

THE ROYAL COMMISSION IMPRESSED BY ISLAND'S CASE

Favorable Report Anticipated.

Throughout the two days' sitting of the Royal Commission held here last week, it has been estimated by an observer that the prepared briefs and other printed data submitted, the combined remarks of counsel and all the witnesses scarcely outnumbered in folio pages the comments injected into the hearing by the chairman himself. Sir Andrew Rae Duncan, who apparently enjoys the free exercise of a mind amazingly keen and analytic. No matter, however, obviously a matter of fact, passed without a scrutiny that stripped the bold narrative to the bone. Eloquence and verbiage retired from such a contest embarrassed. The result was a more straightforward and unvarnished presentation of island grievances than had been heard since Confederation. Not for a minute, either, were the sessions dull. Sir Andrew said in watching the deft manner in which he winnowed the wheat from the chaff. Evidently the Commission was impressed with the importance of the facts submitted; and the chairman's statement at the concluding session that he had received much valuable information not hitherto brought to his attention may be taken as an assurance that these will receive the fullest consideration. A summary of the statements of counsel and witnesses have appeared in the press. The following report will deal more particularly with incidental points of interest. MR. McKinnon, K.C., of presenting a brief of the facts relative to our transportation grievances, reviewed the circumstances of the case. The Dominion Government, he said, had expended a great deal more on transportation projects in other parts of Canada than was anticipated, relatively, at Confederation. THE CHAIRMAN: That would be inevitable. MR. McKinnon: Yes, but we claim that we did not receive our proportion. THE CHAIRMAN: On that question of proportion may I take it that in respect of those matters of which the Dominion Government accepts responsibility you would demand as much, even if it exceeded your proportion? MR. McKinnon: Yes. THE CHAIRMAN: You would make no complaint if your needs were fully met, even if they could be met without coming up here? MR. McKinnon: But you do complain because nothing like the proportion has been expended, if your needs are taken into account. MR. McKinnon: They have not been met. THE CHAIRMAN: Have they begun to meet your needs? MR. McKinnon: They have, but they haven't to the extent in this Province that they have in the West of Canada, for instance. THE CHAIRMAN: What is it they haven't done for you? Do you think that they should have done more? Forgive about the money, for the moment. Assuming that they have not met your needs, what is it that you want them to do in transportation matters that they have not done? MR. McKinnon: In the first place we claim that they have not given us the railway system they have given to the rest of Canada. THE CHAIRMAN: Forget about the rest of Canada. Even if they gave you all the facilities of Canada, if they did not meet your needs, that wouldn't be of any use at all? MR. McKinnon: No. THE CHAIRMAN: What are your needs in this Province, and in what respect are they met? MR. McKinnon: Better railway facilities. THE CHAIRMAN: A little more specific, please. MR. McKinnon: We have up to the present in a considerable part of the Island the narrow gauge railway. THE CHAIRMAN: How many miles of railway have you in the Province? MR. J. O. HYNDMAN: 275 miles. THE CHAIRMAN: How many miles of that is narrow gauge? MR. McKinnon: About fifty miles, and the Souris and Georgetown line. Souris would be sixty odd, and the Georgetown line about twenty-five. THE CHAIRMAN: About 125 miles of that is narrow gauge? MR. McKinnon: There would be between 125 and 150 narrow gauge. THE CHAIRMAN: What do you want done with that narrow gauge? MR. McKinnon: To be broad-gauged. We have the broad gauge that will carry the mainland cars that come over from Tormentine. At the present time it is necessary to transfer from the narrow gauge cars to the broad gauge for all lines east of Charlottetown. THE CHAIRMAN: Who does this transferring, the railway? MR. McKinnon: Yes. THE CHAIRMAN: At their cost or at the cost of the goods? MR. McKinnon: At the cost of the railway. THE CHAIRMAN: This railway is not making a profit? MR. McKinnon: No, they are losing by it, and the people are losing. THE CHAIRMAN: The loss is made up by this transfer? MR. McKinnon: Yes. THE CHAIRMAN: What is the loss to the producers on that transfer?

