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CHARLOTTETOWN, CANADA SATURDAY, MAY 13, 1922

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Premier Lloyd George Proposes Ten Year Truce

Genoa Conference to be Asked to Become Parties to the Agreement. Conference Expected to Last Another Fortnight.

(Special to The Guardian)
GENOA, May 12.—Lloyd George today announced his decision to propose a ten year military non-aggression truce for all Europe on the basis of existing frontiers. The Genoa conference will be asked to become parties to this European pact regardless of the Russian middle. The British delegation announced the conference would last another fortnight according to the new program outlined by Lloyd George today.

GENOA CONFERENCE DISCUSSED IN OTTAWA
OTTAWA, May 12.—Canadian representation at the Genoa Conference was briefly discussed in the House of Commons last evening in connection with a vote of \$25,000 to pay the expenses of the two Canadian delegates, Sir Charles Gordon and Prof. Montpetit. The Prime Minister told Mr. Crerar that Canada had received a direct invitation from Italy; that the delegates had been instructed to take no action without securing the approval of the government and that all treaties signed were subject to ratification by the Canadian parliament.

Heavy Imports Of Automobiles

OTTAWA, May 12.—Answering a question placed on the order paper in the Commons by G. G. Coote, Progressive, MacLeod, in the House today, Hon. Jacques Bureau, Minister of Customs and Excise, gave a series of interesting statistics on automobile imports covering the fiscal years from 1915 to 1922 inclusive. In these years a total of 46,484 passenger automobiles, valued at \$45,749,115 were brought into Canada, paying a duty of \$15,996,121.96. In the same years 8,494 freight automobiles were imported. These were valued at \$2,497,714, and paid a total duty of \$4,253,438.29.

CONDENSED SPECIALS

RATES—10c. per line per day. 5c. per line per day for 3 days or over. 2c. a line per day for 5 days or over. Counting words to a line. Groups of figures, initial letters, etc., count as one word. 10 per cent. discount for cash. Address forms part of ad., and must be paid for. Special Rates: Furnished Room ad., 75c for seven words for one week. Situation Wanted, for seven words, 50c per week.

TO LET — FOUR ROOMED house. Apply 139 Hillsboro St.

TO LET—FURNISHED ROOMS for light housekeeping. Apply 139 Hillsboro St.

WANTED—CAPABLE HOUSE-KEEPER, none other need apply. Good wages. Phone 446-L.

JNO. ALFRED McDONALD, SURVEYOR, Hermanville.

FOUND—ON GRAFTON STREET a sum of money. Apply E. W. Farquharson, 58 School St.

FOR SALE—8 ROOM COTTAGE, situated 177 Water Street. All modern improvements. Apply on premises.

FOR SALE — TWENTY-FIVE acres of land at Westley River. Apply to McLean & McKinnon, Solicitors & etc., etc.

MAN OR WOMAN TO DISTRI- bute well known line household necessities; tremendous demand territory arranged, work pleasant pay liberal even for spare time; experience or capital unnecessary. Bradley Company, Brantford, Ontario.

LOST—RUBBER TIRE OFF CAR- riage. Finder notify W. S. Brown, Livery Stable.

LEFT AT ELDON HOTEL SOME weeks ago lady's muff. Owner please call for same.

NOTICE—NOW IS THE TIME to have your lawn mowers sharpened and put in running order. All kinds of stove repairing; also stoves bought and sold. James White, 36 Kent Street.

LOST—ON MAY 1st, PAIR OF glasses in case, between Protestant Orphanage and Charlottetown. Finder please leave at Guardian Office.

REAL ESTATE REPRESENTA- tive wanted for Prince Edward Island. Charlottetown resident preferred. Must own car and have good acquaintance through out district. Opportunity to connect with most successful and aggressive Farm Agency in Eastern Canada. Apply stating present occupation, age, business or farm experience, etc., to Valley Real Estate Agency, Wolfville, N. S.

AGENTS MAKE \$10 A DAY. Staple line, permanent business, big repaster, easy seller. Write at once. Murray Specialty Co., Box 399, Toronto, Ont.

TO LET — FURNISHED ROOM with board. Married couple or two gentlemen preferred. Apply 47 Bayfield St.

