

The Caledonian Club Lectures Season 1925-26

These lectures will be delivered in the Club Rooms, Richmond Street, each Thursday on the dates mentioned, commencing at 8 p.m. sharp.

- 2925. Nov. 5—"Caledonia Stern and Wild," Rev. W. Bruce Muir. Nov. 12—"My Impressions of Scotland," Mr. John Anderson. Nov. 19—"Tubercular," or "Life in a Sanatorium," Rev. J. B. Daggett. Dec. 3—"Progress of Medicine and Surgery During the Last 100 Years," Dr. G. F. Dewar. Dec. 10—"Recent Rambles Abroad," Hon. J. H. Bell. Dec. 17—"My Life in the Great North Country, Including Alaska," Mr. Hammond Ince. Dec. 31—"Eighteenth Century Development in Municipal Government," Mr. K. J. Martin, K.C. 1926. Jan. 7—"Sir Walter Scott," Professor J. E. H. Fleming. Jan. 14—"Some Old Time Literature and Other Institutions in Charlottetown," Mr. W. L. Cotton. Jan. 21 and 22—"Burns Concert." Jan. 29—"High Spots in My Reminiscences," Mr. J. E. B. McCready. Feb. 4—"The Letters of Charles Lamb," Prof. G. D. Steele. Feb. 11—"Scotland's Part in the Development of Canada," The Hon. J. A. Mathieson, C. J. Feb. 18—"Some Phases of Educational Work in Prince Edward Island," Prof. J. H. Blanchard. March 4—"R. W. Service, the Poet of the Yukon," Mr. D. Edgar Shaw. March 11—"The Life and Influence of Lord Shaftsbury," Rev. H. D. Raymond. March 18—"Thomas Moore, Poet Biographer and Author of the Song of the Canadian Boatmen," Mr. H. F. McPhee. March 25—"Ourselves and the World We Live In," Mr. Percy Pope. April 1—"Some Recent Medical Discoveries," Dr. J. Wendell MacKenzie. April 8—"My Trip Around the World," Mr. A. E. Morrison. April 15—"Musical Evening"—Mr. James Paton, Rev. F. H. Littlejohn and Prof. W. E. Fletcher.

In order to leave time for discussion, lecturers are requested not to exceed one hour.

President, Mr. Thomas White. Sec., Mr. T. M. McMillan. Lecture Committee: Messrs. John Anderson, J. R. Burnett, and James McIsaac.

CLASSIFIED ADVERTISEMENTS

One insertion 10c per line of 5 words. Four insertions 75c per line of 5 words. Eight insertions 50c per line of 5 words.

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FOR SALE - MY FARM OF 180 acres 50 cleared the remainder covered with hard and soft wood. Good house and out buildings. Apply John M. Kenny, Byrne Road, Morell. 5898-11-3-39.

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Central Guardian

"CALEDONIA STERN" AND "WILD" - Dramatic lecture by Rev. Wm. Bruce Muir. Caledonian Club Rooms tonight at 8 p.m. All cordial ly invited. 5910

BEAN SUPPER this evening from 5 to 6.30 in Christian Church school room. 35 cents.

"WHO'S WIFE" First show Wednesday night Nov. 11. Exchange of coupons Friday Nov. 6th. Plan open at 9.30 a.m.

UNITED CHURCH RALLY - York, Winsloe, Covehead West Charge of United Church Evening Rally in York Church Thursday evening at 7.30 p.m. led by Rev. Dr. R. J. Wilson of Toronto. Special soloist expected. Everybody welcome.

HAVE SUPPER TONIGHT at the Christian Church School room. Baked Beans, Home-made Breads, Cakes, etc. Only 35cts.

