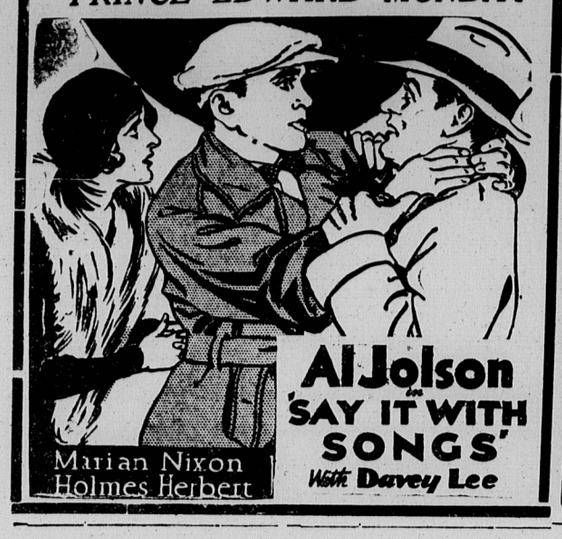
Prince Edward Today
"MAD WORLD"
A Tale of Mad but Glorious Love and Passions.
ALSO SOUND CARTOON AND COLORTONE SHORT

CAPITOL TODAY
"CALL OF THE WEST" TALKIE
SILLY SYMPHONY CARTOON & NOVELTY DOG SUBJECT

PRINCE EDWARD MONDAY



ALL TALKING CAPITOL MONDAY
ROMANCE of ADVENTURE
Mat. 3.15—11c, 26c. Eve. 7.15 & 9.00—21c, 37c.

Record Of Failure And Incompetency

Trenchant Review Of Saunders Government's Mismanagement By Dr. W. J. McMillan In Budget Debate.

CONTINUED

ROAD PROJECTS COMPARED

Resuming the debate on April 8th, Dr. MacMillan said:

Last night when I adjourned the debate I was dealing with the comparison made by the Minister of Public Works in connection with the cost of road projects under different administrations. He claimed that the projects under the Stewart Government cost $3,000 a mile, and that the work he did cost only $868 a mile. I was at a loss last evening to find the exact figures which I said were contained in the report of the sessional debates of 1925. I now have the statement of the Hon. John A. MacDonald in that debate, which I shall read:

Projects Nos. 1 to 39, completed during 1921 and 1922; 344 miles. Cost $745,709, an **average cost of $2,168 per mile.**

Projects 40 to 60, build in 1923, were not completed by the Bell Government **and are here** left out of account, because they were started under one Government and completed by their successors.

In 1924 Projects 61 to 71, comprising 115 miles, were laid out. One 15 mile project that was not completed is left out of the calculation. The rest, 100 miles, cost $111,830 **an average cost of $1,118 per mile.**

That is the comparison. The projects that were completed by the Bell Government cost $2,168 per mile, and ours cost $1,118 per mile. (Applause).

We have always maintained that the engineers' services were costing too much. We find that in the year 1922 this expenditure was $15,500, and in the year 1924 it was $10,379. That is to say, $500 less was paid to the engineers for doing practically $100,000 more work. There was some economy in that. The Premier used **to account for that** by saying that the Bell Government did all the hard work, that when they started under the Federal Highways scheme they picked out all the bad places, the bogs, the swamps, the hills, and so forth; and that consequently our projects should have cost less than theirs. If that was true, what becomes of the argument of the present Minister of Public Works. **If most of the hard work was done in the days of the Bell Government, and the remainder of it in the days of the Stewart Government, the work that my hon. friend the present Minister was called upon to do must have been comparatively easy.**

HON. MR. McINTYRE: We did the byroads.

DR. McMILLAN: **It was quite easy for him to road-machine byroads at at cost of $868 a mile; and so his comparison falls to the ground.** (Applause).

He is not attempting to do the work that was done on some of those projects for instance on that wonderful Western Road, that the Premier likes to talk about.

PREMIER SAUNDERS: No alder bushes there now!

