

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, NOV. 11, 1908

Vol. XXXVII, No. 48

School Books.

School Term 1908-9.

All the authorized School and College Books

TEXT BOOKS

For City and Country Schools and Colleges. Also a full supply of

College Supplies

WHOLESALE AND RETAIL.

Write us for new School Book Price List and Course of Studies.

Mail Orders Promptly Filled.

CARTER & Co., Limited

WHOLESALE AND RETAIL.

Dominion Coal Company's

COAL!

As the season for importing coal to this Province is again drawing near, we wish to advise dealers and consumers of coal that we are in a position to grant orders for Reserve, Screened Run of Mine, Nut and Slack Coal from Dominion Coal Co's Mines, F. O. B., loading piers at Sydney, Glace Bay and Louisburg, C. B.

We guarantee good despatch for schooners at loading piers.

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

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

Schooners always in demand during the season and chartered at highest current freight rates.

PEAKE BROS. & CO.,

SELLING AGENTS FOR P. E. ISLAND.

March 25-41

HARDWARE!

Largest Assortment, Lowest Prices.

WHOLESALE and RETAIL

Fennel and Chandler

Spring & Summer Weather

Spring and Summer 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.

YOUR Fall Overcoat IS AT BROWN'S.

Don't forget that I can save you a Dollar on your next Suit or Overcoat.

I am also headquarters for Hats, Caps, Underclothing, Shirts, Vests, and everything in the line of

Gen's Furnishings.

H. H. BROWN,

The Young Men's Man.

158 Queen Street.

The Atlantic Mutual Fire Insurance Association.

OFFICERS OF THE ASSOCIATION:

President.....JOHN D. CHIPMAN.....St. Stephen
Vice-President of St. Stephen's Bank. Director of Imperial Trust Company.
First Vice-President.....A. B. SCHOFIELD.....St. John
Paper Merchant. Ex-President of St. John Board of Trade.
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Solicitor.....DR. A. O. EARLE, K. C., LL. B.....St. John
Bankers—Bank of BRITISH NORTH AMERICA.

The following letters speak for themselves:

THE MARITIME MANUFACTURING COMPANY, LIMITED.

W. I. FENTON, Esq., Managing Director, Atlantic Mutual Fire Insurance Association, St. John, N. B.

Dear Sir,—I acknowledge receipt of your cheque for \$5,000.00, in settlement of loss in recent fire, under Policy in your Company, No. 1175. We wish to place on record our appreciation of the promptness and fairness with which you settled said claim, and to say that among six companies in which we were insured, your cheque was the first to reach us. And further you may use this letter if you wish.

Yours very truly,

THE MARITIME MANUFACTURING COMPANY, LIMITED,

J. McL. FRASER, Secretary-Treasurer and Manufacturing Director

S. J. PARSONS, Esq., Agent Atlantic Mutual Fire Insurance Co., Woodstock, N. B.

Dear Sir,—I beg to acknowledge receipt of the Company's cheque on Bank R. N. A. for the full amount of my claim for damages by the fire of January 5th, 1907. I placed the claim in your hands on the 22nd, and have the Company's cheque on the 25th, so have to thank your company for this prompt response and for their courteous treatment. I shall place other insurance with you as soon as it can be arranged.

I feel both safe and satisfied in dealing with the Atlantic Mutual.

Yours very truly,

(Sgd.) A. W. BROWN.

LONDONDEERY, N. S., December 15th, 1906.

TO ATLANTIC MUTUAL FIRE: Received from the Atlantic Mutual Fire Association the sum of Two Hundred and Seventy-Five Dollars, in full settlement of my claim against the Association. I can acknowledge the promptness of this settlement, having been paid my claim within three days of my loss.

Yours truly,

(Sgd.) GEO. L. MUNRO.

JAMES H. REDDIN, Barrister, etc. CITY HOTEL BUILDING, SPECIAL AGENT FOR P. E. ISLAND. June 17, 1908-3m

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 New Posts, Cypress Gutter and Conductors. Kiln dried Spruce and Hardwood Flooring, Kiln dried clear spruce, sheathing and clapboards, Encourage home Industry.

ROBERT PALMER & CO.,

'PEAKE'S No. 3 WHARF,

CHARLOTTETOWN.

PLATFORM OF THE Liberal-Conservatives OF PRINCE EDWARD ISLAND IN PROVINCIAL AFFAIRS.

THE PLATFORM.

PROVINCIAL RIGHTS.

