

THE HERALD

WEDNESDAY, JUNE 23, 1897. PUBLISHED EVERY WEDNESDAY. SUBSCRIPTION—\$1.00 A YEAR, JAMES McISAAC, Editor & Proprietor.

The Diamond Jubilee.

YESTERDAY, throughout the British Empire, the sixtieth anniversary of the accession of her Majesty Queen Victoria, was celebrated with peans of joy and salvos of artillery. The greatest celebration was of course in London, at the heart of the Empire, where her Majesty in person was the central figure of a pageant, the grandest and most imposing of its kind the world has ever witnessed. In this royal march she was surrounded not only by the members of her family, the prince of the royal blood, but also by the executive and military representatives of Great Britain, as well as of all the colonies of the vast empire over which she sways her gentle sceptre. This universal jubilation is not merely a series of the lips, but wells up spontaneously from the hearts of millions of loyal subjects in every quarter of the globe. There are many reasons why Victoria's loyal subjects in every part of the empire should unite in honoring the occasion of her diamond jubilee. In the first place, the event celebrated is unique in itself. No other British Sovereign reigned so long, and few, if any, ruler in any country reached or surpassed on his throne, this number of years. Then Victoria's reign has been unparalleled as an era of peace, of progress, of advancement in the arts and sciences, of development in the art of government and of constitutional freedom and civil liberty. Wherever the British flags wave to-day, there the humblest subject of her Majesty is assured of the fullest protection to his personal and proprietary rights. In no part of the British Empire is there greater reason for rejoicing than in this great Dominion of Canada. We possess a constitution the freest and best in the world. Under it we enjoy more constitutional liberty than any other people, and all this under the sceptre of the Imperial throne. But the ties that bind us to Westminster are silken ties; the bond is a bond of love. In the magnificent pageant that took place yesterday in London, Canada and America's Premier held the place of honor among the colonial representatives, next the representatives of the Imperial Government. This surely should be to us a source of just pride and should heighten our loyalty and devotion to our beloved Queen. Not only has Victoria been a just, wise and prudent ruler; but in all the relations of life, as daughter, wife and mother she has been a model woman. Queen Victoria has outlived all the contemporaries of her early reign. There is no sovereign now living who occupied a throne when she became Queen of Great Britain. The Queen's realm embraces an area of 11,475,127 square miles, about one-third of the surface of the globe, and the population of this great empire is about 400,000,000, or a little more than one-fourth of the world's population. Millions of square miles of this territory has been acquired during her Majesty's reign, and many millions of our great Dominion, the brightest gem the colonies contribute to the Imperial diadem. In view of all the facts connected with her gracious Majesty's extraordinary reign, it is not wonderful that, on the occasion of her diamond jubilee, her loyal subjects, in the old land, beneath the southern cross, at the Cape of Good Hope, in far off India, in our own great Canada; indeed in every quarter of the globe should with one voice acclaim "Long live Victoria, Queen and Empress; God save the Queen!"

It is impossible for us in this issue to give anything more than the merest outline of the celebration in this city. It began on Sunday, when several military companies and some fraternal societies marched to one or two of the churches. In St. Dunstan's Cathedral, at the high Mass, his Lordship Bishop McDonald made a most appropriate and patriotic address relative to her Majesty's diamond jubilee. His text was from the first and second verses of the thirteenth chapter of St. Paul's Epistle to the Romans. "Let every soul be subject to the higher power, for there is no

