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ALLEY & CO.Ltd vernment have power within a real nable time to acquire the ownersh the entire stock of the company a 135 QUEEN STREET. What I wish to establish is that th

statement in Parliament on the ot object to the award of the arbitra ed it did not exceed \$30 s provided in the use I may take occasion a little h er to this particular part of the ques In connection with the legislation o

G

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WHO

HERRING.

FLC

The Best B

918; reference to which will be found n Hansard of May 15, 1918, page 1996, he right hon, the Prime Minister (Sin Cobert Borden), discussing the question and alluding to the matter of the rrangement with the Canadian Northein, stated that:

By the arbitration agreement subs

rice should not exceed \$10,000,000

ish to make that statement at th

ccasion to make some reference t

We know that subsequently to th

rn railway became a part of 1)

anadian National railway system. We fill leave that aside for a moment and

They went on borrowing mone;

om the Government until, to quote he statement of the ex-Finance Min

ster who dealt with this mestion

n excellent manner a few evenin

ations to, the Government, direct an

ientary session of the present yes

was made known to the Govern

ient that the Grand Trunk Railwa ompany, who were and are the own rs of the stock of the Grand Trunk acific Rallway, would be unable, af

er the 10th day of March to meet heir finan in obligations, and that

hey would be obliged to cease oper ting that railway, We all know

ting that railway. We all know what happened. The Governmen ook immediate action and placed the

rand Trunk Locific in the hands o receiver. It must be said that th and Trunk Pacific and the Canadi n Northern railways, which encounted these financial difficulties, wer

sally, not correctly speaking, trans ontinental lines; they were only

arts 'or wings of a great transcon ntal line. It does not appear that the me had come when Canada should

ave practically three transcontine

ade, and the growth of the country opulation had not arrived at a stat

then Canada could sustain any such lethora of railway mileage. How ha

happened that we have come to the tage that the Grand Trunk Railwa

s to be taken over by the Govern -uent? Hon gentlemen opposite have xpressed su prise, indeed indigna-ion, that this great and paramount uestion, this question of such very

reat importance to Canada, should is they say, have been sprung upo

ation that the Government had an of taking over the Gran But, Sir, it Ista matter of

ad been going on between the Go

rnment and the Grand Trunk Rail

vay Company for a year and a half of hereabouts. As early as the 15th of day, 1918, when the Prime Minister ir Robert Borden, was making a sur

ey of the general railway situation, is infimated quite positively the ex-stence of the possibility that having aken over the Canadian Northern

nd as we have seen the Grand Trun acific, the Grand Trunk itself migh lso be taken over. While the discus on was going on the position of th and Trunk came up in the cours

of the debate, and no serious obje ion to that possible consummation taken by the then leader of th

sition, the late Sir Wilfrid Lau

negotiations in this directi

railways. The development o

ndirect, in connection with the mounted to \$145,000,000. All will re-tember that early in the first Parlia

on of 1918 the Canadian No.tl

ler what has happened to the

borrowings from, or the ob

point a little later of

ors to determine the value of the

light Honorable

exceed \$30,000,000."

ion again.

naining stock. I find that the dies eader of the Opposition, the late

discussing this question, place

imself on record, as will be found

Hansard, August 13, 1917, to the ffect that he had no objection to ar-itrating, but he raised the point that

"No assistance should be given to the dian Northern Railway unless a he same time It is provided that

Wilfrid Laurier

manway Legislation

James McIsaac, M. R., Delivers Important Speech, Which

Has Been Highly Commended in Government Circles

ter another, on the opposition ing wings of the National Trans- sition. The discussion on the their hands the great ontstand- trinity that now load, the opcontinental System, the Cana- motion was resumed after the dian Northern and the Interco-usual routine, and the new leader A brief consideration of cach colonial Railway. These are jumped into the fray about five

of these arguments, if arguments now great wings of the Cana- o'clock p. m. There were great these arguinents, it ess of the ground assumed by in the middle. The Grand who had never heard, and many of paramount importance to the peo

CHARLOT ARE OF A Solution of the ground assumed by At The Federal Capital.

