

# The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, APRIL 22, 1908

Vol. XXXVII, No. 17

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## OAK BRAND TEA.

In order to introduce our Oak Brand Tea we will ship and prepay freight to any station or shipping point on P. E. Island an 18 lb. caddy, and if you are not satisfied in every way return at our expense, and we will refund your money. Cut this out and enclose \$4.00 and mail to us.

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Enclosed find \$4.00 for which you will send us a caddy of tea as advertised in this paper.

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Spring and Summer weather calls for prompt attention to the

### Repairing, Cleaning and Making of Clothing.

We are still at the old stand,

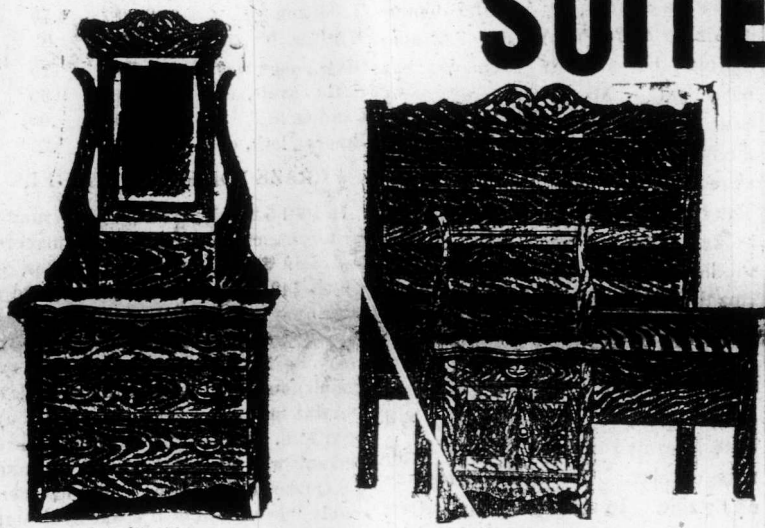
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Giving all orders strict attention.

Our work is reliable, and our prices please our customers.

### H. McMILLAN,

## This Bedroom



3 pieces as shown, \$12.50, at any station on the P. E. Island Railway.

We are headquarters for everything in

## Furniture and Carpets!

And we guarantee you

## Better Goods for Less Money Than you'll find anywhere else.

### MARK WRIGHT Fur. Co.

## 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 Newel 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.

## UP-TO-DATE HATTER,

## Clothier & Furnisher

When you want your

## SPRING SUIT,

Hat, Cap, Shirt, Vest, come to the only exclusive

## GENTS' OUTFITTER

In the city. I can easily save you a dollar on your next suit, because I do a strictly cash business.

## H. H. BROWN,

The Young Men's Man.

158 Queen Street.

## Prince Edward Island in the House of Commons.

(From Hansard)

During the budget debate in the House of Commons, Ottawa, on the 2nd inst., Mr. Alex. Martin, M. P. for Queens, discussing the budget said:

It was not my intention to take part in this debate, for indeed I was of the opinion some days ago that it had already extended beyond the usual term of debates on this very important question. But, when I heard my learned friend from King's (Mr. J. J. Hughes) make such a halting and rambling speech about some things which he knew very little about and some other things which were not exactly to the point, I thought I would say a few words in reply to him. He commenced by taking about Sir Mackenzie Bowell and his cabinet of some years ago.

An hon. Member. Ancient history. Mr. A. A. Martin. Very ancient history. He gave us some ancient history which was not very true and some modern history which was not history at all. Just think of comparing the cabinet of Sir Mackenzie Bowell with the Liberal cabinet which has existed since 1896. Why, Sir, the men who were in the cabinet of Sir Mackenzie Bowell left a record which stands high in the history of this country and they went out of power without any one ever thinking of making charges against them such as have been made and proven against members of the Liberal cabinet. Then, the hon. gentleman (Mr. J. J. Hughes) referred to the balance of trade. Now, I believe it to be true that when a man knows very little about a thing he can talk for a long time about it, and the less he knows about it the longer he will talk. An American statesman was once asked how long he could speak on a certain subject and his reply was: "If I knew a little about it, I would only speak for fifteen minutes, but if I know nothing about it I could speak for three days. That is the position of my hon. friend (Mr. J. J. Hughes) in regard to the balance of trade. His first statement was that the larger the balance of trade against a country the more prosperous that country is. I suppose, if the hon. gentleman were a member of the government he would have a paragraph in the speech from the Throne, put into the mouth of the Governor General to the effect: "We are most pleased to see that the balance of trade against us is largely increasing every year; we are pleased to see that the imports have largely increased, that the exports have largely decreased and we look to the day when the exports will vanish altogether and the country then will be prosperous indeed. I suppose these are the happy days my hon. friend would be glad to see. I suppose if he ever gets into the cabinet he will have that statement in his speech from the Throne, although I have not yet made up my mind as to whether he is looking for a portfolio or a seat in the Senate, but I think from the proxy speech he has delivered to-day the Senate would be the proper place for him."