power but from God, and those that are ordained of God." His Lordship pointed out that it was our duty, as loyal subjects to observe her Majesty's jubilee day. Under Queen Victoria we have the finest form of government in the world, we are the freest people in the world, and we have reason to rejoice, reason to pray for our good and gracious Queen. In the British Empire liberty and justice are enjoyed by all, and as Catholics we have reason to be grateful to our beloved Queen who has ruled our destiny for sixty years with such wonderful success. In every relation of life Queen Victoria was a good and exemplary woman. We should therefore pray that God's choicest blessings may descend upon her, and that her earthly crown might be exchanged for one of un fading glory when the relation of her Majesty's departure from this world. At the evening service music arranged for the jubilee was rendered by the choir. After the solemn Benediction of the Blessed Sacrament, at which his Lordship officiated, a grand Te Deum was sung, and the exercises closed with the national anthem. On Tuesday, the programme, as published in the papers, was carried out. The weather was fine, and the city was thronged with people. Some seven or eight thousand people assembled at Victoria Park in the afternoon. The military were out in force and executed their manoeuvres in presence of the Lieutenant Governor and officers of the garrison. The societies turned out in force and presented a fine appearance. Addresses were delivered by his Worship Mayor Dawson and his Honor Lieutenant Governor Howland. The prettiest sight was the fifteen hundred school children massed on the grand stand. Their singing and waving of banners was splendid. In the evening there was a bicycle procession, a splendid procession by the firemen, and elaborate fireworks. The city was splendidly illuminated, and flags were flying from all available points. It was, doubtless, the grandest day we have ever had here, and will be long remembered.

ONLY the marine and fisheries and interior departments have as yet brought down the returns in obedience to the order of the house for statements concerning the commissions for the trial of partisanship. From these returns it appears that Commissioner Ross of Halifax received twenty dollars a day for enquiring into the case of Immigration Agent Clay. Captain Bloomfield Douglas had a remuneration of five dollars per day. E. H. McAlpine, St. John, and H. J. Palmer of Prince Edward Island received ten dollars a day and expenses. Mr. McAlpine had drawn five hundred dollars on account when the return was brought down. It will thus be seen that the "Commission" business is quite profitable to the commissioners.

In addition to our beautiful Queen Square Gardens, the other squares of the city, Hillsborough, Rochford and the Jail Square have been much improved and beautified. They have been levelled, new walks have been projected through them, and flowers have been planted. The trees are protected and nice fences have been extended round these parks. These improvements are most noticeable and go a long way towards making our city attractive. It is satisfactory that such a good start has been made here. We understand that our citizens are principally indebted to Councillor McCarron for these much desired improvements in our city parks. Certainly this departure is most creditable to him, and we feel sure that for it he will have the hearty thanks of the citizens in general.

In the senate on Tuesday of last week, Hon. Mr. Ferguson called attention to the correspondence recently brought down by the Government of this Province and the Dominion relative to the financial claims of the Island against the Dominion, and inquired what the government intended doing regarding the Premier's previous proposition that those claims should be settled by arbitration. Senator Ferguson outlined the history of the claims and protested against Premier Peters' proposition to submit the Island's claim in regard to railway construction to arbitration. The province had not received its share of public funds expended on railways. He was strongly of opinion that the representatives of the Island in parliament should not be restricted in making claims by the judgment of any court of arbitration. There was a grave doubt of the independence of Premier Peters in the matter. The Premier of the Island accepted employment from the Dominion Government, placing himself under

personal obligation to the federal executive. He hoped the government would refuse to do so, and in railway claims of the island to arbitration, but would carry out the policy of the late government with reference to the construction of the branch railways so much needed on the Island.

Dominion Parliament.

On Monday of last week Sir Richard Cartwright moved the approval of the fast line steamship contract. He began by giving an outline of the previous negotiations and transactions. He claimed the contract now before the house was better than that made with the Allan company. In the place of vessels of eight thousand five hundred tons it is proposed to have them of ten thousand. The speed is to be twenty-one knots instead of twenty. He thought more freight accommodation would be provided. The ships were to beat the Campania or Louisiana class, or higher than was previously provided. The government had acquired the right to bring out a number of immigrants at specified rates. The contract price was reduced from seven hundred and fifty thousand to five hundred thousand dollars. The only question of doubt that had arisen was as to the capacity of Petersen & Tate to carry out the contract. On this point the government had satisfied itself; if they proved to be mistaken the country at least would have to pay the money. Sir Richard had never approved of establishing the service, if it cost as much as originally proposed. But a fast line service would give some advantages, and he felt that the cost now proposed he might venture to recommend it to parliament. He reminded the house that the project would not involve an addition of half a million a year to steamship subsidies, paid by Canada. His establishment would enable the government to drop subsidies now paid to the Allan and also the withdrawal of other subsidies. The total amount of subsidies lapsed would equal at least \$200,000, leaving the additional charge about \$300,000.

