

THE HERALD

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To Our Subscribers

We should be exceedingly obliged to all subscribers, who have not yet paid their subscriptions for 1903, if they would do so with as little delay as possible. The rate is to pay in advance, but the year is now almost at an end and still quite a number have not paid. It is quite unnecessary for us to remind them that we need the money to meet our obligations and provide paper and other necessary supplies for the winter. These are facts of which they are well aware. We shall be extremely thankful if our friends will assist us in this matter. Please don't delay.

Our Ottawa Letter.

THE WEEK IN PARLIAMENT.

The Grand Trunk Pacific deal was pretty thoroughly discussed in Parliament this week and passed the committee stage.

The Opposition offered many amendments to the government bill which would safeguard the interests of Canada, but the government voted them down with one or two exceptions.

The Grand Trunk Railway Company will be permitted to control the Grand Trunk Pacific without giving a single guarantee that the terms of the contract will be observed. The government has taken a verbal promise from the Grand Trunk as a sufficient pledge that all will be well and declines to go further.

The Grand Trunk will be allowed to route freight hauled over the government built line, to Portland and other United States ports, to the great injury of Canadian ports.

In fact the Grand Trunk is to have a free hand in the matter, and will be allowed to do as it pleases.

The redistribution bill was passed in committee, subject to the important amendment, that the constituencies of Waterloo and Hastings will not be carved up in the disgraceful manner proposed by the government. Sir Wilfrid Laurier found public opinion too strongly against him in this matter, and was forced to abandon his scheme.

A bill providing for a Franco-Canadian steamship line was passed.

The Northwest Territories were given an additional grant of \$250,000 for local government purposes. The Liberals, however, refuse provincial autonomy to the Territories.

ANOTHER BLACK EYE FOR G. T. P.

The Grand Trunk Pacific deal has received another black eye. The St. John Telegraph, the personal organ of Hon. A. G. Blair, which first strongly opposed the deal and then supported it in a half hearted way, has come out fairly and squarely against it. The Telegraph appeals to the senate to reject the government's bill, and thus save an unnecessary expenditure amounting to millions of dollars. It points out that the people have not had a chance to pronounce on the job and declares that as they will have to pay the bills they should be permitted to accept or reject the measure at the polls. New Brunswick is the province in Eastern Canada which the government insists will benefit most from the building of the road. How unpopular the deal is, is best exemplified by the action of the Telegraph, which, up to the time the Grand Trunk Pacific was broached gave a hearty support to the Liberal policy. The action of the Telegraph has been imitated by all the Liberal papers in New Brunswick, with four or five exceptions. That is a pretty clear indication that the people of New Brunswick do not want to place an unnecessary burden of \$100,000,000 on the rest of Canada. The West is also opposed to the scheme and wants the Intercolonial extended. In the face of such opposition how can the Laurier policy be justified?

NO PROTECTION FOR CANADIAN PORTS.

The government steadfastly refuses to bind the Grand Trunk Pacific railway companies to forward freight originating along the new transcontinental railway through Canadian ports. Sir Wilfrid Laurier considers it a waste of time to discuss the rights

of our own harbors, on a question which involves the expenditure of \$100,000,000 of the people's money. Accordingly, the contract with the Grand Trunk Pacific will be signed without a clause binding the company to nationalize their freight shipments. The United States ports of Portland, Boston and New York can be freely used, if the railway magnates interested in the new line desire it. The Grand Trunk Railway may take traffic from the Grand Trunk Pacific and do what it likes with it. The government profess to believe that Canadian ports will not be sacrificed because the Grand Trunk Railway Company has given a verbal guarantee that it will not divert traffic to the United States. But the government will not consent to strengthen this mere acquiescence to their request, by incorporating in their contract a bond which will be absolute in its application. Challenged by the conservatives to state some good reason for their refusal, the Liberal Ministers were dumb. Evidently they are bound hand and foot by the railway corporations and the country's interests may be hanged.

A MILESTONE FOR THE GRIT POLICY.

The whole of the great Clergue industries at Sault Ste. Marie have been closed down.

The mines dependent on the works have ceased operations.

Three thousand five hundred men are idle.

Thousands of dollars represent the depreciation in the value of property at the "Soo."

These disasters are the result of the Laurier government's refusal to grant adequate protection to Canadian industries. Had the fiscal policy of Canada been revised three years ago, or even at the beginning of the present session, millions of dollars might have been saved to those who invested their money in the various enterprises, the windows of which are now being boarded up, and the thousands of discharged workmen would be enjoying lucrative employment.

