

THE HERALD

WEDNESDAY, JUNE 16, 1897.

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JAMES MCISAAC.

Editor & Proprietor.

The Park Roadway.

The Park Roadway is nearing completion, and its formal opening, as announced in the published programme, will constitute an important feature of the Jubilee celebration on the 22nd inst. The roadway is a splendid piece of work and reflects the highest credit on the Mayor, the Councilors, the engineer and all who have had to do with it. It extends from the drill shed, or to speak more accurately from the entrance to Government House grounds, along the water front to a short distance beyond the battery at Fort Edward. It is crescent shaped, about one hundred feet in width, and rises in three terraces from the water line to the fence in front of Government House farm. The outer wall consists of a strong and excellently constructed breastwork that will for generations, withstand the fury of the waves or any ice pressure that may be forced against it. On top of the breastwork is a promenade for pedestrians, about twenty feet wide, with a substantial railing on the outer edge. Inside of this and rising some feet above it is a carriage way, about forty feet in width. Between the carriage road and the fence at the inner margin rises the third terrace. This is sown with grass seed, and will in due time form a green sward. The earth banks or walls that divide the terraces from one another are sodded and the grass is growing green and beautiful. Where the carriage drive widens as it enters the Park, it divides into two, right and left, and the space intervening is made into a heart-shaped flower bed, and is planted with trees. On the whole the Park Roadway will be one of the finest thoroughfares in Canada, and will be a lasting memorial of her Majesty's Diamond Jubilee.

As we have already said, the manner in which this work has been carried out reflects the highest credit on our civic authorities, and deserves, and we feel sure will receive, the most hearty and spontaneous appreciation of our citizens. The Park Roadway is not only a useful and necessary public civic improvement, but at the same time, a highly ornamental adjunct to the city, and as an entrance to Victoria Park must necessarily elicit the unstinted admiration of all visitors to our town. Having being so eminently successful in the accomplishment of this work, we sincerely trust the Mayor and Councilors will not stop here; but will continue the roadway from its present terminus, along the old breastwork, around the shore to the end of the Brighton Road. The cost for this portion of the work would not be very great, and we feel sure our civic rulers will be backed up by the citizens. This roadway is the only memorial of a substantial character that Charlottetown will have of her Majesty's Diamond Jubilee and it would be a great pity not to have it complete. With the roadway thus extended and completed, Victoria Park would become one of the most popular resorts for the most pleasing pleasure seekers to be found in the Dominion. No better advertisement than this could be given our city, as a summer resort. Those from abroad who would visit us would carry away with them the most pleasing recollection of our friends the beauties of our park and its roadway. The result could scarcely be other than a large increase in our tourist trade. But it is not for strangers alone that we should be anxious to see our public park provided with the most beautiful and convenient of approaches. What a pleasure to our own people to have such a charming resort, and excess there to by such a charming thoroughfare! We sincerely trust, therefore, that his Worship the Mayor and the City Councilors will not stay their hand; but will continue the work so well begun, and thus earn the gratitude, not only of the present, but of future generations for having constructed a thoroughfare that will not only be a thing of beauty, but also a joy forever.

Hon. Mr. FISHER, Minister of Agriculture, gave notice on the 9th, of a resolution regarding the arrangements with steamship companies for cold storage accommodation as outlined some time ago by Professor Robertson before the committee on agriculture. The cost of the refrigeration plant and insulation is estimated at \$10,000 per steamship, one half of which has to be paid by the Government in three equal annual instalments. The Government seeks power to enter into a contract with persons or companies

for providing cold storage accommodation at Toronto, Quebec, St. John, Halifax and Charlottetown, the Government granting a dividend of five per cent. annually for three years on a sum not exceeding \$40,000 on the cost of the cold storage premises and refrigerating plant at Quebec, Halifax and St. John, \$50,000 at Toronto and \$20,000 at Charlottetown.

The supplementary estimates for the current year were brought down to Parliament the other day. They appropriate one million and ninety thousand dollars, whereof four hundred and sixty thousand is chargeable to capital account. Among the items is \$2,000 for the family of railway clerk Edgewood, killed on the Intercolonial; \$10,000 for commissions to investigate pensionnaires and \$15,250 for government commissioners to investigate partisanship. In addition to the previous large vote there is an item of \$9,000 for Rideau Hall. An appropriation of \$1,800 is made for the Napanis dairy station; the sum of \$18,500 is asked for loss in operating the Baie des Chaleurs railway last winter. This last brings the total expenditure proposed for 1897 to a fraction below \$46,000,000. Of this \$40,000,000 are chargeable to income.

