

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, APRIL 1, 1908

Vol. XXXVII, No. 14

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A general clear out of all lines. Pretty Border to match, all at

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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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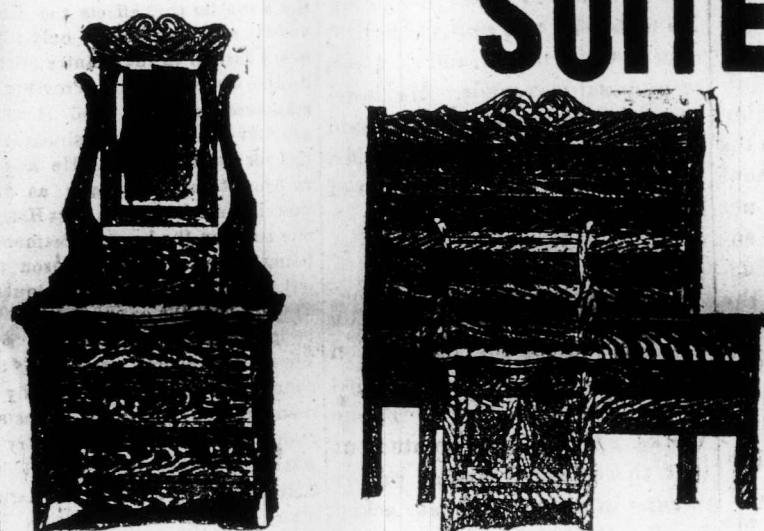
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Better Goods for Less Money

Than you'll find anywhere else.

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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.

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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.

Mr. Fielding's Budget!

Record of the Closing Year.—Largest Taxation and largest Expenditure on Record.—\$12,000,000 Added to the Debt With a Prospect of \$40,000,000 More Next Year.—Melancholy Record of Borrowing to pay Maturing Obligations.

MR. FOSTER'S REVIEW.

Adverse Balance of Trade.—Millions Imported Which Should be Produced at Home.—Additional Taxes Sufficient to Pay off the National Debt.—Making Canada a Paradise for Middlemen and Grafters.

FOUND AT LAST

The Same Old Brother-in-law.—Imperial Pulp Company Another Name for T. A. Burrows.—A. W. Fraser, W. H. Nolan, the Big River Company and Mr. Cowan.—All Names Under Which Burrows Gets Limits.

Dr. Thompson, of the Yukon, Hitherto an Independent Member, Declares That He Will Act With Conservatives Henceforth.

Ottawa, March 21, 1908. On Tuesday, March 17th, sixteen weeks after the opening of the session, Mr. Fielding delivered his budget speech. The fiscal year ends with this month, and the Minister of Finance should be able to figure out closely the financial statement of the twelve months. The following are the substantial facts:

A GROWING TIME IN TAXATION.
Total revenue for 1907-08 \$ 96,500,000
Total taxation for 1908 73,500,000
The latter sum may be compared with—
Taxation for 1905-6 \$ 60,074,818
Taxation for 1896 (Conservative) 27,759,285
This shows the pace at which the burdens on the people have increased during twelve years.

A GROWING TIME IN EXPENDITURE.
Current expenditure, 1907-08 \$ 77,500,000
Current expenditure, 1905-6 67,240,641
Current expenditure, 1895-6 (Con.) 36,949,142
To this must be added the following:

Capital and special expenditure, 1907-08 \$ 33,000,000
Capital and special expenditure, 1905-6 18,037,001
Capital and special expenditure, 1895-6 (Conservative) 7,147,241
Adding these, we have—
Total expenditure, 1907-8 \$110,500,000
Total expenditure, 1905-6 83,277,641
Total expenditure, 1895-6 (Con) 44,096,383

A GROWING NATIONAL DEBT.
Increase of net debt, 1907-8 \$ 12,000,000
Increase in 1906 818,811
Increase in 1895-6 5,429,505
Estimated increase of debt next year, \$30,000,000 to \$40,000,000.

In only four previous years in the history of the country has there been so large an increase to the debt, and in one of these it was due to a re-adjustment of the accounts of the provinces.

Notwithstanding this enormous increase of debt, Mr. Fielding claims a surplus of \$19,000,000 on current accounts. Next year he expects the current revenue to fall off \$6,500,000 or more, not through reduction of taxation, for no change in that direction has been made, but through a falling off in trade. At the same time, Mr. Fielding expects a large increase in current expenditure, so that the alleged surplus will be almost wiped out, and most of the capital outlay added to the debt. On the Transcontinental alone the Government expects to spend \$30,000,000 next year; \$5,000,000 will be required at once, and another \$5,000,000 to \$10,000,000 for other enterprises. So, on Mr. Fielding's own statement we may look for an increase of some \$40,000,000 to the debt next year. This is more than the total increase during the last ten years of the Conservative administration.

A DIFFERENT STORY.
For the rest, Mr. Fielding admits a large increase of imports and decrease of exports in the year now closing, and looks for a future decrease in both. His address was a remarkable contrast to that of previous years, when he boasted of expanding trade, of increasing activity in manufacture, of the high and increasing prices of Canadian securities, and of great prosperity in all branches of business. This year he had to tell of special Government assistance to financial institutions, of curtailment of credits, of business anxieties, of industrial contraction, and of his own struggle to meet maturing obligations.