LAID TO REST - The funeral of the late Daniel MacPhee was held from the residence of his brother Hughie MacPhee, Canoe Cove, on Monday Nov. 2nd. to Long Creek Cemetery. The services were conducted by Rev. Mr. Misset, assisted by Rev. E. MacDowall and Rev. C. U. MacNevin. The pallbearers were Neil MacEachern, Neil Campbell, John W. Howatt, J. D. MacKinnon, Grainger MacPhail, Fred Stretch.

SIR HENRY THORNTON said if he were within 300 miles of any place where Rev. W. Bruce Muir was to lecture he would make a point of going to hear him. You can hear Mr. Muir lecture tonight at the Caledonian Club rooms.

PLEASANT VALLEY - Rev. A. E. Kochaly, B. A. Maritime Secretary of the American Relief Association of Canada, will speak at Pleasant Valley on Thursday evening Nov. 5th. Services at 7.30 o'clock.

WEST RIVER, KINGSTON AND CORNWALL United Church of Canada services Sunday, November 8th. West River 11 a.m. Kingston 3 p.m. Cornwall 7 p.m. These services will be conducted by Rev. C. U. MacNevin, Sabbath School in Cornwall at 11 a.m. and Kingston at 2 p.m.

SEE THE OLD VETERAN in action at the Prince Edward Wednesday and Thursday nights. Nov. 11th and 12th.

HUNTER RIVER - Dr. R. J. Wilson of Toronto will speak on "The Life and Work of the United Church in Hunter River Church on Friday at 7.30. Members from Granville Circuit, Cavendish Congregation and North Wiltshire are urged to attend.

REV. WM. BRUCE MUIR, ST. JAMES CHURCH will deliver a dramatic lecture on "Caledonia Stern and Wild" in Caledonian Club rooms tonight at 8 p.m. Admission free. 5910

ABEGWEIT FAIR - The Abegweit Fair being held in the Arena Rink is attracting large crowds nightly, the various booths and concessions being well patronized. The door prize of five dollars, which is awarded nightly, was won last night by Jimmy Power, and Tuesday night by Miss England. The fair continues all this week.

SEND CHRISTMAS PRESENTS EARLY TO OLD COUNTRY - An Associated Press despatch from London says: "The British Post Office has issued a warning that all persons who desire to send Christmas presents to the old country should mail them long in advance of the holiday. The warning is for the purpose of avoiding delay to packages similar to that which occurred last year owing to the great congestion in the mail."

PERSONALS

Mr. Felix Buote of this city left yesterday morning for Boston.

Mr. J. M. Walton, most worthy patriarch of the sons of Temperance is to arrive in this city from Baie Verte on Saturday to attend the Grand Division meeting in North Wiltshire next Monday.

BIRTHS

ROBINSON - On October 28th, at Spring Park Road to Mr. and Mrs. H. N. Robinson (nee Hilda King), a son.

DEATHS

SCOTT - At Inkerman, Nov. 2, Mrs. Elizabeth Scott age 85.

RACKHAM - At Wharfedale River, Nov. 3, 1925 Ellnor Matheson, infant daughter of Mr. and Mrs. M. J. Rackham aged 8 months. Funeral Thursday, Nov. 5th, at 2 o'clock (Pat. Please Copy.)

CHAPPELL - At Granville on Saturday, October 31, 1925, Florence Emely, infant daughter of Mr. and Mrs. Earle Chappell.

McKENZIE - The death occurred at her home 18 Bayfield Street, on Nov 3rd of Isabella McKay, dearly beloved wife of John K. McKenzie in her 63rd year. Funeral will be held on Monday, pending the arrival of her daughter, Mrs. Hubert, from Winnipeg, Man.

BEATON - At Bellevue, Lot 49, on Wednesday, November 4th, Angus Beaton, aged 86 years. Funeral from his late residence Friday, November 6th, service starting at 1.30 leaving the house at 2 o'clock to Mount Cemetery. For information, Rev. Ewen MacDougall officiating.

