(12 PER YEAR (DELIVERED BY ADV. N. B. 10 PER YEAR BY ADV. N. B. IN ADVANCE)

PROCEEDINGS AT THE LEGISLATURE

Tuesday, April 14, 1914.
The House of Assembly resumed after the Easter adjournment at the Provincial Building this afternoon, shortly after three o'clock, there being a fair attendance of members.

PETITIONS.

After prayers and the confirmation of the Journal record,
Hon. J. McDONALD moved the suspension for the day of rule 36 in order to enable the presentation of petitions for private Bills of incorporation.
This was agreed to.
Hon. Mr. McDONALD introduced a petition from the directors of "The Cardigan Silver Black Fox Co., Ltd." for an act to amend the act incorporating the company so as to enable the insertion of a clause to the effect that all transfers of shares in the company shall be made on the books of the company and that no shareholder shall sell, assign or transfer any shares held by him without first having obtained the permission of the directors. The directors shall allow him to do so or provide an equal right to the shareholder in lieu of such shares as agreed to at a meeting of the shareholders of the company.
The SPEAKER deferred the reception of the petition, which, however, on being presented later was received and read, and on the motion of Mr. McDONALD, referred to a committee of three for report.

Hon. J. A. McNEILL presented a petition from Harry P. Woods and others for an Act to incorporate "The Royal Strain Silver Black Foxes Ltd." the petitioners stating that they had already been for some time engaged in the fox business, and desired incorporation with a capital stock of \$24,000 divided into shares of \$100 each, and with their head office at Summerside.
The same member presented a petition from A. R. Brennan and others, already engaged in the fox business for some time, seeking incorporation as "The Fidelity Silver Black Fox Co., Ltd." with a total capital stock of \$42,900, divided into shares of \$100 each, and with head office at Summerside. These petitions having been received, on the motion of Hon. Mr. McNEILL, referred to respective committees of three for report.

QUESTIONS.

Mr. J. H. BUNTAIN asked the Commissioner of Public Works whether it was the intention of his Department to erect a steel bridge at

CONDENSED ADS

TOO LATE FOR CLASSIFICATION

One cent per word each insertion in this column. Cash must accompany order. Minimum charge twenty-five cents.

FURNISHED HOUSE TO LET. Apply here. 1973-4-15mft.

TO LET - ROOMS - GENTLEMEN preferred. Apply this office. 1968-4-15mft16pd.

MAID WANTED IMMEDIATELY. Small family. Apply Mrs. Rattenbury, 192 Great George St. 1970-4-15m3r.

WANTED, MAID FOR GENERAL housework. Apply 231, Richmond St. 1958-3-28mft.

CONVEY PICTURE FRAMES. ALL sizes. Lowest price. F. Young, 132 Upper Queen Street. 1869-4-9mMo.

WANTED, A MAN WITH KNOWLEDGE of gardening, also to attend furnace, St. Joseph's Convent. 1973-4-15mft.

LOST, OF LEFT IN ONE OF "MORNS." April 1, W. M. S. Treach, Currier's Book of Grace Church. Please leave at 185 Burton St. 1899-4-15mft.

FOR SALE AT BRADLANS STATION twelve acre excellent land, twelve chains wide with buildings and the whole farm five seven acres. Major C. Morphy, Bradlans. 4-15E16pd.

FOR SALE - PURE BRED YORK-shire pigs, both sexes. Sired by Sweepstake hog at Charlottetown, Exhibition last fall. Apply Ira L. Reid, North Hill. 1971-4-15m3pd.

WOULD THE PARTY WHO TOOK the parcel from the baggage room Charlottetown, marked P. D. Webster, by mistake, kindly return and oblige P. D. Webster. 1969-4-15-11pd.

FOR SALE - FIVE SHARES MT. Edward Black Fox Co., eight pairs, five old breeders, animals unexcelled in breeding, individually, productivity, dividends. Ranch unsupervised in security, sanitation, production. Dividends within few months. Shares to suit purchasers. Apply 80 School St. 4-13m316pp.

