

(Continued from first page.)
A MYSTERY SOLVED.

The Imperial Pulp Company, which has 304,000 acres of selected Western timber lands, has at last been hunted down. It is the only concern which obtained limits in competition with T. A. Burrows, M.P. (brother-in-law of Mr. Sifton), who has 306,000 acres. Some time the only competition was between these two. Where there were outside bidders, one of the happy pair came out ahead. True, A. W. Fraser and W. H. Nolan obtained awards, but they are found to be bidders for the Imperial Company. The Company and Burrows had the same remarkable methods of business. Both spurned the regular form of tender, both bid without naming the amount of their offer, both enclosed two or more cheques with each bid. In this way the sum of their cheques was just a little higher than the next independent bid, while single cheques would have captured the limit from some lower bidder.

IT WAS BURROWS AFTER ALL.

There was a desire to know who comprised this fortunate company. The Minister who sold it millions worth of timber would not tell. Mr. Turris, Mr. Burrows, Mr. Sifton could throw no light on the mystery. It was only when a banker was summoned to tell who paid the cheques that the truth came out. Then Mr. MacDonald, chief obstructionist for the defence, had A. W. Fraser called, and brought out the fact that the Imperial Pulp Company was no other than Mr. Burrows himself, associated with a former political associate, now Lieutenant-Governor of Manitoba. It was Burrows who fixed the Imperial Company's bids in pretended competition with his own. It was he who arranged the remarkable system of cheques and who paid them. He manages the Company. So now it is clear how these two concerns followed the same system, and why they gave each other a chance to win, but got ahead of everybody else.

THAT SOLITARY CONSERVATIVE.

One exceptional case must be noted. A valuable limit north of Prince Albert was awarded to Mr. Cowan, a local lumberman. This case was cited by Mr. Oliver and several other members to prove that the department was impartial. They said that Mr. Cowan was a Conservative, and yet got the limit because he was the highest bidder. Mr. Fraser, cross-examined, explained this deal. It was Mr. Fraser who put in the tender in Cowan's name. He did it as a solicitor for Mr. Burrows. Mr. Burrows fixed the amount and paid the cheque. If Mr. Cowan had anything to do with it, he had to come in on Mr. Burrows' terms.

NOTES.

The Post Office Department has repaid to Canadian newspapers \$26,000 collected by the Government under Mr. Lemieux's boasted postal reform scheme, which the Minister was compelled to abandon. Of this amount \$20,652 went to La Presse, of Montreal.

While charities in Canadian cities are collecting money for families of unemployed immigrants, the Government goes on paying bonuses of \$5 per head on Europeans brought to this country. In five and a half years bonuses have been paid on 175,000 persons, including children at half price. The country would have been better off had no immigrants come except those who required no bonus. A new supplementary estimate is down to finish paying the bills of the year which closes with this month. Mr. Fielding asks for no less than \$5,325,633. He finds himself short \$125,000 on his immigration account, \$700,000 on militia account, \$4,735,000 on Intercolonial, and \$100,000 on post office.

Mr. Sifton made an unexpected address on the budget. The ex-Minister took occasion to advise the Government to establish a new department of foreign trade, thus declaring Sir Richard Cartwright's Department of Trade and Commerce to be useless. Mr. Sifton also commended Mr. Borden's civil service reform platform, and advised Sir Wilfrid to adopt it.

The New York expert book-keepers had been paid \$43,000 by the Railway Department for overhauling the Intercolonial system of accounting before they ran up a bill for \$50,000 for adjusting the Maine Department books. Also, it is found that the marine job is not finished. In Mr. Brodeur's absence at Paris, Acting Minister Templeman sent off the New York people, declaring that no man was worth \$75 per day at such a job. But Mr. Richards, head man of the concern, has testified that he was here long enough to find that the department was paying for goods it never got.

Hats and Caps.—It is considered by all who know that I have the most up to date hat and cap department in the city. My prices are dead right, that's the reason I'm getting the business.

H. H. BROWN
The Hat and Cap Man

Aching Joints

In the fingers, toes, arms, and other parts of the body, are joints that are inflamed and swollen by rheumatism; that acid condition of the blood which affects the muscles also.