He had a rather pathetic story of the issue of Treasury notes, short term loans, overdrafts in banks, and other devices suggestive of the late Mr. Mowbray. The year after Mr. Fielding took office he floated a loan in London at two and a half per cent. interest. Last May a four per cent. loan floated by Sir Richard Cartwright thirty years ago and extended in 1904 again fell due. Mr. Fielding got a new extension of time at the four per cent. rate, giving the creditors the option of taking three per cent for thirty years, the Government giving a note for £105 for each £100 due.

A RECORD OF BORROWINGS.
In August last Mr. Fielding borrowed \$2,500,000 for a year at four and a half per cent.
In December last he borrowed \$7,500,000 for five years at four per cent.
In January he borrowed \$5,000,000 for a year at four and a half per cent.
Last month he borrowed \$2,000,000 in France for a year at four per cent.

He has completed negotiations for a \$15,000,000 loan for forty-two years at three and a half per cent.
During part of last year Mr. Fielding was paying as high as six per cent to the Bank of England on over drafts amounting to \$1,500,000. Meanwhile the Canadian depositors in the savings bank, from whom the Government has \$90,000,000 borrowed, are receiving only three per cent.

AS SHOWN BY MR. FOSTER.
In Mr. Foster's able review of this budget are pointed out the following, among other statements.
In the last five years of Conservative administration nearly \$22,000,000 of taxes were remitted. That was the reason the surpluses were so small.

This Government continues to increase the taxes.
The Liberal party was pledged to reduce the taxation, and has more than doubled it.
It was pledged to reduce expenditure, and has more than doubled it.

The expenditure in 1896 was \$114,000 a day. It is now \$303,000 a day.
If the present Government had not increased the taxes it would have increased the debt by \$150,000,000 in eleven years. If the Conservatives had collected in taxes the amounts that are now taken they would have paid off more than half the national debt in their last ten years.

HIGH FINANCE.

The cost of the Transcontinental on present Government estimates will be about double the amount stated by the Ministers when the contract was made.

Mr. Fielding's estimate for the section from Winnipeg to Moncton was \$28,000 a mile. Already there has been expended \$26,000,000, or \$14,000 a mile, and the vote for next year's expenditure brings the amount to \$56,000,000, which is more than the Finance Minister's total estimate. The road-bed will not then be half completed.

We are to pay over \$100,000 a year above the previous cost of postage for the privilege of having a mint in this country.

The Yukon was to pay for the Yukon, the Government boasted, but that district has cost nearly \$4,000,000 more than the revenues. The Dominion is paying \$1,400,000 a year to govern that country, with only about 5,000 people in it, and producing last year \$3,000,000 worth of gold.

The Government has made Canada a paradise for the middlemen. It has distributed the public domain with royal magnificence among its friends, but has forgotten the common people.

SOME ASPECTS OF TRADE.
We imported last year \$104,000,000 more than we sold.
We have imported in the last three years \$190,000,000 more than we sold.

We bought last year from the United States \$85,000,000 worth more than they bought from us, whereas in 1896 the difference was only \$19,000,000.

The increase in the value of Canadian trade in recent years is largely accounted for by higher prices.
Higher prices, with the duty based on value, means higher taxation.

At the same rate of duty the consumer would be paying at least one-third more taxes on the same article as he would pay in 1897.

A large part of the additional taxation drawn from the resources of the country has been expended in unproductive works, or wasted in extravagance, or stolen by grafters.

THREE GOOD SPEECHES.
Mr. Cocksbut, Mr. Bergeron, and Mr. Smith, of Westworth, also spoke from the Conservative side on the budget debate. Mr. Cocksbut clearly showed that the industrial and trade conditions of the country did not justify the statement of the ministry that everybody was prosperous and happy, and that nothing needed to be changed. He pointed out many things that might be improved.

Mr. Bergeron challenged the Government to find any impartial person who would justify such extravagance as the Arctic expeditions, or such grafts as had recently been brought to light. Mr. Smith pointed out that the Argentine, Mexico, and Japan, with far less natural resources than Canada, had made greater increase in trade in the last ten years. He proved that the present Government had not opened up to Canada a single new market, but had closed to this country the market of Germany, which, next to Britain, was the best in the world for farm products.

A CONSERVATIVE HENCEFORTH.
Three years ago the people of the Yukon, by a large majority, condemned the Government machine in that district, and elected Dr. Thompson as an independent opponent of the vicious ruling element. Dr. Thompson promised to keep clear of party politics at Ottawa, and to give his whole attention to the rescue of the Yukon from the hands of the spoiler. He has carried out that pledge, neither speaking or voting on party questions, attending no party gatherings, but working steadily for honest Yukon government. Friday night he left Ottawa for home, and as this might be the last session of the term he made a brief statement to the House.

He condemned the extravagance of the administration, denounced the policy of housing immigrants, and expressed strong disapproval of the huge Government grants of farm lands, timber lands, coal deposits, and fishing lakes and rivers to speculators and favorites. In conclusion, he declared that, as he was now free from the obligation of non-partisanship, he would henceforth support the Conservative party, whose platform he approved, and in whose leader he had confidence. This announcement was greeted with Conservative cheers, and Dr. Thompson set out for home to tell the Yukon electors that if he returned to Ottawa it will be to set with the Conservative party. He has been long enough in Parliament to learn that the evils in the Yukon are part of a general system, and that the vicious machine, which he came here to destroy, is simply an attachment to a greater and equally vicious machine operated from the National Capital.

(Continued on fourth page.)

SUFFERING WOMEN

who find life a burden, can have health and strength restored by the use of

Milburn's Heart and Nerve Pills.

