

ESTIMATES

(Continued from Page 9)

could go far to finance this Province's share of the pensions payments. Hon. Mr. MacPhee pointed out that any increase in revenue from the Domestic Companies Act would be more than offset by the increased interest payments and probable decrease in motor license fees and gasoline taxes. Mr. LePage replied heatedly that he too could table a letter and it had reference to the member from Charlottetown. He was talking, he said, about the Bonshaw ferry, about a man who received a cheque without having done the work in question. Hon. Mr. MacKenzie said he had been informed by the man referred to that he had received his cheque under the Liberal Government. Mr. LePage replied that if the stub of the cheque could be produced showing that it had been issued before the Liberals went out of power, then he would take the member's word for it. Hon. Mr. Stewart: "If the hon. member does not care to take the word of a member of this House, he can do the other thing" (Applause). Hon. Mr. MacKenzie cited a case where a man had received a cheque for lumber from the Liberal Government, "and that lumber is still in the woods." Mr. MacPhee said the cheque must have been mailed to that person by mistake. Mr. Wigmore assured Mr. MacPhee that it was no "mistake." It was a deliberate non-fulfillment of contract. Mr. MacPhee admitted that "it might have happened." Such things happen in every business, and mistakes have been made by all Governments, he said. The planking of Hillsboro Bridge was discussed by Mr. MacPhee, Hon. Mr. Stewart and others. The supplying of cement, etc., for street work in Summerside under the unemployment grant, and the subject of a lively debate between Mr. Allen and Hon. Mr. MacPhee, developed into a general discussion on the distribution of the federal unemployment grant, gravel expenditures and road construction and maintenance under both provincial administrations. Incidentally Hon. Mr. Sharp referred statements made by Mr. Dennis with regard to the leasing of oyster areas. He showed that the agreement of 1928, permitting the Federal Government to lease these areas had been opposed by Hon. Mr. Stewart and had been signed by Ex-Premier Saunders a few months after the Liberal Government came into office. After further discussion the public works items, totalling \$255,630, passed, as did the estimates for sinking funds (ordinary, \$14,955; highways, \$34,375); telephone extensions (\$250), unforeseen expenditure, (\$2,000), and capital expenditure, (\$158,000).

stated." Hon. Mr. Sharp: "I may say that the hon. member was misinformed." Hon. Mr. Stewart: "Such statements should never be made in this House." Mr. Campbell asked if the Government had put in claims for this insurance to the various companies. Hon. Mr. MacPhee replied that the claims had been presented through the representative of the fire insurance underwriters with whom the Government dealt. Mr. MacPhee again explained that the saving on insurance premiums of \$1,643.91, effected by the present Government, represented the saving on premium rates made on the total insurance on all the Government buildings. After further discussion on this subject the total Estimates were passed without division. The Speaker took the chair at 12 o'clock, midnight, and the Bill was reported on as having been agreed to without amendment. On motion of Hon. Mr. Stewart, the House adjourned until 10 a. m. this (Friday) morning.

THE SINO-JAP

(Continued from Page 1)

illustration that the Japanese here could not walk through the streets without danger of attacks from the Chinese. They planned to protest the attack to the French authorities, under whose jurisdiction it occurred, urging precautions against a recurrence. A breakdown of the Peace Parleys, expected in some quarters, over the major issue of withdrawal of Japanese troops from the Shanghai area had been averted. But the delegates still had many questions to decide before complete harmony could be reached. Mutual concessions were made today before the conference adjourned until Saturday, giving the delegates time to refer the difficulties to their home governments. The Japanese agreed to withdraw into four separated districts, as follows: 1. The Wousung zone, including the railway yards and docks. 2. Hongkong Park, including a small sector of Chapel extending a mile east of the Wousung railway. 3. The Yangtzeopoo district, including the present Japanese headquarters at the Kungdah cotton mill and the adjacent area, extending a mile outside the settlement boundaries. 4. The vicinity of the Kiangwan race course, east of the village of Kiangwan. The Chinese, on the other hand, refused to concede the Wousung district, although they agreed to permit the Japanese to use a strip of territory between the Wousung railway yards and the northwest edge of the settlement. They also objected to the Japanese occupying the Kiangwan district and any portion of Chapel west of the railway. The Japanese said they were unwilling to make further concessions. It would be impossible, they contended, to quarter their 50,000 troops and 5,000 horses in a smaller area. But, for the first time they expressed willingness to set a time limit for their withdrawal. It was agreed on both sides that the Chinese forces would remain in their present positions, which are outside the Japanese lines from Shanghai.

