

# The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, JULY 22, 1908

Vol. XXXVII, No. 30

**Carter's Seeds Grow!**  
—AND ARE THE—  
**Best That Grow.**

Below we give the Dominion Government Analysis of our supply of  
**Clover & Timothy Seed**  
FOR THIS SEASON.

TIMOTHY—D C Brand—Government Test 98.70  
TIMOTHY—C Brand—Government Test 99.80  
TIMOTHY—B G Brand—Government Test 99.80  
TIMOTHY—G Brand—Government Test 99.85  
CLOVER—Mammoth—Government Test 98.90  
CLOVER—Alsike—Government Test 98.60  
CLOVER—Early Red—Government Test 98.24  
CLOVER—White Dutch—Government Test 98.25

Our experience, extending over a period of Twenty-eight Years, has gained us the knowledge of WHERE and HOW to get the **BEST SEEDS**, most suitable to our soil and climate. Buy the best. Buy Carter's Tested Seeds.

**CARTER & Co., Limited**  
SEEDSMEN - CHARLOTTETOWN.

**Dominion Coal Company's**  
**COAL!**

As the season for importing Coal to this Province is again drawing near, we wish to advise dealers and consumers of coal that we are in a position to grant orders for Reserve, Screened Run of Mine, Nut and Slack Coal from Dominion Coal Co's Mines, F. O. B., loading piers at Sydney, Glace Bay and Louisburg, C. B.

We guarantee good despatch for schooners at loading piers.

Reserve Coal is well known all over this Island and is extensively used for domestic and steam purposes.

Prices quoted on application. All orders will receive our special attention, by mail or wire.

Schooners always in demand during the season and chartered at highest current freight rates.

**PEAKE BROS. & CO.,**  
SELLING AGENTS FOR P. E. ISLAND.  
March 25—41

**HARDWARE!**  
Largest Assortment,  
Lowest Prices.  
WHOLESALE and RETAIL  
**Fennel and Chandler**

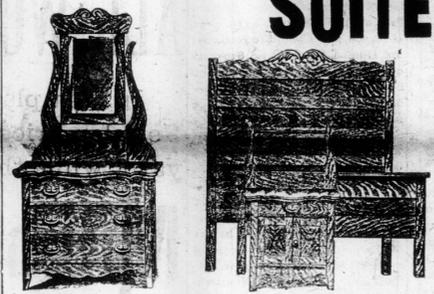
**Spring & Summer Weather**

Spring and Summer weather calls for prompt attention to the  
Repairing, Cleaning and Making of Clothing.

We are still at the old stand,  
**PRINCE STREET, CHARLOTTETOWN**  
Giving all orders strict attention.

Our work is reliable, and our prices please our customers.  
**H. McMILLAN.**

**This Berdrom SUITE**



3 pieces as shown. \$12.50, at any station on the P. E. Island Railway.

**We are headquarters for everything in Furniture and Carpets!**

And we guarantee you **Better Goods for Less Money** Than you'll find anywhere else.

**MARK WRIGHT Fur. Co.**

**ROBERT PALMER & CO.,**

Charlottetown Sash and Door Factory,  
Manufacturers of Doors & Frames, Sashes & Frames Interior and Exterior finish etc., etc.

**Our Specialties**

Gothic windows, stairs, stair rails, Balusters Newel Posts, Cypress Gutter and Conductors, Kiln dried Spruce and Hardwood Flooring, Kiln dried clear spruce, sheathing and clapboards, Encourage home Industry.

**ROBERT PALMER & CO.,**  
PEAKE'S No. 3 WHARF.  
CHARLOTTETOWN.

**UP-TO-DATE HATTER,**  
**Clothier & Furnisher**  
When you want your **Spring Suit,**  
Hat, Cap, Shirt, Vest, come to the only exclusive

**GENTS' OUTFITTER**  
In the city. I can easily save you a dollar on your next suit, because I do a strictly cash business.

**H. H. BROWN,**  
The Young Men's Man.  
158 Queen Street.

**Ottawa Weekly Letter.**

**An Appalling Statement!**

\$250,000,000 for the Transcontinental.—This Is the Sum of the Estimated Government Cash Expenditure and Guarantees; Made up by Mr. Borden from Official Statements.

**Endorsed on False Pretences**

Compare Estimates of 1905 and 1908.—And Judge Whether It Was a Mistake or a Fraud; Will Increase the Debt to \$450,000,000.

**Transcontinental Inquiry Burked.**

**A POTENTATE ON HIS TRAVELS**

Mr. Brodeur's Expenses Over \$2,000 Per Month.

**ANOTHER \$10,000,000 WANTED.—CAMPAIGN SUPPLEMENTARY ESTIMATE.—MEANINGLESS FASTLINE PROPOSAL.**

Sir Fred Borden Assails His Commissioners.—A Copious Vocabulary of Abuse.