The spectacle at the Soo is not an inviting one. It is not as pleasing as some of the scenes about the villages of Germany, where thousands of tons of steel rails are being manufactured for consumption in Canada. With a sound fiscal policy in this country, or even the prosperity of the German towns would have been centered at the Soo. But Sir Wilfrid Laurier closes his eyes to the crying need for tariff revision, and the Soo disaster is the first milestone of the long list of failures which will follow, if Canadian markets are allowed to remain at the mercy of foreigners. The Conservative policy would have saved the situation, and the great loss inflicted on innocent thousands would have been averted.

THOUSANDS OPPOSED TO THE G. T. PACIFIC.

Sir Wilfrid Laurier is being entertained in Parliament, day after day, by the reading of scores of petitions against his National Transportation Railway scheme. Thousands of Canadians, Liberals as well as Conservatives, have signed these protests in which they ask that the government shall fully inform themselves as to the merits of the Grand Trunk Pacific scheme, before they pledge the country's credit for \$100,000,000. Men who take a keen interest in the welfare of Canada fail to appreciate the Prime Minister's assurance that "time cannot wait." What they desire to see more than a hysterical effort to secure a large campaign fund, is an intelligent solution of the transportation question. They make a reasonable and common sense request of Sir Wilfrid. But the government heeds not the prayer which comes to Ottawa from all parts of Canada. They are bound to build the new road, right or wrong. Nothing seems to prevail against their mad resolution to act first and consider after. Friends must be looked after and Sir Wilfrid has given his pledge that they will get an opportunity to get something for nothing. When a government fails to heed the open protests of the electorate, it becomes a menace to the country it rules. Sir Wilfrid, who describes himself as a democrat to the hilt, has assumed all the airs of an autocrat, and refuses to listen to the common herd. To his mind Senator Cox and his associates are more worthy of consideration, and so the Grand Trunk Pacific job is to be perpetrated.

THE GRAND TRUNK'S SNAP.

Under the government's railway policy the Grand Trunk Railway Company will control the Grand

Trunk Pacific lock, stock and barrel. But the Grand Trunk is not a party to the Grand Trunk Pacific contract. It is to have \$24,900,000 of the common stock of the Grand Trunk Pacific as a nominal value. It can elect every director. It will have a railway built for it for nothing, except that it must guarantee the bonds for the quarter of the cost of the western division of the Grand Trunk Pacific. Yet from beginning to end of the contract, not a single stipulation binds the Grand Trunk to do anything except what it believes to be in its own interests. It can do as it sees fit, and can snap its fingers at the government. It can operate the Grand Trunk Pacific if it proves a profitable venture or can throw it back on the government if it turns out to be a losing proposition. It is all Grand Trunk. The Grand Trunk directors are also the managers of the G. T. P. Where does Canada come in under such a hybrid policy? Mr. Hays has reason to congratulate himself on the contract he has secured from Sir Wilfrid Laurier. The premier has been as a child in the hands of the wide awake railway magnates. What does the country propose to do about it? Are the people not entitled to some consideration in this huge job?

HON. W. S. FIELDING'S PATRIOTISM

Hon. W. S. Fielding, Minister of Finance, is overflowing with patriotism these days. His salary of \$7,000 a year as a Minister of the Crown, has wrought a wonderful change in his opinions. For fifteen years, as Premier of Nova Scotia, he refused to allow a flag to float over the provincial buildings at Halifax, on July 1st. His reason for ignoring Canada's natal day was that it was on July 1st, 1867, that Nova Scotia was bound to the Dominion by confederation. Mr. Fielding devoted years to a futile effort to break up the Canadian confederation. He refused to the people of Quebec, Ontario and the west as the "hated Canucks," and called upon Nova Scotians to break the bondage of confederation and turn to "their first love, the United States." At the same time, Hon. J. W. Longleg, Mr. Fielding's Attorney General, was openly advocating annexation with the United States. And now this same Mr. Fielding appeals to the patriotism of Canadians to support the National Transcontinental Railway scheme. What does Canadian patriotism owe to Mr. Fielding? Had he been able to carry out his policy, Canada would today be a series of disconnected patches of territory, some of which would doubtless have passed over to the commercial domination or even the political domination of the United States. The least said about patriotism by Mr. Fielding, the better.

MEN WHO ARE SLAYERS.