NO AIRPORT

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Province and not the city. Councillor Doull remarked that his views were not changed by the talk of Mr. MacPhee. With reference to Mr. MacPhee's remarks that in case of default of Dr. Jenkins, the city would have the airport for \$15,000, Mr. Doull pointed out that the motion before the meeting was that the financial condition of the city would not permit any obligations. Our expenditure this year will be greater than ever and we are near enough to our limit with the banks that no matter how good a thing it might be we should not take on any obligation. If any guaranteeing is to be done, the Province and not the city should do it. Councillor Kennedy expressed his appreciation of the work done by Dr. Jenkins but did not believe the city to be in a position to enter into the plan. Councillor Holman was undecided whether the City would be justified in entering into this project or not. The Council should have definite information on such an important subject before they vote on it. He asked if the Province had considered guaranteeing the bonds themselves. Mr. MacPhee replied they had not done so. If the Government did this they would probably have to enter into some such agreement for Summerside. Councillor Trainor was also doubtful of the desirability of the plan. Councillor Day called attention to the fact that no expenditure would be called for at present. He believed the City would have good security. Councillor Burke felt they would be taking a heavy responsibility. Although personally in sympathy with project he believed the citizens would not support it. Councillor Kennedy also believed it to be a Government measure. He believed the condition of the finances would not warrant it. Councillor Reardon also personally in favour of plan, found the citizens were not behind it. They believe the city has all it can do to take charge of its own affairs. Dr. Jenkins was then asked to speak to the Council. He explained the formation of the airport. He had been waited upon by the aviation committee of the Board of Trade and asked if he would make Upton farm available for an airport and what he would require for a lease. He replied that he wanted some assistance from the City or Government. He went ahead and built the port with the understanding that they would eventually take it over. Dr. Jenkins complained of the support he received from the city. He told that at the time of the visit of Boyd and Corners here before their trans-Atlantic hop, he was required to pay a City policeman to guard the plane. He pointed out that if the City guaranteed the loan he would be saddled with an expense of \$1,000 a year for interest and another thousand for maintenance. He showed that if the worst happened the city would have the airport for \$15,000. He stated he had been making negotiations whereby a better service would be obtained this summer and he had stipulated that a flying school should be opened here. However, he could not continue the airport without assistance. The Mayor then put the above resolution which was carried. The meeting then adjourned.

CENTRAL GUARDIAN

(Continued from Page 1)

HORSE RACES, West River Bridge, Saturday at 10 a. m. 1820-11 FORUM, Crystal Sisters versus Able Sisters, tonight, 8 o'clock sharp. One and one-half hour's skate after game. 1817-11 SUMMERSIDE VS. Charlottetown at the Forum tonight. 1817-11 FORUM—Championship match, Able Sisters vs. Crystal Sisters tonight, 8 o'clock. 1817-11