Sir Charles Tupper said he had heard the government was going forward with the fast line project. He had always regarded it as a matter of great importance, and would be glad if the service could be secured at the reduced price. He owned to some fears whether Petersen & Tate would be unable to carry out the undertaking, but was glad if the fast line should be founded. He asked Sir Richard what the style of the ships would be. Were they turret ships? The minister said they were. Sir Charles rather regretted that the fast line should have been no less attractive than the other Atlantic lines, and he knew of no fast passenger line that had turret ships. Sir Richard said that after some correspondence the admiralty had consented to this type of ship. Sir Charles said they were undoubtedly cheaper ships to build than the usual type, which accounted partly for the low tender. Sir Charles, referring to the requirement that twenty-two turret ships should be provided to meet the ships on the coast and pilot them in, suggested that similar provision should be made to pilot them out. His further criticism referred to the inadequate character of the guarantees and the insignificant amount of penalties. Sir Richard Cartwright said the proposed ships were perhaps not exactly turret ships, though they approximated to that. It was expected that the four ships would cost \$200,000 each, or ten millions in all. The reduction of the price of iron and other material and the competition between builders on the Clyde and Tyne had reduced the cost of building in the last year or eighteen months, and doubtless accounted in part for the fact that a lower subsidy was accepted. This was arranged for last year. Hon. Mr. Do- bell, who visited England in connection with this contract, said that the proposed boats would be of a new type of passenger ships. The turret ship had revolutionized the carrying trade in coal between Montreal and Nova Scotia, and would revolutionize the passenger trade. They were a great improvement on the present ships. They would roll less and take in less water; moreover the proposed ships would give greater deck room than the Lancia, offering a promenade of sixteen feet wide and one-fifth of a mile long. Mr. Do- bell had satisfied himself that Petersen & Tate were a reliable firm and capable of completing any contract they undertook. He thought they would make money out of the business. Mr. Wood of Hamilton, government supporter, protested against the whole fast steamship business. In the summer it would be impossible to make twenty miles an hour to and from Quebec, and still more so it would be to give fast service in winter. The passengers would not go to St. John and Halifax, taking risks of snow blockades on railways.

On Tuesday the fast line contract was taken up again. Sir Richard Cartwright said he previously omitted to state that a freight service was attached to the arrangement. A line of turret steamers having a speed not less than the Beauport line was to be provided to go to Montreal in summer, and in winter to that maritime port which was not chosen as the terminus of the fast line. Mr. Wood (Hamilton) resumed his attack on the whole scheme, reading an article from the Toronto Globe of last summer condemning the fast line proposition. Sir Charles Tupper remarked that the whole fast line proposition was a matter of public interest, and that he had been very much interested in it. A widow, one son and one daughter, survive him. They have our sympathy in their sore bereavement.