An hon. Member. What about the tunnel? Mr. A. A. Martin (Queens). The hon. gentleman did not mention the tunnel. He was strong on the transcontinental railway but he never said a word about his own province. In season and out of season he is here praising this government and I suppose they will have to reward him. If not they ought to. I wish to point out something which is very remarkable in his speech. He said that the revenue and the expenditure of the country has increased nearly threefold but the taxation had decreased 14 per cent. Can you, Mr. Speaker, on any member of this House, on any sane member or any insane member for that matter, lay down the proposition that the revenue has increased nearly threefold and the taxation has decreased 14 per cent. I do not think I need dwell very long on that. The hon. member spoke of the stringency, he steered clear of it, but he would tell us that this country is very prosperous. I beg to give him some recent figures as to the financial condition of this country. I have here the latest returns of business failures in Canada. They show a heavy increase in the number of failures and in the liabilities of the insolvent. I shall read those returns to the House so just how much the hon. gentleman knows about the financial situation:

Insolvencies in Dominion of Canada during the first quarter of 1908. I intend to rise in my place and advocate the wants and needs of my province, in season or out of season. Here is a copy of the resolution: Resolution passed unanimously by the legislative assembly of Prince Edward Island, March, 1908. Resolved that this legislature, recognizing the difficulties and loss entailed to owners and charterers of sailing vessels, also to the commerce of the province, on account of the preference habitually given to steam tonnage as distinguished from sailing vessels, at the piers of the leading collieries in Nova Scotia, in the matter of loading coal cargoes, respectfully request the government of Nova Scotia to exercise such powers as may be within its rights, to secure fair and equitable treatment for the sailing vessels at such piers and if those powers be inadequate to the end proposed, recommend that said government have recourse to the federal authorities, with a view to securing the rights and privileges in question.

Further resolved, that this legislative assembly respectfully request the federal government to pass such legislation, if necessary, as will give the sailing and steam tonnage equal rights in their proper loading turns at the coal piers in Nova Scotia. Now, this is a live question, but my hon. friend (Mr. J. J. Hughes) left aside all such questions and went into ancient history. There is nothing that he asked for Prince Edward Island. His speech is in effect: "The government is doing just lovely. He talks about the Grand Trunk Pacific and the service it is doing. What service is it doing for his own province? Has he been sent up here to advocate the Grand Trunk Pacific at this late day? And has he told us of the increased cost of the Grand Trunk Pacific at this late day? That it has increased ten-fold! He talks about having this railway from the west to Moncton. He says, further, that the government are going to provide a new steamer for Prince Edward Island; and he accounts for the increase in our public expenditure from \$49,000,000 by the fact that the government are going to build this new steamer for Prince Edward Island. Did you ever hear anything so logical as that. Mr. Speaker? Mind you, this expenditure has not yet been made, and this new vessel not yet provided. And I am not sure that we are any nearer to having the vessel now than we were three years ago when the late Minister of Marine and Fisheries (Mr. Prentiss) was in office. The whole expenditure, when it is made, will be about \$300,000 or \$400,000. And such an expenditure which has not yet been made, is used by the hon. gentleman to account for an increase of \$80,000,000 or \$70,000,000 in our national expenditure.

Nor did the hon. gentleman say anything about the fact that the Minister of Public Works (Mr. Pugsley) was anxious to go to Toronto, which is a good Conservative city, and survey for a tunnel to serve a small island having on it about fourteen voters—at least, that is what I have heard. My hon. friend, apparently, is quite willing that the government should survey for a tunnel between Toronto and this island with fourteen people and do it at once. And why? Because the president of the Reform Association, Mr. Haney, accompanied the deputation here. But the hon. gentleman (Mr. J. J. Hughes) had nothing to say about a survey for a tunnel under the straits of Northumberland which was promised to the province of Prince Edward Island some thirty-five years ago. This is a fair sample of what the hon. gentleman stood up to speak for. It is evidently a speech to get him in good graces of the ministry, so that if there is a vacancy—But I do not know whether they would take him in or not, but there may be a vacancy somewhere else. I had not intended to speak, but I thought that a few words in reply to the hon. gentleman for King's (Mr. J. J. Hughes) would be in order.

On April 6th, Mr. J. J. Hughes moved that the names "Intercolonial Railway" and "Prince Edward Island Railway" should be dropped and the name "Interprovincial Railway" substituted therefor. Mr. Alex. Martin, member for Queens, discussing the resolution said:

I am sorry there is not a fuller House on this occasion when my hon. friend from King's, Prince Edward Island (Mr. Hughes) has brought up this important question. I am sorry so few ministers are in their places; I am sorry the Minister of Marine and Fisheries is not here. This is a question of great importance, both to Prince Edward Island and to the whole of Canada. I have no criticism to make of the manner in which the hon. gentleman has treated the subject, but I doubt if

(Continued on fourth page.)

1908, according to returns of R. G. Dunn & Company, were abnormally heavy, exceeding the returns for the corresponding months in every year of the preceding decade, and there was also a new record as to number of failures.

Liabilities heavy. The 512 defaults for \$5,036,093, compared with 320 failures last year, when liabilities were \$2,976,695. Manufacturing failures numbered 133, against 89, and liabilities were \$2,135,453 against \$1,491,296. There were 362 trading failures for \$2,732,318 against 229 last year, when the amount involved was \$1,255,149.

Other commercial failures numbered 177, against 77, and liabilities of \$109,122 made the only favourable comparison with last year's returns, when the amount of defaulted indebtedness was \$230,250.

Ontario leads list. Comparison by provinces shows an increase over last year's figures in every instance as to amount of liabilities, the chief difference occurring in Ontario, Quebec and Alberta.

Province.	1908	1907	1908	1907
Ontario	200,129	129,840	\$1,478,689	\$1,190,575
Quebec	216,135	2,069,746	1,190,575	1,190,575
British Columbia	12	11	101,630	81,389
Nova Scotia	14	12	80,800	39,580
Manitoba	9	11	209,100	57,500
New Brunswick	10	12	102,500	67,812
P. E. Island	1	1	25,900	2,500
Alberta	50	9	417,287	71,950
Total	512	320	\$5,036,093	\$2,976,695

I suppose that the hon. gentleman will attribute this great increase in the number of trade against the country is not larger than it is. I need not dwell on these figures, comment is unnecessary.