Low Rates For Ocean Travel

NEW YORK, N. Y., March 31.—Reductions in trans-Atlantic passenger fares ranging from 10 to 50 per cent and abolition of the usual summer increase were announced today by virtually all of the major steamship lines. The cuts brought the rates to the lowest point since 1914. While the slashes vary in accordance with the class of passage and the grading of the ships, officials agreed the new schedules would show virtually a uniform reduction by all lines. The new fares apply to suitably vessels as the Aquitania, Olympic, Belgenland, Homeric, Bremen, Europa, Leviathan, and the Canadian Pacific Line's Empress of Britain and Empress of Australia. Reductions are greatest in first class accommodations, scaling down to ten per cent in third class rates. The Canadian Pacific reductions come into effect with the opening of navigation this year. With some lines, including the United States, Hamburg-American, Anchor and Anchor-Donaldson, the new schedules are effective immediately. With others such as the White Star, Red Star and North German Lloyd, they will go into effect April 4. As J. S. Mahool, passenger traffic manager of the White Star Lines expressed it, the reductions were made "in keeping with the trend to reduce prices that is prevalent throughout the country." French line officials said they looked upon the reductions as an experiment. In past years, rates have been increased from ten to 30 or 40 per cent during May, June and July, when trans-Atlantic traffic is at its peak. The larger percentage reductions are figured on the basis of what the fares would have been had this summer increase been put in effect this year as usual. The United States Lines, the only large trans-Atlantic line which is not a member of the steamship conference meeting in Brussels today, brought the lowest first class rate for its flagship, the Leviathan, down to \$192 compared with the former \$225 summer season rate. John Schroeder, General Passenger manager of the North German Lloyd Line, said the reduced rates brought the price for a room with bath on "A" deck of the Bremen or Europa to \$290, one way as against \$382 previously for one person. Tourist rates are cut 20 per cent, making a round trip to the British Channel ports in that class \$169 against the former \$226 rate. A third class round trip may be had for \$125. Tourist rates on the Leviathan to British ports were cut to \$98, and the round trip fare to \$173. For the White Star Line's new motorship Britannic, and her sister ship the Georgic, which is scheduled to enter service in June, the lowest fare has dropped from \$185 to \$132. Proportionate reductions have been made in the rates for the Adriatic, Baltic and Lapland. A drop of 20 to 28 per cent in tourist class rates brings the Majestic minimum fare from \$122.50 to \$98 to Southampton. On the Red Star liners Westernland and Pennland the tourist round trip is reduced from \$236 to \$169. The lowest round trip rate for a tourist class passage is now \$150, as compared with \$187.50. The third class one-way rate to British ports on the Express liners Majestic, Olympic and Homeric are now reduced from \$80.50 and \$72.50 to the Belgenland and Britannic from \$78 to \$70. On other Red Star ships, the one-way rate is \$68. The new low third class round trip rates range from \$122 on the Lapland, Westernland and Pennland, to \$130 on the three Express liners. The new minimum first class charge for the Hamburg-American Line's seven-day steamers, Albert Ballin, Deutschland, New York and Hamburg is \$156 to Southampton, Cherbourg or Hamburg. The rate on the Resolute and Reliance was cut to \$148. Tourist one-way fares on all

Free State To Impose Tariff

(Canadian Press)

LONDON, March 31.—An exchange telegraph despatch from Dublin today said the Free State executive council had adopted a plan to impose a 33 1-3 per cent tariff on all foreign imports which can be manufactured in the Free State. Tariffs on imports from Great Britain and the Dominions would be fixed at 25 per cent. Goods already taxed at a lower rate would be subject to an increase to the maximum duty, the report said. This plan sponsored by Sean Lemass, Minister of Industry and Commerce, would be put into effect gradually over the next few months. There also is a provision for the protection of Free State industries against the growth of trusts. Denies Report DUBLIN, Mar. 31.—(AP)—Sean Lemass, Minister of Industry and Commerce, tonight denied reports that the Irish Free State was about to place a 33 1-3 per cent tariff on all imports of articles which can be manufactured in the Free State. Irish officials also said there was no basis for reports of a Cabinet split over the reply to the British Government's communication regarding the oath to the crown and the payment of land annuities. Simultaneously it was learned that a deficit of 639,234 pounds (\$2,416,305 at the present rate of exchange) had been disclosed in returns for the financial year ending tonight.

Former Lord Mayor Of London Dies

LONDON, March 31.—(A.P.)—Sir William Robert Pryke, former Lord Mayor of London, died here today. Sir William Robert Pryke, first baronet of that name, was Lord Mayor of London for the year 1925-26. He was 85 years old. Sir William was an iron and hardware merchant, a member of the Lee conservancy and Wansleet Urban district council and a Lieutenant of the City of London. His heir is William Robert Dudley Pryke aged 50. A Leather Economy: When a chamois leather begins to wear out it is a good plan to cut away the bad parts and machine the sound pieces close together on the middle of a big soft duster. The leather should first have been well washed in soapy water and some of the soap left in it so that it is soft to work upon. Quite a new lease of life can be got out of a window leather which is treated in this way. ships was reduced to \$101 to Hamburg, \$96 to Cherbourg and \$88 to Southampton. The round-trip tourist rates are \$168.50, \$158.50 and \$155, respectively. Typical of the reductions announced by Cunard was the cut from \$250 to \$200 in the minimum first-class rate for one person on the Aquitania for a one-way trip and the lowering of the round trip tourist fare from \$231, summer rate, to \$173 and third class round trip from \$145 to \$131. The lowest first class rate for the Olympic of the White Star Line will be \$196 instead of \$270, and on the Homeric \$168 instead of \$231. On the Red Star line the minimum first class rate on the Belgenland will be \$150 instead of \$206 and on the Ile De France of the French Line \$200 instead of \$280, on the Line's Paris \$184 instead of \$230. The French line ordered a flat 10 per cent cut in third class rates. BIRTHS HILLIER—To Mr. and Mrs. Wm. J. Hillier, on Monday, March 28th, a daughter. DEATHS SMITH—At Carleton, on Thursday, March 31, 1931, Mr. John L. Smith. Funeral Saturday morning to Seven Mile Bay, leaving the house at 8.30. HILLIER—At 109 1/2 Elm Ave., on Thursday, March 31st, Hilda Francis Hillier, age 3 days, daughter of Mr. and Mrs. Wm. J. Hillier. Funeral from her parents' residence this morning at 11 o'clock. Interment People's Cemetery. To Late To Classify MARE FOR SALE—ELEVEN years old. Apply 30 Douglas Street. 1821-11 FOR SALE—EXPRESS WAGON with or without top, good repair. Apply 224 Richmond St. 1818-11