There never has been a time in Canadian politics, when abject subservency to the wishes of a party leader was so much in evidence as in the votes on the Grand Trunk Pacific bill. When the company's private deal asking for a charter was before the Railway Committee, many Liberals opposed it and came out flat footed for the extension of the Intercolonial Railway across the continent. There were no "ifs" to be heard from enthusiasts. Nothing would do them but government ownership pure and simple. But a chance came when the government decided to build a road for the Grand Trunk Pacific. Sir Wilfrid Laurier at once ordered the "government ownership" spouters to get into line they floundered. All their enthusiasm about government ownership evaporated, and like whipped children they swallowed themselves and cheered again and again for a measure which shattered their ideal. Only one man, Hon. A. G. Blair, the railway expert of the government refused to stultify himself. Such is the material which supports the party now in power. It knows no honor; has no mind of its own; can turn summersaults at a moment's notice; and is prepared to throw away millions at the bidding of its owner—Sir Wilfrid Laurier.

CONSERVATIVES THROUGHOUT THE PROVINCE

would be pleased to learn that Mr. Alexander Martin has accepted the nomination for Queen's County in conjunction with A. A. McLean, Esq., K. C. His indecision at first was in consequence of the very serious illness of his son who has been suffering from fever; but who is now on the way to recovery. Apart altogether from political considerations, Mr. Martin's many will be glad to know this. Mr. Martin is no stranger to the electors of Queen's County; he has long been identified with the interests of the Province, and has done excellent service as the people's representative both in the Local and Federal Parliaments for many years. He deserves the honor of being elected, apart altogether from his qualifications and his previous services, in consequence of the scandalous manner in which he has been treated by his political enemies who stole the seat to which he was elected

by the people in 1900. Of his colleague, Mr. McLean, equally high praise may be given. He stands high in his profession, he is an excellent citizen and has already done yeoman service in the Conservative cause, in the Legislature and outside of it. He, more than once faced the enemy in their stronghold and was elected to the Provincial Legislature, and in the partial election for the House of Commons, in 1901 put up a splendid fight against all the influences two Governments could exert against him. Messrs Martin and McLean should both be elected to the Federal Parliament whenever the Government brings on the elections.

Provincial Exhibition.

The beautiful weather of Wednesday brought a large number of visitors to the Exhibition and the trotting races in the afternoon were witnessed by an assemblage that pretty well filled the grand stand and thronged the standing space along the fence facing the Judges' stand. The first race was the 230 class Trot. The first race was won by Dr. F. S. McDonald, Southport, was an easy winner, with Cook of the North, owned by Dr. James McDonald, Summerside, second and Sweet Singer, owned by Dold Dwyer of Pictou, third. The best time was 2:29.

In the 218 class three horses entered viz: Maise, W. W. Jenkins, Georgetown, Robbert, A. B. Ester, Amherst, and Princess Regent, B. C. Prowse, Charlottetown. Maise won the two first heats; but in the third which was started to her disadvantage, she broke badly shortly after starting, and came in third, Robbert being first. Robbert also won the fourth and fifth heats thus winning the race. Between the heats there were acrobatic performances by Polke and Treck, and trapeze performances by the Dunbars.

Thursday was looked forward to as the banner day of the Exhibition and trots. But unfortunately there was a down pour of rain during the whole afternoon, consequently nothing could be done. To make up for this in some measure, the trotting races intended for Thursday were held on Friday afternoon and proved very interesting. The attendance was fairly good everything considered.

In the 234 class Rosemont was again the winner, after four heats, with Cook of the North and Dearborn Jr, second and third, as on the previous day. Best time 2:25.

Maise won the 224 race with Princess Regent second and Sweet Singer third.

By far the best trotting ever done on this track was the free for all class, when John T. Keith, Stellerton, won \$100 by beating the track record two seconds. Tonia F. Ester, Amherst, was second and Parkie, Trainer, Charlottetown, third.

Class 1. Thoroughbreds.

