

THE GUARDIAN

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FRIDAY, MAY 3, 1913

FOUR YEARS TO BUILD.

Those who airily talk of building our own Dreadnoughts do not seem to realize what that implies. Canada can no more build a man of war under present conditions than we in this Province can equip an aerial navy.

The Japanese have taken twenty years to work up their warship building, and now take over three years to build a battleship; although anxious to build all ships in their own country, they still find it necessary to have some of them built in Great Britain.

The increase in cost for ships built in Canada would amount to 25 or 30 per cent over the present prices quoted in Great Britain. The interesting point is that now Canada, for such a fleet unit as Australia has built, would have to pay, even in Britain \$25,797,000, instead of \$22,035,755 three years ago, as compared with seven millions for three battleships of the latest type.

These arguments undoubtedly force one to the conclusion that the most practical and economic course for Canada to pursue—at the present time, at all events—is to make a contribution in ships, leaving the manning and other provisions to the Imperial authorities.

Liberals cannot gainsay these arguments. As professed Free Traders they are bound to buy in the cheapest market; and when as in this case the cheapest is also the most efficient, it would be criminal folly to throw money away on the mere pretence of encouraging a local industry.

ALL ON HORSE RACE

Sir:—Would it not be a good drawing card for the Provincial Exhibition to be held in Charlottetown next autumn, if a good purse were hung out for a stallion race? There are quite a number of stallions on the island with records ranging from 2.19 to 2.24, and others unmarked that have shown trials in 2.14, and I think the owners of such speed should be anxious to show to the breeders of trotting stock that they are willing to enter their horses in a race, provided a good purse was offered.

WM. HORRIED, Travellers Rest, P. E. I.

IMPORTANT TO FARMERS.

Sir:—The Department of Agriculture is in receipt of a communication from Rev. E. Walker, Pastor St.

Aleris Church, Rolle Bay East, of more than ordinary importance, and Father Walker has very kindly consented to its publication. It is as follows: "Dear Sir:—Now that the season for sowing turnips is at hand you could do a great deal in prevailing upon farmers, and especially dairy farmers, to sow enough of turnips for their stock. They should grow 100 or 150 bushels for each cow they have, taking particular care to have a sufficient supply of roots for the months of April and May. The feeding of crushed grain and bran and oil cake meal to milk cows is not as general as it should be for profitable work. I have tried the generous feeding of turnips and meal to milk cows since last fall and can strongly recommend the practice, it will pay to feed to calves and yearlings as well. One of my cows—the big red one—has given 46 to 48 lbs of milk one-half since the middle of March; two others are giving 35 to 36 lbs., and the pure bred Ayrshire, now eight months milking, gives 20 to 21 lbs. per day; another is to freshen soon. We feed them from 40 to 45 lbs. turnips per day and about one pound of mixed meal for every four pounds milk they give. Now is the time to sow the roots for the following winter and spring. A special appeal on that matter would now be in order; you are the best man to do it. I see so many cows coming out of winter quarters little removed from walking skeletons for want of a sufficient supply of roots in their winter rations that something should be done to remedy that backward state of things."

I would like to know if the Herd Competition in each County, of those supplying milk to factories, is to be continued this season? If so, I would like to enter, as I have now five cows, and I do not want to see King's County so far behind as it was last year.

There is no doubt whatever but that Father Walker is right in urging the importance of growing more turnips. They are the cheapest food the farmer can grow successfully each year, and there is nothing better to feed with grain and dried fodders than plenty of roots. The dairy industry is at the very basis of agriculture in this Province and everything should be done that can possibly be done to support and foster it. Some people are trying to persuade themselves that at the present high prices of beef there is as much money in beef cattle as there is in dairy cattle, but the following statement taken from an address delivered by President Peter White, at the annual meeting of the Dominion Shorthorn Breeders' Association, held at Toronto on February 6th, 1912, should make those who are now in dairy sections and considering dropping dairying for beef raising, think very carefully over what they are doing:

"I doubt very seriously whether a pound of prime beef can be produced at a less cost than a pound of butter, where all the conditions as to land value, cost of labor, interest on investment, and every other element entering into the cost of production are equal and considered, and yet no one seems to think it out of the way to pay 25 cents for a pound of butter, but 25 cents for a pound of choice porterhouse is simply preposterous."

Of course turnips are as important in the feeding of beef cattle as in the production of milk, but one reason why dairying is not more profitable in this Province is that too few turnips have been raised. The Department of Agriculture is again offering, through the Dairy-men's Association the Herd Competition for the cows supplying the largest amount of milk to factories. This has stimulated the production of milk in some sections, and we are glad to notice that Father Walker is planning to enter the Competition this year.

I am, sir, etc., THEODORE ROSS.