A PROTEST FROM ELMIRA

Leading Citizens at Public Meeting Condemn the Discontinuation of Regular Steam Cars on the Elmira Branch Railway.

A large and representative meeting was held at Elmira on Wednesday, May 10th, to consider what action to take in regard to the proposed placing on the Elmira Branch Railway of an automobile bus to accommodate passenger traffic. The matter was discussed in a fair and dispassionate manner. It was shown that the present system of one freight train a week was totally inadequate and the business men as well as the general public were suffering serious inconvenience and loss on account of this deplorable freight service. In regard to the proposed new service it appeared that no provision had been made for transporting cream, eggs and other perishable products that cannot possibly be handled once a week. A large quantity of cream is shipped on the Elmira Branch, upwards of seventy cans being sent tri-weekly and the number is on the increase. The cream producers, therefore, view with alarm this proposed change. The meeting was addressed by Rev. R. J. McDonald, Mr. H. H. Acorn, Souris; Mr. D. C. McDonald, M.L.A.; Mr. Malcolm Campbell, Elmira; Mr. John J. Hughes, M.P.; Mr. Frank Mosier, Bothwell; and Mr. Charley Dingwell, South Lake. A committee was appointed to draw up a resolution asking for a proper freight service and protesting against the proposed change, which can be nothing but disastrous to all concerned. The following resolution was then moved by Rev. R. J. McDonald, seconded by Mr. Malcolm Campbell and carried unanimously:

WHEREAS: The people east of Souris lack of sufficient passenger and freight accommodation, if the proposed service is put into operation. Farmers will incur serious losses, through not being able to ship perishable goods, especially cream. Merchants and lobster packers will be seriously handicapped in bringing in sufficient supplies.

AND WHEREAS: This Elmira Branch being part of the Island Railway should receive the same attention, as all similar branches in this province. And while it failure of local revenue on this branch to meet local cost of operation be adduced as an argument for not operating regular steam cars; the only conclusion to be drawn, would be to surrender the highways money believing that it would be done. Now we are out some \$2,000, and I am sure the people of the country will be dissatisfied about it. Everybody knows that there are no new roads being opened—I have put in small petitions myself and they were turned down. We are paying as much land tax and as much poll tax as any other district, and our roads are not up to the standard at all. I very much deplore the fact that this item has not been increased, especially on bridges and pairs. The draw-bridge over Mill River, for instance, is in a scandalous condition, and it has been so for some years.

Mr. Saunders: I agree with that. We are economizing in the wrong direction. We need some improvements on our cross roads, and I think this estimate should be increased by at least \$5,000. Many people would rather see a little more money spent on the cross roads leading to the highways than on the highways itself. Some sections of my district are saying that now.

Mr. Stewart: I am glad to see that my hon. friend is getting a change of heart at last. In the beginning of the session he excelled himself in praise of the highways. Now he says that the ordinary public roads might be just as important, perhaps more so. I will not say as he does, that more money should be spent, but I claim that the money that is to be spent should be more properly spent than it was last year. I don't think I have ever seen the ordinary roads in a worse condition than last season. Near Georgetown I saw a piece of road during the very dry season of mid-summer last year upon which a lot of money was spent in simply injuring it. All that was done was to throw up the dust. Three

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Premier Bell: Your request was made after the estimates were brought down. That is why it is not there.

Hon. Mr. Nash: We are committed to this expenditure, and we are in the hands of the government in the matter. Everybody knows that it is of more than ordinary importance. I would like to feel that both Mr. Irving and myself are in a position to definitely come down as a supplementary estimate, or that it will be put in this year as a small subsidy for the packet that is all ready to begin the service.

Hon. Mr. Cox: I think it is necessary, too. They have no railroad there, and we might give them the paddy \$300 they are asking for.

Hon. Mr. Crosby: This request came in after the estimates were brought down. Personally I don't see how it can be put through to-night. I feel like granting the request on condition that the thirty or forty thousand dollar bridge asked for there will not be heard of any more.

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Roads. (\$30,000.)

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Proceedings in the Provincial Legislature

Warm Discussion on Items of Roads and Highways During Passing of the Estimates. Road Contractors Not Worth Half Their Pay, Says Mr. Peter Brodie.