DR. McMILLAN: No, but if the Minister of Public Works went out with his big machines to do the work that was done by his predecessors I would like to see how he would get out of some of those swamps on the Western Road. The Premier knows what those swamps were like and how hard it was to build them up. No machine, not even the biggest machine that was ever dreamt of by the Minister of Public Works, could have accomplished that work alone. **So he needn't try to make any comparison between that work and what the machines are doing today.** I am not objecting to the work he is doing; but he need not try to tell this House that his predecessors bungled their jobs because he is doing things so much cheaper. That is what some hon. members on the other side intimated when they remarked that the present Minister of Public Works is giving the first real service that this Province ever had in that department. I do not intend to stand for an assertion of that kind, and I don't think the Premier would stand for it either.

CRITICISM OF ROADS

There has been a lot of good work done in the Department of Public Works, and I am not saying that the present Minister is not doing his share. But it required a lot of hammering to get him to knuckle down to something practical. We used to take an occasional shot at him at the first session of this Legislature. The Patriot also got after him pretty strongly. You have only to turn up the files of that newspaper of May 30 and 31, 1928, and read, out of his own party organ ,some of the good advice that was handed out to the Minister of Public Works:

"It is not often that we find it possible to agree with our morning contemporary, but in its reference to our roads this morning it makes a statement with which we heartily agree. It is this: **'The humpbacks raised on some of the roads must be levelled off and the whole road system must be smooth off, otherwise it will be impossible to have decent roads.'**

"This is correct **and it is no use for any man, engineer or otherwise to attempt to treat it lightly.**

"Those who drive our roads, and they are legion, know that the humpback roads in this country in many cases are positively dangerous. Only yesterday we heard of one accident in which a car skidded in the ditch and upset. Besides the danger of skidding, drivers who are in the middle of the road, the only safe place, are reluctant to give room in passing. This leads to hogging the roads.

"What is the trouble that the public cannot be listened to in this regard? Columns have been written and unstinted advice given, not only in the Guardian but also in the Patriot—as a matter of fact repeatedly. Although the Patriot office is beseiged at times with complaints the humpbacking of the roads is persisted in. We write strongly about this matter because the public are insisting upon the trouble being remedied."

There is part of the education that we had to hand out to the Minister of Public Works in order to make him a practical Minister. He has come around, I believe, but it was hard work. When this Government came into power, when the policy of road maintenance was discussed, what had the Minister to say about road drags? Oh, they were no good. They were brought into operation by the Tory Government and used by them consequently they couldn't be any good. That was his attitude in 1928. He is a little more reasonable today; he says that if a thing has some merit he is going to try it out. We note also in the Public Works report of the past year that 500 road drags were made and put into operation.

ONLY AT THE BEGINNING

We have been engaged in this problem of good roads for nearly ten years now, and it is about time that we were beginning to accomplish something. Between $2,000,000 and $2,000,000 have been expended on our roads in that time, and surely we should be beginning to get results. **Yet I venture to say that we are only at the beginning, that this matter of road maintenance is a matter of endless expense, that year after year money will have to be expended on it.** That does not mean, Mr. Speaker, that I am in accord with the principle which has been followed by this Government and which is the policy of the Public Works Department at the present time. That policy is one of borrowing money for such purposes as road gravelling. Half a million dollars has been borrowed for this purpose in the past two years. It is a safe policy, they say, to borrow money for work of such permanency as will outlive the period of the bonds. Now I ask the Minister of Public Works, **can he tell us where the gravel that he put down last year will be in twenty years? How much of it is lost from one year to another? Will he not have to go over that again and again, year after year? Aren't we just at the beginning of a vast amount of expenditure on our public roads? That is why the principle of borrowed money for road gravelling is unsound.**

HON. MR. MCINTYRE: Ask the people in the country what they think of it.

DR. MCMILLAN: The people of the country know that they will have to pay for it sometime, and that it will require endless upkeep. The Minister has put down 71 miles of gravelled roads, and it will keep him busy maintaining those roads in good repair. **When he gets another 71 miles completed, it will keep him still busier. And before he gets all the roads of this Province gravelled he will have to come back to this House and borrow half a million dollars.** By that time the people may awaken to the fact that good roads are all very well, but that it is not so pleasant paying for them. That is the other side of the question.