The present generation of women and girls have more of their share of misery. With none it is nervousness and palpitation, with others, weak, dizzy and fainting spells, while with others there is a general collapse of the system. Milburn's Heart and Nerve Pills come up the nerve, strengthen the heart and make it beat strong and regular, create new red blood corpuscles, and impart that sense of buoyancy to the spirits that is the result of renewed mental and physical vigor.

Mrs. D. O. Donaghy, Oshawa, Ont., writes: "For over a year I was troubled with nervousness and heart trouble. I decided to give Milburn's Heart and Nerve Pills a trial, and after using five boxes I found I was completely cured. I always recommend them to my friends."
Price 50 cents per box or three boxes for \$1.25. All dealers or The T. Milburn Co., Limited, Toronto, Ont.

MISCELLANEOUS.

The English character is most deceptive. Under a mask of stiffness and cool self-possession the English are sentimental and passionate; their simple hearts are full of an eager love of new sensations; behind their placid brows dwell tremendous ambitions and unconquerable energies.

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.

A woman who is satisfied with her neighbors is never satisfied with herself—but whoever saw a woman satisfied with her neighbors?

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."

It must not be forgotten that the man who takes advantage of others is at the same time taking advantage of you. It is inconveniently profitable to do so, no matter how consistently he may pretend to be your friend.

Minard's Liniment cures Dandruff.

North China Herald, Shanghai—A large proportion of educated Chinese know that China cannot afford to alienate Great Britain, the one power which has been more instrumental, perhaps, than any other in guarding her from dismemberment.

To whom it may concern: This is to certify that I have used MINARD'S LINIMENT myself as well as prescribed it in my practice where a liniment was required and have never failed to get the desired effect.
C. A. KING, M.D.

"So your rich uncle is dead at last?" "Yes—after a lingering illness." "Did he retain possession of his faculties to the end?" "Don't know—his will hasn't been read yet."
—Cleveland Leader.

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THE HERALD

WEDNESDAY, APRIL 1, 1908
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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.

Fielding's Budget Speech.

Our Ottawa letter published on the first page of this issue of the Herald furnishes much useful information regarding the finances of Canada. Our readers should give their most serious attention to the figures explanatory of the revenue, expenditure and taxation of Canada, therein set forth. As a matter of fact Mr. Fielding's financial statement this year is far from encouraging. It is largely a recital of the Finance Minister's wranglings with the money lenders during the past year, in order to secure, even as high rates of interest, sufficient money for his immediate needs, and its anticipations for the coming fiscal year are gloomy and depressing.

Mr. Fielding places the revenue for 1907 at \$96,500,000. Of this revenue \$73,500,000 is taxation. In the year 1905-6 the taxation was \$60,074,815, and in the year 1896, the last year the Conservatives were in power the taxation was only \$27,759,285. Let our readers bear these comparisons well in mind, and they will find them very useful in puncturing the sophistry of the upholders of the present method of carrying on Canada's financial affairs.

Against this revenue, the expenditure, on current accounts was \$77,500,000. That would leave an apparent surplus of \$19,000,000; but that it is only a surplus on paper, we shall presently show. In 1905-6, the current expenditure was \$67,240,614. But in 1896, under the Conservatives, the current expenditure was only \$36,949,142, considerable less than half what it was last year.

To this current expenditure must be added the capital expenditure, which amounted last year to \$33,000,000. In 1905-6, the capital expenditure was \$16,037,000 and in 1896, under the Conservatives, the capital expenditure was \$7,147,241, considerably less than one fourth of what is set down for 1907-8. When Mr. Fielding's current and capital expenditures are added together his surplus not only disappears; but is transformed into a huge deficit. The total expenditure for 1907-8, adding the current and capital, was \$110,500,000. The total expenditure for 1905-6 was \$83,277,641, and the total for 1896, under the Conservatives, was \$44,096,383. From these figures it will be seen that the expenditure of 1907-8 is two and a half times as great as that of the Conservatives in 1896.

Any one can see from the above figures that instead of a surplus on the financial transactions of the Dominion for the year 1907-8 there has been a very large deficit. A genuine surplus would reduce the public debt; but as a matter of fact, the next debt of Canada has been increased during the financial year ended yesterday, by \$12,000,000. That is not all, the estimated increase of the debt, for next year is from \$30,000,000 to \$40,000,000. This is what we have come to under the inflated financing of Mr. Fielding. The tax payers of

Canada are about to have a rude awakening. The outlook is not promising, and the process of deception cannot be much longer concealed.

When the Conservatives were spending less than \$37,000,000 on current account in 1896, and only \$44,000,000 altogether, they were denounced as robbers and the public were called upon to believe the Government were bleeding them white. Laurier, and Fielding and Cartwright declared the expenditures should be reduced at least three or four millions a year. Now, when the Liberals are spending \$77,000,000 on current account and \$110, altogether, they are lauded as heaven-born statesmen and financiers. This simply shows the hypocrisy and deception by which our Liberal friends are actuated. Nothing we could say could more trenchantly illustrate this phase of the question than the quotation from the Ottawa Citizen given below.

Hon. Mr. Foster's masterly criticism of Fielding's budget speech left the Government forces without argument, and Mr. Sifton, he who had been kicked out of the cabinet, undertook to break the force of Foster's merciless logic by a speech in which he pretended to break away from the beaten path and to criticize both sides. This speech starts the Citizen's editor and this is what he says: "It will require more than Hon. Mr. Sifton's 'hair-splitting criticism' to break the force of Hon. Mr. Foster's trenchant reply to the finance minister's budget speech. If Mr. Foster had at times to refine and distinguish things that differ, it was because Hon. Mr. Fielding had uttered fallacies that had to be analysed and exposed. The singular clearness and cogency with which the member for North Toronto did this work, exposing the pretensions of the government, and leaving it, so far as these defences were concerned, naked to its enemies, has proved too much for his opponents, who, forsooth, would content themselves with a sneer.