APRIL 27
EVENING SESSION
(Continued)
The House in committee on the Estimates, Mr. E. T. Higgs in the Chair.

The estimates for Prince County ferries (\$4,000), King's County ferries (\$9,033), and Wharves (\$5,000) passed without discussion.

Packets (\$5,500).

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Combatting Disloyalty in Australia

(Special to The Guardian) SYDNEY, AUSTRALIA, May 12.—In order to combat disloyalty propaganda the Minister of Education of New South Wales has issued instructions that school children must go through the following formula every Monday morning when school opens:

"I honor my God, I serve my King, I salute my Flag."

World's Largest Steamship on First Crossing

SOUTHAMPTON, May 12.—Thousands of persons today witnessed the departure of the White Star Line's new 56,000 ton steamer *Majestic*, the world's largest liner, on her maiden voyage to New York. The steamship, which was originally built for the Hamburg-American Line at Hamburg, but was bought by the White Star Company, developed nearly twenty-five knots an hour on her trial trips and is expected to make a speedy trip on her first Atlantic crossing. She is about 2,000 tons larger than the *Leviathan*, her nearest rival in size. The passengers on the *Majestic* include Lord Inchiquin, banker, who will take a holiday in the U. S. before proceeding to India on a mission to reorganize the finances of that country.

Wife Beater Given Year in Prison

ST. CATHERINES, Ont., May 12.—One year in Central Prison was the sentence imposed today on William Zaritsky, a confessed wife beater. The woman who was married two years ago and bore marks of brutal treatment on her face, declared she was obliged to keep seventeen boarders while her husband lay around the house and did nothing but spend the money. He denied a charge that he forced her out of bed and to do house work three days after the birth of her baby.

Crown Attorney Brennan suggested lashes but Magistrate Campbell did not agree.

Fur Auction Sale Realized \$450,000

MONTREAL, May 12.—Approximately \$450,000 was realized on the opening day of the fur auction sale held in the Windsor Hall by the Canadian Fur Auction Sales Company Limited, according to a statement by the company issued today. The sale commenced at 9 o'clock Tuesday morning and continued until 7 p. m., with a large attendance of buyers and brisk bidding throughout the day. Prices realized were better than the shippers had anticipated, the market having risen during the past two days and now being stronger than it was three weeks ago. About 325 buyers were registered as attending the sale, cities throughout Canada and the United States being represented. Several New York brokers present bought largely for European accounts, the most outstanding of these being Mr. I. Schoen, who purchased for German and French houses. When the sale finished at 8 o'clock the full schedule for the day had been completed.

Canadian wolf sold at an average of 25 per cent higher than the prices realized at the February sales, the best lot, ones and twos, fetching \$25.20 and the average lots, ones and twos, bringing \$15 to \$18. Timber wolf, gray, realized from \$6 to \$12.50. Lynx prices remained unchanged from those realized at the last sale in February, while fox skins reached a figure 20 per cent higher. Bear and polar bear skins were unchanged, and mole skins also stood at the February figure, while armine showed a 10 per cent decline and skunk a 10 per cent advance, east-ern furs, blacks and shorts, fetching \$4.50. American opossum stood at the February figure. Mink showed a 15 per cent decline, with Western Canada extra large and large skins bringing \$8 to \$10 and Eastern Canada \$10 to \$12 with the best lot reaching \$15.00. Raccoon showed a 15 per cent advance over the February prices; Eastern Canada heavy, extra large and large selling at \$7.50 and Centrals at \$5.

Mr. Irving: We have a small wharf at China Point, and we are asking for \$300 for the boat service. I see it is not in the estimates, and I would move that that amount be placed there.

Premier Bell: Your request was made after the estimates were brought down. That is why it is not there.

Hon. Mr. Nash: We are committed to this expenditure, and we are in the hands of the government in the matter. Everybody knows that it is of more than ordinary importance. I would like to feel that both Mr. Irving and myself are in a position to definitely come down as a supplementary estimate, or that it will be put in this year as a small subsidy for the packet that is all ready to begin the service.

Hon. Mr. Cox: I think it is necessary, too. They have no railroad there, and we might give them the paddy \$300 they are asking for.