MAINLY ABOUT PEOPLE

The Montreal Star of May 27th extends birthday congratulations to Mr Charles R. Smallwood, Charlottetown, who was 53 years old on that day. The Guardian wishes him many happy returns of the day.

Prof. Ewen MacMillan, son of Mr Hugh MacMillan, Cornwall, who has been secretary of Agriculture in South Africa, has been promoted to the position of Superintendent of the Agricultural College at Potchefstroom in the Transvaal.

Mrs. A. E. Morrison, Prince street, was hostess at a pretty afternoon tea yesterday in honor of Miss Olivia Fullerton, daughter of Rev. Dr. and Mrs. Fullerton, Brighton, who leaves Monday for Toronto where she will be married. A large number of ladies were present and a social hour was delightfully passed. Dainty refreshments were served in the dining room after which the guests assembled in the drawing room and the hostess, on behalf of the teachers and officers of St. James Sunday School, presented Miss Fullerton with a solid silver ladle and sugar spoon, suitably engraved. The recipient graciously thanked her fellow-workers for their kind gift and the company departed with many good wishes for the honored guest.

ISLAND AFFAIRS IN PARLIAMENT

In the House of Commons on Monday supplementary estimates affecting the Public Works Department were under consideration, when the following discussion took place:

Prince Edward Island Railway—to increase accommodation facilities along the line, \$5,000. Mr. HUGHES (King's, P. E. I.): I wish to call the minister's attention to the fact that the Railway Department owns a wharf at Souris, P. E. I., which cost a considerable sum of money. The carts go down to that wharf and a steamer calls there four times a week, carrying a good deal of freight. She does not call at the railway wharf, and the freight has to be carted from the railway wharf to a private wharf at considerable expense. The boat is subsidized by the Government. There is considerable expense to some person, either to the consignee or to the department if it pays for the cartage. It appears to be such a strange thing that I would like an explanation.

Mr. COCHRANE: It has never been brought to my attention before, but I will make a note of it. Mr. HUGHES: Does the Department know anything about it? Mr. COCHRANE: The Deputy Minister does not know, but I will make a note of it.

Mr. HUGHES: The Department's wharf there is a large expensive wharf, but it is left without facilities for doing business. There is no proper freight shed. Mr. COCHRANE: Does the boat not call there? Mr. HUGHES: She does not call at all. Mr. COCHRANE: Is there any reason why she should not call? Mr. HUGHES: I do not know of any reason. Mr. COCHRANE: It ought to be looked into. Mr. HUGHES: Some facilities are required for doing business at the wharf. There is an old freight shed there, which is hardly suitable. It is not exactly in the right place. Another thing very much required is a weighing scale. A thousand dollars would put a suitable freight shed and scale there. I would like the minister to look into the matter.

Mr. COCHRANE: All right. Prince Edward Island Railway—to provide car ferry and make necessary alterations incidental thereto, including change from narrow gauge to standard gauge, \$1,000,000. Mr. HUGHES: I would like some information about this, I presume that tenders have been called for. Mr. COCHRANE: Tenders have been received, but I do not know whether the contracts have been completed or not. The award has been made. Mr. HUGHES: What are the amounts of the tenders that have been accepted? Mr. COCHRANE: Let the item stand until we get the information. Mr. HUGHES: And the tender for the steamer that has been accepted? Mr. COCHRANE: I will get the information for the hon. gentleman if he will allow the item to go through, both with regard to the boat and each terminal.

Mr. HUGHES: All right. Will the hon. gentleman get it tonight? Mr. COCHRANE: Either tonight or in the morning. Mr. HUGHES: I secured an order of the House about twelve days ago for some information as to what the completion of the Elmira branch cost, when it was taken off the contractor's hands? I would like to get that information. Mr. COCHRANE: I think that we had to send to Moncton for it. We will get it as early as possible. Mr. HUGHES: I do not know whether I shall have an opportunity of discussing this matter again. Mr. COCHRANE: Yes, when the supplementary estimates are under consideration.

Mr. HUGHES: We may be rushed for time. I would like to point out some things in connection with it which I think the department should know. This work cost a great deal more than it should have. Mr. COCHRANE: It cost a lot of money, I know. Mr. HUGHES: It was very badly managed. There were men employed by day-labor, after the work was taken off the contractor's hands, who were not capable of doing that day's work. I have information that the contractor was paid over what was covered with ice and snow and was not present on the building. The engineers were not satisfied, and the actual men were taken out of the poorhouse to work on that road. The local politicians got charge of it. I do not suppose that that department knew what was going on, but whoever was in charge of that work ought to be called to account. If there was an engineer in charge of it he should have. It was the most notorious piece of graft that has ever taken place in that part of the country. Surely someone is responsible. I would ask the minister to look into it. I wish to discuss it when the supplementary estimates are under consideration.