"Hair-splitting criticism" Surely the member for Brandon would not so characterize the exposure made by Mr. Foster of the heavier taxation of the people by a party that came into office pledged to retrenchment, lessened taxation, and free trade as they have it in England. Is it hair-splitting to insist that taxation has advanced when a 30 per cent. ad valorem tariff has been retained, while goods that in 1896 could be bought for \$1,000, ten or twelve years later cost \$1,500, giving a present revenue of \$450 to the government from the same article that in 1896 yielding only \$300?

Is it hair-splitting to show that in 1896, when the taxes levied in Canada averaged \$76,000 per day, the Liberals denounced such as robbery; but when in 1908 the taxes averaged \$200,000 daily, the taxation is cited as evidence of heaven-born genius and statesmanship?

Was it "hair-splitting criticism" when Mr. Foster faced the prime minister with his speech delivered on the public platform in this city in 1893, when he was supposed to be uttering principles for which he was prepared to stand, if he could, or fall, if he must? Rather "side-splitting" was the laughter that punctured the reading of the speech in the commons. That those who were not present in the house to enjoy the trial may know just what the Liberals of 1893 thought of themselves, we reproduce from Hansard Sir Wilfrid's speech. Pointing up to Parliament hill, he said:

"You have seen those beautiful buildings on Parliament hill. The government which has its headquarters in those buildings takes \$38,000,000 or more in the form of taxation every year. The ministers who spend that money may be sure do not take it out of their own pockets; they take it from you, from me, from all the people of the country. That money is taken from our pockets by an ingenious system of taxation. The government yields a magic wand the touch of which draws the money from your pocket without your understanding that the money is taken from you as taxation. If our countrymen would but reflect on these matters, I am sure they would put an end to the policy which makes such things possible. The tax is levied indirectly, the effect of it is none the less to take the money from you and to hand it over to the government. Every one of you knows how much municipal taxes and how much school taxes you pay, and how much you pay for the support of the provincial government. But how many can tell how much they pay to the support of the Dominion government? Take all the other taxes you have to pay and add them together, and they do not amount to as much as you are required to pay to the Dominion government. Every pound of nails, every axe, every yard of cloth you buy from your merchant is a medium through which you pay to the Dominion government. I hold that it is important that we should have a series of meetings in the Province of Quebec and elsewhere to explain these things to the people, for the people do not pay as much attention to these things as they ought. If they were understood the present government would be chased out of power, just as the robbers were chased out of the temple."

"Now," concluded Mr. Foster. I commend that speech to my right hon. friend when the gentlemen on the hill are taking, not \$36,000,000, but \$73,000,000 out of the pockets of the people. I commend it to my right hon. friend when every pound of nails, every axe, every yard of cloth, is still taxed. I commend it all the more to my right hon. friend when, whereas in 1893, when he was making that speech, \$530,000 a week was taken out of the pockets of the people; under the present method, \$1,400,000 per week is taken out of them by this government.

Mr. Mathieson, Leader of the Opposition, expressed his approval of abolishing this fruitful source of danger. He pointed out that when the address in answer to the Lieutenant Governor's speech was under consideration, he had directed attention to this important matter. It was unfortunate, he said, that such legislation was necessary; but our country roads are required for the use of the people, and it certainly was de-

cidedly wrong that they should be driven off them by a few owners of automobiles. If automobiles are to be permitted there should be separate roads for them. Knowing the universal desire and the necessity for prohibiting automobiles in this Province, he was surprised that the Government had left it to a private member to present the matter to the Legislature. The people have a right to expect that a measure of this kind should emanate from the Government. We were only merely talking, when we should be doing business. It was necessary that a bill should be passed, and the resolution should be one foreshadowing such a bill. The Government should have taken the initiative in the matter.

Mr. McKinnon expressed himself as strongly in accord with the opinion that prevails throughout the whole Province. He did not think that any regret need be entertained regarding the introduction of legislation to prevent the running at large of automobiles. He was of the opinion, however, that in view of the probable cheapening of the automobile and its possible coming more generally into use throughout Canada, it would be well to limit the operation of the act to a certain period of years. The prohibition could be renewed at the termination of such a period if considered advisable.

Mr. McDonald had no doubt that this was, at present, a great question throughout the Province, still he hardly agreed with the resolution. He remembered that a great uproar had been raised when rearing and mowing machines had been introduced into England. There was a general demand that they should be driven out of the country. But no one would now wish it to be known that he had been prejudiced against them, they had come to be recognized as universally valuable to the farmers. There were many other things concerning which people would now be inclined to feel ashamed of the agitation that had been raised against them. A few years ago a general outcry had been raised against the bicycle, and now the automobile was to the front. If prohibited altogether the members of this House may in after years be ashamed of their action at the present time. This is a horse raising and horse exporting country, and the value of horses sold abroad will be considerable increased if they are broken to the automobile. In view of these facts he thought we should not be too hasty or too extreme in this prohibition. The resolution passed without division.