The hon. gentleman spoke of what this great government is doing but he carefully refrained from referring to live issues. I would suppose from hearing him speak that he felt it necessary to speak in order to say something in favour of the government, so that the government at the proper time would reward him for the praise he has so lavishly bestowed on them in season and out of season. He did not refer to the Quebec bridge, to the Civil Service Report, to Marwin, to the 'Aretic' or to graft, but he said that the government had decreased the duty on tobacco, cigars and cigarettes. I was not aware that they had reduced the duty on tobacco. I think the Finance Minister this year announced in the House that they had reduced the duty on cigarettes. It may be that by the French treaty they have reduced the duty on French wines.

I expected that a gentleman from my province would, as I have said, refer to some live questions. There is, for instance, the coasting trade in the maritime provinces, a very live question. Did the hon. gentleman refer to it? He was as silent as an oyster in regard to it. Did he refer to the minute of council passed by the government of Prince Edward Island of which he is an ardent admirer and supporter, taking this government to task for non-fulfilment of the terms of confederation in respect to that province? Did he refer to the grievances of Prince Edward Island which are questions of intense interest here? I hold in my hand a letter addressed to me by the legislative council of Prince Edward Island on this subject. These are live questions. My hon. friend has just left his seat; I hope I did not drive him away. I tried to treat him as leniently and kindly as I possibly could under the circumstances and I thought he would try to stand fire. This letter refers to a matter in reference to which he might have been of some service to his province. This letter reads:

Mr. Martin (Queens, P. E. I.) Charlottetown, Prince Edward Island, March 27, 1908. Alex. Martin, Esq., House of Commons.

Dear Sir.—Acting under instructions of the legislative assembly of this province. I beg to inclose a copy of a resolution unanimously adopted by this House, and am requested to ask that the matter referred to receive your most earnest and immediate attention.

Yours respectfully,  
R. H. MONTGOMERY,  
Clerk of the legislative assembly, Prince Edward Island.

Resolution passed unanimously by the legislative assembly of Prince Edward Island, March, 1908.

Resolved that this legislature, recognizing the difficulties and loss entailed to owners and charterers of sailing vessels, also to the commerce of the province, on account of the preference habitually given to steam tonnage as distinguished from sailing vessels, at the piers of the leading collieries in Nova Scotia, in the matter of loading coal cargoes, respectfully request the government of Nova Scotia to exercise such powers as may be within its rights, to secure fair and equitable treatment for the sailing vessels at such piers and if those powers be inadequate to the end proposed, recommend that said government have recourse to the federal authorities, with a view to securing the rights and privileges in question.

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(Continued on fourth page.)

## CONSTIPATION.

Although generally described as a disease, can never exist unless some of the organs are deranged, which is generally found to be the liver. It consists of an inability to regularly evacuate the bowels, and as a regular action of the bowels is absolutely essential to general health, the least irregularity should never be neglected.

MILBURN'S LAXA-LIVER PILLS have no equal for relieving and curing Constipation, Biliousness, Water Brash, Heartburn, and all Liver Troubles. Mr. A. B. Bettes, Vancouver, B.C., writes:—For some years past I was troubled with chronic constipation and bilious headaches. I tried nearly everything, but only got temporary relief. A friend induced me to try Laxa-Liver Pills, and they cured me completely. Price 25 cents per box, or 5 boxes for \$1.00, all dealers, or mailed direct on receipt of price. THE T. MILBURN CO., LIMITED Toronto, Ont.

## MISCELLANEOUS.

### TO STRENGTHEN EYESIGHT.

Eyes may often be strengthened by several times each day lightly pressing the eyeballs. Always rub from the nose toward the temples; also dash the eyes frequently with cold water—in fact, whenever the face is washed.

Milburn's Sterling Headache Powder gives 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.

### STUNG.

"Bigley doesn't bother about politics any more, does he?"  
"No, indeed."  
"Let me see. When was it that he got that gubernatorial bee in his bonnet?"  
"Just before he got it in the neck."

Minard's Liniment cures Dandruff.

### WHAT CURED HIS COLD.

Hicks—I see your cold is better this morning.  
Wicks—Yes, and I believe I've discovered a sure remedy for colds. Hicks—What is it?  
Wicks—A collar button. I swallowed one last night in mistake for a quinine pill.

Mrs. Fred. Laine, St. George, Ont., writes:—"My little girl would cough so at night that neither she nor I could get any rest. I gave her Dr. Wood's Norway Pine Syrup and am thankful to say it cured her cough quickly."

### UNREAL.

"I dreamed last night," said Mrs. Nagget, "that I was in a store that was just full of the loveliest far coats."  
"But," interrupted her husband hastily, "that was only a dream, my dear."  
"Yes; I knew it was before I woke up, because you bought me one."

Young Wife—Am I very dear to you, darling?  
Young Husband—Yes, love; just look at these receipted bills.

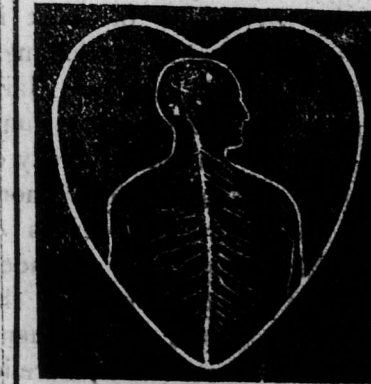
There is nothing harsh about Lax-Liver Pills. They cure Constipation, Dyspepsia, Sick Headache, and Bilious Spells without griping, purging or sickening. Price 25c.

