THE CHARLOTTETOWN HRALD

WEDNESDAY, JUNE 21, 1905

Island, would be of some service: WEDNESDAY, JUNE 21st, 1905. SUBSCRIPTION-\$1.00 A YEAR, PUBLISHED EVERY WEDNESDAY JAMES MCISAAC Editor & Proprietor.

THE HERALD treat calling at Prince Edward

IT does not appear from latest might be subsidized for two or advices that the negotiations for three trips a year from the propeace between Russia and Japan vince. If that were done, I think are making very rapid advances. the amount of money it would The war party in Russia seem to require would be amply repaid by hold to the idea that a land victory increased trade between that prois a near possibility, and General vince and the West Indies. There Edward Island by way of Halifax are the island on fifteen ton carloads of Turnips Linevitch, in chief command of the are some steamers at present not in as favourable a position as those eighth-class produce on an eighty-mile Turkeys (per lb). forces in the field encourages be- running, but they are handicapped who ship from Montreal, or even from hand is equal to the difference between Geese per 10..... lief in this contingency by his en- by the fact that a steamer running couraging messages from the front. from Halifax has a subsidy, while man (Mr. A. A. McLean) mean special ton car; you pay \$45 in Prince Edward These hopes of the Russians are a steamer running from Charlotte. railway rates? not unlikely as illusive as those town has none. Then, these boats with which the Russians have have many ports of call. Why been fed for the past year. It is not lessen the number of ports of Trade and Commerce could regulate to be hoped better councils will call in the West India islands and that. It is a recognized practice with ferry charge because the resolution prevail and that peace may soon increase the number of starting the railways to grant a cheaper rate on says so. It says : be poclaimed.

Government railways was under Laurier) very kindly promised be a great boon. discussion in committee of supply. that, if a line were established pression that the railway rates in that The statements of Hon. Mr. Em- between Montreal and the West region were pretty moderate, and that merson, Minister of Railways, re- Indies, the province of Prince no grievance could arise on that garding last year's operations Edward Island should be made a Intercolonial or the Prince Edward were gloomy in the extreme. The port of call. I feel grateful for Island Railway. Sometimes the deficit of the year's transactions the promise. Now that the criticism is made that the charges are he admitted to be at least \$1,800,- Minister of Finance is overburden- too low. 000, and possibly \$2,000,000. ed with funds let him subsidize a That is the worst yet. The deficit steamer that will make three or House when I made a statement which for the previous year under Mr. four trips during the summer he will find can be verified. Take a that is more than doubled. He and the West Indies. attributes this enormous deficit Mr. Fielding .- I understand ations and increase in wages. The my hon friend (Mr A Martin) cattle from Guelph, Ontario, and land way. increased expenditure on the P. E. referred, while a desire is ex-

Island Railway in consequence of pressed for an extension of comthe snow blockade, is placed at munication, generally, there is a Intercolonial portion of that? \$65,289. Emmerson is bound to special wish to have communieation with the Island of Cuba. have deficits.

MONTREAL advices of a recent ment with a line of steamers to haul to Halifar. We want a rate per date state that the contract just cover the route from Montreal to mile over those 200 miles the same as is closed by the governments of Can- Cuba, calling at Prince Edward charged over any other part of the ada and Mexico for the new mon, Island. To that extent, I hope hauls, especially if these goods are thly steamship line between these the hon gentleman's wish will be intended for export. I do not think countries, comes into effect on July met. As to the other boats that is an unreasonable suggestion, and 20th, when the first steamer, sub- calling at Charlottetown, he will sidized by both governments will see at once that a vessel starting Mr. A. Martin.-Who was it that start from Montreal. The ser- from St. John or Halifax, for the appeared here, and what was the vice will be performed by the El. West Indies could hardly call at proposition ? Charlottetown. der Dempster Steamship Com-Mr A Martin,-Why not start pany. First class steamers of 4,000 tons dead weight capacity from Charlottetown? Mr Fielding .- The hon gentle