On Wednesday afternoon Mr. Mathieson, Leader of the Opposition, called the attention of the Leader of the Government to the question he had asked at the beginning of the session, concerning the claims of this Province against the Dominion Government and the Premier's reply. He then read from the official report of the House of Commons debates, a statement of Mr. Alex. Martin, M. P., in the course of a speech by him on our financial relations. Mr. Martin is thus reported: "Here is an abstract from the minutes of the executive council of the province, dated November 28, 1907, with regard to our claims against the Dominion Government. It says: 'The council deem it expedient that a memorial be prepared and presented to the Governor General at as early a date as possible, setting out all claims of this Province against the Dominion Government in terms of certain resolutions of the legislature of this Province adopted during the session of 1907, particularly with regard to the claim for damages accrued since the settlement of 1901 between said Governments for non-fulfilment of the terms of union with respect to the maintenance of efficient steam communication and freight rates between this island and the mainland, and strongly pressing for payment of said indemnity up to the present time; also urging that immediate steps be taken to establish continuous communication by the best means that can be devised. The following gentlemen were appointed a special committee to prepare said memorial, namely: The Hon. Messieurs, Peters, Hughes, McNutt, Hazard and Captain Joseph Reid, M. L. A., and John Agnew, M. L. A. As this is a matter of great importance the committee are requested to lose no time in preparing the said memorial.'"

The Leader of the Opposition expressed his surprise that the House had not been informed

Sessional Notes.

On Tuesday, March 24th, the question of prohibiting automobiles on the public roads of this Province and the streets of Charlottetown and other towns engaged the attention of the Legislature. The matter came up by a resolution moved by Mr. Agnew and seconded by Irving. Attention had of late been called to the danger in connection with the running of automobiles. Meetings had been held in different parts of the Province and the almost universal opinion was in favor of suppression. The letters appearing in the newspapers had almost all pointed in that direction and had intimated that the representatives in the Legislature should act in regard to the question. The mover and seconder of the resolution were strong in favor of prohibiting the running of these machines.

Mr. Prowse strongly emphasized the necessity of removing this menace to the travelling public. In the country the women did the most of the shopping; but since the advent of the automobile and in consequence of accidents that have occurred from them, women would not now undertake to drive a horse. It would thus be seen that automobiles were not only a great inconvenience to the people, but also a great source of danger. He therefore strongly emphasized the necessity of absolutely prohibiting their running on our roads and streets.

Mr. Mathieson, Leader of the Opposition, expressed his approval of abolishing this fruitful source of danger. He pointed out that when the address in answer to the Lieutenant Governor's speech was under consideration, he had directed attention to this important matter. It was unfortunate, he said, that such legislation was necessary; but our country roads are required for the use of the people, and it certainly was de-

about the minute of council and the memorial referred to. Hon. Mr. Hazard said the information given to the House by the Leader of the Opposition was not correct. What was done was the appointment by the Government of a committee to deal with the claims of the Province generally. No minute of the Executive Council was passed. The information quoted by Mr. Martin must be imaginary, as it does not exist in fact. How little Mr. Hazard knew about the matter he was discussing was shown on the following day, when he confessed he did not know that a minute of Council had been passed. He found that such a minute existed and he now laid it on the table. No memorial was sent to the Dominion Government, and no claim or proposal was made. He desired to withdraw what he had said on the previous day, about Mr. Martin's remarks in the House of Commons.

The next thing was a fight by the Opposition for information that should have been furnished by the Commissioner of Public Works. Mr. Morson pointed out that there were several papers missing in a return he had asked for. Mr. McDonald showed that his question regarding rights of way had not been answered, and that the Commissioner be ordered by the House to submit the information required. Mr. Cumiskey said he knew of no right of way that had been purchased and paid for the road through that had not been opened. Mr. Mathieson said that the commissioner surely could discover, without difficulty, what rights of way had been purchased since 1891, unless the books of the Public Works Department were in a state of chaos. There must be a scandalous state of disorder in his office, if he cannot produce the information that is wanted. The question had been asked three weeks ago, and there was no answer yet. Every member in the House knows about some of the rights of way that have not been opened. We want to know how much of the people's money has been sunk in this way. Not an election has passed, said Mr. Mathieson, in which land has not been bought and paid for by the Government, and in many cases the land so bought and paid for is still used by its original owner. If the Commissioner does not know about this matter; if he is ignorant of his duty why is he unsatisfied in office?

Mr. Morson maintained that the Commissioner of Public Works should have in his office all the information that Mr. McDonald desired. He should know what amount of money was paid for every right of way and ought to know every road that had been opened and every right of way that had not been opened. He should know what goes on in his office and he is held responsible by the people. Mr. Morson referred to several roads of which he knew, some of which had not been opened or only partially opened. But of these the Commissioner appeared to know nothing. Mr. McKinnon referred to the fact that the amounts paid for rights of way were in variably charged to capital account. These rights of way are regarded as so much capital in the possession of the Government, and yet no information concerning them or the roads that ought to have been constructed can be obtained. Surely the Commissioner ought to inform himself on the subject and not have to write to his inspectors and supervisors when questions were asked. Year after year money is paid away for rights of way for roads that have not been opened. It is not correct to say, as the Premier has said that the Opposition is asking for this information merely to convey the rights of the Province. Mr. Fraser urged that the information be brought down. Surely the Government did not seek to conceal this information as it concealed the date upon which the \$35,000 were received? The Leader of the Government had instructed one of his officials not to answer the questions of Public Accounts Committee. Mr. Fraser proceeded to demand the information about the rights of way. We have got the information about the \$36,000, but we got it outside of him. The commissioner of Public Works could supply the information desired, if he chose to do so. Hence divided on Mr. McDonald's motion and it was rejected on a strictly party vote of 14 to 8.