The Conservative Senators and Members of the House of Commons tendered their Leader, Sir Charles Tupper, a banquet in the Senate restaurant, on Wednesday night last. All opposition members of the Commons but the chief whip and two others who remained to watch the government were present, as well as all Conservative Senators who could attend. No more enthusiastic demonstration has ever been witnessed in the history of the party, not even in the days of the old guard. Senator Allen presided, with Hon. Messrs. Fisher, Quinn, Ferguson, Tisdale, Aikens, Canning, Wood and other ex-ministers grouped around. In the vice-chairs were Messrs. Dupont, Davin, Clarke Wallace and Cairns. Sir Charles spoke with energy, dignity and warm feeling in reply to the toast of the evening. The other speakers were Senators Carling, Bernier, Ferguson and Loughhead, and Messrs. Foster, Bergeron, Oler, Clarke Wallace, McNeill, Powell, Quinn, Monks, Beatty and Sproule of the Commons. Senator Allen took advantage of the occasion to present Sir Charles with a copy of the address from the Conservative senators which was prepared for the golden wedding celebration and has since been magnificently bound.

This "deal" which the Dominion Government has made with the Grand Trunk Railway Company for the extension of the Intercolonial to Montreal, referred to in the Parliamentary proceedings published in this issue, seems to be of the most shady nature. As a matter of fact it appears to be nothing less than a swindle, for which the people of the Dominion will have to pay between seven and eight millions additional taxes. On Mr. Blair's admission the arrangement will cost the country \$210,000 a year, equal to a capital of about \$7,000,000. Of this amount the Grand Trunk is to be paid \$146,000 a year for 99 years and the Drummond County railway is to receive \$64,000 a year. In addition to these amounts the Government is to pay \$300,000 towards the cost of carrying Victoria Bridge. For this enormous outlay, it cannot be shown that the country or the Intercolonial is to be in any way benefited. In the first place the new extension will not shorten the distance between Montreal and the Maritime Provinces. On the contrary it will be 76 miles longer than the C.P.R. line between Montreal and Halifax. Between Lewis and Montreal it will indeed be 13 or 14 miles shorter than the Grand Trunk line which now does the work. The Drummond County road, for which the Government agrees to pay so heavily, was built as a lumber road, and is about 90 miles in length. It branches from the Grand Trunk at a point 33 miles east of Montreal, and runs parallel with it and but a short distance from it. The extension will consist of a few miles of the Grand Trunk, the Drummond County road, and then 35 miles more of Grand Trunk, with the use of the Victoria Bridge to Montreal. We have shown that, so far as time and distance are concerned, there will be practically no saving. It can be easily shown that there is no possible need of the extension. There are already three different lines of railway between Montreal and Quebec. There is the C.P.R. connecting with the I.C.R. at Fredericton Junction, constituting the shortest line to the Maritime Provinces; then the Grand Trunk connecting with the I.C.R. at Lewis, and finally the C.P.R. on the north shore of the St. Lawrence and connecting with the I.C.R. by ferry at Quebec. It will thus be seen

that the country cannot benefit by the road; the Intercolonial will not only not benefit, but will be rendered less independent in consequence. The gainers are to be the Grand Trunk company, to the extent of about \$4,000,000, and some friends of the government in Montreal, who will likely make a million out of this. This is a "deal" that exemplifies the "purity" of a Grit Government!

KIDNEY SENSE.

Cure-alls are out of the Question in Kidney Disorders—A Liquid Solvent—A Specific Kidney Tonic is the Only Safe Remedy.

How Many Discover When It Is Too Late that the kidneys have literally been ground out by the little solid particles which are contained in the blood of all sufferers from kidney disease, and which accumulate in the system? Science says and medical science has proven that a liquid solvent which will dissolve these solids and eradicate them from the system is the only safe cure for kidney disorder. South American Kidney Cure is a solvent. It has been tested in almost hopeless cases, and there is yet to be recorded against it. This is not a medicine, but a faithful trial. This will not do it as they are not solvents. Don't trifle. Sold by GEO. E. HUGHES.

Dominion Parliament.

In committee of supply on Thursday the 10th, on the railway estimates Sir Charles Tupper asked for information in reference to the agreement for the extension of the Intercolonial to Montreal. Hon. Mr. Blair said the agreement had been concluded so far as possible without the parliamentary authority. The terms had been agreed upon with the G. T. R. and the Drummond County railway to secure the extension of the Intercolonial to Montreal. The terms had been agreed upon with the G. T. R. and the Drummond County railway to secure the extension of the Intercolonial to Montreal. The terms had been agreed upon with the G. T. R. and the Drummond County railway to secure the extension of the Intercolonial to Montreal.

