Pope Pius X.

On the fourth day of the con-lave and on the 7th ballot Carlinal Sarto, Patriarch of Venice dinal Sarto, Patriarch of Vanice, was elected Pope, yesterday forenoon. He took the name of Pins, being the tenth to bear that title. About noon the announcement was made to the multitude assembled before St. Peter's, and his government was never a safe by the Desire of the guide in railway matters. How shall we know that seven years and blessed the people amid the neclamations of the enormous crowd on the piagra. Pope Pius X. is in his 69th year, one year older than Leo XIII. was when elected Pope. He was created a Cardinal in 1893.

This statement throws us back on the one strong reason for duplicating the Intercolonial. For, seeing that conly business for which the enterprise is undertaken is through business, it certainly is a duplication of that tine. That one strong reason is the threats used by the United States people from time to time of withdraw-ing the bonding privileges enjoyed by on the state was made by no cless a person than Pretident Oleveland, and was recently repeated by Mr.

About noon the announcement was never a safe government was never a safe guide in railway matters. How shall we know that seven years hence Sir Wilfrid will not be telling us that his present policy is all a mistake and asking for one hundred millions more to rectify it. Sir Wilfrid withdraws his condemnation of Sir Charles Tupper's short line policy. He con-

Grand Trunk Pacific Scheme.

As had been anticipated, Sir pany. Wilfrid Laurier presented to the utable by persuasive language a subject in itself illogical and unular. He was answered in a pirited speech by Mr Borden, Leader of the Opposition. who ctured the sophistries of the

SIR WILFRID'S EFFORT

(St. John Sun.) The effort of Sir Wilfrid Lau-After seven years the company agrees to pay seven per cent. inpay the interest on the cost of the to begin with the connec The company gets all the fat. The from North Bay to Winnipeg. government pays certainly seven

lakes. The road through the unknown country between Lake Superior and Hudson Bay can wait. It is altogether ridiculous for the Premier to talk like a man in a panic about the necessity of a road which it is admitted cannot for the premier to talk like a man in a panic about the necessity of a road which it is admitted cannot for the premier to talk like a man in a panic about the necessity of a road which it is admitted cannot gurpose, and the country has a moral edith Montgo.

the Intercolonial is useless as a Wilfrid assures us that it the Vacable through transportation route is sound. It contradicts everything proposed, and now proposes, there that Sir Wilfrid and his colleagues would have been no need for the new lawersness Smith, Kelly's Cross Lawersnes Smith, Kelly's Cross Cross Contradicts of the new lawersness Smith, Kelly's Cross Cross Contradicts of the new lawersness Smith, Kelly's Cross Cross Contradicts of the new lawersness Smith, Kelly's Cross Cross Contradicts of the new lawersness Smith, Kelly's Cross Cross Contradicts of the new lawersness Smith, Kelly's Cross Cross Contradicts of the new lawersness Contradicts of the new lawersness

THE NEW RAILWAY SCHEME. (Montrea! Witness, Liberal.)

Wilfrid Laurier would have either presented essential modifications opinions expressed regarding the scheme that has been for some that Sir Charles Tupper originated the papers in Canada:

The scheme that has been for some that Sir Charles Tupper originated the papers in Canada:

The scheme that has been for some that Sir Charles Tupper originated the first Atlantic line. Here that would have had great weight Prime Minister. We give below in the extraordinary railway leading time before the country, or reasons idea of the fast Atlantic line. Here Aubrey Jenkins, Orwell that would have had great weight is a possible situation no doubt some. E. S. McDonald, Charlett rier's life has been made. Now more about the possibilities of our such a thing were done we should Theo Balderson, Charlottete that the eloquent argument in fa- Northwest and to see it traversed certainly be very glad to have two Aggie Malone, Miscouche vor of his gift to Senator Cox and his friends is before the reader all surprised if the development would be in this case, two bows to Genevieve McKenna Tionical his friends is before the reader the main question remains to be answered. Why are the people of Canada asked to pay for all this great enterprise and then give the property away? Study Sir Wilfrid's speech as we will we find no answer to this inquiry. The government is building 1,800 miles of railway entirely at public cost, and not one mile of it will after construction be the property of the people of Canada. After seven years the company specifications of any sort we must own to much disappointment. He is, no doubt, quite correct in say
ing that the michigan Central, while runhow to much disappointment. He is, no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is, no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying that the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in saying the michigan Central, while runhow to much disappointment. He is no doubt, quite correct in sayhow to much disappointment. He is no doubt, quite correct in sayhow to michigan Central, while runhow to michigan Central terest on the cost, provided the is, no doubt, quite correct in sayroad earns it. Otherwise no ining, that there is no one who does land and the Central Vermont? Then terest is paid for the first ten not think another railway to the in the west the Great Northern enters years. By that time the people west an immediate and imperative or taps considerable Canadian terriwill have paid \$15,000,000 in in necessity. One would suppose tory, and the northern Pacific is seek terest alone on this section of the that the natural corollary from ing to enter Manitoba and the west railway. The government also that would be to push forward the again. by means of its guarantee pays railway we have with the least ans of its guarantee pays
the whole cost of the possible loss of time. It was the
the whole cost of the Company more important is the section from
Jos A. McKenzie Glendanaa other 1,500 miles of railway. The plan of the Crand Trunk Company prairie section, which is the profitable part, should earn enough to Montreal and North Bay, so that

Far from the country as a whole of the Grand Trunk to his shareholders that the company would
obtain access to the prairie country and the Pacific without the Since the people are paying for all this why should they not own and control it? The St. John condition of confederation, first with the maritime provinces and then with British Columbia. But that condition was fulfilled in both cases at infinite cost to the country. The Intercolonial was laid out and built with a special view to that meed and has been maintained at an annual cost ever since. It is possible that we might have had, and if so that we should yet have, a greatly shorter line throughfrom Quebec to Moneton. The possibility of that remains to be revealed by surveyors. The failure of the Canadian Pacific running as straight as possible across are straight as possible across and then maritime provinces and then mith the maritime provinces and then with British Columbia. But that condition was fulfilled in both cases at infinite cost to the country. The Intercolonial was laid out and built with a special view to that meed and has been maintained at an annual cost ever since. It is possible that we might have had, and if so that we should yet have, a greatly shorter line through from Quebec to Moneton. The possibility of that remains to be revealed by surveyors. The failure of the Canadian Pacific running as straight as possible across are as straight as possible a Maine to make much reducti the distance proves the assumption of any great saving of distance to the still unwarranted. The whole saving as between the Canadian Pacific and the Intercolonial is

tion of their grain to the great way to do it would be by using the Heles Smith Hampton the cost of the roadbed.

The premier's argument that he Intercolonial is useless as a brough transportation route is und. It contradicts everything at Sir Wilfrid and his cost.

condemnation of Sir Charles Tupper's short line policy. He condemns the Intercolonial policy of
his own government, a policy into which, as in this case, he was in- Canadian ministers had stated that if Harold McKay, Eme veigled by the Grand Trunk com-the British government would give Myron Henderson, North River certain Canadian products preferential The premier's argument so far treatment in the British market, then House of Commons Thursday last, as it is good is an argument for Canada would go further and endeavor the Government's scheme for con- better transportation facilities to give the British manufacturers some atructing the Grand Trunk Pacific Railway. He labored hard in a speech of two hours and a half, to gain approval for the scheme; donation to Senator Cox. If it both is crossed by favord to a wultito gain approval for the seneme, quantum was expenditure so large but his speech referred to a multi- justifies any expenditure so large States held over Canada, namely, its Joseph Martie, Mt Carmel shifter to remove the bonding privil- Ethelbert Murchleon, M. Har. question he was supposed to elucidate. It was quite apparent that
transcontinental government rail
he had undertaken to render palway.

ability to remove the bonding privileges. A word from the president,
Mr. Carnegie said, would cancel the
bonding privileges now granted to
Urtel DesRoches. Mi bonding privileges now granted to Canada, and President Roosevelt would be the last man to hesitate to Cuthbert McIntyre, do (Montreal Witness, Liberal.)