Sufferers dread to move, especially after sitting or lying long, and this condition is commonly worse in wet weather.

"I suffered dreadfully from rheumatism, but have been completely cured by Hood's Sarsaparilla, for which I am deeply grateful." Miss Frances Sams, Prescott, Ont.

"I had an attack of the grip which left me weak and helpless and suffering from rheumatism. I began taking Hood's Sarsaparilla and this medicine has entirely cured me. I have no hesitation in saying it saved my life." M. J. McDonald, Trenton, Ont.

Hood's Sarsaparilla Removes the cause of rheumatism—no outward application can take it.

Prohibition of Importation, Manufacture and Sale of Cigarettes.

During the discussion of a resolution on the above named subject in the House of Commons, Ottawa, on the 16th inst., Mr. Alex. Martin, M. P., spoke as follows:

Mr. A. Martin (Queen's, P. E. I.)—Mr. Speaker, I desire to join with the mover and seconder of this resolution in expressing my entire sympathy with the object that it is designed to accomplish. I listened with a great deal of pleasure to both speakers and especially to the few pithy words which have been uttered by my honorable friend in front of Mr. (Mr. Elson). As a rule I do not advocate the curtailment of the liberty of the subject, but there are instances where the liberty of the subject is curtailed. While we may not be of one mind with regard to curtailing the liberty of the subject we must certainly agree that it is time to take another step in regard to the protection of minors. There are certain drugs on the druggists' shelves which may not be obtained under except certain restrictions because these drugs are injurious and these restrictions are placed against the full grown subject as well as the minor. I do not know of anything—and I have read medical opinions upon it gathered from one end of this country to the other—that is more injurious to young people than the smoking of cigarettes. We have had societies of men and women all over this country which have the best interests of our young people at heart and which have given this question serious consideration. They all agree as to the pernicious effects of cigarette smoking. The medical fraternity agree upon the question. We have, in my province, the League of the Cross, pledged in regard to cigarette smoking and the consumption of liquor; and there is the C.M.B.A. in regard to liquor. There are temperance societies all over the country. However, we see that this support have not come to their support in any tangible way although those societies are working in the best interest of the rising generation. I am not going to make a speech, but I simply wish to place on record my entire sympathy with the resolution. I do not think that any one who has given the subject the least attention can come to any other conclusion than that at which I have arrived in regard to this question. I am sure that the hon. Minister of Agriculture (Mr. Fisher) who has done such great work for the promotion of temperance will now take the arena and record his vote in favor of this resolution. Cigarette smoking, in my opinion and in the opinion of others, has done much to undermine the health of young people, both boys and girls. I think it is most lamentable. It is bad enough to see boys smoking cigarettes, but when we see young girls indulging in this habit, when cigarette making is growing and becoming fashionable in the upper circles, I think it is time that we should do something, and I am sure that it has been well said that the Dominion Government have the remedy in their own hands. Let them now show that they are just as sincere in their desire to promote the welfare of the young and rising generation as they were previous to 1896. If they will, I for one will say that there is one part of their policy that I approve of if they will only carry it out. I only got up to say a few words and to express my sympathy with the resolution.

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Railways vs. Other Public Service Corporations.

The present business agitation throws into clear relief the important difference between railway and most other public service corporations. Street railways, waterworks, lighting concerns, etc., feel more or less the effects of fluctuations in general business, but they do not suffer