AUSPICIOUS

(Continued from Page 5)

essential to provide adequate facilities for transporting Western grain to the Atlantic seaboard, and to do away with the necessity of using American ports to such a large extent. The slogan in those days was "Canadian trade through Canadian channels." That great railway cost Canada upwards of two hundred million dollars, and yet only a very insignificant fraction of Western grain comes over it to Maritime Province ports. The magnificent harbors of Halifax and St. John provide open all the year round ports, and the people of the Maritime Provinces' complaint is, that instead of patronizing these ports, although they are equipped with all the necessary facilities for handling passenger and freight traffic, very little has been done to discourage the use of American ports to the detriment of the Maritime Provinces.

In dealing with this question of the economic status, more particularly as regards Prince Edward Island, every Canadian who is interested on the subject must admit that we have paid our full share or contribution to the building of nationhood. We have surely paid our full quota towards the building of the immense railways, the canal systems of Central Canada, the development and improvements of the St. Lawrence, and the erection of National Hotels and Parks, and to the cost of immigration. Our side of the contract or Confederation agreement has been fully and faithfully discharged, but on the other side of the contract, how has the bond of honor on the part of the Dominion of Canada been fulfilled? The principal inducement to Prince Edward Island to enter Confederation was the promise and guarantee of continuous steam communication both Summer and Winter, connecting the Island railway with those of the Mainland. It was Sir Robert Borden who made the statement some years ago, before he became Prime Minister of Canada, that Prince Edward Island had never been treated

"Lightnin'" Popular With Movie Fans

The photoplay version of John Golden's well known stage success, "Lightnin'" opened a two days showing at the Prince Edward Theatre before a large and enthusiastic audience. The William Fox production of the celebrated Frank Bacon play is extremely satisfying, and is a faithful adaptation of the original piece. It is well to say that the producer has not changed the story of Old Bill Jones. The compelling tale of "Lightnin'" Bill Jones' eccentricities is still there - not rushed up with a load of common place motion picture to the stage play because of the extensive opportunities for narration the studio possesses. A more complete story is presented by the photoplay version.

A large number of theatre goers are familiar with Old Bill Jones, as created on the stage by the late Frank Bacon. Jay Hunt, in the same character in the picture, is a remarkable actor. He plays "Lightnin'" with a great understanding - the same whimsical odd-coder that Bacon made him. The resemblance between Hunt and Bacon is little short of phenomenal, and this, in no little measure, adds to the enjoyment of the picture. "Lightnin'" is a thoroughly enjoyable production, and the best of celebrities that fill the leading roles are all stars in their respective characterizations. Madge Bellamy, Wallace MacDonald, J. Farrell MacDonald, Ethel Clayton, Richard Travers, Eydye Chapman, Brandon Hurst and Otis Harlan fill the feature roles. "Lightnin'" was adapted to the screen from the stage play by Frances Marion and directed by John Ford, who was also responsible for the mighty epic, "The Iron Horse."