Minard's Liniment Cures Diphtheria.

MORE EVIDENCE OF WHO WILL BE HIGH TO WAIT ON SPECIAL MEETING BOARD OF TRADE

(From Our Own Reporter)
OTTAWA, April 14.—With the House opening tomorrow interest has been revived in the Canadian-Northern Railway situation. Several cabinet Ministers have been working on the problem during the Easter holidays. The Government as already announced, insisted on a complete show-down and asked for an enormous amount of searching information. But it has taken time to secure this and the last of the information sought, it is understood, only reached the Government this week.

The sub-committee of the Cabinet which has had the matter in hand, it is understood, has formulated a policy which it is believed will meet with the general approval of the party as well as the country. This, however, has to be laid before the Cabinet Council as a whole and then later will be submitted to a party caucus for its approval. Nothing definite will be done until the return of Premier Borden who is expected back at the end of next week. But it is expected that there will be an official announcement of the Government's policy towards the Canadian Northern shortly after the return of Mr. Borden.

Mr. J. S. MARTIN asked the Commissioner of Public Works whether it was the intention of his Department to open the road leading to Portree Bridge.
Hon. Mr. McNEILL'S reply was in the affirmative, though he pointed out that that was one of the bridges that had been built by the late Government, and the necessity for which he did not see.

Mr. MARTIN also asked the Commissioner of Public Works whether it was the intention of his Department to open a road on the west side of Belle River to Belle River Pier.
Hon. Mr. McNEILL, said in reply that he might tell the hon. gentleman that it was the intention of the Government to open that road referred to, but, as the hon. gentleman knew, the price asked for land in that locality was very excessive, and he did not get the people to agree to take a reasonable price for the land, of course the Government would have to force the road through, but that was something that the Government was always very slow to do—that was why that road had not been opened before now.

The Bills enacting the incorporation of the Royal Strain Silver Black Foxes, Ltd., and "The Fidelity Silver Black Fox Co., Ltd." were reported by the committee that considered the petitions therefor, and were read a first time.

SECOND READINGS.

On the motion of Hon. C. Dalton, the second reading was taken of the Bill enacting the Act for the better government of Tignish. The amendment provides for the appointment by the ratepayers of Tignish, at their annual school meeting or any special meeting called for that purpose, of a Magistrate and a constable or police officer to carry that Act into effect, such appointments to be made annually, unless a vacancy should occur in the interval of the annual school meetings, or it be found necessary to either or both of the officials.

The House, on Hon. Mr. Dalton's motion, went into a Committee of the whole (Mr. T. W. McDonald, chairman) and considered the Bill, the purpose of which was then explained by Mr. Dalton. The Bill was agreed to without amendment and, on the House resuming was ordered to be engrossed and to be read a third time on the following day.

HON. E. ARSENAULT moved the recommitment of the Bill enacting the incorporation of "The Great Eastern Fox & Fur Co., Ltd." The House went into committee (Deputy Speaker, Dobbie as chairman) and further considered the Bill, when Mr. Arsenault moved the clause fixing the title of the Company as "The Great Eastern Fox & Fur Co., Ltd." to be amended to make the company the "Phoenix Fox & Fur Co., Ltd." This was agreed to and the Bill passed its second reading with this amendment. On the House resuming it was ordered to be engrossed and to be read a third time.

THE COMPANIES' ACT.

On the motion of the Premier, the House resolved itself into a committee of the whole to take into further consideration the Companies' Act; Mr. T. W. McDonald as chairman.
In moving this the Premier said: I might say in addition to the remarks I made in introducing this Bill, that since the measure was introduced last, I have had many inquiries as to the condition of our law, with the result that it seems to me more than ever to be a matter of great importance that we should put ourselves into line with progress by adopting this Act. That consideration seems to grow weightier as time passes. It grows weightier in view of the large company development that has been taking place in this province. In relation to our population the development has been unequal and no man can say that he sees the end or anything like the end of that development, but we can see the necessity for guarding ourselves

(From Our Own Reporter)
OTTAWA, April 14.—It is expected that the High Commissioner will be filled by the Government before the adjournment of the House. It is known that the Cabinet has informally discussed the question though coming to no conclusion. In the lobby the name of Sir Richard Br. Br. is most frequently mentioned as the most likely man. Another name mentioned is that of Sir Charles Tupper.