The reace, but the speech from the up these two outlying stretches, the government will have a complete unified initional system, and the opening of the session, specifically declared that other business would come before par-liament during the session. Even if this were not in the speech, it is simply childish to put forward the statement that failure to secure the subject in the statement that the different terms and previous and over again, perhaps in a tork over and over again, perhaps in a company, but would be not only shortsighted policy, but would be laying the great central uniting link, would be not only shortsighted policy, but would be laying the great central uniting link, would be not only shortsighted policy, but would be laying the great central uniting link, would be not only shortsighted policy, but would be laying the great central uniting link. could not be legitimately dealt policy, but would be laying the been worn threadbare by the op-trunk Railway Company and are put to mow begotiating with the Grand been worn threadbare by the op-trunk Railway Company and are put ting this legislation through Parlia with at the present session of in the future. Developing this whole of the discussion on insto

parliament: It certainly would point further, this is to be said: that time. These are the points At the risk of repeating words that not come before this session of taking over the Grand- Trunk to which we have just alluded have been said probably more that once in this debate, I shall endeavo parliament if the Grand Trunk System is not-assuming a dead above. The new leader added to give the House a resume of the et it has said in this connection, prive was meeting, with disap friends behind him, to the utter Canada, a trade that was looked after as it has affined been said, that pointment and in many cases the negotiations looking towards listster, it paid the danual in the possible acquisition of the track to the the danual in the product the density and the dens nent and the company for at penditure, that is to say, what the neutring the complete penditure, that is to say, what the neutring the complete penditure that is to say what the neutring the continue ly negative the position his fol- hendive scheme than they at first e Icwers had resumed up to that ing a branch westward to the Pacif government had stated the con- surplus earnings of the road to moment. As already stated, he Coast from Winnipeg they conceive

the utter futility and untenable-

ing the week ending , Ostobe 25th, was engaged almost exclusively in discussing the gov ernments bill for the taking business would come before parover of the Grand Trunk Railway System of Canada. Nor was the debate finished by