### THE APOLOGY.

He kissed her, and she made him go. But straightway called him back. And said he might apologize. So he took another little smack.

Minard's Liniment Cures colds, etc.

## MILBURN'S Heart and Nerve Pills.



Are a specific for all diseases and disorders arising from a run-down condition of the heart or nerve system, such as Palpitation of the Heart, Nervous Prostration, Nervousness, Stammering, St. A. Pain and Dizziness, Headache, etc. They are especially beneficial to women troubled with irregular monthly menstruation. Price 50 cents per box, or 3 for \$1.50. All Dealers, or THE T. MILBURN CO., LIMITED Toronto, Ont.

THE HERALD

WEDNESDAY, APRIL 22, 1908

SUBSCRIPTION—\$1.00 A YEAR.

PUBLISHED EVERY WEDNESDAY

AT 51 QUEEN STREET,

CHARLOTTETOWN, P. E. ISLAND.

JAMES MCISAAC,

Editor & Proprietor.

Please don't delay your subscriptions for 1907. We need the money, we have earned it and shall esteem it a great favor if you remit now.

The Legislative Session.

The seven weeks Session of the Provincial Legislature came to a close, with almost dramatic suddenness, on Wednesday last. The Leader of the Opposition and his followers in the House had got the Government so completely on the run, that the Premier was evidently completely at sea as to the date of prorogation. This was the condition of things in the House up to midnight on Tuesday. At that stage the Leader of the Opposition asked if the business could not be finished on the following day. This came as a relief to the Government, and arrangements were at once commenced for winding up. It was quite evident that the Leader of the Opposition was master of the House, and that the Government were completely at sea, during the last few days of the session. This is the position to which the Government brought themselves by their arbitrary conduct, during the earlier stages of the session. The conduct of the Government was contemptible and abject in the extreme. Whenever they found their position untenable they had recourse to the despicable resort of hiding themselves behind their officials, their own employees. Of these they made scape goats, to shield themselves from the consequences of their political sins. This is particularly true as regards the Provincial auditor and the assistant Provincial Secretary. The public accounts were falsified, and all information regarding certain statements therein made, was refused the people's representatives. When the public accounts committee was called to investigate these matters, the officials possessing the necessary information were summoned; but, on the advice of the Premier, they were not allowed to tell. If the accounts were not falsified; if statements were not improperly entered therein, why refuse the information? Before the end of the session most of these manipulations were laid bare, and these exposures placed the Government in such a false and untenable position, that they were afraid even of some of their own supporters. Truth never suffers by investigation and the brutal conduct of the Speaker and the Government, in refusing to allow Mr. Newbery to be cross examined by the Leader of the Opposition, showed the Government's false position in that case. All these matters were brought home to the Government in the most forcible manner, by the Leader of the Opposition and his followers. The evidences of graft in connection with the Summer side Court House and Jail; the expenditure of large sums of money without authority of the Legislature or Governor's warrant; the evidences of crookedness, and squandering of public money in the Public Works Department, and numerous other derelictions of public duty were pressed home to the Government so strongly that there was no chance of escape. What was the answer? An attempt to apply the closure.

This is what they had recourse to, in the hope of shutting off discussion and preventing further exposure of their scandalous mismanagement of public business. When the resolution to appoint a committee to press our claims on the Federal Government was before the House, the Leader of the Opposition pointed out how this matter was delayed and mismanaged by the Government. Instead of having the committee embrace members from both sides of the House, or men from outside the House, who might be eminently qualified, the Government made it a purely party affair, and put no one on the committee except some of themselves, and some of the members supporting them in the House. Mr. Mathieson's able presentation of this matter and his exposure of the Government's improper and partisan method of appointing the committee, had the effect of eliciting from M. D. P. Irving, one of the Liberal members, an expression of opinion against the Government. He disapproved of the manner of appointing the committee and considered that broader lines should have been followed. He backed up his statements by voting with the Opposition when the House divided on the question. All the other Government members popped up like jumping jacks, to support the Premier. There were a number of other questions before the House during the session that should be reviewed; but our space this week will not permit of this. The Opposition steadily gained in power as the session advanced and at the close, as we have already stated, had the Government on the run.

The Budget Debate.

MR. MORSON'S SPEECH.

Mr. Morson took a retrospective view of the financial conditions and showed that the large indebtedness of the province at the present time is due to the actions of the present government. By calculating the interest on the \$51,000 left as a debt by the Davies Government in the same way that the Premier has calculated the interest on the balance left by the Conservatives it will be found that the amount would have been raised to \$103,000 by the time the Conservatives left office in 1891. Subtracting this amount from the \$128,000 which was the balance when the Conservatives left office, it will be found according to the Premier's method of calculation that the Conservatives had really added to the debt only \$24,000 or \$25,000. But the Premier says the Conservatives drew two hundred thousand dollars from capital. The interest on that would reduce our subsidy by \$10,000 a year. The Premier forgets to state that the Conservatives obtained an additional subsidy of \$20,000 a year for all time to come; and that this left \$10,000 a year in their favor. That's how the case would stand as to the Conservatives, if the Premier's method of calculation were adopted. When the Conservatives went out of office they left the Province ten thousand dollars a year better off than when they went into office. This statement cannot be successfully combated.