GOOD WEATHER IN THE WEST

(Canadian Press.)
WINNIPEG, April 14.—Fine weather is reported from all over the wheat area and many farms are now ready for seeding.

UNITED STATES TO INTERVENE

(Canadian Press.)
LONDON, April 14.—London papers commenting on the decision of President Wilson to send a U. S. Battleship Squadron to Mexican waters, express the opinion that the United States are on the verge of armed intervention in Mexico with all its incalculable consequences. Both the Post and Daily Mail take the ground that intervention now can hardly be averted.

LOBSTER FISHERMEN SUFFER FROM STORM

(Canadian Press.)
YARMOUTH, April 13.—A heavy storm for the past twenty-four hours played havoc with the lobster fishermen all along the shore. The men had just got their gear out for the spring fishing. Many had done nothing since the traps were set. The heavy gale is responsible for heavy loss at Cobeguid. At Yarmouth boats along thirty boats fishing a thousand traps were driven ashore. It is safe to say that among hundreds of boats the proportion of loss is about thirty to forty traps per boat.
At Kelp Hollow Cove the wreckage of traps is so dense as to be merely a mass of laths, buoys and cordage.

PRESIDENT HUERTA PLANS TO HELP POOR MEXICANS

(Canadian Press.)
MEXICO CITY, April 14.—One hundred and sixty members of the Jockey Club, Mexico's aristocratic organization, came before President Huerta and listened to his appeal for their support for a great uplift movement in behalf of the poor. "You men are millionaires, most of you beggars as the poorest member of Jockey Clubs."
They began to show signs of nervousness which was allayed when they learned that he did not want money for war, but for pants of the ordinary cotton variety worn by Indian laboring men. "When the world does not think of men dressed like you and me but of those poor ragged, dirty, cotton-trousered men. Now I want you to help me. I will appoint a committee of two women for each of you. Keep your eyes open for each of these poor men needing trousers and contrive to provide them with a

(Canadian Press.)
YARMOUTH, April 13.—Claude Johnston, one of the crew of the Government steamer Landowne, in port here, was seriously hurt by an explosion this afternoon. He was engaged on one of the buoys, using an iron rod to force the carbide through the opening into the buoy when it struck a spark exploding a quantity of gas. The buoy was practically destroyed. His injuries are serious though not fatal. He belongs to St. John.

REBELS WIN IN GREAT BATTLE

(Canadian Press.)
JUAREZ, April 14.—A nine days battle, possibly more desperate than those at Gomez Palacio and Torreón, has resulted in victory for rebels under Villa, according to an official report made public here this evening. The combined rebel forces which came up on the federal army in the last days of battle to have numbered 15,000 at San Pedro Las Colonias, forty miles east of Torreón. The killed and wounded on both sides will be 3,000. The rebels claim to have taken 700 prisoners.

MINARD'S LINIMENT CURES COLDS, ETC.

NEW YORK, April 14.—At a convention of foreign and American Surgeons here one exhibit was an artificial hand which can be used for writing, manipulating a knife and fork and executing dozens of other tasks.
Minard's Liniment Cures Colds, etc.

COMING EVENINGS, ANNOUNCEMENTS, MEETINGS ETC.