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ed fairly in the matter of transportation and that it was not a matter of cost, but a matter of honor between the Dominion of Canada and Prince Edward Island. It is difficult for me to comprehend why this factor is not more seriously regarded. It seems to be passed over very lightly, and apparently lost sight of by many, when endeavoring to answer the question as to why Prince Edward Island has not kept pace with the other Provinces, but rather shows a large shrinkage in her population. In fact the only Province in Canada, at the last census, showing a falling off, in comparison with the census of 1911. In 1891 the population of Prince Edward Island was 109,078 and at the census of 1921 it had dwindled to 88,536, or a loss of over twenty thousand in thirty years. It took practically fifty years to forge the link of Confederation with the inauguration of the Car Ferry service in 1916. Before entering Confederation we were able to take care of ourselves pretty much, as we manufactured all necessary articles at home, such as clothing, woolen goods, leather, boots and shoes, harness, carriages, sleighs, furniture, flour, feeds, brick and pottery. The intensive and mass production in the Central Provinces practically killed industrial development in Prince Edward Island, as a result of Confederation, as our local tariffs were done away with, and the large manufacturers could ship in goods of all kinds during open navigation, whereas, our small producers could not progress or participate in the trade in the other Provinces, owing to transportation being against us, and for long periods in the Winter season, previous to the Car Ferry, transportation was impossible at times, so uncertain, that manufacturing for export was out of the question. From the Dominion Year Book of 1911 you will find that field crops of Prince Edward Island only realized sixty cents per bushel, against one dollar for Nova Scotia and New Brunswick. The reason for this was that our products had to be gathered quickly together, and dumped out of the Province, thereby glutting the local markets and realizing the lowest possible prices, whereas in the other Provinces (as well as in the case in Prince Edward Island today) the products could be taken in, graded, warehoused, and shipped out as required to feed the markets, and thereby realizing the highest prices in the water and spring months. I relate this to give some idea as to the conditions we had to contend with, and which made our people so greatly discontented that they were induced to emigrate to other parts of Canada and the United States, and this very largely accounted for the serious loss in our population. It is true that our immigration has cost the Dominion of Canada hundreds of millions of dollars, to which we contribute a full share, but we have received little or nothing in return, but with the further result that it helped to attract our population to the west, and rather than having contributed in any way to the progress and prosperity of Prince Edward Island, it has contributed to our loss of population and to loss of representation in Parliament.

While industrial life has been more or less throttled and almost extinguished in Prince Edward Island since the manufacturing industry of Central Canada expanded and prospering, as a result of ideal economic and transportation conditions that have caused manufacturing to become centralized in those Provinces, with the further result that a great menace has developed, threatening the economic life of our retail store merchant through unfair competition of the large Mail Order Houses which are now seriously undermining many of our home stores, and this is made possible owing to the fact that they escape taxation in the communities from which they derive their income and further owing to the discrimination on the part of the manufacturer of Central Canada in granting special discounts to these Mail Order Houses, and which are withheld from the local merchant. While these manufacturers are continually seeking protection and advocating a policy of "buying goods made in Canada," we find that they are not precise while they preach, but seek special concessions and favors through the great influence of their organization, at Ottawa. As an instance, I might state that the manufacturers in Central Canada are placing, annually, over four hundred million dollars of fire insurance on their factories, warehouses and other properties, in unlicensed companies in the United States and elsewhere, which is a great economic loss to Canada. If this immense amount of insurance was placed in Canada, it would give a great deal of additional employment, and in many ways would add to the prosperity of the Dominion, and it does not seem consistent that the regular Insurance Companies, which make large deposits at Ottawa for protection of policy holders, and maintain offices and organizations throughout Canada should be compelled to face this unfair competition.

While we have suffered in the Maritimes as a result of the lack of adequate transportation facilities and excessive freight rates, there is another important factor, especially as regards Nova Scotia and Prince Edward Island, that I think has been lost sight of, and which largely accounts for existing conditions. I refer to the Canadian Pacific Railway, which has probably been the greatest factor of all in the building of the Canadian nation