passenger accommod

and large

leaps and bounds, will the government. but I am afraid, from what I by penariousness, allow this important learn it is not likely to eventuate trade to be lost? Mr. A. A. McLean .- A good deal the cars of the Intercolonial Railway Cabbage. for some time; and if any of those might be done to develop a trade in run over the Prince Edward Island as Calf skins. boats at present running from horses from Prince Edward Island to they do to Cape Breton and whether Carrots (per bun.) ... Halifax and St. John to the West the West Indies. In those islands light in his opinion that does not make a | Ducks. Indies could not conveniently call horses are in demand. Under present difference. at a port of Prince Edward Island, arrangements they must be shipped I would suggest that a steamer either by rail or steamer-usually by that they do not. We hope they are Flour (per cwt.)

rail-to Halifax. If special rates could going to do that very soon. be given to shippers for a time, it would be a great advantage. Let those rates Railway from points on the mainland Mutton, per lb continue until a regular line from to stations in Cape Breton, notwith-Montreal is established. The freight standing the ferry service at the straits Pctatoes (buyers price). on the short haul from Prince Edward | or Gut of Canso, are only charged a Pork ... Island to Halifax is excessive, so much continuous railway haul, the resulting Raddish (per bunch) so that the men who ship from Prince evercharge on shipments to and from Sheep pelts..... Hamilton, Ontario. Mr. Fielding .- Does the hon, gentle-Mr. A. A. McLean.-Railway and Breton which is attached to the pro steamer rates. As there is a subsidy vince of the Finance Minister and it given to the steamer, the Minister of gets there for \$29.

points in Canada? I brought goods intended for consumption in goods intended for exportation than on

for \$65.

carried out.

the road which charges these rates.

Minister will take that means, he will

do a service to the province ; if he does

Mr. Fielding .- Certainly. I respect

Mr. A. Martin.-The Maritime

my hon. friend's opinion too.

decrease.

believe that a subsidized line from that question of this kind?

Charlottetown to Halifax ?

ments to and from Prince Edward this matter to the attention of the Canada. If that principle were applied Island on fifteen ton car loads of In the House of Commons on committee on a former occasion. to the trade between Prince Edward eighth-class praduce on an eighty-mile the 14th inst., the expenditure on The Prime Minister (Sir Wilfrid Island and the West Indies, it would haul is equal to the difference between \$28 and \$45. as compared with an equal Mr. Fielding .- I was under the im haul on the Intercolonial. Rates or first-dlass goods show a much greater injustice against Prince Elward Island shippers to the mainland than main account either as against either the land shippers to the island.

\$45 and \$28.

time' of which we boast; now that the antipathy does not show itself t

Canada's prosperity is advancing by such an extent as it does in the case of

my own province.

Mr. A. Johnston .- I would ask my Butter, (fresh)

There is quite a difference on a 15 White oats,

Mr. A. Martin .-- Our complaint

Whereas, shippers on the Intercolonial

Island and it goes to the island of Cape

Mr. A. Martin .- This includes the

The resulting overcharge on shin

Eggs, per doz.

Fowls

Oatmeal (per cwt).....

Blk oats....

Pressed hay,

Straw

everywhere.

Hides

Therefore, resolved, that in th opinion of this board the rates of freight from all points on the governmen railroads to and from Prince Edward Mr. A. Martin .- I do not think the Island should be adjusted on the basis minister (Mr. Fielding) was in the of a continuous rail haul. That is what I suggested before : put

it on the basis of a continuous rai Emmerson was \$900,000, and now between Prince Edward Island car of cattle from Prince Edward Island haul in place of three short hauls. and land them in Halifax. Yet the Resolved, that the same principle

apply to shipments originating at freight on those cattle to Halifax will amount to \$65. The distance is about Prince Edward Island points and largely to increased cost of oper- that in the application to which 200 miles. You can take a car of transferred to the Intercolonial Rail

