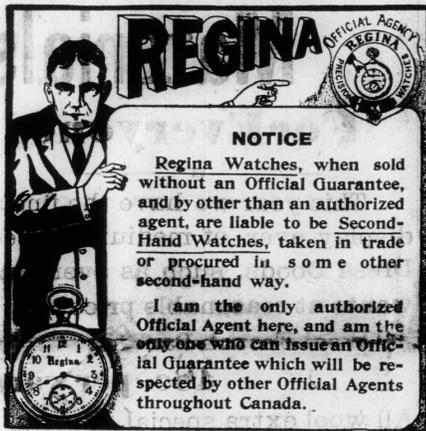


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REGINA OFFICIAL AGENCY

NOTICE

Regina Watches, when sold without an Official Guarantee, and by other than an authorized agent, are liable to be Second-Hand Watches, taken in trade or procured in some other second-hand way.

I am the only authorized Official Agent here, and am the only one who can issue an Official Guarantee which will be respected by other Official Agents throughout Canada.

Ask Those Who Carry the Regina Watch

And they will tell you their time-keeping is excellent. We have sold many watches through the recommendation of the wearers of our watches, and we will always endeavor to merit this by good service.

We have a beautiful and large assortment of Rings set with many different kinds of gems that would make appropriate and enduring gifts.

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SOUTH SIDE QUEEN SQUARE.

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.

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PEAKE'S No. 3 WHARF.
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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.

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Telephone No. 362.
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Pe dreams are pleasant
Every Smoker says so
Real enjoyment is guaranteed
In smoking our mixtures
Queer if you've never tried them
You can have your dreams realized at
Every Drug or Grocery store in Ch'town.

Try Perique for a Cool Smoke.

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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.

Stanley, Shaw & Peardon.

June 12, 1907.

Fall and Winter Weather.

Fall and Winter 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.

Dominion Coal Company RESERVE COAL.

As the season for importing coal in this Province is again near, we beg to advise dealers and consumers of Coal that we are in a position to grant orders for cargoes of Reserve, Screened, Run of mine, Nut and Slack Coal, F. O. B., at loading piers Sydney, Glace Bay or Louisburg, C. B.

Prices quoted on application, and all orders will receive our careful attention by mail or wire.

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

Schooners are always in demand during the season and chartered at highest current rates of freight. Good despatch guaranteed schooners at loading piers.

Peake Bros. & Co.,

Selling Agents for Prince Edward Island for Dominion Coal Company.

Charlottetown, P. E. I., April 21, 1909—41

The Grand Trunk Pacific Belt.

(St. John Standard)

Standing amid the wreck of the past estimates and promises concerning the Grand Trunk Pacific, the Minister of Railways lifts up his voice to make more prophecies concerning that enterprise. He cannot be induced to give details of the time and place when the ten million dollar bargain was made. He cannot even give assurance that there will not be another raid next year. He has no answer to a question whether the company will operate the Quebec-Moncton section before the Quebec Bridge is rebuilt. These practical questions are beyond him. But Mr. Graham is strong on the great future of the railway, and grows eloquent over the story of what it will accomplish, after the people of Canada have built it and presented it to a group of men who will among them have invested \$5,300.

Mr. Graham offers testimony of the future of the Grand Trunk Pacific when he says that a great number of settlers have already located on the belt through which the road runs. He speaks of the prairie section, on which undoubtedly there is and will be many settlers. If the Grand Trunk Pacific had been constructed according to the design and argument presented to the people by the Government this claim of Mr. Graham would have greater value.

Sir Wilfrid Laurier told us that this railway was to give breadth to the country. It was to open up an entirely new northern region, far beyond any considerable settlement, and to develop regions then unavailable and practically inaccessible. The original contract provided that the route was to be a long distance from other parallel roads, except at certain large centres. The average person bearing Mr. Graham's statement that settlers are locating in the Grand Trunk Pacific belt supposes that these are pioneer settlements far to the north of any existing through routes.