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*LOTS OF Ice cream and cake at St. James Bazaar tomorrow. 1961
*Amateur Photographers. Films finished quicker and better at The Two Macs. 1952-4-14M61.
*REV. A. J. W. BACK will deliver his stirring lecture, in Wright's Hall, Friday evening, April 17th. Subject—The Days of Bluff King Hal. Admission only 15 cents. 1944-4-14M31.
*It's only a matter of time for my typewriters to prove their supreme superiority over all other makes. That's their history right there. Be sure you get a Smith Premier or Remington. A. Milne Fraser, Halifax, N. S. 1954
Minard's Liniment cures gargles in town.

(From Our Own Reporter)
OTTAWA, April 14.—A deputation of upwards of 1,000 delegates, representing about 500 public bodies of town and Municipalities throughout Canada, will wait upon the Hon. Robert Rogers early tomorrow afternoon to urge upon the Government the necessity of immediately starting the construction of the Georgian Bay Canal. The principal speakers for the deputation will be Montreal's Mayor-Elect, Mr. Mederic Martin, Mr. Adelard Fortier, President of the Montreal Chamber of Commerce, and Mr. Wm. J. Gear, of the Montreal Board of Trade. Fort William, Port Arthur and other cities will also have their spokesmen.

HON. MR. CROTHERS SUFFERS A RELAPSE

(From our own Reporter.)
OTTAWA, April 14.—Hon. T. W. Crothers, Minister of Labor, who has been ill with erysipelas for the past few weeks and who has been making good progress to recovery, has had a relapse and his friends are somewhat worried over his condition. However, officially it is stated that there is no cause for alarm. It was reported that he would return to his office in the House.

Under the circumstances it is likely that the consolidation of the industrial Disputes Act which was intended to introduce this session will be held over until next year. Hon. C. J. Doherty in the meantime is acting Minister of Labor.

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There was a largely attended meeting in the Board of Trade rooms yesterday afternoon, when Mr. C. A. Hayes, General Traffic Manager of the P. E. I., and Mr. D. A. Story conferred with the members of the Board and the least number of the merchants of Prince Edward Island on the question of freight rates and train arrangements on the P. E. I. Railway.
Mr. W. S. Stewart, President of the Charlottetown Board of Trade, acted as Chairman. Introducing Mr. Hayes, he said that the business men of the Island would have an opportunity of addressing to him any questions which they would like, and he was sure that Mr. Hayes would be pleased to listen to any recommendations that might be made and arguments that might be adduced on the subject. He had no doubt Mr. Hayes would give them close attention and consideration. A committee of the Board of Trade had had the matter under consideration, and he thought they might hear what Mr. Hayes had to say.
Mr. Horace Haszard said he was sure they were all pleased to have Mr. Hayes. The matter of increased freight rates was a very important one. Up to the present they had not had very much done to alleviate the troubles they were up against, and they had great hope that Mr. Hayes would listen to them patiently and, if possible, do something to remedy the grievances they were under. He thought that it would be well to treat the meeting in a conversational way. In looking over some documents, it was decided by the committee that the resolution passed at a convention of the Boards of Trade of this province seven years ago expressed, about as well as they could to-day their ideas on the subject, and with the permission of the meeting he would ask to be allowed to read this resolution.
Mr. Hayes: Is this the resolution of 1907?
Mr. Haszard: Yes. There were five Boards—Alberton, Summerside, Montague, Souris and Charlottetown—and they all agreed unanimously to the resolution passed at that meeting.
Mr. Haszard then read the resolution as follows:
Resolution adopted by the Conference of the Boards of Trade for P. E. I., Island, March 26th, 1907, at Charlottetown:
Whereas the trade of this Province has been very seriously handicapped for many years past owing to the difficulties of navigation and the excessive freight rates demanded by reason of three short haul freight rates between points on Prince Edward Island and points on the Mainland.
And whereas the freight rates prevailing to and from this Province are altogether disproportionate with those prevailing from Montreal eastward as will be seen from the following:
From Montreal to St. John, 3c. per 100 lbs. plus 1/4c. distance \$32 mts.
From Montreal to Sydney, 16c. per 100 lbs., distance 277 mts.
Regular rates on grain in carloads from Tignish to St. John, 26c. per 100 lbs., distance 428 mts.
From Tignish to Halifax 23c. per 100 lbs., distance 309 mts.
From Tignish to Sydney 26c. per 100 lbs., distance 380 mts.
And whereas this Province being a part of the Dominion of Canada, has to contribute its full share of the cost of maintenance of all Government-owned and subsidized railways and steamers, should therefore be entitled to equal privileges, mile per mile, with the Upper Province over all such railways and steamers, disallowance being made for extra handling of freight from cars to and from steamers;
RESOLVED, that in the opinion of this Conference the Government be and is hereby requested to so equalize out three short hauls system of transportation with the continuous haul of the other Provinces, with which we are in competition;
And further RESOLVED that P. E. I. Island be placed on the same basis as to import and export as to and from ports outside of Canada as are accorded to the other Provinces of the Dominion;
And further RESOLVED that the advantages of commodity rates be extended to this Province forthwith.
This resolution, said Mr. Haszard, had been carefully read over by the committee and fully considered, and it had been found that very little improvement was called for to-day.
Mr. Tidmarsh: Are our rates to-day the same as seven years ago?
Mr. Haszard: No; they are very much higher, but the same principles apply. In oats, potatoes and general produce of this country the rates have gone up considerably at different points along the railway, and it certainly means a great drawback to our business in the spring and fall and to a great extent over the year. We are under the impression that if more facilities were offered we would do better business. One of our complaints is that we are almost driven to Picton at times to do our business, because we can do it at a lower rate of freight over our own railway from Picton than from Charlottetown. A man shipping from points outside of this Island

