

Calendar for April, 1908.

Moon's Phases. New Moon 14, 11:22 a. m. First Quarter 8, 0:32 p. m. Full Moon 16, 0:55 p. m. Last Quarter 23, 3:47 p. m. New Moon 30, 11:33 a. m.

Table with columns: Day of Week, Day, Rise, Set, Moon, High Water, Low Water. Rows for days of the month.

(Continued from first page)

the resolution he proposed would have the desired effect, or would carry out the tenor of his speech. I do not see why changing the name of the Intercolonial would cheapen the rates down to Prince Edward Island. I suppose this government has lots of money to spend, and I think on mature consideration it would involve an expenditure of a quarter of a million dollars to change the name on all the cars from the Intercolonial to the Interprovincial Railway. Even when they had accomplished that great feat of calling the Intercolonial the Interprovincial Railway, I wonder what effect it would have on those exorbitant freight rates which I am proud to see my hon. friend now realizes. It took him a long time to see them. I never heard him say a word of criticism on account of the Government in keeping those freight rates up, but now he has obtained new light. He has always been very quiet in this House, and I am proud that he is now waking up. I do not think he has overdone the picture, in fact I do not think he has drawn it quite so dark as it should be. I have some figures before me similar to those the hon. gentleman has quoted. I have a letter here written a year or two ago which I will read:

Office of the General Manager, Moncton, New Brunswick, May 15, 1906.

D. Pottinger, Esq., General Manager, Moncton, New Brunswick.

Dear Sir,—Referring to your letter under date of May 12, asking for some information called for by the House:

I enclose you herewith freight tariffs of the P. E. Island Railway, one the maximum general freight tariff in effect prior to January 1, 1906, and the other the maximum freight mileage tariff applicable after January 1, 1906. I also give you the rates on grain for export last winter.

The House is rather thin, but I am sure there are some hon. members here who will appreciate these figures and who will see the position in which the Province is placed with regard to freight rates. This is the statement which was sent to Mr. Pottinger by Mr. Tiffin:

From Montreal to St. John, 9 cents per 100 pounds, plus 1/2 cent per 100 pounds for elevation; distance 735 miles.

That is, you could take 100 pounds from Montreal to St. John, a distance of 735 miles for 9 cents.

From Montreal to Sydney, 16 1/2 cents per 100 pounds; distance 977 miles.

I might add, however, that there would be no grain for export via Sydney.

In very sharp contrast to that, this letter quotes the rates in my Province:

Regular rates on grain in carloads from Tignish to St. John, 26 cents per 100 pounds; distance 432 miles.

Regular rates on grain in carloads from Tignish to Halifax, 23 cents per 100 pounds; distance 309 miles.

Regular rates on grain in carloads from Tignish to Sydney, 26 cents per 100 pounds; distance 380 miles.

An Ancient Foe

To health and happiness is Scrofula—as ugly as ever since time immemorial. It causes buncles in the neck, disfigures the skin, inflames the mucous membrane, wastes the muscles, weakens the bones, reduces the power of resistance to disease and the capacity for recovery, and develops into consumption.

"Two of my children had scrofula sores which kept growing deeper and kept them from going to school for three months. Ointments and medicines did no good until I began giving them Hood's Sarsaparilla. This medicine caused the sores to heal, and the children have shown no signs of scrofula since." J. W. McGraw, Woodstock, Ont.

Hood's Sarsaparilla

will rid you of it, radically and permanently, as it has rid thousands.

for years. I think it behooves him to do something to remove that great injustice. From Tignish to Halifax, a distance of 309 miles, the rate is 23 cents. How fair is that to the Island Province? You pay 23 cents for 309 miles when you only pay 9 cents for over 800 miles on the Intercolonial Railway. From Tignish to Sydney it is 26 cents for 380 miles. I do not think that this condition exists for want of bringing it to the attention of the Government.