The question next to be considered was as to what was the best route to take to Chaudiere Junction. He came to the conclusion that the Grand Trunk line was objectionable. It was a longer route than the others. Sir Charles Tupper—How much longer? Hon. Mr. Blair—About twenty miles. It was thought under the circumstances it was better to try another route. The Drummond County was found more advantageous. Negotiations were therefore entered into with the Drummond County railway to purchase the line. The line commenced at a point on the Grand Trunk known as St. Roseville, thirty-five miles from Montreal and runs to a point known as Moose Park, thirty-three miles from Chaudiere Junction. The latter portion is now in course of construction. The company agree to complete this portion. The government intend to lease the whole system when completed. The estimates which the government reserved as the probable estimate of the Drummond railway when completed will be \$1,000,000, not including land damages. The company undertake to make the road the equal of the Intercolonial standard. The government concluded it could not construct the road for less than \$1,000,000, leaving the probable amount of land damages, uncertain. Hon. Mr. Blair said the government concluded it would be possible to save \$100,000 or \$200,000, and decided to close with the Drummond County railway. For \$84,000 a year they leased the line from St. Roseville to Chaudiere Junction, that equals 4 per cent. on \$1,000,000. The government proposed to pay \$6,000 for the use of tracks, bridges, etc., at Quebec. The lease will be for ninety-nine years for the annual rental of \$7,000. The expiration of ninety-nine years the railway becomes the absolute property of the government. Hon. Mr. Foster asked if the government also acquired in ninety-nine years the property at Chaudiere for which \$6,000 a year was to be paid. Hon. Mr. Blair—No, we do a half interest with regard to agreement with the Grand Trunk. The sum of \$10,500 per year is to be paid for the running rights from St. Roseville to the Victoria bridge. The agreement was for a period of ninety-nine years and were renewable. For the use of the Victoria bridge the government would pay \$40,000 per annum, and for the terminals at Montreal \$62,500 a year. The total rent payable to the Grand Trunk would be \$140,000. The

HOME COMFORT

ROLL OF HONOR.

THREE GOLD AND ONE SILVER MEDAL

The World's Industrial and Cotton Centennial Exposition, New Orleans

HIGHEST AWARDS

Nebraska State Board of Agriculture, 1897.

Alabama State Agricultural Exposition, 1898.

AWARD

Chattahoochee Valley Expt., Columbus, Ga., 1898.

HIGHEST AWARDS

World's Columbian Exposition, Chicago, 1893.

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contract has been executed and would be laid on the table of the House immediately. Sir Charles Tupper asked Mr. Blair how the distance from Montreal to Halifax by this route compared with the distance by the Canadian Pacific and Intercolonial through St. John. This inquiry, he said, was however, of no importance. The main thing was to carry the Intercolonial to the business centre. But asked Sir Charles, "has not the minister of railways considered the question of competition?" Hon. Mr. Blair said he did not care whether the mileage was greater or less the Intercolonial could not do business as it had done. If Mr. Tupper could show that business would be taken from the Canadian Pacific and transferred to the Intercolonial so much the better for us and the worse for the C. P. R. This government was not going to bother about results to the Canadian Pacific. Sir Charles insisted that Hon. Mr. Blair could not bluff the house this way. The point was whether the country was getting any value for an expenditure of \$210,000,000 annually representing seven million of capital. Did the minister of railways think his ability was so transcendently superior to that of Messrs. Van Horne and Shandry that with a seventy-five mile longer haul he could make money in competition with them, if freight was taken from the shorter route and carried at a loss. He failed to see any advantage in it. Mr. Laurier had promised to assist Quebec city and provide a bridge bridge would have given the Intercolonial a terminus, but this plan carried the road away from Quebec. Nobody need be surprised now, said Sir Charles, that this agreement has been kept in the dark so long as it was. It was a general in opening parliament, said Hon. Mr. Blair, that the Intercolonial had had in contemplation an extension of the Victoria Bridge. Having come to an agreement with the Grand Trunk about the bridge and the terminals. The question next to be considered was as to what was the best route to take to Chaudiere Junction. He came to the conclusion that the Grand Trunk line was objectionable. It was a longer route than the others. Sir Charles Tupper—How much longer? Hon. Mr. Blair—About twenty miles. It was thought under the circumstances it was better to try another route. The Drummond County was found more advantageous. Negotiations were therefore entered into with the Drummond County railway to purchase the line. The line commenced at a point on the Grand Trunk known as St. Roseville, thirty-five miles from Montreal and runs to a point known as Moose Park, thirty-three miles from Chaudiere Junction. The latter portion is now in course of construction. The company agree to complete this portion. The government intend to lease the whole system when completed. The estimates which the government reserved as the probable estimate of the Drummond railway when completed will be \$1,000,000, not including land damages. The company undertake to make the road the equal of the Intercolonial standard. The government concluded it could not construct the road for less than \$1,000,000, leaving the probable amount of land damages, uncertain. Hon. Mr. Blair said the government concluded it would be possible to save \$100,000 or \$200,000, and decided to close with the Drummond County railway. For \$84,000 a year they leased the line from St. Roseville to Chaudiere Junction, that equals 4 per cent. on \$1,000,000. The government proposed to pay \$6,000 for the use of tracks, bridges, etc., at Quebec. The lease will be for ninety-nine years for the annual rental of \$7,000. The expiration of ninety-nine years the railway becomes the absolute property of the government. Hon. Mr. Foster asked if the government also acquired in ninety-nine years the property at Chaudiere for which \$6,000 a year was to be paid. Hon. Mr. Blair—No, we do a half interest with regard to agreement with the Grand Trunk. The sum of \$10,500 per year is to be paid for the running rights from St. Roseville to the Victoria bridge. The agreement was for a period of ninety-nine years and were renewable. For the use of the Victoria bridge the government would pay \$40,000 per annum, and for the terminals at Montreal \$62,500 a year. The total rent payable to the Grand Trunk would be \$140,000. The