The preparation and presentation of this Island's claims against Canada, including amongst others, the following:

1. The cost of the Prince Edward Island Railway, amounting to \$3,144,000, with interest since 1873.
2. Damages for non-fulfilment of the terms of Union respecting continuous communication between this Island and the Mainland.
3. Fair transportation rates.
4. The tunnel.
5. Compensation in respect to the Public Lands of Canada which have been transferred to the larger Provinces without any consideration for the interest of this province therein.
6. An equivalent for the increased subsidies granted the larger provinces to meet the increased cost of education, public works and agriculture.
7. The payment of the subsidies upon an assumed population of at least 150,000, as was done in the case of British Columbia, Manitoba, Saskatchewan and Alberta, inasmuch as the failure of this Province to attain that population is owing to the default of the Dominion.
8. Restoration of original representation in the Federal Parliament.
9. Our share of the Fishery Award.

AGRICULTURE.

Agriculture being the principal business of this Island should occupy the chief place in the course of studies in the Public Schools.

2. The establishment of an Experiment Station of Canada of the Government of Canada of this Province should be urgently pressed to a successful issue.

3. The department should be charged with the duty of negotiating and arranging for better transportation facilities and fair freight rates for this Island's exports and imports and with the collection of its trade statistics.

4. A complete re-organization of this department under a practical head is essential.

EDUCATION.

1. Remedy the existing grievance arising from the excessive prices and inferior quality of text books and school supplies. Let the Government purchase school books and supplies at wholesale prices and furnish the same to the schools at cost.

2. Provide adequate salaries for teachers, and by a scale of increase based upon experience and competence, give sufficient encouragement to them to remain in the profession.

3. Provide a thorough Normal School training for all candidates for teacher license.

4. Adapt the system generally to the special needs of this Province.

PUBLIC WORKS.

1. That the Province, except the incorporated towns, be divided into Road Districts and the road taxes collected within each district be expended therein under the supervision of the road officer of each district, and that the deficiency if any be made up out of the general revenue.

2. That such expenditure be made by public competition, so that all taxpayers may have an opportunity of performing work in lieu of taxes.

3. That all amounts in addition to such taxes required by the several districts for their public works be apportioned to the respective districts by resolution of the Legislature.

4. That proper provision be made for the locating, breaking, repairing and making out of the course of winter roads.

5. That road officers receiving yearly salaries be not allowed any further sums for commission or wages in connection with public works.

6. A complete investigation of the department, a reorganization and improvement of the whole system, and capable administration of the same.

052.20 the two items totalling \$334,052.20.

The financial balance was thus against us from the outset to the amount of at least \$150,000 per annum. We also have come under a much heavier debt and had made a clear gift to Canada of a railway which cost us \$3,144,000.

Two motives appear to have actuated the Island statesmen of that time, the one in a minor degree being the fear of deficits on the Island railway and the other, in the highest degree, the promise of the Government of Canada to provide "continuous communication" between this Island and the mainland.

It must be borne in mind that in surrendering to Canada the tariff-making power we placed in their hands the direction of our commercial and industrial development, out of the independent lines of trade we had established and thereby made our future welfare depend so much more upon continuous communication with the mainland of Canada, what we have lost by the non-fulfilment of the terms of Union no man can estimate.

Twenty years ago a claim was made up for financial damages amounting to \$5,000,000 which was conceded by both local political parties of the time not to be excessive. Under the pressure of immediate need the claim with the added wrongs of the intervening years was sold out in 1901 by our local Government for a paltry subsidy of \$30,000, which certainly did not measure one fifth of our actual financial loss, while for the conceded development of the Province "in which time lost is forever lost" and for our consequent loss of population no compensation was given.

In 1873 it was estimated that the expenditure of Canada upon its public works on the mainland would amount to \$79,000,000. For this we were allowed compensation on the balance of the debt. When we consented to allow Canada to charge us as part of our debt the cost of our railway and forthwith presented the railway to Canada it was not contemplated that the further expenditure on railways and canals on the mainland should amount to hundreds of millions more than the estimate.

The system of paying subsidies to railway companies up to \$6,400 a mile was still in the future. The enormous increase of taxation was not even dreamt of. The complete change in the railway policy of Canada since 1873 justifies our claim (which will be called claim Number 1) to be allowed the cost of the railway which we gave to Canada upon the assumption that the railway policy of Canada was then settled. Since that time a railway has been built by Canada in the neighboring Island of Cape Breton which cost \$3,800,000, costing the Province of Nova Scotia not one cent. Why this unjust discrimination? Is accordance with the railway policy carried out in Canada today a private company constructing such a road would receive a subsidy from Canada of from \$3,200 to \$6,400 per mile and would then own the road. We got nothing and gave the road away.