acutely from such changes because the number of people in a city does not decrease and the extent to which they must use street cars, water and light does not greatly diminish, even when industrial depression becomes pronounced. But railways bear such a relation to industrial and commercial enterprises of all kinds that every crop failure, every panic that shuts down factories and reduces the sales of wholesale merchants, reacts violently on traffic. The freight business of the railways of the United States has decreased enormously as compared with the corresponding period a year ago. The railway cannot, like the manufacturing, reduce its operations in proportion to the decline in its business. To shut down entirely would be to sacrifice its franchises, and railroad commissions and the public protest violently against reductions in service, especially passenger service, even when they are nowhere near in proportion to declines in earnings. Since railways are exposed to such violent fluctuations in business it is essential that in times of prosperity they should be permitted to earn much larger profits than most other concerns whose charges are subject to public regulation in order to make good the losses sustained in periods of depression. This consideration was advanced by transportation experts before almost every legislature and commission in the country last year as an argument against adjusting rates solely with regard to the traffic being handled at that time, but usually the argument was justly dismissed with the gratuitous assurance that the country's prosperity was established on such a firm foundation that nothing could happen that would hurt the business of the carriers. Subsequent events show clearly who was right. It is to be hoped that the lesson will teach public authorities to adjust rates in future with more regard to theories formulated with a cheerful ignorance of or contempt for facts and probable developments.—Railway Age, February 14, 1908.

A measure has been introduced in the House of Commons imposing a penalty of \$5 per minute on all late passenger trains, except where physical impossibility can be proven. The late train is, of course, a great convenience, and if it could be brought in on time by an act of Parliament the travelling public would welcome such an act. But it is scarcely likely that trains are delayed just for the purpose of inoffending the public or to suit the convenience of the railways. If the truth were known it would probably be found that the railway companies are as anxious to have their trains running on time as are the people who travel. Indeed many of the accidents that occur to railway trains are attributed to the anxiety of the companies to bring in their trains on time, and it has been seriously suggested more than once that the companies should be punished for such attempts when they are attended by danger. Between a proposal on the one hand to punish for not being on time, and a proposal on the other to punish for making extra efforts to be on time, the railway companies might be expected to do for the convenience of the travelling public, and that is furnish some more reliable system of train reporting. Many of the reports furnished now appear to be largely guesses. Even the most considerate and best-natured man is liable to turn sour and cranky after he has waited for an hour and a half for a train that reported twenty minutes late.—Woodstock Sentinel-Review, February 25th, 1908.

The Demand for "Reciprocal" Demurrage.

To THE EDITOR:—Having had the supervision of our distribution, and the application of demurrage rules for nearly ten years, on Canada's oldest railway system, retiring recently after a service of over half a century, I may fairly claim the experience necessary to write with knowledge, also with a degree of disinterestedness on this subject. The agitation for legislation in the shape of what is styled "reciprocal demurrage," has of course arisen from the inconvenience—in some cases—considerable loss suffered from car-shortage, and slow movement in freight in busy seasons, which is largely caused by a frantic endeavor on the part of shippers to rush the business of one half, or three quarters of a year, into sixty or ninety days. Car shortage is also contributed to, by failure on the part

of merchants and traders to increase and improve their storage and unloading facilities, in the face of a vastly increased volume of business.

This question however seems to be one calling for co-operation rather than antagonism, and there are so many points to be considered affecting both parties in the case, that it would be well to institute a more patient and thorough investigation before any drastic action is decided upon.

The proposed measure really amounts to a penalizing of railways for car shortages, as an offset to collection of demurrage; it is however impossible to discover any reciprocal element here, as demurrage is only levied when shippers and consignees have illegally held cars, the stock in trade of railways, over the very reasonable free time fixed by the Railway Commission; while on the other hand it is sought to penalize the roads, when, from various causes mostly beyond their control, they are unable to supply the cars required by shippers; which inability is, in part, invariably caused, or at any rate augmented by this holding of cars under demurrage, and by the pressure of shippers for cars in great numbers to load to seaboard and other points in the United States; from whence it is always difficult, and in busy times quite impossible, to secure their return within reasonable time.

Demurrage therefore represents a merely nominal charge for unreasonable holding of cars, which act frequently involves other merchants in serious loss; while the proposed penalty on railways is for not doing what they were constructed to do, what it is their highest interest to do, and on the doing of which generally their very existence depends. Such proposed legislation would seem to have in it more of the spirit of reprisal, than of equity and fair play; and it certainly appears to be quite out of harmony with the generous of British law.