tween this Province and the mainland. There was a line at Summerside and at Georgetown. THE CHAIRMAN: Subsidized steamers to take passengers? MR. McKinnon: Yes. Steamship lines between Summerside and Point de Chene, N. B., and from Charlottetown to Pictou; those steamer lines kept up the communication in the summer season. These lines were run by a private company and subsidized, and no part was ever charged to the island railway. THE CHAIRMAN: That would be a Federal subsidy? MR. McKinnon: Yes. Now the car ferry has taken the place of those steamship lines, and the whole cost is charged up to the Island Division of the Railway. In addition to that we claim that we should not be charged up with that, because one of the terms of the Union was that the Dominion of Canada would keep up a continuous communication with the mainland. THE CHAIRMAN: But suppose you had the most perfect arrangements for giving you communication with the mainland, and there was a loss shown, what do you need to worry about that? MR. McKinnon: It is kept up part of the interprovincial trade. Why should it be charged up against Prince Edward Island? THE CHAIRMAN: But why are you worrying about book-keeping? MR. McKinnon: Because it is charged up to the province as that system of Prince Edward Island. THE CHAIRMAN: But they undertake to give you this system. MR. McKinnon: That is our reason for objecting to the charge when a demand is made on behalf of the Province. "Why, we have paid you so much already." THE CHAIRMAN: This is quoted against you? When you have asked in the past for improvement facilities they have said that you have already incurred so much of a loss that they can do no more for you? MR. McKinnon: Yes. The whole charge of the communication with the mainland is entered as being a charge against us for railway expenditure. THE CHAIRMAN: In the public debt? MR. McKinnon: In the public debt. THE CHAIRMAN: But this does not come into your public debt at all. MR. McKinnon: Not in the allowance which is charged up against this division of the Railway. THE CHAIRMAN: I do not see any point in this, yet Mr. McKinnon. If I were getting a service that was promised under a contract I wouldn't care where it was charged. MR. McKinnon: But the trouble is that we don't get the service. THE CHAIRMAN: No, I agree you are representing that you do not get the service. MR. McKinnon: And when we ask for that service we are told, "Why, we have expended so much already." THE CHAIRMAN: They use that as a lever to keep you quiet. MR. McKinnon: Yes. And you are not getting what is kept quiet by a lever like that. MR. McKinnon: Not by an unfair one. THE CHAIRMAN: Even though it were a fair lever; it is not relevant, is it? MR. McKinnon: It is a lever that we should not be used. THE CHAIRMAN: Would you explain in a little more detail why you are asking for in respect of shipping service. MR. McKinnon: At the present time we have but one or two regular steamship lines that call at our ports in the Province. We call at Charlottetown on the way to Newfoundland, but we have no shipping facilities upon which the people of the Province can depend apart from those regular steamship lines. Occasionally a steamer may call, but the people are not prepared to produce when they do not know that the steamer is calling to get it. If we had regularly established steamship lines, that the people could depend on. THE CHAIRMAN: Who is to establish them? MR. McKinnon: I think that should come in as a part of the system, in one the same, as the Canadian Sapper which utilizes, though they may not be satisfactory, one of the Merchant Marine. They have a line of steamers which, if they cannot utilize, they might then subsidize certain other lines that could make this a point of call. THE CHAIRMAN: Are there any of the Canadian Government Merchant Marine left just now? MR. McKinnon: Yes, some are still at present. Some have been disposed of within the last few years. THE CHAIRMAN: Is it your suggestion that the Federal Government should subsidize regular lines of shipping to sail from here, or to make this a port of call? MR. McKinnon: Either that, or put on steamships in some form or another. THE CHAIRMAN: "In some form or another" is pretty indefinite. We will have to know how much you want them to do it. If you are not specific, we cannot be specific. MR. McKinnon: The cost of the car ferry is charged up against the Island Division of the Railway. Before we had the ferry we had subsidized steamers running beu-