Hon. Mr. Crosby: This request came in after the estimates were brought down. Personally I don't see how it can be put through to-night. I feel like granting the request on condition that the thirty or forty thousand dollar bridge asked for there will not be heard of any more.

Hon. Mr. Nash: You will hear about that again, too. I take it that you mean you will grant the estimate?

Hon. Mr. Crosby: Well—

Premier Bell: My hon. friend will have to have confidence in the government that in some way—in some ingenious way or other, we will be able to make up for the defect.

Mr. Irving: I don't feel like accepting that at all.

The original item passed.

Mr. Metherell: I see we are granting \$2,000 less to the roads this year than last. In all fairness there should be no cutting off here. With a number of roads under the highway project there should be more money spent on our ordinary roads. We were led to believe that this would be done—and we voted for the highways money believing that it would be done. Now we are out some \$2,000, and I am sure the people of the country will be dissatisfied about it. Everybody knows that there are no new roads being opened—I have put in small petitions myself and they were turned down. We are paying as much land tax and as much poll tax as any other district, and our roads are not up to the standard at all. I very much deplore the fact that this item has not been increased, especially on bridges and pairs. The draw-bridge over Mill River, for instance, is in a scandalous condition, and it has been so for some years.

Mr. Saunders: I agree with that. We are economizing in the wrong direction. We need some improvements on our cross roads, and I think this estimate should be increased by at least \$5,000. Many people would rather see a little more money spent on the cross roads leading to the highways than on the highways itself. Some sections of my district are saying that now.

Mr. Stewart: I am glad to see that my hon. friend is getting a change of heart at last. In the beginning of the session he excelled himself in praise of the highways. Now he says that the ordinary public roads might be just as important, perhaps more so. I will not say as he does, that more money should be spent, but I claim that the money that is to be spent should be more properly spent than it was last year. I don't think I have ever seen the ordinary roads in a worse condition than last season. Near Georgetown I saw a piece of road during the very dry season of mid-summer last year upon which a lot of money was spent in simply injuring it. All that was done was to throw up the dust. Three

Alleged Discovery of More German Treachery

Said to Have Signed Convention Guaranteeing to Supply Russia with Equipment for 180 Regiments and 20 Infantry Divisions.

(Special to The Guardian)
PARIS, May 12.—The newspaper *Leclair* today prints the text of a military convention said to have been signed by representatives of the Russian Soviet army and the German General Staff in Berlin or April 3 this year by the principal clause of which the Germans undertake to furnish the Red army with the arms and material necessary to equip 180 regiments of infantry and sufficient heavy field artillery for 20 infantry divisions. The German General Staff, according to the alleged convention, undertakes to reorganize the Russian Baltic and Black Sea fleets and to supply at the earliest possible moment 500 new airplanes, together with a supply of spare parts and 150 field wireless outfits. The Germans would send technical experts to Russia to speed up the existing munition plants and open new ones.

The Late Mr. Horace Haszard

Not often has the city been as profoundly moved as it was yesterday morning when it learned that Mr. Horace Haszard had passed away during the night. Mr. Haszard had been in his office as usual during the day and had met and conversed with many citizens returning home in his usual health and buoyant spirits. Just when about to retire he complained of a severe pain in the head but only for a few moments, death came almost immediately, came before medical help could be summoned, "came without the sadness of farewell."

Few men were better known and none more beloved and esteemed. Genial, friendly, companionable and ever with hand or tongue or pocketbook ready to help in every good cause, he was widely known not only in the city but throughout the province, and to know him was to love him.

The late Mr. Haszard was the last survivor of the family of the late Mr. Henry Haszard, a well known and highly respected citizen of his day. In early life he entered into mercantile business with the late Honourable Daniel Davles on whose death he assumed proprietorship of the business which he conducted successfully and added to for a number of years. In 1900 he was elected a

member of the City Council and during his term of office was Chairman of the Finance Committee. He was for many years an active member of the Charlottetown Board of Trade and had the honour of being elected President of the local board and afterwards president of the Maritime Board of Trade. In 1904 he was elected a member of the House of Commons to fill the vacancy created by the death of the Honourable Donald Farquharson and at the close of his term was offered but declined re-nomination. In all his public, as well as his private undertakings