Mr. MACDONALD: I would like the minister to tell us how soon he expects the car ferry to be completed and whether he intends to proceed with the widening of the gauge of the Prince Edward Island Railway this summer?

Mr. COCHRANE: No. Mr. MACDONALD: I would also like to ask him whether he intends to do the work by contract or day labor, whether he intends to take over as part of the Intercolonial line from Cape Tormentine to Backville, and if so what arrangement he has made in that regard. Mr. COCHRANE: We hope to have the car ferry running by the 1st August, 1914, the docks completed and the boat there. We do not propose to start the widening of the railway this year. We have not made any arrangements for getting to Cape Tormentine yet. That will come in under our branch line policy and we will construct a line if we cannot make suitable arrangements. Mr. MACDONALD: Does the minister intend to proceed to widen the gauge of the Prince Edward Island Railway by day's work or by tender and contract? Mr. COCHRANE: I said that we were not going to do anything with it this year, and we have not discussed it or decided on any plan. Mr. HUGHES (King's, P. E. I.): With regard to freight rates, the people of Prince Edward Island thought they had a promise that the disadvantage of the three short hauls would be eliminated when the car ferry would be established. Mr. COCHRANE: When was the promise made? Mr. HUGHES: I think on the eve of the last election. Mr. COCHRANE: Well, I do not know anything about it. Did you make it? Mr. HUGHES: No, I think the Prime Minister made it. I am not quite sure, but that the Minister of Railways and Canals made it. Mr. COCHRANE: The Minister of Railways? Mr. HUGHES: Yes. Mr. COCHRANE: And that was before the last election? Mr. HUGHES: I am quite satisfied that gentlemen supporting the Government made the statement that they had that assurance from the Prime Minister. Mr. COCHRANE: I did not make it, I can assure you. Mr. HUGHES: Can the minister give us any statement with regard to it? Mr. COCHRANE: No, it is a matter that has not come before me to my knowledge. Mr. HUGHES: It has not been considered yet. Mr. COCHRANE: No. Mr. HUGHES: Well then, they will have to depend on the future? Mr. COCHRANE: I would be almost willing to give them the railway if they would only undertake to run it and build the ferry too. Mr. MACDONALD: Does the minister intend to operate the car ferry as a part of the Intercolonial railway when it is completed, or is he going to allow the Department of Marine and Fisheries to have anything to do with the operation of the steamer? Mr. COCHRANE: It is a matter that will have to be decided in the future. I could not give the hon. gentleman an answer because we have not discussed it. Mr. MACDONALD: The trouble with this car ferry proposition and that attitude of the Government has been that the whole thing has been a leap in the dark. My hon. friend's proposition tonight indicates that he does not know what he is going to do. The only thing he knows is that he has let a contract for a car ferry and that he is going to construct two docks at the Prince Edward Island mainland terminals. Mr. COCHRANE: What would the hon. gentleman do? Mr. MACDONALD: If I had the responsibility I would be able to tell the hon. gentleman when he would ask me, and I would be in a different position from what he is in tonight. I would know what he is going to do, because he apparently does not know what he is going to do. The minister proposes letting a contract in his department to provide transportation facilities between Prince Edward Island and the mainland. I was going to ask him, if it is really his desire to give proper communication with Prince Edward Island, to take over the control of the winter service between Pictou and Charlottetown and Georgetown and operate it as a part of the railway system of the Dominion. The only grievance that Prince Edward Island has had against the federal Government, and it is one which still exists, arises out of the extra cost of the transportation of its products during the winter months. The railway brings them to the sea-coast, and they are placed upon boats which are controlled by the Department of Marine and Fisheries and where the charges are of such a character that it is impossible for the products to be sent forward except at a great disadvantage. Notwithstanding the car ferry between the capes, the Government will have to continue the operation of the winter boats, which ply to the two great ports of Prince Edward Island. Has the minister considered that phase of the question; has his supporters who come from Prince Edward Island urged on him the desirability of taking over the operation of the two winter boats, and lightening the cost of the transportation facilities in that way so that the people of the Island will have a real and substantial benefit? Mr. McLEAN (Queen's, Prince Edward Island): I understand. Mr. MACDONALD: I did not ask the hon. gentleman; I asked the minister. Mr. McLEAN: I have the right to speak in this House. Mr. MACDONALD: Usually when a

summer? Mr. COCHRANE: No. Mr. MACDONALD: I would also like to ask him whether he intends to do the work by contract or day labor, whether he intends to take over as part of the Intercolonial line from Cape Tormentine to Backville, and if so what arrangement he has made in that regard.

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