it in Halifax, after a trip of 1,000 miles, Resolved, that copies of this resolution be sent to the Minister of Railways and Mr. A. Johnston .- What is th our maritime representative at Ottawa. I suppose that that was sent to the Mr. A. Martin .- That has nothing t Minister of Finance, and I am no do with the question I am discussing.] astonished he has overlooked it in the am simply showing the minister that multitude of business he has to attend We hope to have made an arrange- we do not get the benefit of the short o. That is what the people of Prince Edward Island want, and if they had a proper rate from Prince Edward Island to Halifax for export to the West Indie Intercolonial, both for long and short they would be satisfied without a nhaidized boat at all. We are at present handicapped with these high inland rates and shut out of the market. I hope the minister will try to have it We would depend on the speculative genius of the people of Prince Edward Island to do for themselves a satisfactory trade with the West Indies whereas the people of New Brunswick and Nova Scotia are doing it at the Mr. A. Johnston .- The proposition was to establish a rival line of steam- public expense.

ships, a rival line of transportation The Allan line steamship Virginian between Prince Edward Island and the urbine) which reached ainland and delega

The Prices. Send us a postal for samples of Dress Goods we have 0.00 to 0.25 the best assortment of new hon. friend (Mr. Alex. Martin) whether Butter (tub)..... 0.00 to 0.20 and fashionable goods in 0.02 to 0.03 Colors and Black ever shown 0.06 to 0.07 by us. We are the Dress 0.02 to 00.0 0.09 to 0.10 Goods House of this Province ; 0.00 to 0.28 everything new and good is 0.30 to 0.35 2.40 to 2.50 here. Send for samples .-0.06 to 0.07 Stanley Bros. Hay, per 100 lbs..... .70 to 0.80 06 to 0.08 250. to 0.00

Minard's Liniment cures 0.00 to 0.2 .53. to 5 Dandruff. 0.03 to 0.0

0.40 to 0.50 You cannot always buy 0.00 to 0.12 pooats at the prices we sell at 0.14 to 0142 0.10 to 0.101 The reason is our expenses 0.40 to 0.4 are small and we give the 0.39 to 0.40 people the benefit of the sav-14.00 to 0.16 0.00 to 10.00 ing. Corne to us for your Minard's Liniment for sale next pair. -J. B. McDonald and Co.

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Waists

-AT

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75c, \$1.00, \$1.25 and up to \$3.75.

CLOSING OUT -SALE Now Coing On.

F. Perkins & Co. Retiring from business in Char-

tion will be employed. It is man is the first to make the sugstated that en route the steamers gestion. But though, one can ing against any interference with the will touch at Charlottetown, Hali- make a suggestion on this point, present system of transportation. fax, Havana, Progreso, Veracruse, it takes a number to make an ar-Tampico and other Mexican ports. rangement. For instance, there is the hon. gentleman's remarks have to By the terms of the contract with the contractor, who is to furnish I think a transportation company was the Mexican Government, the the steamer and pay the bills ;steamers may carry cargoes and he wishes to have something to and was sent up to the Senate, where it passengers from Canada to Cuba, say in the matter. We have bad was given a three months' hoist. The unifornity of each day's run is one of cargoes and passengers both ways nothing to indicate as yet, that a between Mexico and Canada; but commercial enterprise could be think it is. I know that the Intercolonial on north bound trips no freight successful on the basis of starting is the route over which this freight may be taken from Cuba to Can- from Charlottetown, calling at goes, and I know the Intercolonial is ada. The Mexican Government St John and Halifax and going on objected to subsidizing a line that to the West Indies. Mr A Martin .- Then subsidize colonial charges a \$65 rate from would be used to build up trade between Cuba and Canada. oth

Mr. Fielding .- The hon. gentleman

gets the good things his province

already epjoys. They have several

mpossible, all you can do is to take the

main ports. The hon. gentleman says

between Prince Edward and the West

province to the West Indies could

promote business, there is every

Mr. A. Martin .- In this large sum of

inclination on our part to consider it.