occasions quite lively. It is a curieus fact that, during the had not declared themselves pre-whole discussion on the tesolar, had not declared themselves pre-tion as well wo on the tesolar, the government's cern and up to the last, two war opposition were absolutely un proposition. for negotiation, years, when almost every enterable to present a real valid jection to the course pursued by the government. As stated, more than once, in former correspondence, the position assumed by the Government was not one of their own initiation or choice, but was east a year and a half. The ever may be the shortage on the forced upon them in a sense as a matter of necessity : so that the ditions on which they would be meet its fixed charges. Then had only been in the house, at from Winnipeg to Quebe and Mon many millions of money belong. many millions of money belong. ing to the people of Canada which willing to negotiate, but the small degree of reason; that the the afternoon sitting, and he drawing the Company expressed their opinion had gone into the Grand Trunk company expressed their opinion united lines, constituting the Ruilway and its subsidiary compapies, namely, the Grand Trunk conditions, as they did not re- will increase its productive capa-Pacific Company and the Na- gard them as sufficiently ad- sity, and especially that it will tional Transcontinental Company, vantageous to themselves, but greatly reduce its fixed expendiure in the matter of terminals might not be absolutely Jost, the government did not recede and managing staffs. Hitherto it has been explained, from their position, after th over and over again, that theal negotiations had gone on for all most interminable tangle into this time. Finally, all at once which the railway business of the Grand Trunk Company de llowed to go into liquidation, Canada had come, was due al- clared that they would accept the und that we then might buy it most entirely to the colossal government's view of the matter, blunder made by the Laurier and were prepared to negotiate. Bolute foolishness. It would nearly midnight, when it came to Further on he says: government in 1908, when it In this connection, let it be said be a very had blow, a distinct a conclusion, and a division was black eje, to Canada's credit in called. The number of memunconscionable that the Grand Trunk were Utopian scheme of building a brought to this position in conrailway across Canada from sequence of the urgency of their ocean to ccean. It is unnecess- financial obligations. They were lation in consequence of financial one reason and another had gone contract to the Grand Trunk Pacific ary at this moment to again go unable to proceed without re bankruptcy. Not only would it away, A very foolish amend. Company will not exceed \$13,000,000 c thereabout. seriously injure Canada's credit, ment, to characterize it by no into particulars of this disas- ceiving money from some source. repeat once more that the Doy from the government, or by the minion of Canada, in consequence government's consent and guaran-dian Pacific Rilway absorbing vision was taken on the amend-tacts. It was agreed that the roa of this erazy undertaking, was tee; because they were already so the Grand Trunk line. It may ment to the motion for the sec- should committed to the Grand Trunk deeply obligated to the govern- here be said that it is well oud reading. As has already Pacific project to the extent of ment for financial aid, both as grounded and also generally be been stated sometime, perhaps ton that portion of the line from Wir nipeg to Moneton to be known as the \$145,000,000,000 and that the to themselves and to the Grand National Transcontinental, which Trunk Pacific. It was a mere Sir Wilfrid Laurier and his accident that they had reached a principal force in the 'Cunadian pending, after a long debate, to bu Sir Wilfrid Laurier and his accident that they had reached a finance minister, Mr Fielding, decision to agree with the gov-had repeated, over and over ernment, while parliament was know what a mighty corporation disorder, waiting for the members Government, was intended to be or again, would cost Camada only in session, but when brought to that is, and what a great work it to come in from the lobbies. It crated by the company after, a fe \$13,000,000, absorbed no less this point, delay could not be is doing, but it may be inciden. should have been mentioned be- paid. tally said that it would not be so fore that the Minister of Railthan \$170,000,000 of the peo- considered, because it was necesspowerful and so capable of con- ways, in replying to the leaderple's money, and that At was an ary to continue the operations ef project when the government slowe could enable them to do not for the hundreds of millions the expense of the leader. He their part of the agreement. The were obliged to operate it after that. Therefore, the govern of the money of the people of went on to show that the new having built it. All these facts, ment-took advantage of the sit- Canada granted to it by the leader, although he had only been beginning. It will be interesting and many more, showing up the ting of parliament to have the to time. Now this great corject were reiterated over and delay as possible. It surely must ally view with a jealous eye the the debate, and had expressed a that another road was subsidized b over again, in the debate by those supporting the govern-ment's proposition. On The garding that point. Then, to other hand the members of the say it should not come up during this session, because it was a special session is project, but never for a moment advancing any alternative or real tangible argument against the government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities, one after an oblighted to government's course. They dealt in puerilities on a first was a trained to the second point is the financial course of the analyse of the ana dealt in puerilities one after an- obligations of the government. understand that, as a rule, peoother, including the three leaders There is no one in parliament, say was, that the present session ation of public affairs, but ad wristwatches. of parliament had been called for mits the financial obligations of

W LARE DAL HAVE MA NO SUBSCRIPTION -S1.00 A YI AR. TO THE UNTED STATES SLO PUBLISHEN EWERY WEDNESDAY BY THE HERALD POBLISHING AT 81. QUEEN STREET CHARLOTTEROW POELSLA

The libuse of Commons dur

Saturday the 25th, but was contiqued over to the following week. The discussion on the motion for the second reading was quite lengthy, and on many