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DIAMOND JUBILEE TEA

1837 1897

To be held near the Railway Station, Charlottetown, on

MONDAY, July 5th.

next, in aid of St. Michael's Church Building Fund.

This being the first Tea of the season in the world known as the Moose Park thirty-three miles from Chaudiere Junction. The latter portion is now in course of construction. The company agree to complete this portion. The government intend to lease the whole system when completed. The estimates which the government reserved as the probable estimate of the Drummond railway when completed will be \$1,000,000, not including land damages. The company undertake to make the road the equal of the Intercolonial standard. The government concluded it could not construct the road for less than \$1,000,000, leaving the probable amount of land damages, uncertain. Hon. Mr. Blair said the government concluded it would be possible to save \$100,000 or \$200,000, and decided to close with the Drummond County railway. For \$84,000 a year they leased the line from St. Roseville to Chaudiere Junction, that equals 4 per cent. on \$1,000,000. The government proposed to pay \$6,000 for the use of tracks, bridges, etc., at Quebec. The lease will be for ninety-nine years for the annual rental of \$7,000. The expiration of ninety-nine years the railway becomes the absolute property of the government. Hon. Mr. Foster asked if the government also acquired in ninety-nine years the property at Chaudiere for which \$6,000 a year was to be paid. Hon. Mr. Blair—No, we do a half interest with regard to agreement with the Grand Trunk. The sum of \$10,500 per year is to be paid for the running rights from St. Roseville to the Victoria bridge. The agreement was for a period of ninety-nine years and were renewable. For the use of the Victoria bridge the government would pay \$40,000 per annum, and for the terminals at Montreal \$62,500 a year. The total rent payable to the Grand Trunk would be \$140,000. The

Hockman Band in attendance.

Railway fare 25c. (including day).

June 16, 1897.

AGRICULTURAL PIC-NIC.

A Grand Agricultural Pic-Nic

In Aid of the Church Funds

WILL BE HELD

AT ST. THERESA'S,

—ON—

TUESDAY

JUNE 29th, Inst.

Abundantly supplied tables and saloons well stocked with temperate drinks will be provided, and the amusement usual at such gatherings will be arranged for. In the afternoon there will be a musical performance, on matters specially pertaining to the interests of the farmers. Mr. A. G. Gilbert, manager of the poultry department of the Experimental Farm, Ottawa, will speak about poultry, now becoming so important to the farmers. This is a subject with which he is thoroughly conversant. Mr. G. W. Forrest, Superintendent of the Experimental Farm at Napanis, N.S., will speak on dairying, rotation of crops, and stock raising. One or two other speakers are also expected to deliver addresses on agricultural subjects. Farmers are respectfully requested to attend this Pic-Nic, as they will not only derive much benefit to themselves, but will also be able to see the tea tables will be ready at 12 o'clock, sharp, and the speaking will commence not later than 1 o'clock. Train arrangements will be published later. Tickets, including tea, 25 cents.

BY ORDER OF COMMITTEE.

June 9, 1897—31

STEEL HOTEL AND FAMILY RANGES

Always ready to range to suit only by on

Travelling Ranges, from our own

Manufacture, and are

Made of Malleable Iron and Wrought Steel

and will last a lifetime with ordinary care.

Over 25,000 sold to January 1st, 1896.

WROUGHT IRON RANGE CO.

98 to 100 PEARL STREET,

TORONTO, ONTARIO.

SOLD BY J. H. B. & CO.,

400 BROADWAY, N.Y.

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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, Towelling, Towels, Print, White and Grey Cottons, cheaper than ever.

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