CLAIM No. 2.—Damages for Non-fulfilment of the Terms of Union Respecting "Continuous Communication."

We sold out the damages up to 1901. Since that time we have suffered severely. Take for example. In the year 1902 1903 there were 45 days on which there were no trips and 33 days on which half trips only were made by the Winter Boats. In 1904 5 there were 54 days with no trips and 19 with half trips, and the same failure is always staring us in the face and paralyzing our energies. Men in this Province were ruined by the disastrous years and the general losses were enormous in the aggregate. The justice of this claim cannot be questioned.

Closely involved with this Claim are Claims No. 3, Fair Transportation Rates, and the Remedy for all, No. 4, The Tunnel.

These questions have been so fully discussed and so many are all parties in accord that little further need now be said.

The three haul rate is one of our greatest minor grievances. It is increased by the unfortunate and ruinous policy which is driving our coasting vessels out of the trade and delivering it over to foreigners. Our coasters with fair play would live, increase and thrive. Their freight rates would ease the present situation to the advantage of the shippers and the ship owners but it would appear as if the intention of "the power" was to kill off our coasting trade and drive us absolutely into the three haul rate system of transportation.

THE TUNNEL.

The great hope of this Province is the Tunnel. We should not rest or pause until the whole question is (Continued on fourth page.)

HAD BACHACHE.

Was Unable To Do House-work For Two Years

Many Women Suffer Untold Agony From Kidney Trouble.

Very often they think it is from so-called "female disease." There is less "female trouble" than they think. Women suffer from backache, sleeplessness, nervousness, irritability and a dragging down feeling in the loins. So do men, and they do not have "female trouble."

Why, then, blame all your trouble to "female disease?" Most of the so-called "female disorders" are no more or less than "kidney disorders," and can be easily and quickly cured by Doan's Kidney Pills.

Mrs. C. Dupuis, Bellevue Village, N.B., writes: "I was unable to do my house-work for two years on account of backache. I could not get up the stairs. Doan's Kidney Pills cured me permanently after doctors failed to give relief. The pills can highly recommend them to all sufferers from kidney trouble." Price 50 cts. 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.

MISCELLANEOUS.

NOT FOR HIM.

"In the third act," said the author. Who was explaining the plot for a new play, "the hero—that's you—becomes morose and proceeds to trample on all the ties of friendship and—"

"Say," interrupted the would be star "cut that out, I don't propose to do any tie tramping. It's too suggestive."

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. All dealers.

Keep Minard's Liniment in the House.

TALKS ALL THE TIME.

"Now, John, do give close attention to everything I say."

"Yes, dear, but"

"But what?"

"I have to give some attention to business, you know."

Muscular Rheumatism.

Mr. H. Wilkinson, Stratford, Ont., says:—It affords me much pleasure to say that I experienced great relief from Muscular Rheumatism by using two boxes of Milburn's Rheumatic Pills." Price a box 50c.

THE BEST OF FRIENDS.

Stella—I met Jack and his wife to-day, and he introduced me as an old flame of his.

Maud—The idea! Why I remember when he used to call on you, and you couldn't have been a day over thirty!

Minard's Liniment cures Neuralgia.

THE MODERN NOMAD.

"Did you ask that man why he paid rent instead of owning his own home?" asked one real estate agent.

"Yes," answered the other. "He said he didn't. He kept moving."

HE HAD REFORMED.

Wife—You used to say I was pretty. Have I changed?

Husband—No but I quit lying after I joined the church.

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

SYMPATHY.

"What made you kick Timpson?"

"He called me an ass."

"Oh, well, kicking is a characteristic of asses, but I shouldn't think you'd want to confirm Timpson's statement so quickly."

CURE FOR DYSPEPSIA

As is well known, this troublesome complaint arises from overeating, the use of too much rich food, neglected constipation, lack of exercise, bad air, etc. The food should be thoroughly chewed, and never boiled or swallowed in haste. Stimulants must be avoided and exercise taken if possible.

A remedy which has rarely failed to give prompt relief and effect permanent cure, even in the most obstinate cases, is

BURDOCK BLOOD BITTERS

It acts by regulating and toning the digestive organs, removing acridities and increasing the appetite and restoring health and vigor to the system.

Dr. James Burdock, Gold River, N.S., writes:—"I was greatly troubled with dyspepsia, and after trying several doctors to no effect, I commenced taking Burdock Blood Bitters and I think it is the best medicine there is for that complaint." For Sale at all Druggists and Dealers.