Hon. Mr. Hughes moved the following resolution: Resolved, that the Legislature recognizing the difficulties

and loss entailed on the owners and charterers of sailing vessels, also to the consumers of coal in this 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, 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 the question. This resolution asking for justice to schooner owners and their captains, as against the privileges accorded to steamers and powerful corporations, was supported in speeches by members on both sides of the House. Mr. McKinnon is to be congratulated that it is not a matter that affects the owners of vessels and coal dealers only; it affects every farmer in the country. Schooners are the work for this Province which steamers cannot do, and if schooners are driven out of the business it will be bad for the Province. He knew that in August last as many as thirteen vessels were laid up in Port Hastings at one time by the larger steamers then being loaded. Mr. Mathieson pointed out that it is of great consequence to Canada that the coasting trade should be in the hands of Canadian seamen. There is no better protection for the country, he said, than the hardy fishermen trained upon our coasts, and ready to defend the country from attack. These men should be encouraged. The question is a large one. Many of our seamen who work in the coasting trade find it difficult to make a living in competition with Norwegian. After considerable discussion the resolution passed unanimously.

A matter that elicited sharp debate was the Premier's order Fishery Bill. A bill relative to the leasing of the beds of rivers and bays for oyster culture was passed by the Legislature last year; but word had been received from the department of Justice, Ottawa, that the act would be disallowed, unless amended in such a way as to remove all doubt as to interference with any rights possessed by the Dominion Government. The Premier proposed that the following words be added to the bill: "Nothing in this Act is intended to effect any public harbor." Mr. Morson moved that the addition be amended so as to read: "Nothing in this act is intended to effect the rights of Canada in any public harbor." The Premier did not indicate his willingness to accept this amendment, and then leave was joined.

Mr. Morson desired to know what kind of a harbor is a public harbor. If our harbors are public harbors that do not prevent them from producing oysters, and all the rights of Canada to navigation would be safeguarded by his amendment. Not only our Provincial, but the Federal rights were preserved by this amendment. The rights of public harbors and oyster fisheries were protected. But if the bill is allowed to pass as presented by the Premier, we shall exclude ourselves, and Canada will be able to drive us out of any harbor which may be considered public. Why should we put a millstone around our neck, and legislate ourselves out of any rights we possess in any of our public harbors.

Mr. Mathieson expressed the hope that the Premier would not press the bill too strongly. We have had a long experience in dealing with Canada, he said, and Canada has invariably insisted upon all her rights up to the strictest interpretation of the law as regards all matters affecting her. We could not, he pointed out, by any act of ours, diminish the rights of the Dominion in our public harbors, but for fear that we should do so, they challenge the act and hold it up. Our statute cannot interfere upon their rights; but if we pass this bill as it stands, we should distinctly acknowledge the claim they make, and in consequence, this statute might be quoted against us in future years to the great injury of our Province. Therefore we should be careful not to give away our rights. We have been put in the wrong over and over again. In the case of our representation in the House of Commons, one word would have served us and one word has reduced our representation to four, and may reduce it to the vanishing point. Let us be careful not to do a similar thing here; let us not establish a precedent that may be used to the prejudice of the Province in future years. If we admit the right to fish oysters in the public harbors, we can never free ourselves from that administration and we shall limit the scope of the act so that it will have no operation at all. The cultivation of oysters and the navigation of public harbors do not interfere with one another. The two rights may co-exist.

Hon. Mr. Hughes thought this was a very important question and he thought the bill might have a tendency to limit the rights of the Province. Mr. Prowse thought before we should press the bill, we should know just what a public harbor is. This was a matter of great importance, and if Mr. Morson's amendment would make the Province safe with regard to the oyster fishery, we should adopt it. It would be better, he thought, to let the matter stand over until we knew what we were doing. The Premier admitted he could not describe exactly what a public harbor is, nor did he think any one in the House could. It is a matter that would probably be settled at some future time in the courts. After further argument on the matter by Mr. Mathieson, the Premier decided to let the bill stand over. He, accordingly, moved the Speaker's take the chair and progress was made.

The most important question under discussion last week was that relating to our schools and school books. This is a question that affects all the people. The quality, prices and frequent changes of school books are matters that come home to all who have children attending school. The Leader of the Opposition brought the matter before the House by

asking the Premier to order a public harbor. If our harbors are public harbors that do not prevent them from producing oysters, and all the rights of Canada to navigation would be safeguarded by his amendment. Not only our Provincial, but the Federal rights were preserved by this amendment. The rights of public harbors and oyster fisheries were protected. But if the bill is allowed to pass as presented by the Premier, we shall exclude ourselves, and Canada will be able to drive us out of any harbor which may be considered public. Why should we put a millstone around our neck, and legislate ourselves out of any rights we possess in any of our public harbors.

Mr. Morson maintained that the Commissioner of Public Works should have in his office all the information that Mr. McDonald desired. He should know what amount of money was paid for every right of way and ought to know every road that had been opened and every right of way that had not been opened. He should know what goes on in his office and he is held responsible by the people. Mr. Morson referred to several roads of which he knew, some of which had not been opened or only partially opened. But of these the Commissioner appeared to know nothing. Mr. McKinnon referred to the fact that the amounts paid for rights of way were in variably charged to capital account. These rights of way are regarded as so much capital in the possession of the Government, and yet no information concerning them or the roads that ought to have been constructed can be obtained. Surely the Commissioner ought to inform himself on the subject and not have to write to his inspectors and supervisors when questions were asked. Year after year money is paid away for rights of way for roads that have not been opened. It is not correct to say, as the Premier has said that the Opposition is asking for this information merely to convey the rights of the Province. Mr. Fraser urged that the information be brought down. Surely the Government did not seek to conceal this information as it concealed the date upon which the \$35,000 were received? The Leader of the Government had instructed one of his officials not to answer the questions of Public Accounts Committee. Mr. Fraser proceeded to demand the information about the rights of way. We have got the information about the \$36,000, but we got it outside of him. The commissioner of Public Works could supply the information desired, if he chose to do so. Hence divided on Mr. McDonald's motion and it was rejected on a strictly party vote of 14 to 8.