Indies, that receive no subsidy.

Dominion Parliament.

In Committee of supply in the steamers running between the island House of Commons, on June 9th, and the mainland to bring them into touch with the other lines. Of course, the following resolution was it would be very nice to have lines of under consideration steamers running from every port in the Dominion. That of course, is

Steamship subventions-for line or lines of steamers to run between St. John and Halifax or that they have some lines running either, and the West Indies and South America, \$80,700.

suppose that what he means is that During the discussion of the item the members for Queen's voyage over the route, but there is no County pointed out the Island's regular line. Mr. A. Martin .- I did not sugges rights and claims in the matter, that there wag. as the following from Hansard Mr. Fielding -I thought the hon. shows gentleman suggested that we were

Mr. A. Martin .- I would like to subsidizing steamers to complete with since the census of 1891, taking into existing lines. Of course, the sending account the natural increase. remind the premier that during out of a special steamer may happen the session a delegation from my anywhere. But such a trip is underprovince waited on the Minister taken at the will of the owner, and annual meeting of the Maritime Board of Trade and Commerce to see if having no fixed time is not much of Trade. I suppose my hon. friend St. Ann's, Hope River, it were not possible to extend to the province of Prince Edward Island. and if there were reasons to the Maritime Board of Trade on Island a service somewhat similar to the one that obtains with the province of New Brunswick and Nova Scotia. The province of Prince Edward Island labours under a great many disadvan- subsidies, the province of Prince resolution, and I think my hon. friend tages. In this respect I suppose Edward Island shares to a very small the Minister of Finance will agree that

extent indeed. As to the minister's it bears out what I said on the subject. it labours under more disadvantages than any other province of vessel from Prince Edward Island to follow these subsibized boats, its thing in another case-giving a subsidy and shipments from stations on

the Prince Edward Island Rail- is not a regular line. I feel sure that if Railway, are subject practically to from Pictou to Halifax-three communication between Prince Edward summer, the ferry service on the Island and the West Indies, it would short hauls over a railway on increase the trade of Prince Elward

I do not know that there is any trade between Prince Edward Island mainland to stations in Cape Breton, district in Canada of the size of and the West Indies was a very large notwithstanding the ferry service at

more business with the West that our trade with the West Indies How is that? From points in Nova Indies than that province-in fish, has not increased as it ought to have Scotis. the province from which my in horses, and every other product done. That is a question for the hon friend the Minister of Finance

in horses, and every other product which the West India market requires; and if the object is to trade between here and South Africa. haul railway charge. A long haul rate Indies, surely you are not going to leave that province out of your reckoning. The scheme proposed develop trade with the West Our whole trade with that country is is charged for goods shipped to Cape

reckoning. The scheme proposed our neighbours to the south are taking some antipathy towards Prince Edward by the hon, member from Mon- away from us. Now, in this 'growing Island, but in the case of Cape Breton

before the Railway Committee from all last Thursday evening made a record voyage across the Atlantic. Her time to parts of Prince mdward Island protest-Rimouski was five days and twenty-one hours and fifteen minutes. Captain Vipend was delighted with the perform-Mr. A. Martin .- I do not know what ance of his ship, and declared that in ten years nothing but turbine steamers would be built. The day's runs of the Virginian incorporated, the Act passed this House were : 380 (211 hours), 414.393 (head gale 419,420,419 and 62 (to Rimonski). notable performances of the turbine which hon. gentleman says the Intercolonial Chief Engineer Martain says worked pe is not responsible for these rates; I fectly throughout the voyage.