Ottawa, July 11th, 1908.  
When the Grand Trunk Pacific scheme was launched by the Government five years ago Sir Wilfrid Laurier stated, as he now interprets his assertion, that the ultimate cost of the country would be only \$13,000,000. What he really said was that the road itself would cost that much. Take it either way the estimate is now found to be absolutely ridiculous. It is certain that if the Premier had placed before the country the actual cost, as now estimated by his own Minister, he never could have forced the measure through Parliament. The policy drove Mr. Blair out of the Government, and even he did not realize the extent of the burden imposed.

**A STATEMENT AT LAST.**  
Mr. Borden has by persistent questions and motions obtained from the Minister of Railways a statement of the present estimated cost. This he presented to the House, in tabulated form, on Tuesday. All the figures given below are from Government returns, except those for the Quebec Bridge, on which the Government declines to make an estimate. Here is the statement:

**RECAPITULATION OF CASH EXPENDITURE.**  
Total cash expenditure and interest in respect of Eastern Division as above 124,403,218  
To this must be added 7 years interest at 3 p.c. (not compounded) after completion during which G. T. P. is to pay no rent 26,124,676  
Also interest at 3 p.c. for three years additional during which no rent is collectable unless earnings are sufficient 11,196,990  
Cost of Quebec Bridge as estimated 14,422,238  
Cost of terminals at Moncton, Quebec and Winnipeg and shops east of Winnipeg 5,470,000  
Interest to be paid by the Government without recourse on Mountain section. 11,204,900  
Total cash expenditure \$192,920,723

**BOND GUARANTEE.**  
In addition to the above cash expenditure the Government incurs the following obligations on its guarantee of bonds. Guarantee on bond issue on Mountain Section as above. 46,149,000  
Guarantee on Bond issue on Prairie Section 916 miles at \$1,300 per mile 11,908,000  
Cash expenditure \$192,920,723  
Bond Guarantee 58,057,000  
Total 250,977,723

**QUEBEC BRIDGE.**  
Cost of Quebec Bridge up to 1st March, 1907 (Government return) \$5,422,238  
Estimate cost of completion 9,000,000  
14,422,238

**TERMINALS.**  
Estimated cost of our share of terminals at Quebec, Winnipeg and Moncton, and shops east of Winnipeg (Minister's statement, Hansard, page 12,891) 5,470,000

**MOUNTAIN SECTION.**  
Cost of Mountain Section (839 miles) as stated in return brought down \$61,510,000. (Hansard, page 12,892).  
Seventy-five per cent of the above, \$46,149,000 to be guaranteed by the Government for construction of Mountain Section, and the Government agrees to pay without recourse the interest on bonds so guaranteed for 7 years which at 3 p.c. amounts to 11,204,900

**ANOTHER INQUIRY CHECKED OFF.**  
Of course the majority in the House has endorsed the action of the majority of the Hodgkin committee shutting off further examination into over payments and false classification on the Transcontinental. Mr. Lunnox and Mr. Barker, the minority in the committee, and Mr. Northrup, went carefully over the evidence, and especially the charges made by the G. T. P. engineers. They showed how these charges charged that earth excavation had been regularly, systematically and extensively classified as rock, and so paid for as three to six times the contract price. With these statements before the committee, and with the officers present to testify concerning them, the whole inquiry was closed up, though the House had ordered the committee to follow it up to the end. The minority members of the committee desired to go on, and in the House moved an amendment that they be permitted to complete their work. The usual party majority voted it down.

**MR. BRODEUR'S TRAVELLING BILL**  
The Minister of Marine has just disclosed what is supposed to be a full amount of expenses charged to the country for his specialiser visit to Europe. Mr. Brodeur went in April, the Department buying his tickets and those of his family party. He returned at the end of October, and announced that he made a refund of amounts which had been paid for private members of his family and party. This refund was not made until January 15th, after attention had been called in the House by Mr. Taylor to the excessive payment. The Minister says he started to settle it before, but could not learn the exact sum.

Before Mr. Brodeur went away he got an advance of \$2,000. His private secretary testifies that he gave \$2,500 of Government money (Continued on fourth page.)

Now compare these with the government pledges of 1903 and 1904.

Cost per mile of the Winnipeg and Moncton section, present estimate 63,427

Cost per mile Winnipeg to Quebec, estimate of 1903 28,000

Cost per mile Quebec to Moncton, estimate of 1903 25,000

Total cost Winnipeg to Moncton, including terminals, present estimate 119,863,765

Cost, Quebec to Moncton, estimate of 1903 51,300,000

Prospective cost Quebec to Moncton 29,000,000

Quebec to Moncton, estimate of 1903 10,000,000

Distance Quebec to Moncton, present statement, 460 miles.