Wreckage Is Still A Mystery

(By the Canadian Press)

SAINT JOHN, N. B., March 31.—The wreckage recovered from the Bay of Fundy this week had given no clue tonight to the identity of the ship from which it came. The only indications were that it was a three-masted schooner, probably engine-equipped. Word is awaited of the tern schooner Irene Myrtle, which left Weymouth, N. W., for Bangor, last Friday. In shipping circles here it was suggested, hardly with any certainty, that the torn photograph found on the shore might be an old picture of Captain Abner Neeves, of the two-masted pulp-carrying schooner Levouka, of Apple River, N. S. The present whereabouts of the Levouka, well-known in Saint John could not be ascertained here. Canadian Pacific steamship officials thought that the O. P. S. officer's cap, also picked up, might merely have been thrown overboard as of no further use, and that the photograph had been torn in halves and disposed of likewise. Traditional March weather has visited these parts this week, with snow and heavy rain storms, accompanied with high winds. This turbulent spell came on after a very bright sunny "Easter Sunday" which looked like the ushering in of an early spring. The severe weather is now regarded as possibly a finishing touch to the winter season, and soon again we may expect the April showers bringing May flowers.

Cambridge, Mass and Vicinity

Rev. W. L. Outhouse led in prayer. The following musical numbers were rendered between the different addresses: Violin solo, Miss Hornby; vocal solo, Mrs. Spencer; piano duet, Misses Watson and Sterns. Addresses were given by Miss Elva Morrow, Angus Gilmore, Roy Vessey and Ross Hamilton. The judges were Dr. F. J. Coffin and Messrs. W. E. Bentley and B. H. Rogers, and they awarded first place to Angus Gilmore, and second place to Roy Vessey. Prizes were presented to all of the contestants by the President, Mrs. J. M. McLeod. expectancy and high hope. Rev. Ewen MacDougall, of Charlottetown, has been very cordially invited to be associated with the minister of Cambridge during the various solemnities of the time. Many from outside localities are expected and a very hearty welcome awaits all who come. The Presbyterian Church of Clarendon Hill, Somerville, at which many Prince Edward Island and other Maritime Province folk worship, and which has been without a minister for almost a year, has extended a call to Rev. Mr. Gettingsinger, which he has accepted, and will enter upon his new field of labor in May next. The new minister is of the Pennsylvania Dutch stock and has been in the pastorate for some years. What is known throughout the New England States as "Grates' Presbyterian Day," on which people of all the different Calvinistic Churches of these States assemble in annual convalescence, took place recently in the Scotch Presbyterian Church, Boston, and was largely attended by ministers, elders, and members of five different bodies of the Calvinistic family. The programme of devotional exercises and addresses was of a high order, and the various conferences on family religion, spiritual worship and Christian liberality were inspiring and helpful. A stirring address on "The Present Opportunity for the Calvinistic faith in New England," was given by Rev. Francis Leitch of Barnet, Vermont. Rev. Dr. James A. MacDonald, of Youngstown, Ohio, Moderator of the United States Presbyterian Church of the U. S. A., and a native of Prince Edward Island, gave a very eloquent and much appreciated address on "The Church in the Modern World." There were three sessions of the Convention during the day. The cloud of industrial depression does appear to be less heavily felt just now than for some time past, and all are earnestly hoping that the coming in of the happy spring time will bring brighter and better days in all lines of life. "I hope it be!" IS BUILT LIKE WHALE POTSDAM, Germany, March 31.—Nicholas Bellin, 28-year-old engineer, has built a boat resembling a whale, with an aeroplane motor atop the tail, which he says he believes can span the ocean between Liverpool and New York in less than three days. The craft is equipped with a 275-horsepower motor, which, Bellin said, would give it a speed of 60 miles an hour. After testing the boat this spring, he said, he would attempt a leisurely trip around the world, travelling east. He estimated it would take him 154 days.