Considered dispassionately, I believe the demurrage system will be found to be really much more in the interest of individual merchants, and the trade of the country, than of the railways; and it should be allowed to stand on its own merits; and as a necessary check upon careless, and oftentimes conscienceless, users of cars. I would suggest however, that the usefulness, as a quickener of movement and distribution to shippers, would be greatly increased if the nominal rate of \$1 was increased to \$2 per car per day, the actual earning power being about \$3 per day per car. If it is desired to penalize railways for inability to fill reasonable orders for cars, then the only legitimate reciprocal measure would be to also make it obligatory on shippers to pay a penalty to the roads, on failure on their part to furnish freight to load the cars offered, say up to given number per week, or per month. This would place both the parties on an equal footing of real reciprocity, while the so-called "Reciprocal Demurrage" is a misnomer, entirely lacking in appropriateness and equity.

W. H. ROSEVEAR.
Montreal, Feb., 1908.

SHOP BY MAIL.

Our mail order department is growing rapidly—every mail brings us orders from different parts of the country, and we have invariably given the utmost satisfaction. If anything by any possibility might be wrong, we are always here to make it right. Stanley Bros. The Always Busy Store; Charlottetown.

Men and Boy's suits.—It will pay you to give me a call for your spring suit for yourself or your boy, as I have an elegant range to choose from and my prices are lower than the lowest.

H. H. BROWN
The Young Men's Man.

Don't Neglect a Cough or Cold

IT CAN HAVE BUT ONE RESULT. IT LEAVES THE THROAT OR LUNGS, OR BOTH, AFFECTED. DR. WOOD'S NORWAY PINE SYRUP IS THE MEDICINE YOU NEED. It is without an equal as a remedy for Coughs, Colds, Bronchitis, Sore Throat, Pain in the Chest, Asthma, Whooping Cough, Quinsy and all affections of the Throat and Lungs. A single dose of Dr. Wood's Norway Pine Syrup will stop the cough, soothe the throat, and if the cough or cold has become settled on the lungs, the healing properties of the Norway Pine Syrup will gradually bring about a permanent and lasting cure. Do not be misled by imitations. Insist on having Dr. Wood's. It is put up in a yellow wrapper, these pine trees the trade mark, and price 50c. Mrs. Henry Sealrock, Hopeworth, Ont., writes: "I have used Dr. Wood's Norway Pine Syrup in our family for the past three years and I consider it the best remedy known for the cure of colds. It has cured all my children and myself."

If you want anything at any time, and cannot come yourself; just drop us a postal, and we shall be pleased to send you samples and give you any information of any line of goods offered in a first class store like ours. Stanley Bros.

Attend the Union Commercial College for a thorough business training with no waste time, no nonsense. College re-opens Sept. 3rd. send for new prospectus.—W. Moran, Prin.



Turns Bad Blood into Rich Red Blood.

No other remedy possesses such perfect cleansing, healing and purifying properties. Externally, heals Sores, Ulcers, Abscesses, and all Eruptions. Internally, restores the Stomach, Liver, Bowels and Blood to healthy action. If your appetite is poor, your energy gone, your ambition lost, B.B.B. will restore you to the full enjoyment of happy vigorous life.

MISCELLANEOUS.

The Welsh firmly believe that a nation which stand supreme in literature, science, and the arts, and that their great men are not known to the Saxons simply because he has not had the wisdom to learn their language.

Muscular Rheumatism.

Mr. H. Wilkinson, Stratford, Ont., says:—It affords me much pleasure to say that I experienced great relief from Muscular Rheumatism by using two boxes of Milburn's Rheumatic Pills." Price a box 50c.

Deep down in every woman's heart is the craving to be wanted by some one, the desire to be found necessary to some one. And, not having gods or angels to pick from, she is content with man. It is rather lucky for us.

Minard's Liniment Cures colds, etc.

A Pittsburg man has been arrested for pitching his wife out of a three-story window to the ground. This was carrying the joke too far.

Minard's Liniment cures Neuralgia.

Beware Of Worms.

Don't let worms gnaw at the vitals of your children. Give them Dr. Low's Pleasant Worm Syrup and they'll soon be rid of these parasites. Price 50c.

Kitty: "Mr. Smith met a girl on board the liner, and before they got to New Zealand he was engaged to her. What do you think of that?"

Tom: "It only goes to show that not all of the perils of ocean travel have been eliminated yet."