Distance Quebec to Moncton, statement of 1903, less than 400 miles.

Latest statement; pusher grade, between Quebec and Moncton. Promise of 1903, 4 tons of 1 per cent grade the whole way.

Latest estimated amount of guarantee on Mountain section \$46,149,000 Government estimate of 1903 14,400,000

**GOVERNMENT AND OOMPANY.**

If the company pays every dollar as agreed the direct charge on the country will be more than four times the amount stated by the premier when the contract was made. But it must be noted that the interest charge against the company will be about three times the sum estimated in 1903, which makes it the more certain that the earnings will not pay it.

**DEBT OF \$450,000,000**  
Mr. Borden made little comment, observing that the appalling figures spoke for themselves. He found \$191,305,823 rather a staggering obligation for the country to face under the present conditions, and added:

"The public debt of Canada is from 265 to 268 millions. The cost of this road will be \$190,000,000 before we are through with it, and unless a considerable portion can be paid out of revenue, which does not seem probable under present conditions, the total debt without spending a dollar for development of our ports and inland waterways or subsidies to railways, or other demands on the public treasury, is likely to reach \$450,000,000. For this reason I thought it important to invite the attention of the House and the Country and the Minister of Railways to these estimates and data."

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**Women's Ailments**

There is no need whatever for so many women to suffer from pains and weakness, nervousness and depression, anaemia, hysteria and melancholia, faint and dizzy spells, and the hundred other troubles which render the life of too many women a round of sickness and suffering.

**MILBURN'S HEART AND NERVE PILLS**  
Have Restored Thousands of Canadian Women to Health and Strength

Young girls budding into womanhood who suffer with pains and headaches, and whose face is pale and blood water, or women at the change of life who are nervous, subject to hot flashes, feeling of pins and needles, etc., are tired over their trying times by Milburn's Heart and Nerve Pills.

They have a wonderful effect on a woman's system, making pain and nervousness, bring color to the pale cheeks and sparkle to the eyes. The old, worn-out, tired out, languid feelings give place to strength and vitality, and life seems worth living.

Price 50 cents per box, or 3 boxes for \$1.25, at all druggists, or mailed direct on receipt of price by  
THE T. McNEIL CO., LTD., Toronto, Ont.

**MISCELLANEOUS.**  
**MASOULINE EXAGGERATION.**

Mrs. Quimby—Archibald, do you know anything about these people who are moving in next door?

Mr. Quimby—All I know about them is that they are people of some consequence. Two men have just carried in the madam's spring hat.

Mrs. Fred. Laine, St. George, Ont. writes:—"My little girl would cough so at night that neither she nor I could get any rest. I gave her Dr. Wood's Norway Pine Syrup and am thankful to say it cured her cough quickly."

**MAKING THE MOST OF IT.**  
Mifkins—I hear Peckham's wife has left him.  
Bifkins—Yes.  
Mifkins—Does he think she will come back?  
Bifkins—I guess so. Anyway he told me he was going to enjoy life while he had the chance.

Minard's Liniment cures Dandruff.

Milburn's Sterling Headache Powders give women prompt relief from monthly pains and leave no bad after effects whatever. Be sure you get Milburn's. Price 20 and 25 cents. All dealers.

**BROKEN ENGLISH.**  
His youngest grandchild had managed to get possession of a primer and was trying to eat it.  
"Pardon me for taking the words out of your mouth, little one," said the professor, hastily interposing.

**NOT AT ALL CHEAP.**  
"She seems to be very particular about those goods she bought," remarked the merchant.  
"Yes," replied the salesman, "she said she wanted to be sure they were the real thing. She didn't want any cheap imitation."  
"But they were a cheap imitation."  
"Oh, no; I raised the price."

**Sprained Arm.**  
Mary Ovington, Jasper, Ont., writes:—"My mother had a badly sprained arm. Nothing we used did her any good. Then father got Hayward's Yellow Oil and it cured mother's arm in a few days." Price 25c.

**TOO CLOSE NOW.**  
Subbubs—I don't know anybody that my wife hates more than the Jewkinous.  
Chitmas—Why, she used to think pretty well of them.  
Subbubs—Yes, but that was before they moved in next door to us.

Minard's Liniment Cures colds, etc.

In hard times there isn't much doing in the easy money business.

**Burdock Blood Bitters**

It has been in use for over 30 years, and is considered by all who have used it to be the best medicine for

**BAD BLOOD BAD BOWELS BAD BREATH**

It will thoroughly renovate the entire system, and make the blood pure, rich and red—curing Boils, Pimples, Humors, Ringworm, and all blood and skin diseases.

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