Now we look at Mr. Graham's railway maps. The Grand Trunk Pacific north of Ontario and Quebec is in new country, but this is not where the settlers are coming. Approaching the prairie where it was supposed to develop new territory it does not cross the Red River north of Selkirk, but strikes right for Winnipeg, crossing the Canadian Pacific some distance east of that city. Any settler in Winnipeg or its suburbs can be represented as on the Grand Trunk Pacific belt.

Proceeding west the line does not strike north of all existing lines, but keeps right on through the thickly settled district where the through roads are closest together. From Winnipeg to Portage La Prairie one can throw a stone from the Grand Trunk Pacific to the Canadian Northern, while the Canadian Pacific is one to ten miles north. West of Portage the Grand Trunk Pacific has two Canadian Northern lines north of it, one quite close, and the other striking up into the new country, which the G.T.P. was supposed to explore. The Canadian Pacific main line as far as Brandon is almost close to the G.T.P. and south of it, and for one hundred miles farther west, the two roads are not far apart. Another C.P.R. line is within one to five miles north of the Grand Trunk Pacific which then continues far into Saskatchewan involved in a network of railways, and drawing from a country already well developed. All the way thence to Saskatchewan, which is more than half way to Edmonton, the Grand Trunk Pacific has one or two Canadian Northern lines and one C.P.R. line north of it, with one C.P.R. and one O.N. line south, and throughout the whole region the belt of the G.T.P. is the belt of one, two or three of the other railways. At Saskatoon the three systems meet. For the next two and a half degrees of longitude the G.T.P. and C.P.R. have practically the same right of way, with the C.N.R. from ten to fifty miles north. Then the last mentioned road begins to converge and meets the Grand Trunk Pacific at Edmonton with the C.P.R. for the last one hundred miles ten to fifty miles south. For the whole distance of say 800 miles this road, which was to broaden out Canada, runs among other railways, usually close to one, often close to two, and never fifty miles from either railway. It is hardly a development or colonization railway at all, but a competing railway line operating in a field already better provided than any other part of the Northwest.

The real pioneer line in that country after the Canadian Pacific, is the Canadian Northern, of Mackenzie and Mann, one portion of which runs north the whole length of Lake Winnipeg, and to the Pass

of the Saskatchewan, fully 200 miles north of the Grand Trunk Pacific at that longitude, goes through Prince Albert, still 100 miles north of the G.T.P., and traverses a country which otherwise would be impossible to settle.

Mr. Graham's settlers on the Grand Trunk Pacific may be at Winnipeg, Portage, Saskatoon or Edmonton. They may be on the track of either of the other railways, and the greatly assisted railway may have had no connection with their arrival.

The bill giving a further ten million dollar advance to the Grand Trunk Pacific Company has gone through the House, a straight party vote rejecting all the prudent conditions proposed. It is practically admitted by the Premier and Minister of Finance that this financial arrangement was the result of an election bargain. The request of the company was made just before the election, when the Government needed campaign funds, and the influence of the Grand Trunk. At that time the loan was promised, but not a word was publicly said about it by the ministers. They discussed the Grand Trunk Pacific railway, as if there was no trouble in sight, and no new deal impending. This was, of course, dishonest. In accord with the bargain that there would be no conditions all the motions to safeguard the public interest have been voted down. These included the absolutely reasonable proposition that the road should not be used to haul western export products to Portland, but should make use of Canadian winter ports. This provision is the more necessary since the Quebec Bridge will make complete through connections impossible for some six or seven years, and the company will not be obliged to take over the Maritime Province section until 1915 or 1916. The connection between the prairie section and Portland will be completed by way of the Lakes this year. The Grand Trunk can, however, deliver the western freight to the Intercolonial instead, and this is what Mr. Borden's motion called for.

Mr. Borden's motion was an obviously reasonable, and so absolutely in the interests of Canadian ports, that the St. John Sun has strongly pleaded that Sir Wilfrid should give effect to the proposition. But it appears that every supporter of the Government from the Maritime Provinces voted for the Grand Trunk Company, the election bargain, and the interests of Portland.

Pugsley's Position.

(From The Montreal Star.)