PREMIER'S MISSTATEMENTS

The Premier made a statement on the subject of road gravelling which surprised me very much. I referred to this last night, but he was not in his seat. He said that the Stewart Government only gravelled one mile of road in their time, whereas the present Government gravelled seventy-one miles. You remember that statement, Mr. Premier? **I suppose you knew when you were making it that it was not correct? You knew that the Stewart Government had gravelled more than one mile of road in their time? You knew that there was at least a mile of road gravelled this side of the town of Summerside, by the Stewart Government? You knew that the road from Charlottetown to Wright's Bridge had been gravelled by the Stewart Government in 1926; a distance of three or four miles? You knew that part of the Malpeque Road from Charlottetown to beyond St. Dunstan's University was gravelled by the Stewart Government? You knew all this because, if you had forgotten the facts, all you had to do was look up the reports of the Public Works Department. And yet you made the statement that I have quoted. Perhaps you were mistaken. That may be the charitable way of looking at it. Perhaps you misunderstood the figures of the Minister of Public Works; because he was trying to put over something "cute." He said "in the years 1924 and 1925."—But you didn't limit the years; you said "in the days of the Stewart Government." The Minister of Public Works quoted the years 1924 and 1925 because he knew we had not got under way with our gravelling policy at that time, and he wanted to make a comparison that would be creditable to his own administration. He might as well have said. "We gravelled 71 miles of road in 1928 and 1929, and the Bell Government did not gravel one single mile in the four years that they were in power." But no, it was the Stewart Government that he was after. The Stewart Government, during the first two years they were in office, were thinking of something else Mr. Speaker. They were trying to get through with that Federal highway scheme in order to avail themselves of every dollar of Federal money that they could get.**

It used to be the complaint of the present Premier that the Bell Government had no policy of road maintenance. That cannot be said of the Stewart Government, for in addition to completing the highway projects we inaugurated a policy of road maintenance; and it was in pursuance of that policy that we introduced road gravelling.

EXPENSIVE ADMINISTRATION

We have rather an expensive administration in this Department of Public Works. For example, in this Legislative building, we find that since this Government came into power there has been an expenditure of over $4,000 for linoleum, for carpet and for furniture. Some of that expenditure may have been necessary; some of it we believe unnecessary. Economy is not one of the points on which this Government is a stickler. The Ministers evidently looked after their own comfort first. The general expense of maintaining this building has also gone up several thousands of dollars since the days of the Stewart Government. The fact of the matter is that when the first bills for the renovation of this building were submitted we knew, or we were reasonably sure, that we did not have them all. That suspicion has been verified. The bills are coming in yet. The Public Accounts this year contained one for $800 for linoleum. I wonder Mr. Premier have we reached the end of them now? Can they tell us now whether we have got all the bills paid,or will we have a continuation of them next year?

HON. MR. MCINTYRE: You will never have them all paid. They will always continue.

DR. MCMILLAN: I suppose we will have them as long as my hon. friend is at the head of the great spending department of the Government. Whether we will have them depends on the patience of the people of this Province. (Applause.)

GASOLINE BILLS

We had some difficulty in getting a question answered with regard to the expenditure for gasoline. I received an answer this morning, and it is a fortunate thing that I did; because if I had to wait until tomorrow morning I would have to keep on talking until tomorrow. (Laughter.) If I had received that answer yesterday, I might have been through now. We find that the expenditure for gasoline is going up. Two years ago they expended about $11,000; last year it was $15,000. There was one item in this connection that struck me as rather strange; that is the expenditure in gasoline for the cars used by the Premier and the Minister of Public Works respectively. The Minister of Public Works car cost last year $215 for gasoline, according to this report. I suppose, in the performance of his duties, the Minister of Public Works uses his car more than the Premier uses his. You would say, in view of the Minister's expenditure for gasoline, that the Premier's car would cost about $100. **But we find the Premier's car costing $380 for gasoline.** That is rather a remarkable thing, isn't it? **Does he outdo the Minister of Public Works in service? The Minister is either too modest in his expenditure of gasoline, or the Premier is a little too extravagant.** You may say that this is a small matter, but you will recall, Mr. Speaker, that the Premier when in Opposition was always harping on this subject. I do not think he ever made a speech from this side of the House but he mentioned the Premier's car. So if the Premier's car was a fair subject for discussion in the days of the Stewart Government it should be a fair subject for discussion now. We surely thought, by the way the Premier talked when in Opposition, that there would be no such thing as a Premier's car when he came into office. We thought that would be a thing of the past. But no. He purchases instead a brand new car, at an expenditure to this Province of some $$1600 or $1800; and we find $380 paid last year for gasoline for that car.