Time and time again it has been brought to the attention of the Government by the representatives in Parliament, by the boards of trade in Prince Edward Island and by the Maritime board of trade which meets in Halifax, but no remedy has been provided. It would be useless to quote figures at any greater length here, because if these figures which I have quoted are not sufficient to convince any hon. member or any member of the Government I think I might as well give it up. I asked some questions in regard to this matter in the early part of the session and they told me it was under consideration. Well, it has been under consideration for ten years, perhaps twenty years, and we want to know how long that consideration is going to last. Give some decision, I am glad to see that some of my colleagues are here. I did not know that the question was to be brought up for discussion today. I have piles of figures, but I do not think it is necessary to go any further because I have proved my case up to the hilt and I hope at last, now that the hon. member for King's, P. E. I. (Mr. Hughes) has wakened up that he will impress this matter upon the Government and do what he can to assist us in securing the removal of this injustice.

Mr. A. A. McLean (Queen's, P. E. I.).—Like my colleague I did not know that this matter was coming up this afternoon, and I am therefore quite unprepared to discuss it. It is a matter that has engaged the attention of the people of Prince Edward Island and those who deal with them. My colleague (Mr. A. Martin) has stated that the hon. member for King's (Mr. Hughes) had wakened up to the fact that this was a matter of some importance, because every time that the matter of transportation has been brought up in the House he has either ridiculed members on this side of the House coming from that Province or he has pointed out to the Government that it was simply a grievance they were using for political purposes. Now, he has come out of his shell and he sees, with the rest of the Province, that it is a very important matter and one that should receive the immediate attention of the hon. Minister of Railways and Canals (Mr. Graham) and of the hon. Minister of Marine and Fisheries (Mr. Brodeur). Last year a commission including I think, the deputy Minister of Railways and Canals, the deputy Minister of Marine and Fisheries and certain other gentlemen, visited Prince Edward Island, and when they went to meet the board of trade and other business men in the city of Charlottetown, they promised that the matter would receive the immediate attention of the Government. But nothing has been done. I want to direct the attention of the Minister of Railways and Canals to an answer which was given to me by himself a few days ago in this House, and I would ask him to prepare the rates for transportation in force on the rest of the Intercolonial Railway, because I take it that the Prince Edward Island Railway is still a part of the Intercolonial Railway, with those charged on freight shipped from Prince Edward Island. A return was brought down a few days ago showing that it costs 11 cents to take 100 pounds of freight from Charlottetown to Pictou, and in the summer time it costs from Halifax to Pictou 20 cents. But when the summer boats went off the Intercolonial Railway increased the tariff to 24 cents per 100 pounds. Why is this? Why are the people of Prince Edward Island asked to pay 4 cents per 100

pounds more in the winter than in the summer? Today if you wish to take 100 pounds of freight from Charlottetown to Halifax, you pay 35 cents for it when you can ship from Montreal to St. John 100 pounds for 9 cents.