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While it took fifty years to commence the welding of the link, binding Prince Edward Island with the rest of Canada, it only took the Canadian Pacific Railway five years to link up the Province of British Columbia with its great railway system. British Columbia agreed to enter Confederation in 1871 and the main consideration was the linking up of that Province with the East by a transcontinental railway. British Columbia at that time had only a population of thirty-six thousand. The Canadian Pacific Railway received many million dollars, as well as millions of acres of land from the Dominion of Canada to make it possible for this great organization to link up the East and the West and thus carry out the ideals of the Fathers of Confederation. In what position, may we ask, would the Province of Columbia be in today without this great enterprise and nation building organization, which has done so much to colonize and develop those Provinces. While it is true the C. P. R. extends to St. John, New Brunswick, it is a well known fact that the C. P. R. was refused running rights over the Intercolonial Railway in Nova Scotia, and therefore, while Nova Scotia and Prince Edward Island have not participated in the great benefits that would have accrued should they have had the same opportunities in this regard as the other Provinces. We have suffered as a result of the Dominion's refusal to allow the C. P. R. to penetrate these two provinces. While it is true the Canadian Pacific Railway have an interest in Nova Scotia, today, through the purchase of the Dominion Atlantic Railway, still that is not in any way comparable with the benefits that would accrue through direct connection with their vast facilities. With Prince Edward Island, we are in the position of being the "missing link" of this great Railway organization, which takes pride in advertising the fact that it is national in conception and achievement and is Canada's partner in progress. In one of a special series of advertisements of the Canadian Pacific appearing in the newspapers recently was the following: "What the Canadian people - Nothing more than the Canadian public is willing to give the Canadian public a square deal, fair consideration and due regard for the national and individual interest of the people of Canada as a factor in the development of the country. The Canadian Pacific is a national institution. It was conceived and developed for a national purpose. It is one of the proudest pages of Canadian Railway history, that no government has ever lost a dollar through this national partnership. The record of the Railway for forty years reveals one unbroken course of constructive achievement. The part which it has played in the advancement of the Dominion must remain unbroken. It must not be weakened or jeopardized by misunderstanding or lack of knowledge of the facts, so that the Canadian Pacific may continue to do its full share toward the greater development of Canada." I have had the privilege on several occasions to meet with C. P. R. directors and have discussed with them the possibilities of their connecting up with Prince Edward Island and in correspondence during the past year or two, I have been led to believe that the one great obstacle would be the securing of charter from the Dominion Government for such an enterprise, but in the last communication I had with President Beatty, he promised me that he would come to Prince Edward Island and personally investigate conditions for himself. If the intercolonial Railway had been retained and developed as intended under its original status to serve Maritime interests, it might have proved quite sufficient for the purpose, but since it has been absorbed by the Canadian National Railway, I contend that it is unfair, unjust that duplication of services should be used as a reasonable argument to prevent the Canadian Pacific being given every encouragement to develop their organization in Nova Scotia and in connecting up Prince Edward Island. I think it would be more consistent if a great deal of the immense application of services was eliminated from Central Canada, and a more equitable distribution of transportation services be granted to the Maritime Provinces. The position of Prince Edward Island, without any competition from the Canadian Pacific Railway, and Macdonald, Cardigan, H. E. Ad-

what is the railway service that aug, St. John.

trans-Atlantic and Pacific trade, in order that Charlottetown may be made a port of call. The charge for providing and maintaining the Car Ferry service to disappear from the Atlantic division of the Canadian National Railways and to be a charge against the consolidated revenues of Canada. Provision to carry on scientific research as regards the resources of the Maritimes and chiefly as regards the fishing industry, which should be entitled to the same encouragement as agriculture receives through Experimental Farms and Live Stock Departments. Mr. Belding then gave a very interesting and able address on Canadian Trade via Canadian Ports. This address was discussed at some length by Mr. Fisher, St. John; Mr. Higgins and Mr. McLean. Mr. Burdette also read a paper on economic conditions, a full report of which will appear in a later issue.

THE BANQUET.

In the evening an informal dinner was tendered the visitors by the local Board of Trade, Mr. J. P. Gordon, the President acting as toastmaster. The following toast list was carried out. The King Our Guests. Responded to by Mr. Sclanders. The Province. Responded to by Hon. J. D. Stewart. The City of Charlottetown, responded to by Mayor McKenna. The Press. Responded to by Mr. Snider and Mr. Belding. Our Sister Provinces. Responded to by Mr. Angus McLean, Bathurst, and Mr. Fraser, of Halifax. The Soldier's Settlement. Responded to by Major Ashton. Our Past Progress. Responded to by Mr. E. T. Higgins. The Premier in the course of his speech announced that the Government of the Maritime Provinces were arranging for a series of conferences dealing with the relationship of the Maritimes to the rest of Canada.

(Continued on Page 10)

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