can often make use of the P. E. I. Railway at a lower rate of freight than we can use ourselves. The cost of shipping twenty-five thousand pounds of oats from Emerald to Charlottetown was \$14 on the 4th of June, 1913, but on November 8th, 1913, a car of twenty-seven thousand pounds cost \$21.50. If you take the difference of two thousand pounds off, that leaves \$20, an increase of \$6, which is very considerable. In the case of produce 'being brought in from, say, St. Peter's to Charlottetown, a car of twenty-four thousand pounds on May 6th, 1913, would cost \$14.28. In December, 1913, from the same point to Charlottetown, twenty-five thousand pounds would cost \$20, which is a very heavy increase. On flour from Charlottetown to O'Leary the charge is 36 cents per barrel, from Picton to O'Leary 38 cents; but we do not buy flour from the Steam Navigation Company, the matter under consideration, and 10 cents per barrel for our flour to get it here, and when we have to pay the rate from here to O'Leary it gives the man doing business in Picton an advantage over us. We ask that we be put on the same level with him. A short time ago grain—oats, for instance—used to be shipped in carloads and there was a discount given from the then rate of freight, but that discount has been withdrawn and the rates have been raised. We cannot see the necessity for withdrawing the discount and raising the rates at the same time. Certainly it has had a bad effect on our trade, in this way, that Ontario people are now able to compete with us. In the case of molasses, from Souris to Tignish, 167 mts., the charge is 19 cents per hundred pounds, and we find we are at a great disadvantage for the reason that the freight rates coming east from west to us are very much lower than our rates going to the west from east. We cannot see any fairness in this at all. Flour from Chatham, Ontario to Charlottetown would cost \$96, but our produce, for instance, from Charlottetown to the same point would cost \$132. I am going to ask what commodity rates are in force to-day in Nova Scotia and New Brunswick. We know that in New Brunswick they used to have commodity rates on lumber and cord wood and in Nova Scotia on coal. Are we to have any this year in the province?
Mr. Hayes: You have them.
Mr. Haszard: Another matter in this: We have been often understood that commercial men on the Mainland can travel over the Intercolonial and P. E. I. Railway at a lower rate than the people of this province—that is, the commercial men whose representatives travel. We do not ask anything in the shape of favours, but that our representatives may travel over the roads at just as low a rate as those on the Mainland.
Mr. Hayes: I am not familiar with that matter. We have made the Intercolonial mileage book interchangeable on the P. E. I. Railway. It occurs to me, Mr. Haszard, that all these various points I could not undertake to answer off-hand. I shall be here a few days. You had better make a list of your representatives and before we leave Mr. Story myself or Mr. Hugron will undertake to answer and explain them.
Mr. Haszard: That is very satisfactory, I think.
The next matter dealt with by Mr. Haszard was that while the commodity rate came into force on the first day of April from Chatham Junction to Picton the winter rate was still maintained on the Government boats. Mr. Hayes said he would look into that.
Mr. Haszard then asked Mr. Hayes for an answer to the question which they had often asked, why was it that Charlottetown could not be made a distributing centre? The city was certainly important enough to be looked upon as such—just as important as Picton. Many times they had to send over and trouble one of the officers at Picton to do a lot of distributing, because they could not possibly bring their stock over to Charlottetown.
Mr. Aitken said that no produce came into Charlottetown but for export.
Mr. Rattenbury said that it was very inconvenient to Charlottetown that it was not a distributing centre.
The subject was further discussed by Messrs. Tidmarsh, Hinson, Isaac Carter, George F. Hall, R. N. Cox, Hyndman and Dobbie.
Mr. H. L. Jenkins said that last summer the Minister of Railways offered the people of North Ruston a line of motor trucks to connect with the railway station at Hunter River. At that time it was late in the season and they did not take the matter up. This winter they had asked for this line of motor trucks to carry out business in the spring and fall and to a great extent over the year. We are under the impression that if more facilities were offered we would do better business. One of our complaints is that we are almost driven to Picton at times to do our business, because we can do it at a lower rate of freight over our own railway from Picton than from Charlottetown. A man shipping from points outside of this Island