> line. When this matter was presen ed to Parliament by the then leade that they could not accept the great national rallway system, the desire that this matter should a most roseate picture of the wonder and that we full things that were to come about a a result of this new undertaking, an a result of this new undertaking, an harped and hurped and roiterated of the Government, Sir Wilfrid Lau ier, that gentleman certainly painte uently made it was provided that the should go home, and that the the enormous benefit it was to prov discussion shou'd come to an little to complete another railwa end. This furnished no small from ocean to ocean. In the debate hird of the amount of money that he Opposition had stated, through he opposition had stated, through heir leader, they should be satisfied he arbitrators should fix. They were illing to go as high as \$30,000,000 while here we find that one-third o. hat amount, or \$10,000,000, is the mount awarded by the arbitration. 1 of that time the Prime Minister of anusement, and no small amount the first reading of the Bill on the The third untenable ground of chagrin to the leader of the 30th July 1903 is thus recorded it assumed by the opposition was opposition before the division on articular stage because I may hav

The sum total of money to be paid b that the Grand Truck should be the motion was concluded, as will the Government for the construction be shown in a moment. The de- that line of rallway from Moneton t the Pacific Ccean will be in the neigh bate went on through the hours forhood of \$12,000,000 or \$13,000,00 it our own price. Surely this is of the evening sitting, up to very and not a cent more.

The surplus of this year will pay fo

he estimation of the world, that bers in attendance was not very On the same date at page 7695 me of its great railway lines large. It was not very much was allowed to go into liqui over 150, as a good many, for The cash subsidy which is prom and which is to be given under the

but it would dislocate public harsher term, had been intro- | That certainly looked exceedingly d be built in two divisions, on Winnipeg to the Pacific Coas and the other from Winnipeg to Mon to build the portion from Winnipe to Moncton, and the company the otl To dispose of this branch the road which does not enter into the ment, it is sufficient to say that inding its business so success of the opposition, made very con. Drayton travertil report, about \$16 poration, no doubt, must natur- ers from the very beginning of were obli

understand that, as a rule, peo-ple are not in a position to buy chorus, the refrain being "I want Grand Trank Company were not ion HICKEY'S TWIST I think that the Grand Trunk Rail great railway systems just as there was a tremendous uproar. The they were compelled to come to vay system should be productive o ; ood results. For the present I do no of the party. All they could who seriously considers the situondemn the idea of taking this and the new leader looked ex- They continued seeking aid again The most important and inter-esting day of the whole debate, on the motion for the second reading of the bill for the aconi. The two competing railways in the West—the Canadian Northern and the Grand Trunk Pacific, finding it impos-sible to successfully continue opera-tions, had to succumb and the Gov-urnment had no ontice in the matter No matter where he is, or what other tobacco he can a special purpose and that this the government are very great esting day of the whole debate, said in connection with the new drob et, the Island soldier who chews tobacco is never satisfied legislation should not come up indeed. But would anyone, who on the motion for the second leader's first participation in the Grand Trunk Pac cons, had to succumb and the Gov-ernment had no option in the matter but to take them over. These rail ways have absorbed millions and mil-lions of the people's money, and in order that they might be preserved and utilized for the henefit of Canada there was only one thing to do-the Government was exclude an antiwith anything but HICKEY'S TWIST. Secondly, that the tinancial has the welfare of Canada reading of the bill for the acqui- discussion of the House of Com-Secondly, that the financial has the welfare of Canada reading of the bill for the aequi-position of Canada at the pre-sent time did not warrant any new large financial obligations. this railway project and jeopar-interview of Canada's sition-of the Grand Trunk Rail-new large financial obligations. In hundreds of letters from the boys in Flan lers, France England and the training comps, they ask for HICKFY'S new large financial obligations. this railway project and jeopar. 23rd, and, in order that our read-Thirdly, that, if the Grand dize for the future the trans-Trunk position was such as such as jeots of the Dominion rather than citl aid in order to enable it to have the government now lend better to allow it to go into ions additional of public expensit-better to allow it to go into ions additional of public expensit-IWIST-and the 105th took along 20,000 figs with them Send your soldier boy a pound of HICKET'S with the bext parcel. Hickey & Nicholson, Ltd CHARLOTTETOWN 1.

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