Some experts in the House had better figure this thing up. $380 worth of gasoline would draw the Premier's car how far in this Province? It would be twelve or fifteen thousand miles, anyway. **So the Premier must have been pretty busy last year, rolling up that enormous mileage in his new car, in the service of his country!**

STRANGE DISCREPANCY

I do not think anyone will take exception to the gasoline expenditure of the Minister of Public Works, because he is called upon to travel from one end of the Province to the other; **but I say that it requires some explaining to justify the other expenditure which would purchase enough gasoline to travel upwards of 15,000 miles, especialy when it was incurred by one who talked so much on this subject of the Premier's car.** Or is it, Mr. Speaker, that this matter is on a par with the question of returned soldiers? You remember how the Premier, when he was in Opposition, never rose in his place to make a speech but he wept salty tears. They say that is the reason why this carpet had to be changed, because those crocodile tears that came rolling down his cheeks destroyed this part of the carpet. He used to say that no official around this Chamber should be anything, but a returned soldier; no man should be appointed to any position in this House unless he had spent his time in the service of his country. We tried to explain to him that we were giving returned soldiers every consideration that was possible, but that it was not possible to fill every position, either in this House or out of it, with returned soldiers, because there were other classes of citizens who believed they were entitled to some remuneration for their services, political or otherwise, and that these classes had to be considered. And when the present Premier attained power, did he pursue the policy indicated by his words in Opposition, or did he follow the example which we set and which we defended? The asnwer is an easy one This Government made appointments at this session of the House. Were they returned soldiers? Not at all. We did not object to the men you appointed on that ground, because we have always taken that stand, that you have to consider all classes of our people. **But how does the Premier's action square with the words that he uttered on this side of the House? Was he talking for effect or was he sincere? It is quite easy to judge.**

DELINQUENT CHILDREN

There is another matter to which I would like to refer for a moment, and it is in connection with the Children's Aid Society of this Province. It is not necessary for me to go over in detail again the work that the society is doing, either in Charlottetown and the surrounding districts or in Summerside, but the work is a most important and valuable one. A great many children require the services of some one, and the Children's Aid Society is a voluntary organization doing the work of the Government and acknowledged all the world over. If no Children's Aid Society existed in any part of the world, the work that they are doing would be a direct responsibility upon the Government. One of the most difficult tasks that confronts the Society is the problem of the wayward child. A neglected child through some fault of the parents or by the death of one or both parents very often becomes a wayward child. Falling in with bad companions, its criminal instincts gradually develop until it lands in the Police Court charged with the commission of a crime, and finally finds itself before the judge of the Juvenile Court. After every other effort has failed, the Judge finds it necessary to sentence that child to a reformatory for its own salvation, in order to curb its criminal tendencies and to keep that child from ruining others by contact and example. When the judge does that his task is done. It then becomes the duty of the Government of this Province to pay the bill for those children when they are sent to a reformatory. We have none in this Province; we must go to Nova Scotia or New Brunswick; and the bill for each child amounts to three or four hundred dollars a year.

(To Be Continued)

Central Guardian

THE ANNUAL COMMENCEMENT Exercises of Notre Dame Academy will be held on Friday evening at 8 o'clock (Daylight Saving), June 20th, instead of June 19th, as scheduled on the tickets. 4442-6-14-1i

AT RAILWAY WHARF — The steamer Clyde Valley, Captain Herby, discharged a cargo of about five hundred tons of gravel yesterday at the Railway Wharf. She returned last evening to Malignant Cove, where she will re-load.

GOVT. OFFICES CHANGE TIME—Beginning Wednesday and continuing till August 31st, all local government offices in the city, including the prothonotary and all departmental offices, will keep Daylight Saving Time.

COVEHEAD AND UNION ROAD United Church services for Sunday, June 15th are: West Covehead at 11 a. m., Sunday School at 10 a. m.; Stanhope at 3 p. m.; Union Road at 7.30 p. m.; Covehead Road, Sunday School at 10.30 a. m.