There is nothing harsh about Laxa Liver Pills. They cure Constipation, Dyspepsia, Sick Headache, and Bilious Spells without griping, purging or sickening. Price 25c.

There are nervous women; there are hypernervous women. But women so nervous that they cannot bear the continual rustle of a silk skirt—no, there are no women so nervous as that!

Sprained Arm.

Mary Ovington, Jasper, Ont., writes:—"My mother had a badly sprained arm. Nothing we used did her any good. Then father got Haggard's Yellow Oil and it cured mother's arm in a few days."

Though few men can be intimidated into surrender, many can be negated into a state of hopeless submission. The weak spot in man's armor is his desire for peace at all costs.

Architects, Builders and Contractors, will find our line of goods the newest in design, the most adaptable and improved, and of the highest standard of merit in quality and durability.

Also a full line of pumps and piping.

Stanley, Shaw & Peardon.

June 12, 1907.

The Messenger, \$2.00 a Year

Issued Monthly—128 Pages.

A high-class, illustrated periodical, embracing everything in history, literature and art that can be of interest to Catholics—timely and popular expositions of Catholic doctrine; Christian ethics; modern questions of sociology and political economy; religious movements and actual events, struggles and progress of the Church; education, and drama. Ask for a sample copy.

Manager THE MESSENGER, 560 Fifth Avenue, New York.

WITH YOUR co-operation THE MESSENGER will endeavor to double the number of its readers.

WE will send free a copy of THE MESSENGER to each person whose name and address you may send us.

WE have a special offer, covering both new subscriptions and renewals—a permanent business can be established.

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The Messenger, 560 Fifth Avenue, New York.

SPECIAL MARCH BARGAINS AT ALLEY'S.

88 pairs Women's Waterproof Overshoes, sizes 2½ to 4½, regular \$1.85, now 85c.

97 pairs Women's Fine Overshoes, sizes 2½ to 4½, worth over \$2.00, now \$1.00.

67 pairs Women's Low Overshoes, now 70c.

Sample Sale STILL THE GREAT ATTRACTION.

Boots, Shoes, Slippers, for men, size 7; women, size 4; girls, size 1; boys, size 4; children, size 6 and 7, 30 per cent. off regular prices.

ALLEY & CO.

October 20, 1907.

RIVAL!

It's the rival of all other Smoking Tobaccos.

TRY IT

And you will find it the best and

The Biggest Plug

On the Market, and the price is low.

Hickey & Nicholson,

Manufacturers, Charlottetown. Phone 345

Oct. 30, 1907.

For New Buildings

We carry the finest line of Hardware

to be found in any store.

Architects, Builders and Contractors, will find our line of goods the newest in design, the most adaptable and improved, and of the highest standard of merit in quality and durability.

Also a full line of pumps and piping.

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KING EDWARD HOTEL.

Mrs. Larter, Proprietress.

Will now be conducted on KENT STREET

Near Corner of Queen.

Look out for the old sign, King Edward Hotel, known everywhere for first class accommodation at reasonable prices.

June 12, 1907.

COAL!

We would advise customers to order their Coal and have it delivered before the season gets too late, as

The Strike now on at the Springhill Mines may cause a scarcity and be the means of advancing the prices.

C. Lyons & Co.

Sept. 4, 1907—81

Snappy Styles

—OF—

Solid Footwear

Ladies! Here is your chance, one week only. Box Calf Boots, neat, up-to-date. Cheap any time at \$2.25, now \$1.50, all sizes.

These Boots arrived a few days ago a little late of course, but they are yours at the above price. See them anyway.

A. E. McEACHEN,

FIRE INSURANCE.

Royal Insurance Company of Liverpool, & B.

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Phoenix Insurance Company of Brooklyn.

Combined Assets \$100,000,000

Lowest rates and prompt settlement of Losses.

JOHN MACBACHERN,

AGENT.

Mar. 22nd, 1906

Montague Dental Parlors

We guarantee all our plate to give perfect satisfaction or money refunded.

Teeth pulled and extracted absolutely painless.

A. J. FRASER, D. D.

Aug. 15 1906—3m

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