Mr. Morson contrasted the capital payments of the Conservatives with those of the Liberals and showed that those of the Liberals were but little more than those of the Conservatives. He ridiculed the government's capital account. They had put into ordinary revenue this year \$5,000 received for insurance and had charged the amount paid for rebuilding the Prince County jail to capital account. When they came into office they were pledged to make revenue and expenditure meet, and there has not been a credit balance shown at the end of any year since they came into power. But it is said there will be a surplus next year. The Patriot talks of a surplus of \$33,000. The article is misleading from the beginning. The Patriot editor must know, or ought to know, that of the estimated receipts

\$40,000 are to be borrowed. According to the Patriot the more money you can borrow the better. The deeper the government goes into debt the better for the Province. When the Conservatives got that twenty thousand dollars a year from the Dominion Government in 1887, they obtained an increase of net revenue to the amount of \$10,000 a year. And the minute of council on which it was based contained words of hope. It set forth that inasmuch as Public Works had been constructed on the mainland of Canada which would not be beneficial to this Province, the Dominion Government recognizes our rights to a larger subsidy on that account. Upon this principle when large expenditures are undertaken by the Government of Canada, for which this Island will receive little or no benefit, we can get a quid pro quo. Has the government tried to obtain this? No, they never got one cent on account of Public Works that have been undertaken throughout Canada in recent years. House adjourned.

Mr. Morson resumed the Budget debate. He compared the records of the two parties and declared that he could come to no other conclusion than that the affairs of this Province were not now conducted in the same straightforward, honest and economical manner as they were when the Conservatives were in office. He briefly reviewed the facts. Beginning with the report of Mr. F. W. Hyndman, which set forth that when the Davies Government left office the liabilities of the Province were \$51,740.87, Mr. Morson compared the financial conditions of the two periods. When the Conservatives left office there was a provincial debt of \$128,000. This included the \$51,000 left by the Davies Administration for which Conservatives were not responsible. That amount at interest up to the time the Conservatives left office would have amounted to \$103,000. Therefore all that the Conservatives were responsible for was about \$24,000. This was according to the principle adopted by Premier Hazard. But it would be said the Conservatives drew \$200,000 from our capital at Ottawa. If they did there is no doubt that the Liberals who had a majority in the Legislative Council at that time could have voted against the bill if they had chosen to do so. But in the circumstances of the Province at that time the Liberals were quite willing that the sum of \$138,000 should be withdrawn from capital. They were unanimous for that. But the Government of that day stood out for authority to withdraw \$250,000—and they got it. Afterwards they withdrew only \$200,000. It is to be remembered that the Conservatives received an average revenue of only \$265,659. Their expenditures amounted to an average of \$275,785, so that their average deficit was little less than \$10,000 a year. The Conservatives imposed no taxation. But it would be said they collected amounts from the Land Office. So did the Liberal Government under Premier Peters and others. In point of fact the Liberals obtained nearly as much money from the Land Office as the Conservatives—and all went into current revenue. There was then no such thing as a so-called capital account. But the Liberals, after they got into power, despoiled the Land Office. They passed an act which set forth that debtors to the Land Office should have a discount of 12 1/2 per cent. This was taken advantage of by those who were wealthy and could command the money. But the poor man who owed the Land Office got no benefit whatever. At the same time the Royal Gazette was full of nothing but precept sales. The Liberals oppressed the poor man and gave the advantage to those who were well off. When the present Government party came into office in 1891, they said, "We'll have no taxation, we'll make ends meet." But the first thing they did was to apply taxes and they have collected taxes to the amount of more than three quarters of a million of dollars. The taxes have been getting bigger and bigger every year, and they have been imposed by the party who got into power waving the flag of "no taxation," and repeating the cry that there would be no more deficits. This year they claim a surplus. It was the first year they could even make pretence of doing so. To show their surplus they took \$5,000 insurance money, hid it away under casual revenues, and placed it to the credit of current account—and then charged the

amount they had expended in the repair of the burned building to capital account. If it were right to charge the one amount to capital, it is also right to credit the other to capital account. For the current year the Premier anticipates a deficit of something over \$7,000. But the Patriot says that he will show a surplus of \$33,000. But it neglects to say that he is going to borrow \$40,000. Why doesn't he borrow \$100,000 more and show a surplus of \$133,000. This is to be an election year and the Government will require a large amount of borrowed money, if any surplus at all is to be shown. Every election year is marked by the biggest deficits and imposing the heaviest taxes. These are the results of the reckless expenditure they have made in times when it was necessary for the preservation of their party.

Last session the Leader of the Opposition proposed a resolution with reference to the prices of school books. The Opposition have indeed done all that they could do to impress upon the Government the necessity of obtaining school books at the lowest possible prices. Mr. Morson then criticised at length the conduct of the Government in taking credit for \$35,000 two months before it was received and so falsifying the accounts and deceiving the people. He also criticised at length the folly of the bargain made at the Ottawa Conference with reference to increased subsidy. He regretted that P. E. Island had been represented at the last Conference; for if our delegates had not been there this Province would have been bound by the bargain arrived at. We should have got just as much as we have obtained. They could give us no less, and we should not be bound by the acts of the delegates present at the Conference. Why did British Columbia get a million dollars more than her share under the scale adopted? British Columbia got the money because her representatives stood out for the rights of their Province. The greater part of this session has been marked by a struggle on the part of the Opposition to obtain information which the Government would not give. Witnesses before the Public Accounts Committee were instructed not to answer the questions put to them. What is the good of a Public Accounts Committee of that kind? The Opposition had no recourse but to put questions on the Order Book. For many of these questions the Premier has himself to blame. Mr. Morson then directed his attention to the Commissioner of Public Works, criticizing severely the unbusinesslike methods and careless acts of his department and denouncing his system of letting public works and public supplies without public tender. He referred particularly to Mr. Hinton's accounts and to the Commissioner's statement that as no tender had been received the goods had been obtained under the contracts of the previous year. In point of fact the contractor of the previous year was the Tryon Woolen Factory Company, the head and body of which was the hon. the Commissioner of Agriculture. Why, he asked the Commissioner renew a contract which had never existed. In 1896 Mr. Hinton had no contract with the Government. Yet the Commissioner says that the goods he supplied last year were supplied under a renewal of the old contract.