lief. Trade along that line has been established under the direction of the Federal Government. THE CHAIRMAN: When was that? MR. McKinnon: Back in 1914. THE CHAIRMAN: During the war? MR. McKinnon: Before the war and since the war. Down to 1921; and a considerable trade has developed with the West Indies. THE CHAIRMAN: On subsidized steamers? MR. McKinnon: On steamship services. THE CHAIRMAN: I think you will have to tell us a little more about that. Here in the brief you set out the point, but I do not know that I do not know the extent of liability that might be involved or that is intended to be involved. I do not even know the extent of the service that is wanted. MR. McKinnon: I understand that during the past session of the House of Commons a bill was put through in order to develop trade with the West Indies. I haven't read the bill. THE CHAIRMAN: You might tell us what is in it. MR. McKinnon: Provision is made for increased accommodation on the steamship lines. THE CHAIRMAN: I read it and see if it has any relevance to this Province, and if it has, let us know about it, will you? MR. McKinnon: My point is that we should have some steamships of the class established on other routes, calling here at certain periods, to develop trade with this Province. THE CHAIRMAN: The brief says: "This Province claims that without imposing upon the rest of Canada more than their fair share of the burden of transportation water, some assistance should be given in opening up avenues of trade direct to the ports in this Province, and those over-seas." Now I frankly confess that I haven't the foggiest notion of what is being asked for. MR. McKinnon: That includes several matters. THE CHAIRMAN: And it does not deal with any of them? MR. McKinnon: It includes this point that you have just read, that is, where steamship lines are established between Maritime Province ports and ports beyond the seas, such as the West Indies and other ports, that the Province of Prince Edward Island should be allowed to call for such steamships as are on those routes, or at least some of them. THE CHAIRMAN: Take a steamship running from Halifax to Liverpool. Do you want Charlottetown made a port of call? MR. McKinnon: That has been done in the past. The Furness-Witby Line steamers have called at this port in years gone by. THE CHAIRMAN: Ships in the ordinary course of their business may find it profitable to make detours of that kind, but as I understand it, you are asking that the Federal Government should subsidize ships that are en route on the regular Halifax and Liverpool trade to call at Charlottetown. MR. McKinnon: If necessary. THE CHAIRMAN: What do you mean by "if necessary"? MR. McKinnon: Of course there would be certain lines that we would not expect to call. THE CHAIRMAN: I think perhaps you should look into that and see what it is the shippers of Charlottetown and other islands are actually asking. Let them be very definite about it. You might also get from them what has been done in the past in this connection, that they are not doing now. MR. McKinnon: I might refer to some other points. We have not the proper terminal facilities for such ships; as might come into our ports; for instance, we want better dock facilities in the leading ports, such as Charlottetown, Summerside and Georgetown. THE CHAIRMAN: Who owns the harbor at Charlottetown? MR. McKinnon: It comes under the Dominion Government. THE CHAIRMAN: What is it you are asking for these three ports, that they be put under a Commission? MR. McKinnon: We are asking to have such outlay upon these ports as would make them suitable places for ships to enter. There are large steamships that might come here at different times, that are handicapped in entering our ports. They will not come unless those facilities are here. THE CHAIRMAN: Are you producing witnesses from the shipping interests? MR. McKinnon: Yes. THE CHAIRMAN: Any other points you wish to emphasize? MR. McKinnon: In connection with the shipping interests this would apply not only to our port, but also to the railway lines. We require proper warehouse facilities. THE CHAIRMAN: At the harbor, you mean? MR. McKinnon: At the harbor, and also at the railway lines, particularly in reference to a certain industry that has developed very rapidly recently; that is the potato industry. Are you producing representatives of this industry? MR. McKinnon: Yes. THE CHAIRMAN: We follow with a general outline. What are you most anxious to know about? MR. McKinnon: At the present time there are lines running from St. John and Halifax, particularly the latter, which are operated by the West Coast

Forced to Give Up Channel Swim

(Canadian Press) DOVER, Eng. Aug. 9.—Lieutenant Freyburg, a British war veteran, who started from Cap Gris Nez, France, at 8.50 o'clock last night in an attempt to swim the English Channel, gave up the task at five o'clock this morning owing to the coldness of the water. He had gone nine miles when he was forced to stop. Omer Perrault, of Canada, who started on a similar journey from Gris Nez at 8.30 a. m. returned to shore after reeling in the water two hours. His reason for giving up the swim was that he was unable to locate the tug which was to convey him.

PRINCE EDWARD TODAY AT 3.15, 7 AND 8.45 REGINALD DENNY IN "WHAT HAPPENED TO JONES" DENNY'S FASTEST AND FUNNIEST COMEDY "Eight Cylinder Bull"—2 Part Comedy Tomorrow Mat. Thurs. Mat. & Night WARNER BROS. Classics of the Screen

Ernst Lubitsch PRODUCTION "LADY WINDERMERE'S FAN" Ronald Colman Irene Rich May McAvoy Bert Lytell Edward Martindel Directed by ERNST LUBITSCH Scenario by Julien Josephson

WE ORDER OFTEN CHOCOLATES ALWAYS FRESH BULK You Can Depend On Us J. Ernest H. Worth