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Mr. Hayes: You have them.
Mr. Haszard: Another matter in this: We have been often understood that commercial men on the Mainland can travel over the Intercolonial and P. E. I. Railway at a lower rate than the people of this province—that is, the commercial men whose representatives travel. We do not ask anything in the shape of favours, but that our representatives may travel over the roads at just as low a rate as those on the Mainland.
Mr. Hayes: I am not familiar with that matter. We have made the Intercolonial mileage book interchangeable on the P. E. I. Railway. It occurs to me, Mr. Haszard, that all these various points I could not undertake to answer off-hand. I shall be here a few days. You had better make a list of your representatives and before we leave Mr. Story myself or Mr. Hugron will undertake to answer and explain them.
Mr. Haszard: That is very satisfactory, I think.
The next matter dealt with by Mr. Haszard was that while the commodity rate came into force on the first day of April from Chatham Junction to Picton the winter rate was still maintained on the Government boats. Mr. Hayes said he would look into that.
Mr. Haszard then asked Mr. Hayes for an answer to the question which they had often asked, why was it that Charlottetown could not be made a distributing centre? The city was certainly important enough to be looked upon as such—just as important as Picton. Many times they had to send over and trouble one of the officers at Picton to do a lot of distributing, because they could not possibly bring their stock over to Charlottetown.
Mr. Aitken said that no produce came into Charlottetown but for export.
Mr. Rattenbury said that it was very inconvenient to Charlottetown that it was not a distributing centre.
The subject was further discussed by Messrs. Tidmarsh, Hinson, Isaac Carter, George F. Hall, R. N. Cox, Hyndman and Dobbie.
Mr. H. L. Jenkins said that last summer the Minister of Railways offered the people of North Ruston a line of motor trucks to connect with the railway station at Hunter River. At that time it was late in the season and they did not take the matter up. This winter they had asked for this line of motor trucks to carry out business in the spring and fall and to a great extent over the year. We are under the impression that if more facilities were offered we would do better business. One of our complaints is that we are almost driven to Picton at times to do our business, because we can do it at a lower rate of freight over our own railway from Picton than from Charlottetown. A man shipping from points outside of this Island

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