denied it once more. Mr. Gillies addressed the house in support of the bill in behalf of Louisburg as the end of the line. He asked that the company should be allowed the option of Louisburg as well as St. John and Halifax. He claims that the company would save \$6000 per trip in coal and that there would be great saving of time on the trip. Mr. Charlton followed, condemning the fast line project in toto. Ontario and western Canada could get no good out of the project, the cost of which would equal a burden of \$18,000, additional debt. He had opposed the scheme when propounded by the other party and would do it now. Mr. Charlton charged that the whole scheme was the result of imperial influence. Sir Charles Tupper, interrupting, said no imperial pressure was ever used. On the contrary, the late government had earnestly striven to impress the home government with the importance of this line. The present government had a struggle that the imperial ministry could be got to take an interest in it. Mr. Charlton said Sir Charles Tupper might speak for himself, but he referred to the present government. Mr. Tupper, interrupting, said that the present government acted on its own motion and no imperial influence was used. Mr. Charlton then took another line, and said no question of doubt that had arisen was as to the capacity of Petersen & Tate to carry out the contract. On this point the government had satisfied itself; if they proved to be mistaken the country at least would have to pay the money. Sir Richard had never approved of establishing the service, if it cost as much as originally proposed. But a fast line service would give some advantages, and he felt that the cost now proposed he might venture to recommend it to parliament. He reminded the house that the project would not involve an addition of half a million a year to steamship subsidies, paid by Canada. His establishment would enable the government to drop subsidies now paid to the Allan and also the withdrawal of other subsidies. The total amount of subsidies lapsed would equal at least \$200,000, leaving the additional charge about \$300,000.

denied it once more. Mr. Gillies addressed the house in support of the bill in behalf of Louisburg as the end of the line. He asked that the company should be allowed the option of Louisburg as well as St. John and Halifax. He claims that the company would save \$6000 per trip in coal and that there would be great saving of time on the trip. Mr. Charlton followed, condemning the fast line project in toto. Ontario and western Canada could get no good out of the project, the cost of which would equal a burden of \$18,000, additional debt. He had opposed the scheme when propounded by the other party and would do it now. Mr. Charlton charged that the whole scheme was the result of imperial influence. Sir Charles Tupper, interrupting, said no imperial pressure was ever used. On the contrary, the late government had earnestly striven to impress the home government with the importance of this line. The present government had a struggle that the imperial ministry could be got to take an interest in it. Mr. Charlton said Sir Charles Tupper might speak for himself, but he referred to the present government. Mr. Tupper, interrupting, said that the present government acted on its own motion and no imperial influence was used. Mr. Charlton then took another line, and said no question of doubt that had arisen was as to the capacity of Petersen & Tate to carry out the contract. On this point the government had satisfied itself; if they proved to be mistaken the country at least would have to pay the money. Sir Richard had never approved of establishing the service, if it cost as much as originally proposed. But a fast line service would give some advantages, and he felt that the cost now proposed he might venture to recommend it to parliament. He reminded the house that the project would not involve an addition of half a million a year to steamship subsidies, paid by Canada. His establishment would enable the government to drop subsidies now paid to the Allan and also the withdrawal of other subsidies. The total amount of subsidies lapsed would equal at least \$200,000, leaving the additional charge about \$300,000.

denied it once more. Mr. Gillies addressed the house in support of the bill in behalf of Louisburg as the end of the line. He asked that the company should be allowed the option of Louisburg as well as St. John and Halifax. He claims that the company would save \$6000 per trip in coal and that there would be great saving of time on the trip. Mr. Charlton followed, condemning the fast line project in toto. Ontario and western Canada could get no good out of the project, the cost of which would equal a burden of \$18,000, additional debt. He had opposed the scheme when propounded by the other party and would do it now. Mr. Charlton charged that the whole scheme was the result of imperial influence. Sir Charles Tupper, interrupting, said no imperial pressure was ever used. On the contrary, the late government had earnestly striven to impress the home government with the importance of this line. The present government had a struggle that the imperial ministry could be got to take an interest in it. Mr. Charlton said Sir Charles Tupper might speak for himself, but he referred to the present government. Mr. Tupper, interrupting, said that the present government acted on its own motion and no imperial influence was used. Mr. Charlton then took another line, and said no question of doubt that had arisen was as to the capacity of Petersen & Tate to carry out the contract. On this point the government had satisfied itself; if they proved to be mistaken the country at least would have to pay the money. Sir Richard had never approved of establishing the service, if it cost as much as originally proposed. But a fast line service would give some advantages, and he felt that the cost now proposed he might venture to recommend it to parliament. He reminded the house that the project would not involve an addition of half a million a year to steamship subsidies, paid by Canada. His establishment would enable the government to drop subsidies now paid to the Allan and also the withdrawal of other subsidies. The total amount of subsidies lapsed would equal at least \$200,000, leaving the additional charge about \$300,000.