THE ORDINATION of John Arsenault, Beemis, Maine, to the priesthood, takes place this morning at Bedeford, Maine. The young man is the son of Mr. John Arsenault, formerly of St. Louis, P. E. Island. He will celebrate his first Mass at Rumford Falls tomorrow.

CHURCH OF SCOTLAND—Rev. Ewen MacDougall will preach Saturday 14th, at Belle River at 7.30 p. m., and Sabbath 15th, at Murray River at 10.30; Kinross at 2.30; and Point Prim at 6.30; also Monday, 16th, at Birch Hill at 7.30 p. m. Annual meeting at Kinross on Saturday, 28th, at 1 p. m.

LIBRARY SURROUNDINGS—The area surrounding the new Public Library and Harris Memorial Art Gallery to be reserved as a parking space is now practically ready for the asphalt. The sidewalk in front of the building is to be built close to the curb. Inside the curb and sloping gently up to the building on three sides, is to be a terrace on which grass is to be sown and shrubs are to be planted.

ART GALLERY TO BE OPENED—The Harris Memorial Art Gallery will be opened to the public, it is expected, on or about July 1st. The paintings of the late Robert Harris are at present stored in the gallery, and those to be placed on exhibition will be selected by Canon Harris in the near future. Canon Harris is expected to come to the province during the next week.

FORMER ISLANDER'S DEATH — Mr. John McInnis, Winsloe, has received a telegram from West Bethel, Maine, informing him of the death of his only brother, Charles W. McInnis, which took place at West Bethel on the 12th instant. The deceased leaves a widow, one daughter Mildred, and one son Kenneth, all of West Bethel. The late Mr. McInnis was a son of the late Mr. and Mrs. William McInnis, formerly of Winsloe and later of Charlottetown, his mother's maiden name being Miss Jessie Ross, of Wheatley River. The deceased, who was about sixty years of age, resided in Maine for the past thirty-six years.

THE MARKETS

CHARLOTTETOWN

Butter	30-33
Eggs	20-27
Potatoes	70-75
Oats	55
Hay	20
Straw	45
Pork	15

SUMMERSIDE

Butter	36
Eggs	20-25
Potatoes	90-1.15
Turnips	75
Hay	$14
Pork	14

MT. STEWART

Butter	23
Egggs	20-23
Oats	50
Hay	$12
Pork	13

MURRAY HARBOR

Butter	35
Eggs	21
Pork	14½

MONTAGUE

Butter	25-29
Potatoes	70
Oats	50-70
Pork	13

SOURIS

Butter	32-35
Eggs	25
Potatoes	75
Oats	50
Pork	13
Hay	$14

(Canadian Press)

OTTAWA, Ont., June 13.—The final report of cold storage holdings of eggs in Canada on the first of the month issued by the Dominion Bureau of Statistics shows that there were 11,541,123 dozen eggs in storage on June first as compared to 12,291,663 dozen on June first, 1929. Toronto.—The local situation on this market is dull with the undertone weaker, although prices are unchanged. Dealers are quoting country shippers for ungraded eggs extras 28 to 29, firsts 26 to 27, seconds 23 to 24 delivered cases returned. The poultry market is weak and lower as receipts increase and some dealers are not quoting. Montreal.—Egg receipts here yesterday were 3,075 cases as compared to 2,310 cases on the corresponding day a year ago. The market is dull although unchanged in price, but the tendency is easier. Receipts are ample to supply requirements. Wholesale prices to the retail trade are extras 35 to 36; firsts 32, seconds 27 to 29; Vancouver prices are ruling steadily and unchanged on this egg market. Dealers continue to quote producers for ungraded eggs extras 25 to 26, firsts 23 to 24, pullet extras 21 to 22. Chicago unchanged.

P. C. HOSPITAL

Financial statement Ladies Aid of the Prince County Hospital, year ending May 31st, 1930.