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Ask Your Neighbor

About her purchase of Wash Materials At the Always Busy Store.

Thousands of Yards of New Goods Just Received.

Heavy Printed Cotton 27 inches wide	7 cents.	Good Quality Striped Flannelette, 28 inches wide	7 cents.
Extra Heavy Printed Cottons, Fast Colors, 30 inches wide	10 cents.	Heavy English Flannelette, Pretty Striped and Checks, 28 inches wide	10 cents.
Printed Cotton Ducks, New Designs, heavy	14 cents.	Domestic Gingham, Plaids and Checks	6 cents.
English Galateas, great wearing qualities, 28 inch.	13 cents.	Apron Checks and Stripes, 32 inches wide	12 cents.

42 House Dresses and Wrappers

At 50c., 85c., \$1.00

This lot is marked Half Price.

Stanley Bros.

The Always Busy Store.

JAM! JAM!

WHEN YOU BUY JAM ASK FOR Maddigan's Jam.

OUR JAMS ARE Manufactured from Island Grown Fruits,

And are guaranteed to be absolutely pure.

- Sold in Charlottetown by—
- Patrick Duffy
 - John Mahar
 - James Duffy
 - Percy Smallwood
 - W. S. Brown
 - Patrick Smith
 - M. Duffy
 - A. Gates & Co
 - Mrs Malone
 - T L Smith
 - John McKenna
 - Captain T. White
 - John Wheatley
 - James Kelly
 - M & A McLeod
 - R B Squarebriggs
 - Mrs J R Warren
 - Coffin & Co
- Sold in Souris by—
- M J Paquet
 - Vincent Molisac
 - Sterns Son & Co
 - J J Hughes & Co
 - Paquet Bros
 - Sterns & Son
 - C C Carleton
 - W D Currie

EUREKA TEA.

If you have never tried our Eureka Tea it will pay you to do so. It is bleader 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.

(Continued from first page.)
A MYSTERY SOLVED.

The Imperial Pulp Company, which has 304,000 acres of selected Western timber lands, has at last been hunted down. It is the only concern which obtained limits in competition with T. A. Burrows, M.P. (brother-in-law of Mr. Sifton), who has 306,000 acres. Some time the only competition was between these two. Where there were outside bidders, one of the happy pair came out ahead. True, A. W. Fraser and W. H. Nolan obtained awards, but they are found to be bidders for the Imperial Company. The Company and Burrows had the same remarkable methods of business. Both spurned the regular form of tender, both bid without naming the amount of their offer, both enclosed two or more cheques with each bid. In this way the sum of their cheques was just a little higher than the next independent bid, while single cheques would have captured the limit from some lower bidder.

IT WAS BURROWS AFTER ALL.

There was a desire to know who comprised this fortunate company. The Minister who sold it millions worth of timber would not tell. Mr. Turiff, Mr. Burrows, Mr. Sifton could throw no light on the mystery. It was only when a banker was summoned to tell who paid the cheques that the truth came out. Then Mr. MacDonald, chief obstructionist for the defence, had A. W. Fraser called, and brought out the fact that the Imperial Pulp Company was no other than Mr. Burrows himself, associated with a former political associate, now Lieutenant-Governor of Manitoba. It was Burrows who fixed the Imperial Company's bids in pretended competition with his own. It was he who arranged the remarkable system of cheques and who paid them. He manages the Company. So now it is clear how these two concerns followed the same system, and why they gave each other a chance to win, but got ahead of everybody else.

THAT SOLITARY CONSERVATIVE.

One exceptional case must be noted. A valuable limit north of Prince Albert was awarded to Mr. Cowan, a local lumberman. This case was cited by Mr. Oliver and several other members to prove that the department was impartial. They said that Mr. Cowan was a Conservative, and yet got the limit because he was the highest bidder. Mr. Fraser, cross-examined, explained this deal. It was Mr. Fraser who put in the tender in Cowan's name. He did it as a solicitor for Mr. Burrows. Mr. Burrows fixed the amount and paid the cheque. If Mr. Cowan had anything to do with it, he had to come in on Mr. Burrows' terms.

NOTES.

The Post Office Department has repaid to Canadian newspapers \$26,000 collected by the Government under Mr. Lemieux's boasted postal reform scheme, which the Minister was compelled to abandon. Of this amount \$20,652 went to La Presse, of Montreal.

While charities in Canadian cities are collecting money for families of unemployed immigrants, the Government goes on paying bonuses of \$5 per head on Europeans brought to this country. In five and a half years bonuses have been paid on 175,000 persons, including children at half price. The country would have been better off had no immigrants come except those who required no bonus. A new supplementary estimate is down to finish paying the bills of the year which closes with this month. Mr. Fielding asks for no less than \$5,325,633. He finds himself short \$125,000 on his immigration account, \$700,000 on militia account, \$4,735,000 on Intercolonial, and \$100,000 on post office.