Just imagine that it costs for less than 120 miles from Charlottetown to Halifax 35 cents per 100 pounds and for the 735 miles from Montreal to St. John it costs only 9 cents per 100 pounds. Here is a matter which the Minister of Railways, although he is new to his office, should take under his immediate consideration. According to this return which the minister brought down the first class summer and winter rate from Truro to Pictou is 16 cents and Truro is distant about 50 miles from Pictou and about 700 miles from Charlottetown. But for the distance between Truro and Charlottetown you pay 27 cents per 100 pounds. Then, from Amherst the rate is the same both summer and winter. In summer the business and winter rate from Truro to Pictou is 16 cents and the rate from Amherst to Pictou is 16 cents. The summer rate from Moncton to Charlottetown by way of Pointe du Chene is 33 cents, and the rate from Moncton to Charlottetown by way of Pictou in the winter time, 197 miles, is enormously high. When navigation closes at Pointe du Chene the cost by way of Georgetown is 52 cents per 100 pounds to Charlottetown. Just imagine at this date in the history of transportation paying 52 cents for 100 pounds of freight from Moncton to Charlottetown when you can bring that same 100 pounds of freight from Montreal to Sydney, a distance of 977 miles for 16 1/2 cents. Is that a condition of affairs which should exist? Is it any wonder that the population of the Maritime Provinces is being depleted? Is it any wonder that the greater portion almost of the profit which the farmers of Prince Edward Island should have in their pockets for their products, goes either into the government railways or the government steamboats. This resolution states that the government transportation system down there should be under the control of one department. Today it is under the control jointly of the Department of Marine and Fisheries and the Department of Railways, but would it make any difference who controls it when they charge 41 cents for 100 pounds of freight for 147 miles from Moncton to Pictou and 11 cents from Pictou to Charlottetown, making 52 cents in all? Is there any use in changing the name of the Intercolonial if these rates are allowed to continue in force? What benefit would it be to the people to change the name and still charge these high rates? There is not the slightest doubt that the Intercolonial is today charging more for freight that goes to Prince Edward Island, than any other railway in Canada. You can take goods for almost one-fourth less from Montreal to Sydney over the Canadian Pacific Railway than you can take them from Moncton, N. B. to Charlottetown, P. E. I. Here is a matter which should receive the immediate attention of the Government. The hon. gentleman who introduced the resolution states that the government system of railways should be considered as one entirely in the keeping of accounts and all other respects. He does not say what the 'all other respects' are. Perhaps it might be beneficial to the government of Canada to have the railway under one system for the keeping of accounts, but what benefit would that be to the people of the Province which the hon. gentleman (Mr. Hughes) represents? In my opinion there is only one way in which this grievance can be remedied and that is by the government giving their immediate attention to the building of a tunnel between Cape Tormentine, N. B., and Cape Traverse, P. E. I. Then we would have the fulfilment of the terms of the union and we would have one continuous haul, one entity as the member for King's calls it. We would then have one railway, and you may call it the Interprovincial or the Intercolonial, or anything you like so long as the people of my Province receive fair treatment at the hands of the government of Canada. We may be told now that the tunnel question has been brought up here from time to time for a number of years and that justice was not done by previous governments, but the time has come now to do something. If the people did not press for a settlement of this grievance long ago it was their own fault, and as a matter of fact the question has never been prominently brought before the government until within the last three or four years. And since it has been brought to their attention I understand that the officials who went to the Island are treating the Board of Trade and the other gentlemen who are pressing this matter in the Province, with almost con-

DOES YOUR HEAD

Feel As Though It Was Being Hammered? As Though It Would Crack Open? As Though a Million Sparks Were Flying Out of Your Eyes? Horrible Sickness of Your Stomach? Then You Have Sick Headache!

BURDOCK BLOOD BITTERS

will afford relief from headaches no matter whether sick, nervous, spasmodic, periodical or chronic. It cures by purifying the blood. Mr. Samuel J. Hubbard, Belleville, Ont., writes: "Last spring I was very poorly, my appetite failed me, I felt weak and nervous, had sick headaches, was tired all the time and not able to work. I saw Burdock Blood Bitters recommended for just such a case as mine and I got two bottles of it, and found it to be an excellent blood medicine. You may use my name as I think that others should know of the wonderful merits of Burdock Blood Bitters."

MISCELLANEOUS.

DRAWING PICTURES WITH FINGER NAILS.

Some Chinese and Japanese can still draw pictures with their finger nails, an art once held in high repute. The nails are allowed to grow to a length of eighteen inches and dipped in vermilion or sky blue ink.

Sprained Arm.

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

A DIRTY PEOPLE.

The Veddas of Ceylon never wash, uncleanness being part of their religion.

Minard's Liniment used by Physicians.

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Horsemen, Read This.

I have used MINARD'S LINIMENT in my stables for over a year, and consider it the VERY BEST for horse flesh I can get, and would strongly recommend it to all horsemen.

GEO. HOUGH, Livery Stables, Quebec, 95 to 103 Ave Street.

THERE ARE MANY.

How sad it is when wives feel, After the four bridal, That the man they considered their ideal Also is but an "idle."

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.

Minard's Liniment cures Distemper.

When I find a great deal of gratitude in a poor man I take it for granted there would be as much generosity if he were a rich man.

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.

Overalls and working shirts.—At this season of the year every man wants a fitting out in this line. There is no place in town where you can get better value for your money than at

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Our store has gained a reputation for reliable Groceries. Our trade during 1906 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Madigan.

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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.

G. Lyons & Co.

Sept. 4, 1907—Si

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, G. B. Sun Fire offices of London. Phoenix Insurance Company of Brooklyn.

Combined Assets \$100,000,000