We had greatly hoped that Sir

which has heretofore been particularly Hugh Warburton, Charlottetown which has discussing matters Can.

beraice Ridstone, Summerside vitriolic when discussing matters Canadian, also crowed about the withdrawal of bonding privileges to the Canadian Pacific Railway at the time G. W. Leelie, Souris West that would have had great weight is a possible situation no doubt some what resembling the possibility of war tivating a proposition. We are, between the two countries, which we indeed, eagerly anxious to know all assume to be an impossibility. If Patricia Gillis, 8

more important is the section from Quebec to Winnipeg. With regard be. This is a proposition by itself. have been made by a new railway To undertake to cross unknown waste without a vestige of a survey, still less government pays certainly seven and probably ten years' interest on the guarantee for the mountain section to the west. Thus, as Mr Blair says, the lean is accepted by the government. We think the impassioned words of understand now the statement the premier on this point will practical throwing away of the costly widow three sons and five daughters to a specification of cost, would not seem ade months ago by the president the premier on this point will practical throwing away of the costly come on the country as a bolt from Intercolonial road we must look for ther reasons to explain the govern

This is all, however, with regard to

Successful Candidates.

In the Prince of Wales College Ma iculation examinations, out of 216 o. Idates 115 passed, a much greater pentage than last year; Bollowing is

Hazel Hughes, Charlottetown Hazel P. Docherty, Birch Hill Georgie Carruthers, Charlotteto Uriel DesRoches, Miscouche John Power, Charlottetown Scott McLeod, do Alice McLaughlin, Mermaid Angue McDonald, Hampton

Not including French, Latin, Andrew Doughart, Long R Piossie Fraser, Belmont

JUNIOR BYAMINATIO

THE warehouses and stores of White & Sons, Canso, were burned on Mon-morning. Loss forty thousand dollars.



Nicest Goods You Ever Saw.

Pownal Streetand Sunnyside, Charlottetown.

N T. MELLISH, M. A. LL B. rrister & Attorney-at-Law,

Travellers

Strongly made Splendidly Finished.

Are good Hats Trunks that look well and stand the hard usage given them on the road.

Iron Bottoms, Brass Corners, Patent Locks.

Some with straps and some without-all the acme Trunk perfection. A good assortment here for you at prices the people like.

WANT A TRUNK? COME RIGHT HERE.

STANLEY Bros.

Charlottatown 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 Men's Hats. and Hardwood Flooring, Kiln dried clear spruce, sheathing and clapboards, Encourage home Industry.

PEAKE'S No. 3 WHARF. CHARLOTTETOWN.

Scottish

The Annual Scottish Gathering under the auspices of the Caledonian Club of Prince Edward Island, will be held on

Driving Park Grounds At Georgetown On Wednesday, AUGUST 19th, 1903.



Prince Edward Island Agricultural & Industrial EXHIBITION, 1903. Open to the Maritime Provinces

To be held on the grounds of the Ch'town Driving Park and Provincial Association at Charlottetown,

Tuesday, Wednesday, Thursday and Friday. 22nd, 23rd, 24th and 25th SEPT., 1903.

The largest prize list yet. Over \$6,000 in Prizes Live stock, dairy products and poultry entries close 11th Sept. Al other entries close on 18th Sept. Two Days Horse Racing WEDNESDAY & THURSDAY 23rd & 24th September.

The fastest classes ever started on the Island. 21,350.00 in Purse The very lowest rates for

C. R. Smallwood,

Boy Wanted

A good Man or Boy will get ermanent Employment and Good Wages by applying at

EDWARD KELLY.

Special Value at \$100

Best English make, bought from manufacturers.

We handle such a quantity of Men's Hats that we can buy direct from the best English makers-that ensures the very best value obtainable.

Our \$1.00 Hats are equal to inferior makes, sold at \$1.25.

Don't take our word for it; just walk around and see or yourself; you'll buy your Hat here in the end.

We've the Best Showroom for Hats and Caps in Ch'town.

Come and see our stock. It will pay you.

Weeks

Men's Caps.

We'll Sell You A SUIT FOR

That would cost you not less than \$15.00 in any mer-chant tailoring establishment in this city, and we guarantee to give you

A PERFECT

This suit will interest you, as it is a value that is seldom offered. You have heard of

W. R. Johnson's Clothing

This is one of the blue black clay worsteds, and it's true blue too, rot of the kind that turns green after you have worn it a few times. The tailorings of this suit are of the same high class that characterizes all of our

Tailor-Made Suits.

Coats single or double breasted styles. Lots of er good suits that are like values. An immense

Boy's Clothing

to choose from. There's a style for everyone's fancy, and a price for every purse.

The Wonderful Cheap Men.