The astonishing thing is that the Government seems satisfied to leave the Pugsley case where it is. The Toronto Globe regards it as a good defence to ask why the Opposition does not force an investigation before the Public Accounts Committee, though the New Brunswick railway charges can have only an indirect relation to that body such as the Bais des Chaleurs case had to the Senate Committee which investigated it, and though the departmental papers show not the slightest evidence of McAvity's bargain with Mayes. The Opposition did demand a special committee of inquiry in the latter case; but the Government voted it down.

It looks like poor party tactics for the Government to leave things in this position, even if the Conservatives are willing to do so. The suspicious of the country are aroused. They do not like the look of that transaction between McAvity and Mayes, and they are not reassured by the accusations of Premier Hagan's Commission. Mr. Pugsley must in his present position be a weakness to the Ministry throughout the Dominion, whatever his electioneering skill may make him in New Brunswick. The Government must feel the need of the Minister very greatly when it does not tell him that he must take steps to quiet this suspicion or give up his portfolio. He could settle the Mayes matter by suing Premier Hagan for libel; and that would practically compel Premier Hagan to take the charges of his Commission into the courts, too, in an action to recover the money which it reports missing.

Canadian public life cannot be regarded as in a satisfactory condition when a man can continue to administer one of our great spending departments with such unapproved charges hanging over his head. Even if every shred of them were false, and if his colleagues believed in their falsity, they should think enough of their repute in the country to compel a reformation or a resignation.

The Typographical Error.

(From The News of Toronto.)

Mr. Pugsley's reliance upon typographical errors as a first line of defence is ludicrous and pitiable. The Mayes affidavit, it is said, is "wholly discredited" because of an error in date which was corrected immediately. Enthusiastic journalists have called it a lying affidavit and have spluttered over it with a pleasing affectation of anger. But the essential point of the affidavit is that Mr. Pugsley sent Mayes to McAvity, who secured a rake-off of \$35,933. No typographical error can change this fact, which is supported by documentary proof.

The existence of typographical errors in the Central Railway Commissioners' report has been an occasion for exultant enthusiasm. In one place \$43,000 is printed as \$430,000, but it relates to Founders' Shares in the company which were to be distributed free to the shareholders. There was no money paid by anyone for this stock, and therefore it has nothing whatever to do with the disappearance of \$134,000 of public money. No one, although full opportunity was afforded, could explain to the Commissioners where that money went. Mr. Pugsley had plenty of opportunity. Again and again the inquiry was adjourned by Judge Landry in order to accommodate the Minister. When he came he swore that he had given the Commission everything he knew about the financial affairs of the company. Yet the money has disappeared.

The main duty of Mr. Pugsley now that he is accused so boldly and with such vigor in the Report, is to find out what became of the \$134,000 that is missing, rather than to act as a proofreader of one of the unimportant sentences of the Report. He might also be good enough to explain why he informed the Legislature that the company had spent \$180,000 for a certain purpose when \$140,000 was the correct figure. He might explain why he got the difference of about \$40,000. He might find a reason why Mr. McAvity, the president, collected \$7,500 in one year as salary, when he was entitled to get more than \$2,500. He might give some reasonable and credible explanation of why he got \$5,000 on the eve of his departure for Europe, and whether or not he repaid that sum to the company. But instead of doing these really important things he and his defenders pick out typographical errors wholly immaterial, and rely on these as a protective bastion.

Mr. Pugsley says that he would like to see the evidence. He has seen it. He applied for copies at the commencement of the inquiry, and his application was granted by Judge Landry. Some instalments were given to Mr. Pugsley himself, the rest to Mr. Carvell, his counsel. Copies of the documents in the case were also handed to Mr. Pugsley's solicitor. The truth is that he is in an ugly situation, and is trying to wriggle out. The endeavor must be a vigorous one when he tries the narrow opening left by the verbal errancy of a portion of the Report.

Catholics and Socialism.

(From America.)

We are frequently asked: Can a man be a socialist without ceasing to be a Catholic? How far may a Catholic accept the teachings of Socialism? What should be the attitude of a Catholic towards Socialism? Why has Socialism been condemned by the Church? What is the real meaning of Socialism? All these practically resolve themselves into this one question: "How far is Socialism consistent with Catholicity?" I shall try to answer as briefly as possible.