After recess Mr. Morson devoted his attention particularly to the criticism of the contract and report in connection with the construction of the Prince County Jail and Court House. He pointed out that shortly after the occurrence of the fire, Mr. H. O. Love had reported the walls of the building to be all right, and had given an estimate of what the repairs would cost. In the face of that report the Commissioner of Public Works called for tenders to tear down the old walls and to build up new ones. The plans and specifications were drawn requiring that the walls be torn down to the spring of the arch of the first floor windows. Two tenders were received; one from Schurman & Morrison. The Commissioner refused to bring down the original of these tenders and got his majority to vote down a motion that he be required to produce them. Afterwards, he laid these tenders on the table and they are now before the House. Mr. Love says, in his report that the probable cost of making the repairs would be about \$7,500. Afterwards the words seven were changed to eleven. If Mr. Love had made the change he could have easily struck out the words seven and written in the word eleven. Mr. Love said that the repairs should be made for about \$7,500 and the cognate

try has paid upwards of \$14,500. Why was Mr. Baker instructed to draw plans and specifications setting forth that the walls should be pulled down while Mr. Love's report that the walls were perfectly sound was in the office of the Commissioner of Public Works? Yet this was done and tenders were obtained. Afterwards, by private arrangement, eleven hundred dollars were taken off the amount of the contract price and the walls were allowed to stand. Mr. Morson had been informed by competent men that the saving of the contractors on this account was from \$4,000 to \$5,000. This would agree with Mr. Love's statement that the repairs could be made for \$7,500. That is a point that requires explanation on the part of the Commissioner of Public Works. Almost double the amount estimated has been paid. Mr. Love says: "I have made an examination and find the necessary work can be done for about \$7,500." But it cost \$14,660. The contract required that all the broken stone and brick in the walls should be replaced by new ones. But they were instead, covered with cement. In a few years, the frost and rain will make this cement peel off, and the fraud will be revealed. Mr. Morson said also that he had been informed that the gutters were to be of lead. The lead was replaced by zinc. In a few years the gutters will be corroded; and the staging which will be required before they can be replaced will alone cost, as he had been informed, about \$600. He hoped that the Commissioner would be able to make satisfactory explanation of the fact stated to him that some of the posts which were to have been of hard pine were replaced by hemlock. If that statement should be correct there is another slighting of the contract. Mr. P. J. Clarke, a son of the member from Summerside, was one of the contractors and the Hon. member himself was the witness to the contract. It looks very much like a family compact or at least like a family contract. If the Commissioner of Public Works can give an explanation of the matter he ought to do so. Mr. Morson then directed his attention specifically to the fact that the tender of Clarke & Morrison was dated on the first of July, and that it was all written in one hand, except the amount, \$14,456, written in another and different hand. It looks as if the tender had been put in with a blank, and the blank afterwards filled up. The tender of Messrs Schurman is all in one hand writing. These are the facts which anyone who examines the tenders can see and judge for himself.

Mr. Morson then reviewed the report of the Commissioner of the Stock Farm, commenting particularly upon the Ontario steer show, and the report of the Commissioner that the cattle in this Province have deteriorated in recent years. This, he said, is not creditable to the province and least of all to the Department of Agriculture. He thought that the Province would be better without a stock farm than with stock farm as it is at present mismanaged. The stock on the farm has become diseased. Hon. Mr. Reid said that there was no disease now on the Stock Farm. He contended that the disease had come in under the Conservatives. Mr. Morson—the Conservatives did it, twenty five years ago. If so, the Liberals have kept it there and disseminated it throughout the Province ever since. This shows the great want of men of capacity at the head of affairs. Mr. Morson concluded his very able speech by summing up the facts of the financial situation.

Ottawa Weekly Letter.

The Marine Department.

OTTAWA, April 11, 1908. This week we have the printed copy of the Royal Commission report on the Civil Service, and with it the notes and memoranda by which Messrs. Fyfe and Basin (the two Liberal commissioners) justify their charges against the Marine Department. Some of the charges are that "work proceeds in a lumbering, haphazard way," with "constant blundering and confusion"; that there is "no sign of a directing head or intelligent purpose except that of spending as much money as possible"; that there is a "lack of conscience"; that officers must be "assisting the traders to get better prices from the Government than he can get anywhere else," and that some officials "are serving two masters."

TOO MUCH KANSIAP.

The Commissioners find an official statement that \$25,000 could be saved in the Quebec agency alone by a change of methods. They find supplies ordered that were not required, and officers uncertain whether the goods were received. "A substance used on leather belts was supplied by an agent introduced to the officials by the Minister of Justice and commended by the Minister of Marine. This youth unloaded so much goods on the agency that the department could find no use for it, so the minister instructed the agent 'to try and get rid of them to the best advantage.'" (Page 77).

RECKLESS PRICES.