denied it once more. Mr. Gillies addressed the house in support of the bill in behalf of Louisburg as the end of the line. He asked that the company should be allowed the option of Louisburg as well as St. John and Halifax. He claims that the company would save \$6000 per trip in coal and that there would be great saving of time on the trip. Mr. Charlton followed, condemning the fast line project in toto. Ontario and western Canada could get no good out of the project, the cost of which would equal a burden of \$18,000, additional debt. He had opposed the scheme when propounded by the other party and would do it now. Mr. Charlton charged that the whole scheme was the result of imperial influence. Sir Charles Tupper, interrupting, said no imperial pressure was ever used. On the contrary, the late government had earnestly striven to impress the home government with the importance of this line. The present government had a struggle that the imperial ministry could be got to take an interest in it. Mr. Charlton said Sir Charles Tupper might speak for himself, but he referred to the present government. Mr. Tupper, interrupting, said that the present government acted on its own motion and no imperial influence was used. Mr. Charlton then took another line, and said no question of doubt that had arisen was as to the capacity of Petersen & Tate to carry out the contract. On this point the government had satisfied itself; if they proved to be mistaken the country at least would have to pay the money. Sir Richard had never approved of establishing the service, if it cost as much as originally proposed. But a fast line service would give some advantages, and he felt that the cost now proposed he might venture to recommend it to parliament. He reminded the house that the project would not involve an addition of half a million a year to steamship subsidies, paid by Canada. His establishment would enable the government to drop subsidies now paid to the Allan and also the withdrawal of other subsidies. The total amount of subsidies lapsed would equal at least \$200,000, leaving the additional charge about \$300,000.

denied it once more. Mr. Gillies addressed the house in support of the bill in behalf of Louisburg as the end of the line. He asked that the company should be allowed the option of Louisburg as well as St. John and Halifax. He claims that the company would save \$6000 per trip in coal and that there would be great saving of time on the trip. Mr. Charlton followed, condemning the fast line project in toto. Ontario and western Canada could get no good out of the project, the cost of which would equal a burden of \$18,000, additional debt. He had opposed the scheme when propounded by the other party and would do it now. Mr. Charlton charged that the whole scheme was the result of imperial influence. Sir Charles Tupper, interrupting, said no imperial pressure was ever used. On the contrary, the late government had earnestly striven to impress the home government with the importance of this line. The present government had a struggle that the imperial ministry could be got to take an interest in it. Mr. Charlton said Sir Charles Tupper might speak for himself, but he referred to the present government. Mr. Tupper, interrupting, said that the present government acted on its own motion and no imperial influence was used. Mr. Charlton then took another line, and said no question of doubt that had arisen was as to the capacity of Petersen & Tate to carry out the contract. On this point the government had satisfied itself; if they proved to be mistaken the country at least would have to pay the money. Sir Richard had never approved of establishing the service, if it cost as much as originally proposed. But a fast line service would give some advantages, and he felt that the cost now proposed he might venture to recommend it to parliament. He reminded the house that the project would not involve an addition of half a million a year to steamship subsidies, paid by Canada. His establishment would enable the government to drop subsidies now paid to the Allan and also the withdrawal of other subsidies. The total amount of subsidies lapsed would equal at least \$200,000, leaving the additional charge about \$300,000.

Bankrupt Clothing

A Shade over half-price Now is your chance to buy Clothing cheap.

Eleven Hundred (1100) Pairs of Pants, 75c., \$1.00, \$1.25, \$1.50, \$1.75, \$2.00.

All Good Honest Goods and well made.

Eight Hundred (800) Men's Suits, \$2.75, \$3.75, \$4.75, \$5.00, \$6.00, \$7.00, \$8.00. Those Goods cannot be bought in the city for anything like the price.

Five Hundred (500) Youths' Suits from \$2.25 to \$6.00. (Size 30 to 35), to fit young men from 13 to 18.