Stallion, 2 years old and upwards, must not be less than 16 hands nor under 1,200 lbs in weight, and must perfectly sound with good bone and general conformation.—1, Thos. Robins, Central Bedoune; 2, S. Home, City. Colt of 1903, sired by thoroughbred Stallion—D. C. McKinley, city; John G. Morrison, Georgetown. Filly of 1903, sired by thoroughbred Stallion—Dr. J. Jenkins, city; 2, do, city; 3, H. Crosby, Marshfield. Stallion, 1 year old—1, John H. Curtis, Peaks Station; 2, Foston Riggs, Brule Shore, N. S.; 3, J. H. G. Murphy, city. Stallion 3 years old—1, Albert Boswell, Jr., Pownal; 2, J. P. Smith, Kinkora. Stallion, 2 years old—1, Ronald J. McNeil, St. Peter's Bay; 2, Dan McDonald, Clyde River; 3, Chas Holman. Stallion, 1 year old—1, Neil McKinnon, Riverdale; 2, Charles Stewart, Union Road; 3, Wm. Dockendorff, North River. Filly, 3 years old—1, S. C. Lane, Mt. Mellick; 2, Russell White, city; 3, Donald McLellan, Royalty. Filly, two years old—1, Cephas Munn, Winsloe Road; 2, Herbert Carter, Mt. Allison; 3, D. W. White, North River. Filly, one year old—2, Wm McPherson, West Royalty; 2, Albert Beeswell Jr., Pownal; 3, Wm Robertson, Covehead. Foal of 1903—1, D. K. Scott, Lower North River; 2, Frank Andrews, New Glasgow; 2, Higgins & Brehaut, city. Mare with foal at foot—1, Frank Andrews, New Glasgow; 2, Higgins & Brehaut, city; 3, D. K. Scott, Lower North River. Pair of matched carriage horses, mares or geldings, or one of each, to be shown in carriage not less than 15 1/2 hands high, and must have both been owned by the exhibitor for at least 30 days prior to the Exhibition.—W. K. Robins, Other entries not high enough. Carriage mare to be shown in carriage—1, John Richards, Bideford; 2, G. H. Reddin, city; 3, Wm Rattray, Brackley Point Road. Carriage geldings to be shown in carriage—1, Chas Palmer, city; 2, David McKinnon, city; 3, Jas McDonald, Summerside. Saddle Horses. Gentleman's saddle horse, gelding or mare, not less than 15 hands, and must

be shown under saddle and ridden by a gentleman—1, James Blaks, city; 2, John Walker, North River; 3, John A. Stewart, Union R. rd. Lady's saddle horse, gelding or mare, not less than 14 hands, must be shown under saddle and ridden by a lady—1, Blanchard Lodge, Charlottetown; 2, W. D. Coffin, East Royalty; 3, James Byrns, North River. Clydesdales and Shire Horses and Canadian Draft Horses, Registered. Stallion, 3 years old and upwards—1, W. H. Rodd, Hampshire, Lot 31; 2, Daniel N Taylor, Nine Mile Creek; 3, Jabez Lea, Victoria. Stallion, 2 years old and under—1, J. W. Calbeck, Augustine Cove; 2, A. Boswell, Sr., Pownal; 3, James S Farquharson, Southport. Filly, 3 years old—1, F. J. Gallant, B. y city; 2, James MacMillan, Cornwall; 3, William Pippy, Mt. Herbert. Filly 2 years—1, J. W. Calbeck; 2, Adolphus McEwen, St. Peter's Bay; 3, Thomas Ings, Pownal. Filly, 1 year old, 1, Francis Chown, Winsloe Station; 2, A. Boswell Sr., Pownal; 3, A. H. Boswell, Marshfield. Foal of 1903—1, J. W. Calbeck; 2, Geo H Simmons, city; 3, Benj F Dockendorff, North River. Mare with foal at foot—1, A. H. Boswell, Jr.; 2, A. Boswell, Jr.; 3, Frank Andrews, New Glasgow. Pair of draft horses, not less than 1,300 lbs each—1, John Stewart Marshfield; 2, R. A. Mason, Chilton Royalty, S. Roper Bros. Draft mare—1, J. W. Calbeck; 2, H. Dockendorff, North River; 3, Walter M Lea, Victoria. Draft gelding—1, Donald McMillan, Royalty; 2, William Crews, Kingston; 3, A. Home, city. General Purpose Horses. Mare, 3 years old and upwards—1, A. F. Prowse, Murrar Harbor South; 2, Oliver S. Saunders, Trilby; 3, 1 Crosby, Marshfield. Mare, 2 years old—1, D. C. McKinley, North River; 2, McKinley Bros; 3, W. Dockendorff, North River. Brood Mare, with foal at foot—1, B. R. Dockendorff, North River; 2, Charles And, West Covehead; 3, Henry F Sanderson, North River. Walking Horses. Carriage mare or gelding—1, Daniel N Taylor, Nine Mile Creek. Draft mare or gelding—1, R. A. Mason, Special prize given by Messrs Stockman and MacMillan for the best four foals sired by Goldsmith—1, Geo H Simmons; 2, Frank Andrews; 3, Robt Bulman, North Rustico. Special prize by the Clydesdale Association, Stanley and Horna, city.