It was found that the department was buying goods at one agency, including \$10,000 worth from one firm, at extremely high retail prices. A comparison by the director of the Royal ship

yard, between prices paid at Quebec and those for which goods were supplied at the Royal works contains the following: (page 85):

Table with 3 columns: Articles, Paid at Quebec, Paid at Royal Shipyard. Items include Manila rope, Patent nails, Wire rope per ft., Lantern globes per doz, Cotter pins, Galvanized nails, Brass screws, Hammer handles per doz, Enamelled paint, Lamp Chimneys per doz, Washing soda, cwt., Deck brushes, doz, Copper wire lb, Cold blast lanterns, Whiting lb, Glass squee washers, Coal shovels, doz, Case lb, Emery cloth, doz.

A CRAZE FOR EXTINGUISHERS.

In 1904-5 the department had a mania for buying chemical fire extinguishers, and paid \$2,000 for a large order, of which 142 were sent to Quebec, and a large quantity stored in Montreal. This supply was forgotten, and the next year one Mr. Perreault was selling extinguishers, and the department at Quebec was instructed from Ottawa to buy from him. He bought heavily. Then Perreault was taken into the service, and the Quebec chief officer wrote that Perreault "has a ton of fire extinguishers on hand, which he would like to sell to the department, as he is a poor man with a family." It is added that "the man who sold the extinguishers to the department, and fully recognized the worthlessness of the said extinguishers." So the goods were bought. Afterwards there was a great struggle to dispose of the vast accumulation piled up in Montreal and Quebec. (Page 76.)

THE ACETYLENE BUOY EPIDEMIC.

Since the beginning of 1905 the Department of Marine has paid \$1,000,000 to the International Marine Signal Company, formerly T. L. Wilson, of Ottawa. This concern makes and sells acetylene gas buoys, which the department has bought in prodigious numbers, discarding expensive and serviceable appliances. Commissioners Fyfe and Basin show plainly their belief that the department bought these goods for other reasons than the good of the service. They point out that the first sample was offered for test in August, 1904. Only two months later the department decided that these gas buoys would now be used exclusively. No less than 46, costing \$48,000, were immediately ordered, and Wilson was allowed to import the material free of duty. The Commissioner says: "This was a good beginning for Mr. Wilson and with the splendid facilities extended to him by the department he has not been slow to better it. It may seem that in taking up with the new idea so largely and so suddenly the department was being misled by the practice required by these gas buoys. New ideas are not apt to reach a perfect development all at once, and the most ordinary consideration would seem to have called for more caution."

PROGRESSIVE IDEAS.

The Commission sarcastically observes that the official was "animated by very progressive ideas," and in July, 1906, got in recommendations for \$800,000, some buoys at \$15,000, some at \$8,500, some at \$5,000. The Commissioners assert that these were ordered before the officials knew what they would do with them. They find Wilson addressing the Marine and Fishery agent at Quebec "as if the latter was an employee of his own." (Page 153.) They charge that large orders were made for buoys of a class never tested, that the \$300,000 contract was made without authority of council, and while the department at Ottawa was always satisfied with the goods, the officers on the spot and the sea captains were continually pointing out their defects and trying in vain to learn how to handle them. The captain of the Lady Laurier beaught the department not to send out any more of the large and costly class, as they were unsuitable, but the Commissioners "blame that the department 'pretended' to misunderstand." (Page 159.)

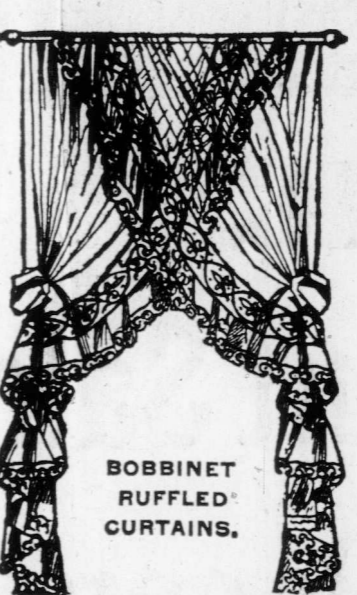
DUMPED ON B. C.

From east and west the agents of the department began to represent that they had not room to store the buoys as fast as they came, while the department at Ottawa kept insisting that there should be numerous spare buoys at the stations. The British Columbia agent hoped "more buoys would be shipped to the coast mill we are in a position to place them." Nevertheless more were sent, as to quote the Royal Commission report, "the department is evidently determined to make the B. C. agency the dumping ground for all the buoys Wilson can wheedle them into buying, whether they are wanted or not." (Page 168.)

SAGER TO SERVE THE COMPANY.

Meanwhile some buoys were going astray, some were out of order, and some were lying at the depot. At one time the Victoria agent had six of Wilson's gas buoys and four of his buoys on a C. P. R. wharf, with only one steamer to handle them, and begged that no more be sent. (Page 162.) Yet seven days later he was instructed that nine more buoys were about to be forwarded. In another three months orders were given to ship 10 more at \$5,000 each. The department paid \$5,550 for a buoy, which was sent to Prescott and remained there, apparently, for a year. Wilson then had an order from Brazil for one of that type and had none ready. The department kindly traded off this one for two \$5,000 buoys, which Wilson had on hand, and paid him the difference. The Commissioners say that the Government got neither discount nor bonus from this deal, and add "the eagerness of some of the officials of the department to serve the company in this matter without consideration for the Government was quite remarkable." (Page 165.) By June 15th, 1907, the department had paid \$325,050 to Wilson's company for 201 gas and whaling buoys, and \$27,000 additional for 18 buoys, with other payments for material and numerous orders ahead.