Five Hundred (500) Children's Suits, 50c., 75c., \$1.00, \$1.25, \$1.50, \$1.75, and \$2.00.

You need to see our Clothing to appreciate the value. All of this tremendous stock is NEW and made of good strong Tweed. We will take wool or cash in exchange. See our Overalls, 20 to 25 per cent. less than other places. Thousands of yards of Dress Goods at Bankrupt Prices.

Ginghams, Tickings, Table Linen, Toweling, Towels, Print, White and Grey Cottons, cheaper than ever.

PROWSE BROS., The Farmers Boys and Wonderful Cheap Men.

TEA At Sturgeon, Tuesday, July 13, 1897.

THE Parishioners of St. Mary's Church, Sturgeon, intend holding a Grand Tea Party on the grounds adjoining the Church, on Tuesday, July 13, 1897.

TEA Tables that will satisfy the most critical. Refreshment and Ice Cream saloons, Swings and Dancing Booths, and everything for the pleasure and comfort of those who attend will be provided. There will be all manner of leading games and music to end, and everything will be done to make this a pleasant and enjoyable day. Everyone is invited to attend, and this is election year it will be a grand opportunity for candidates to meet their many friends.

W. A. McDONALD, Secy. June 16, '97

PERKINS, STERNS & TURNER

ARE NOW SHOWING GOOD RANGE OF

READY-MADE CLOTHING

FOR MEN & BOYS.

Suits, Pants, Coats & Vests

All New Goods, and priced the lowest. If you are looking for good value and A 1 goods it will pay you to look at our stock.

200 Pieces of the Celebrated Moncton Tweeds Now in Stock.

Tailors Trimmings and all kinds of Staple and Fancy Dry Goods, at the

Sunnyside Dry Goods Store.

HIGH GRADE English Manures

Superphosphate, Nitrate of Soda, Muriate of Potash, Kainit, Bone and Meal, etc., etc., etc.

These we guarantee to be the BEST and MUCH THE CHEAPEST FERTILIZERS on the market, and challenge competitors to a test.

Pamphlet, "Food for Plants," and "Principals of Profitable Farming" free on application.

AULD BROS., April 28, '97—2m



Fleetwood 2.39

FLEETWOOD, the big hand some trotting and carriage stallion, formerly owned by Mr. Barrett Henderson will be at Conners' stable, Grafton Street, every market day, and balance of time at his owner's stable, West Royalty, one mile from the city. This is the finest large thoroughbred trotter on P. E. Island, and his stock are turning out splendid, fine, large and handsome. Some of the shrewdest and most successful raisers of fine horses are patronizing "Fleetwood" this year and his future as a great stock horse is assured. People who have his stock say they never had any better and are going to raise more of them.

Had his sire and dam remained in Kentucky and "Fleetwood" been dropped there, then brought here and puffed up, some people would no doubt have thought much more of him especially as his grand individuality enabled him to carry off First Prize five times at the Charlottetown Exhibition. His fee is placed very low this year so as to have him within the reach of any one.

Taking individuality and breeding into consideration "Fleetwood" has no superior in the province.

H. MORRIS, Charlottetown. NOTE—"Fleetwood" won First Prize last fall at the Charlottetown Exhibition as best Carriage Stallion, and competition open to the whole Island. June 23-31.

TEA At Sturgeon, Tuesday, July 13, 1897.

THE Parishioners of St. Mary's Church, Sturgeon, intend holding a Grand Tea Party on the grounds adjoining the Church, on Tuesday, July 13, 1897.

TEA Tables that will satisfy the most critical. Refreshment and Ice Cream saloons, Swings and Dancing Booths, and everything for the pleasure and comfort of those who attend will be provided. There will be all manner of leading games and music to end, and everything will be done to make this a pleasant and enjoyable day. Everyone is invited to attend, and this is election year it will be a grand opportunity for candidates to meet their many friends.