Rev. Father Mehan of Moncton die very suddenly at his home vesterday after noon. This intelligence came as a terribl Mr. A. Johnston .- Does the hon. shock to Father Meahon's many friends member mean to say that the Interin this Province. He had visited Charlottetowd several times and was quite

well known and esteemed here. I Mr. A. Martin .- A part of that rate appears his health had not been very good is so anxious to be a martyr that he for- is paid to the boats, about \$15 or \$20 for the last few years. He travelled in would be the water charge, the Inter-Europe and the Holy Land last winter colonial would charge the rest. It is in company with their Lordships, Bishop the short hauls which make the rate Casey of St. John and Bishop McDonald from Prince Edward Island so high. of Charlottetown. Yesterday he was It is the short haul rates which we about town as usual and attended a sick complain of. As to Prince Edward call in the afternoon. He then retired to Island being an island, the province his room leaving instructions to be called can't help that. We joined the conat five o'clock, as he was to attend at a federation at the urgent request of the banquet of St. Joseph's College. When other provinces, but I do not know that the house-keeper weut to call him she they appreciate us now, they do not found him dead. He had been pastor of show it in the treatment they give us. St. Bernard's Church for twenty-three On our side we are losing our popuyears ; he had preformed great works an lation, we are losing our trade, and was most highly revered and respected sometimes a steamer makes a special am sure the Finance Minister does not He was engaged in erecting a home for the desire that. I think this is one of the aged, since his return from Rome. R. I. P. means that will check it, and if the

not, the population will continue to We have lost 18,000 people Tea Party Mr. A. Martin.-I have here copy of a resolution passed at the -ATaccommodation to the public. We the Minister of Finance would pay a realize the position of Prince Edward good deal of respect to the opinion of

Tuesday, June 27th.

GRAND

The First and Best Tea Party Board of Trade at a meeting held at money-over \$1,000,000-for steamship Moncton on August 17, 1904, passed a of the Season

suggestion that you cannot subsidize a The resolution is as follows : Tea to be held on beautiful grounds Whereas, shipments from points on adjoining the Church. Proceeds in aid Canada. Before it can have a the West Indies, I would remind the the Prince Edward Island Railway to of the Church funds. Are you arrang share in the cheap freights which minister that he is doing that very points on the Intercolonial Railway, ing for a pleasant outing after the hard work of the spring months? If so come for two or three trips from Prince the Intercolonial Railway to stations to the Hope River Tea Party on the produce has to be shipped over Elward Island to Great Britain. This on the Prince Edward Island 27th inst., and we promise you a real enjoyable time. We want, of course way, over the straits, and then he would do the same thing to improve three short haul rates, winter and to make some money; but money is not the primary consideration with us, and straits charging a short haul, rate and we will, therefore, spare no efforts to Whereas, shippers on the Intermake our Tea Party the very best, and which the rates are exorbitant. Island considerably. Years ago the colonial Railway from points on the it is unquestionably the first of the Besson

Remember the date, June 27th, and Prince Edward Island which does of Finance himself has pointed out charged a continuous railway haulmake no other arrangements, Should the day prove unfavorable the Tea Party will be held on the first fine day follow ing

June 14th, 1905-2i A. A. Melean, K. C. 📚 Ponald McKinnon

Brown's Block, Charlottetown



The frames are made of kiln dried white maple, and strong enough to withstand any strain. The fabrics are woven of the highest grade tinned mattress wire-reinforced with special copper woven bands-each mattress has three special cross wires running from side to side of the fabrics. This improvement distributes the load-an improvement found in no other mattress. We believe this is the best mattress on the market for comfort, costs less than many makes, and is always en tirely satisfactory. Paices run from \$2.75 up to \$4,50.

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Ulster lengths, navy, fancy piping, \$2.00 each for

Fancy mix coat, long, belt back, stole front, very natty-cost, small size, \$2.75, up to 12 years of age at \$4.25. A better grade in navy frieze with shoulder cape, trimmed red felt, small size \$4.50 and up to \$6.75.

small size, and up according to size.

All German make, age 3 to 15 years, in short and