English Budget Is Balanced

(A.P.)

LONDON, Mar. 31.—(A.P.)—The treasury announced tonight that the budget for 1931-32 had been balanced with a surplus of \$364,000, (\$1,822,000 at par). The surplus was achieved after providing \$32,500,000, (nominal \$162,500,000) for redemption of Britain's debts and the withdrawal of \$12,750,000 (\$63,750,000 at par) from the dollar exchange account, instead of the \$23,000,000 contemplated last September. The revenue for the year amounted to \$770,969,000 and the expenditures were \$770,599,000. (The pound sterling is worth nearly 85 at par, but has depreciated to \$3.75 since Great Britain suspended the gold standard.) Drastic measures taken by the government last September to balance the budget as the first step toward a restoration of world confidence and partly were regarded as having been successful where the figures were published. Most of the funds necessary to balance the budget were raised by new taxation, but some "bookkeeping," which might be compared to a draft of capital for current expenditures, was involved. ORATORICAL (Continued from Page 1)

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Traditional March weather has visited these parts this week, with snow and heavy rain storms, accompanied with high winds. This turbulent spell came on after a very bright sunny "Easter Sunday" which looked like the ushering in of an early spring. The severe weather is now regarded as possibly a finishing touch to the winter season, and soon again we may expect the April showers bringing May flowers. An old and much respected resident of Cambridge, Mrs. Catherine E. Goebbe, passed into rest a short time ago, at the residence of her daughter, Mrs. I. G. Snell, Mainfield Street, Allston. The deceased had been in failing health for about a year, and more seriously for some weeks prior to the end. She had reached the 79th year of her age and had led a very active and useful life. The deceased was born at Murray River, P. E. I., Catherine Grant, and was married to Joseph D. Goebbe, who predeceased her some years ago. She leaves to mourn her passing away, her daughter, Mrs. Snell, and one son, Rev. Matthew Goebbe, of Cape Natick, Maine, and one brother, Mr. Wm. Grant. Another daughter, Mrs. Albert Ross, of Winchester, Mass., died in May, 1930. The late Mrs. Goebbe was highly regarded by all who knew her as an humble and consistent Christian and a faithful friend to all to whom she could be of any service. She was a devoted member of the Church of Scotland, and a very regular and loyal worshipper in the Kirk or Cambridge for many years. Her funeral was largely attended by sympathetic and sorrowing friends and relatives, solemn services being conducted by her minister, Rev. J. W. B. Lowry, who made affectionate reference to her devout life and true Christian deportment. Her remains were laid to rest in the Cambridge Cemetery. Another well known resident of these parts, Mr. Charles Cook, passed away a few days ago at the residence of his son, James A. Cook, Union Park, Boston, with whom he had resided of late. The deceased was born at Belle River, P. E. I., and had just celebrated his seventy-fourth birthday one month before his death. He leaves four sons and two daughters, all residents in the Greater Boston locality, and all of whom are married, also two brothers, Alfred of Medford, Mass., and Frank of Belle River, P. E. I. His burial took place at Chester, New Hampshire, where for some years he had been a resident. Rev. Mr. Lowry and Elders of the Scottish Kirk took charge of the devotional services. The funeral was attended by many of his relatives and neighbors. At a fully attended meeting of the Session of the Scottish Kirk of Cambridge, on Monday evening last, the annual observance of the Sacrament of the Lord's Supper was fixed for Sabbath, April 24th, the ordinance to be held at both the services of public worship on that day, preceded by days of preparatory exercises on Thursday and Saturday, and by a service of praise and thanksgiving on the Monday evening following. The congregation will make all the services of the month of April accord specially with the spirit of the Sacramental season. The Communion time in the Cambridge Kirk is always an occasion of deep interest and happy fellowship among the people, and is looked forward to by the many who attend it with

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