It would be foolish to make light of the grievances of labor or to condemn unnecessarily all that Socialism aims at. We need not close our eyes to facts. We have nothing to fear from clear ideas on this, as on every other subject. Every intelligent Catholic admits, as well as the socialist, the glaring injustices from which the proletariat suffer. Without being a socialist, the Catholic is a social reformer; in other words he stands for the amelioration of the condition of the laboring classes; but, unlike the socialist, he desires to gain that end by legitimate means.

It would be a mistake to suppose that when you have drawn a borrowing picture of the evils growing out of the unequal distribution of wealth and the heartlessness of organized capital and greed, you have established the right of Socialism to displace the existing social order. Both social reformer and socialist admit the need of reform, but differ in their methods.

(Continued on fourth page.)

Sold for years with a Diseased Liver.

MILBURN'S LAXA-LIVER PILLS

He has also used them for his patients when nursing them, and it is a well-known fact that small-pox sufferers must keep the bowels well regulated.

Read what he says:—"I have been afflicted for years with a diseased liver, and have tried all kinds of medicine, but of no avail until about four years ago I tried your Laxa-Liver Pills, and got instant relief. Since then I have nursed different patients afflicted with small-pox, and in each case I have used your valuable pills."

"My wife and three all persons suffering with stomach or liver troubles will try Milburn's Laxa-Liver Pills. I will advertise them whenever and wherever I have an opportunity and I have almost if at any time, I cannot get the pills, I will be glad to send enough to get the formula."

Milburn's Laxa-Liver Pills are 25 cents per box of 5 pills for \$1.00, at all dealers or will be mailed direct by The T. Milburn Co., Limited, Toronto, Ont.

In case of exhaustion of the eye or of inflammation few things afford more relief than the eye bath. No special appliances are needed. Any small cup or glass can be used. It should be quite filled with water as hot as the eye can bear, and each eye held in it for at least five minutes, the water being kept as hot as can be borne.

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.

A lot of us would make different music if we had to dance to it ourselves.

This is not the day of the Anglo-Saxon long-distance runner, Canadian, American, and English champions go down easily before Indian, French and Italian speeders.

Minard's Liniment cures Dandruff.

Mother—There were two apples in the cupboard, Tommy, and now there is only one. How's that?
Tommy (who sees no way of escape)—Well ma it was so dark in there I didn't see the other.

"Pa—pa, where's the shoe horn quick!"
"I don't know. What do you want the shoe horn for?"
"Ma's got stuck half way in her new dress, and can't get it on or off."

Minard's Liniment cures Neuralgia.

Scott—I remember reading of a very rich man who said he'd sooner be poor.
Mott—Yes, and probably you remember reading somewhere that all men are liars.

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.

The British war office has been experimenting with women clerks and find that because they pay too much attention to fashion and not enough to their food they need more sick leave than men, and so do not make such satisfactory public servants as their brothers. It seems to be for the Minervas to choose between being neat and being stylish.

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

Knocker—How does your daughter get on cultivating her voice?
Bocker—Fine, I guess. She doesn't sing any more; she interprets.

YOUR DANGER BEGINS WHEN YOUR BACK ACHES.

It is the First and Sure Sign of Kidney Disease.

Doan's Kidney Pills

cure the aching back by curing the aching kidneys beneath—for it is really the kidneys aching and not the back.

They act directly on the kidneys and make them strong and healthy, thereby causing pure blood to circulate throughout the whole system.

Mrs. Frank Fox, Woodside, N.B., writes:—"I was a great sufferer with backache for over a year, and could get nothing to relieve me until I took two boxes of Doan's Kidney Pills and now I do not feel any pain whatever, and can eat and sleep well, something I could not do before."

Doan's Kidney Pills are 50 cents per box or 3 boxes for \$1.25 at all dealers or mailed direct on receipt of price by The Doan Kidney Pill Co., Toronto, Ont.