Smith New Canadian Golf Champion

MONTREAL, Aug. 9.—A deluge of rain on Saturday washed the crown of Canadian golf off the head of Leo Diegel, Mountain View, N. Y., who defeated Gene Sarazen, Presh Meadows, L. I., and Johnny Farrell, Quaker Ridge, N. Y., to win the Canadian championship for next year as the result of an aggregate of four rounds of 283 in Canadian open golf championship tournament at Dixfield course of the Royal Montreal Golf Club, which was a bit luckier than the other players in regard to the rain, but showed his ability to rise superior to it, better than did Sarazen and Farrell. SARAZEN SECOND Sarazen held on to second place with a 285 and thus was runner-up for the second time in this tournament. Farrell who with Sarazen led the field at the opening Saturday afternoon, was washed into a poor occupying fifth place with 291. Two other players who entered the fourth round with a chance for the championship were Joe Tunon, Fairview, N. Y., and Diegoel, respectively. Tunon's score was 287 and Diegoel's 290. C. Murray Royal Montreal, led the Canadian professional contingent with 291. Ross Sommerville, London, Canadian amateur champion, was the leading amateur in class with 302.

Johnny Miles Wins In Boston

BOSTON, Aug. 9.—Johnny Miles, of Nova Scotia, youthful distance runner defeated several old rivals in a 16-mile race over a rain-soaked muddy track at the annual Sevens games here yesterday. He splashed home 300 yards ahead of puny Henigan, of Dorchester, in the comparatively fast time of one hour, 33 minutes, 12 2/5 seconds. For the first 12 miles the grind was a duel between Miles and Albert "Whitey" Michaelson, of Port Chester, N. Y., but the New Yorker weakened rapidly in the hard going and the best he could finish was fourth. Clarence Demar, four times winner of the Boston Athletic Association Marathon, was third. Miles finished strong, despite the poor conditions underfoot, unleashing a great spurt in the last mile and a half that rapidly increased his lead over the trailing field.

Hoovre Captures Singles Honors At Philadelphia

PHILADELPHIA, Aug. 9.—Penn. Athletic Club's greatest crew captain to a brilliant triumph in the senior singles here yesterday afternoon and Walter Hoovre, firmly placed on his head the three-day sequel-centennial regatta of the National Association of Amateur Oarsmen came to its close. Hoovre, of Philadelphia, defeated Dean and Wilson. NATIONAL LEAGUE (First game) R. H. E. Cincinnati 11 13 2 New York 0 5 1 Mays and Hargreave; Barnes. (Second game) R. H. E. Cincinnati 3 5 0 New York 3 5 0 Laque and Pleinich; Fitzsimmons and McMullen. (First game) R. H. E. St. Louis 6 11 1 Brooklyn 3 4 2 Hallahan, Bell and O'Farrell; Vance, Erhardt and Deberry. (Second game) R. H. E. St. Louis 3 5 2 Brooklyn 0 4 1 Zwick and O'Neil; Grimes and Hargreave. (Third game) R. H. E. Pittsburgh 6 7 0 Boston 2 7 3 Songer and Gooch; Worthen and Siemer. (Second game) R. H. E. Pittsburgh 0 7 0 Boston 2 5 0 Bush and Gooch; Smith and Siemer. INTERNATIONAL LEAGUE (First game) R. H. E. Chicago 6 10 0 Philadelphia 5 14 2 Osborne, Bush and Hartnett; Dean and Wilson. (Second game) R. H. E. Chicago 6 10 0 Philadelphia 5 14 2 Osborne, Bush and Hartnett; Dean and Wilson.

Babe Ruth Will Surely Make a Home Run Record

NEW YORK, August, 9.—Babe Ruth, chasing the shadow of 1921, is hitting more runs than in any season since that time, and his return to prowess appears to be carrying the New York Yankees to the pinnacle they attained in the same year. Five years ago Ruth had 39 circuit blows to his credit in August. He has 34, having sent forth his latest one in yesterday's game against Cleveland in an 8 to 2 victory for the Yankees. The Bagby, Devine and Head; Parks, Twombly and Wilson. (First game) R. H. E. Rochester 2 8 4 New York 4 14 1 Am. Gar and Fly. Co. 106% 106% 104% 104% Union Bag and Paper Co. 33% 33% (Second game) R. H. E. Canadian Pacific Co. 164

Table with columns for various companies and their stock prices. Includes entries like Chile Copper Co., N.Y. Con. and Hud. Riv. R.R., Cuba Can Sugar Co., etc.

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Stock Quotations HALIFAX, AUG. 9.—Quotations furnished by Johnston and Ward. Members of the Montreal Stock Exchange: Al. Top. and Santa Fe Ry. 142 American Can. Co. 61 Am. Gar and Fly. Co. 102 Am. Locomotive Co. 106% Am. Smelt. and Refng. Co. 104% Union Bag and Paper Co. 33% Canadian Pacific Co. 164

The People Want a Strong Stable Government--Vote Conservative