W. A. McDONALD, Secy. June 16, '97

Dress Goods Bargains

Color and Black, stylish, seasonable and desirable, of which it were but faint praise to say that they are good, but low priced; Hard to match, impossible to beat.

STANLEY BROS

The Always Busy Store.

These popular prices represent a collection of novelties in all the latest and most fashionable goods. Plain and figured Lusters, Tweeds, Shot Goods, Wool Serges, Black Cashmires, English, German and French Goods, and these at prices that you only have to see to buy.

Call in and cast your critical eye over the lot. You will be sure to see something you want. If higher priced goods are wanted, we have them in endless variety of color and kind.

STANLEY BROS,

THE ALWAYS BUSY STORE.

There is a Great Difference in Furniture

Values can't be told in advertisements. In our own case it's the best result of putting together good lumber and skilled workmanship. Increasing sales prove the value of our goods. Comparison with any other in the market will show our Furniture worth much more, although we sell for much less.

NEW STORE!

CLOVERS—Early Red, Mammoth, Alsike and White Dutch. TIMOTHY—Island and Best Canadian. VETCHES—Corn, Peas, Flax, Buckwheat, Barley, etc., etc. —ALSO— HARROWS—Spring Tooth and Disc, Seed Sowers, all Steel Feed and Seed Boxes, to fit any Ethica Rake.

Finlayson & McKinnon

TERLIZICK'S CORNER, Queen and Kent Sts. Charlottetown, April 14, 1897.

What P. E. Island

MR. MARTIN, M. P., GIVES THE VIEW OF THE SITUATION. To the Editor of the Montreal Sir,—I see by your issue of yesterday, in your issue of your reporter says I advocate terms for Prince Edward. Now I submit that it is very so. Any one but a care and a mere try to regard the questions affecting that would not make that. Prince Edward Island wants of union carried out, and terms.

1. The terms of union with Edward Island provided the vince would be connected Intercolonial Railway and the system of the Dominion. never been the case.

2. The system of subid ways introduced in 1883, the provinces of the expense railways wholly, or in part provinces, has never been Prince Edward Island. By laid on the table of the Commons a few years ago, 000,000 was spent since 1883. Parliament of Canada for a decade tem, yet not one dollar was that Province.

And by a return asked for and laid on the table of the few days ago over \$700,000 spent by the Parliamentada for railways since the year.

Further, the report of the of Railways shows that the P. E. of Canada spent over \$150 on railways since Confederation 1867.

What Prince Edward Island and claims justly, is not better but that the province shall be some fair share of those immen- pendencies—the interest on has to bear its share. As for commercial advantage, Prince Edward Island is concerned, but vince has not received any that expenditure. The nation mentioned in the return laid table of the House a few days spent mostly by the Parlia- Canada for making some show- ing out the terms of union it winter communication.

The Province of Prince Ed- land wants fair treatment. W Parliament of Canada spend- 000,000 on railways, a far should be expended in that p. The province needs that that way expenditure now; but in providing for that, the Gov- to-day madly rushes on with penditure between Quebec an- treat, where there are now the pating lines, involving no le- seven millions of money. T- three or four more millions p- for the Crow's Nest Pass, th- millions or more for capital- It is proposed to extend th- colonial west as far as Montre- three lines are already camp- the Government of Canada, r- at least has failed so far—to- solemn pledges and contra- Prince Edward Island, as exp- the terms of union, which pro- that province will be connec-

BAN

Thrown

The whole Dry G- counters and offered for lot in an exceptionally s- amongst this lot of goo-

To th-

3,550 yards of Dr- Figured Goods, Color- Fancies.

Print Cottons Printed Duck Flannelettes Flannels Cretonnes Skirtings

54 Ladies' I- price of 6

30 Ladies' B- for 75 ce

This Sp

Friday Mo

You can buy Sale fo

All the Island Farmers

Are welcome to call at Paton & Co's on Tuesday, Jubilee Day. Don't forget to bring us your Wool. Best stock of Ready-made Clothing on P. E. Island.

JAS. PATON & CO.