Special prizes given by Mr Robins for June Day collis—1, John J. Morrison, Georgetown; 2, D. C. McKinley; Robert Longworth, Royalty. Field Roots and Garden Vegetables. Bliss Triumph Potatoes—1, Robert Drake, Cornwall; 2, Louis Burnett, Marshfield; 3, Jas McLean, Southport. Carrots No 1—1, Gordon McLean, Southport; 2, F. J. Gallant, Royalty; 3, Hector Murchison, North River. White Star—1, Sydney Bram, New Glasgow; 2, William Curran, city; 3, John Berrigan, East Royalty. Black Kidney—1, Patrick Curley, Royalty; 2, George And, West Covehead; 3, W. D. Coffin, East Royalty. Bananas Superior—1, R. E. White, city; 2, James Lewis, city. Beauty of Hebron—1, Ambrose G Mellett Union Road; 2, Gordon McLean, Southport; 3, George And, Covehead. Early Surprise—1, James Lewis, city; 2, James McLean, Southport; 3, John Swallow, Poplar Point. Dakota Reds—1, Patrick Curley, Royalty; 2, J. J. Davis, city; 3, J. A. Scott, Clyde River. Early Rose—1, Geo And, Cove Head; 2, Ambrose G Mellett, Union Road; 3, Lemuel Harrison, West Covehead. White potatoes, best variety for export 1 bushel—1, A. B. Warburton; 2, Jas Lewis; 3rd, John Swallow, Poplar Point. White potatoes, best new variety 1 bushel—1, Benj Mallett, Little York; 2, Geo. King, Royalty; 3rd, J. J. Davis. Any other sort named half bushel—1, Miss Pippy, city; 2, Ambrose G Mellett, Union Road; 3, Chas. Palmer, city. Collection Potatoes, six of each sort to be named, not less than ten varieties, not above kinds—1, W. D. Coffin, East Royalty; 2, Hammond Vessey, Little York; 3, Jas McLean, Southport. Swede turnips, purple tops—1, Patrick Curley, 2, Hammond Kelly, Southport; 3, Henry Jones. Swedes, green or bronze—1, Patrick Curley, Royalty; 2, H. J. Kennedy, Southport; 3, Chester McEwen, North River. Aberdeen or white turnips—1, McKinley Bros, North River; 2, Robt Drake, Cornwall; 3, Neil A. McKinnon, Royalty. General Wurzel, Long Rad—1, Geo. King, city; 2, Jas Lewis, city; 3, Arthur M. Burke, Southport. Red Globe—1, Gordon Hughes, city; 2, Neil A. McKinnon, 3, Geo King, city. Long Yellow—1, Neil McKinnon, Royalty; 2, Geo. King, city; 3, James Lewis, city. Yellow Globe—1, McKinley Bros, city; 2, Geo. King, city; 3, Gordon Hughes, city. Sugar Beet—1, Gordon Hughes, city; 2, Geo. King, do; 3, Mrs. A. W. E. Donse, do. Carrots, White or Yellow—1, Mrs. Angus Darrach, Marshfield; 2, J. A. Scott, Clyde River; 3, Neil A. McKinnon, Royalty. Carrots, Red—1, Mrs. Benj Rogers, city; 2, Neil A. McKinnon; Royalty; 3, Jas Houston, city. Fodder Corn—1, Geo. King, city; 2, Jas Houston, 3, Henry Jones, Southport. Fodder Corn—1, Jas Houston, 2, Geo. King; 3, C. Tapper Furguson, Marshfield. Best collection field roots—1, Neil McKinnon, Royalty; 2, Cyrus Burke, Royalty. Canslow—1st, Neil A. McKinnon, Royalty; 2nd, Arthur C. Wood, Alexandria; 3rd, Arthur M. Burke, Southport. Cabbage Wannagstadt—1st, George King; 2nd, Neil A. McKinnon. Cabbage Drumhead—1st, Neil A. McKinnon, Royalty; 2nd, Geo King, city; 3, Cyrus Burke. Cabbage Red—1, Neil A. McKinnon; 2nd Cyrus Burke. Cabbage Red—1, Cyrus Burke, 2nd, Neil A. McKinnon. Brussels Sprout, 3 heads—1, Neil A. McKinnon; 2, Cyrus Burke. Carrots, any long table variety—1, Neil McKinnon; 2, Mrs. Angus Dar-