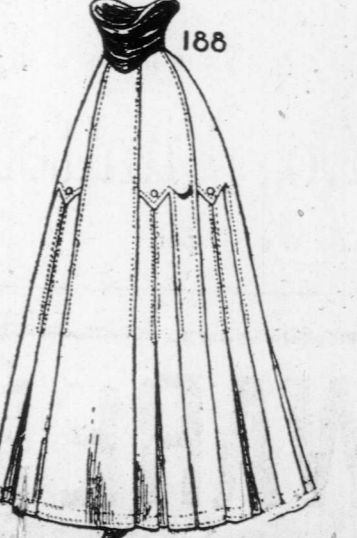
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Lace Curtains in an immense variety of weaves and patterns. Some of the looser, Nottingham, Swiss, Irish and Net. Also Curtains by the yard.

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WHEN YOU BUY JAM ASK FOR: Maddigan's Jam. OUR JAMS ARE Manufactured from Island Grown Fruits.

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EUREKA TEA.

If you have never tried our Eureka Tea it will pay you to do so. It is blended especially for our trade, and our sales on it show a continued increase. Price 25 cents per lb. R. F. Maddigan & Co. Eureka Grocery, QUEEN STREET, CHARLOTTETOWN.



Calendar for April, 1908.

Moon's Phases. New Moon 14, 10:22 a. m. First Quarter 8, 0:32 p. m. Full Moon 16, 0:55 p. m. Last Quarter 23, 5:37 a. m. New Moon 30, 9:11:35 a. m.

Table with columns for Day of Week, Day, Moon, High Water, Low Water. Rows for each day of the month from 1 to 30.

(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.

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 in 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 1/2 cents 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, 1 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, 28 cents per 100 pounds; distance 380 miles.

I want the Minister of Railways to take note of this. You can take from Montreal to St. John 735 miles, 100 pounds for 9 cents, but from my Province, from Tignish to St. John, only half the distance, you charge 26 cents per 100 pounds. These are your railway rates. Do you suppose that the people of that Province do not feel the injustice under which they labor in having to pay these very exorbitant rates? They are not only excessive; they are exorbitant, and I do not think the Minister of Railways, a gentleman for whom we have great respect and who is new in his position, would like to tyrannise over the small Province the way it has been tyrannised over

An Ancient Foe

To health and happiness is scrofula—as ugly as ever since time immemorial. It causes bunions 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 Osgahe (Mr. Graham) and of the hon Minister of Marine and Fisheries (Mr. Brodurs). 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 for the Island via Moncton goes entirely by way of Pointe du Chene and when the Pointe du Chene route is closed it goes by Pictou. The summer rate from Moncton to Charlottetown by the 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 53 cents per 100 pounds to Charlottetown. Just imagine at this date in the history of transportation paying 53 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 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-

tempt. Resolutions were passed by the board of trade and were brought before these commissioners who went down there last summer, and notwithstanding the fact that there was a short-hand report of what was said at that meeting by the members of the board of trade and by the commissioners, still a contention exists as to what was said, and also as to what the resolutions were. But we have these resolutions here and they were read in the House not only by the member for King's but by Mr. Martin, the member for Queen's, and they were plain and distinct, and the government have received copies of these resolutions because it was directed that copies should be sent to the government. But in this case as in almost every other case that has come before them, the government are neglecting this question. I hope the present Minister of Railways will do his duty a little better than his predecessors did, and that he will at once take this matter into his consideration. I do see the Minister of Marine and Fisheries in the House just now, but I know that when his deputy was down in Charlottetown a year ago with reference to this matter, he gave great promises that he would place the matter before the minister and before the government. But nothing has been done. The people of Prince Edward Island are under this great handicap which no free people should endure any longer. I think we have endured this grievance long enough, and it is high time that the Minister of Railways and Canals and the Minister of Marine and Fisheries and the government should give their immediate attention. They are attending to the wants of the west, they are looking after the building of the Transcontinental Railway, but they are neglecting the descendants of the men who settled in Eastern Canada many years ago and heaved homes for themselves out of the forest, and they are sending every young man in the East who grows up to manhood away to gain his livelihood in the United States or in the Great West where this government is spending millions and millions of dollars to develop. I say it and I say it advisedly that the East is neglected by this government. Not only is that the opinion of men who live in the East, but one of the ablest journalists in western Canada has endorsed that view, and has stated that the Government is neglecting the wants and requirements of Eastern Canada. And when the people of Eastern Canada come here and ask the Government plainly and distinctly to meet their wants, they are turned down and the transportation question in Prince Edward Island and the Maritime Provinces has no attention paid to it by the Government. So far as the proposal to change the name of the Intercolonial Railway is concerned, I have very little sympathy with it. I think the Government can do this without changing the name. If it is not done in a very short time, the same feeling which exists in British Columbia today with reference to certain matters engaging the attention of this Government may assert itself more forcibly than they think in the east.

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.

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

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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.

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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.

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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

H. H. BROWN'S The young Men's Man.

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.

DOES YOUR HEAD

Feel As Though It Was Being Hammered? As Though It Would Crack Open? As Though a Million Spikes 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, so I bought 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."

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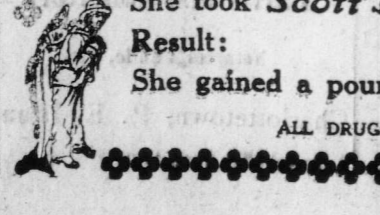
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