RECEIPTS

Bal. May 31, 1929	$ 352.31
Membership Fees	53.00
Press Luncheon	185.35
Tag Day	201.19
Mrs. Richard's Recital	107.00
Rummage Sale	76.25
Prof. Hume Entertainment for the elevator	151.42
Pantry Sale for the elevator	47.51
Women's Institute (Elevator)	96.00
Int. Victory Bond	44.00
Int. Deposits Bank of N. S.	15.23
	$ 1,329.26

EXPENDITURES

Supplementary for Help	$ 73.00
Expenses Press Luncheon	49.45
Chautauqua Tickets — Nurses	6.00
Furnishings	152.90
Tags for Tag Day	21.21
Printing and Advertising	21.21
Rent of Halls—Entertainments	25.00
Tuning Piano	5.00
A. Hume Entertainment	25.00
Geo. Williams flowers	3.00
Nurses Christmas Treat	20.00
Bal. Bank of N. S. $932.49 less $5.00 ck. outstanding	927.49
	$ 1,329.26

Mary F. Hunt, Treasurer. S.

COURAGE

"You're scared to fight."
"I ain't but me mother'll lick me.
"An 'how'll she know?"
"She'll see the doctor going to your house.—The Outspan

Sunday Evening Musical Festivals

Sunday evening musical programme will be rendered this season by the local Salvation Army Citadel Band under the direction of Adjutant A. W. Martin, Bandmaster, on the city band stand, Queens' Square Gardens.

Following is the programme for Sunday evening, June 15th, at 8.30 p. m.

Opening hymn, "O what shall I do my Saviour to praise."

Prayer.

Bible Selection.

March, "Men of Harlech," The Band.

Children's Hymn, "When He cometh," The Band.

Vocal Quartette, "Knocking Knocking," Mixed voices.

Selection, "The Vesper Hymn," The Band.

Cornet Duet, Selected, Deputy-Bandmaster G. Austin and Adjutant Martin.

Tone Poem, "Angelus," The Band.

Depicting the hymn, "At even ere the sun was set."

Instrumental Quartette, "An Evening Prayer," Quartette Party.

Hymn Tune, "Aurelia," The Band.

"The Church's one foundation."

Vocal Quartette, "The Message of the Bells," Male Voices.

Meditation, "Abide with me," The Band.

Community Chorus, "Lead Kindly Light," (Sandon). The public invited to sing.

Doxology—Benediction.

A GREAT P. E. ISLANDER

June 9th., was the thirteenth anniversary of the death of a great Canadian, Sir William C. MacDonald, a native of Tracadie, Prince Edward Island.

No man can confer a greater benefit on his country than to forward the education of its future rulers and citizens. And it was with a passion for educational betterment that Sir William C. MacDonald worked ever to attain the high standard which exists today.

His work has borne rich fruit, and he has reared himself a monument "more enduring than bronze," in the great educational institutions which he gave his country.

At McGill University, the Macdonald Engineering Building, the Macdonald Physics Building, the Macdonald Mining and Chemistry Building, bear the name of their donor.

The site and most of the cost of the McGill Union, own the same source. Macdonald Park, where the Molson Stadium now stands, and the land and building of the McCord Museum are his benefactions too.

Sir William founded scholarships in the Faculty of Law, and endowed the Conservatory of Music and the faculty of Medicine.

Turning to Ste. Anne de Bellevue, he built Macdonald College, and equipped it himself. To the Ontario Agriculture College, he gave Macdonald Institute and Macdonald Hall.

The Macdonald Consolidated Schools throughout Eastern and Central Canada were sponsored by him.

From him, too came liberal donations for other purposes. The present Seed Branch of the Dominion Department of Agriculture took its origin from the Macdonald Seed Growing Competitions, for Sir William's heart was ever bound up with the farm.

Generous gifts to the Montreal General Hospital, the Montreal Maternity Hospital and many other worthy causes flowed from the hand of this unselfish man. And finally he built at his own cost, and endowed, the Crematorium in Mount Royal Cemetery.

Many great men have helped to make Canada a nation, Many means have they employed. But no more practical form have their means taken, and no more have their benefactions become entwined with the growth of the young Dominion, than the ever gratefully remembered gifts of Sir William Christopher Macdonald, patriot and true gentleman.

ONE DEFECT

Visitor—This smoking-room is beautifully arranged.

Mr. Peck—Yes; if only I were allowed to smoke in it, it would be fine.

WANTED

Wanted a distributor for Fox netting and pens, throughout the Maritime Provinces. Favorable proposition will be offered. Apply "S." Box 116. Saltze