rach, Marshfield; 3, Louis Barnard, Marshfield. Carrots, any stump root variety, 1, Geo Howard, Winsloe; 2, Neil A. McKinnon; 3, Arthur M Bourke, Southport. Parsnips for table use, 1, Neil A. McKinnon; 2, Arthur C. Wood, Alexandria. Celery White Dwarf, 1, Neil McKinnon; 2, Clara Red Dwarf, 1, Neil A. McKinnon; 3, Mrs B Rogers, city. White Plumed Celery, 1, Neil A. McKinnon. Melons, Citron, 1, Neil A. McKinnon; 2, L. Wright, city. Tomatoes, red, 1, Neil A. McKinnon; 2, F. J. Gallant, Royalty. Tomatoes, assorted, 1, Neil A. McKinnon. Onions, red, 1, James Houston, city; 2, Neil A. McKinnon; 3, Mrs B Rogers, city. Onions, red, 1, James Houston; 2, Miss Lantry; 3, Mrs B Rogers. Onions, white, 1, James A Houston; 2, Geo King; 3, Frank Beles, city. Eschallots, 1, Miller Fife, Stanley



Sentner, Trainer & Co. THE STORE THAT SAVES YOU MONEY.

There's no Doubt About it, We can save you Money every time.

Ten or fifteen minutes spent in the different departments of our store will convince the most sceptical. You may ask how we can sell for smaller prices than our competitors. Well, we could fill a whole page of this paper with reasons why we can do it; but then we wouldn't be able to save you so much money, because it would go to pay for the big advertisement. See the point? No, there's no ad. like a well pleased customer, and we're going to please every customer who comes into our store if fair, honest treatment will do it. Now a word about our stock:

FURS.—As we are the acknowledged leaders in this line, it is only necessary to say that our present stock is the largest and best we have ever shown. If you buy anything in Furs without seeing our values you will make a mistake. CLOTHING.—Men's, Youths' and Boys'—Whilst we do not claim to carry the Largest Stock on Earth, we do claim that there is no better tailored Clothing in this city. We also claim that we are in a position to give you better values in tailor-made Clothing than any other house in the trade, and we have the goods to back it up. All we ask of you is to drop in and see for yourself.

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DRIVERS, ATTENTION!

We want all drivers, such as milkmen, truckmen, ice-men, delivery men, mailmen, brakemen, teamsters, in fact any one who drives or stands in the cold to see the line of drivers coats just opened. KEEP WARM at the following prices: \$2.00, \$2.35 & \$2.85, Good, Warm and Durable.

THE HUMPHREY CLOTHING STORE, Opera House Building. A. WINFIELD SCOTT, Manager. Sept. 23, 1903—6m.

CANADIAN PACIFIC

Montreal TO BOSTON And Return \$13.30 ALL RAIL LINE. Issued from all points on Intercolonial, P. E. Island and Dominion Atlantic Railways. GOING Sept 15 to Oct 15 Good for Return 30 days from date of issue. See nearest Ticket Agent for particulars, or write C. B. FOSTER, D. P. A., C. P. R. St. John, I. B.

Going September 23rd, 24th, 25th, Return to OCT. 12th, 1903. Going October 3rd, 5th and 6th, Return to OCT. 20th, 1903. ASK FOR TICKETS VIA Canadian Pacific SHORT LINE.

Furniture Prices vs. Dry Goods Prices. The manager of one of Canada's largest departmental stores makes this statement: I would say that during the last ten years we have sent to P. E. Island \$50 worth of General Dry Goods, Carpets, Clothing, etc., to every \$1 worth of Furniture. Therefore this departmental store would send \$5,000 worth of Dry Goods here, while only \$100 worth of Furniture would accompany it. We believe that—quality considered—both furniture and dry goods have been sold in the past at fair prices. Yet any dealer anxious to do so can easily get the names of dozens of families who for years have imported the bulk of their Dry Goods, Carpets, Clothing, etc., from Toronto. WE SHOW THE LARGEST STOCK OF Furniture AND Carpets. Ever gathered together in this province, and we can sell you goods at about the same price as some dealers have paid for their goods. This large stock is open for inspection by the public, and we would just remind you in a quiet way that these goods WILL BE SOLD. Mark Wright & Co., Ltd., Sunnyside Furniture and Carpet House.