Mr. Sifton made an unexpected address on the budget. The ex-Minister took occasion to advise the Government to establish a new department of foreign trade, thus declaring Sir Richard Cartwright's Department of Trade and Commerce to be useless. Mr. Sifton also commended Mr. Borden's civil service reform platform, and advised Sir Wilfrid to adopt it.

The New York expert book-keepers had been paid \$43,000 by the Railway Department for overhauling the Intercolonial system of accounting before they ran up a bill for \$50,000 for adjusting the Maine Department books. Also, it is found that the marine job is not finished. In Mr. Brodeur's absence at Paris, Acting Minister Templeman sent off the New York people, declaring that no man was worth \$75 per day at such a job. But Mr. Richards, head man of the concern, has testified that he was here long enough to find that the department was paying for goods it never got.

Hats and Caps.—It is considered by all who know that I have the most up to date hat and cap department in the city. My prices are dead right, that's the reason I'm getting the business.

H. H. BROWN

The Hat and Cap Man

Aching Joints

In the fingers, toes, arms, and other parts of the body, are joints that are inflamed and swollen by rheumatism; that acid condition of the blood which affects the muscles also.

Sufferers dread to move, especially after sitting or lying long, and this condition is commonly worse in wet weather.

"I suffered dreadfully from rheumatism, but have been completely cured by Hood's Sarsaparilla, for which I am deeply grateful." Miss Frances Sams, Prescott, Ont.

"I had an attack of the grip which left me weak and helpless and suffering from rheumatism. I began taking Hood's Sarsaparilla and this medicine has entirely cured me. I have no hesitation in saying it saved my life." M. J. McDonald, Trenton, Ont.

Hood's Sarsaparilla

Removes the cause of rheumatism—no outward application can take it.

Prohibition of Importation, Manufacture and Sale of Cigarettes.

During the discussion of a resolution on the above named subject in the House of Commons, Ottawa, on the 16th inst., Mr. Alex. Martin, M. P., spoke as follows:

Mr. A. Martin (Queen's, P. E. I.)

—Mr. Speaker, I desire to join with the mover and seconder of this resolution in expressing my entire sympathy with the object that it is designed to accomplish. I listened with a great deal of pleasure to both speakers and especially to the few pithy words which have been uttered by my honorable friend in front of Mr. (Mr. Elson). As a rule I do not advocate the curtailment of the liberty of the subject, but there are instances where the liberty of the subject is curtailed. While we may not be of one mind with regard to curtailing the liberty of the subject we must certainly agree that it is time to take another step in regard to the protection of minors. There are certain drugs on the druggists' shelves which may not be obtained under except certain restrictions because these drugs are injurious and these restrictions are placed against the full grown subject as well as the minor. I do not know of anything—and I have read medical opinions upon it gathered from one end of this country to the other—that is more injurious to young people than the smoking of cigarettes. We have had societies of men and women all over this country which have the best interests of our young people at heart and which have given this question serious consideration. They all agree as to the pernicious effects of cigarette smoking. The medical fraternity agree upon the question. We have, in my province, the League of the Cross, pledged in regard to cigarette smoking and the consumption of liquor; and there is the C.M.B.A. in regard to liquor. There are temperance societies all over the country. However, we see that this government have not come to their support in any tangible way although those societies are working in the best interest of the rising generation. I am not going to make a speech, but I simply wish to place on record my entire sympathy with the resolution. I do not think that any one who has given the subject the least attention can come to any other conclusion than that at which I have arrived in regard to this question. I am sure that the hon. Minister of Agriculture (Mr. Fisher) who has done such great work for the promotion of temperance will now take the arena and record his vote in favor of this resolution. Cigarette smoking, in my opinion and in the opinion of others, has done much to undermine the health of young people, both boys and girls. I think it is most lamentable. It is bad enough to see boys smoking cigarettes, but when we see young girls indulging in this habit, when cigarette making is growing and becoming fashionable in the upper circles, I think it is time that we should do something, and I am sure that it has been well said that the Dominion Government have the remedy in their own hands. Let them now show that they are just as sincere in their desire to promote the welfare of the young and rising generation as they were previous to 1896. If they will, I for one will say that there is one part of their policy that I approve of if they will only carry it out. I only got up to say a few words and to express my sympathy with the resolution.

Railways vs. Other Public Service Corporations.

The present business agitation throws into clear relief the important difference between railway and most other public service corporations. Street railways, waterworks, lighting concerns, etc., feel more or less the effects of fluctuations in general business, but they do not suffer

acutely from such changes because the number of people in a city does not decrease and the extent to which they must use street cars, water and light does not greatly diminish, even when industrial depression becomes pronounced. But railways bear such a relation to industrial and commercial enterprises of all kinds that every crop failure, every panic that shuts down factories and reduces the sales of wholesale merchants, reacts violently on traffic.

The freight business of the railways of the United States has decreased enormously as compared with the corresponding period a year ago. The railway cannot, like the manufacturing, reduce its operations in proportion to the decline in its business. To shut down entirely would be to sacrifice its franchises, and railroad commissions and the public protest violently against reductions in service, especially passenger service, even when they are nowhere near in proportion to declines in earnings. Since railways are exposed to such violent fluctuations in business it is essential that in times of prosperity they should be permitted to earn much larger profits than most other concerns whose charges are subject to public regulation in order to make good the losses sustained in periods of depression. This consideration was advanced by transportation experts before almost every legislature and commission in the country last year as an argument against adjusting rates solely with regard to the traffic being handled at that time, but usually the argument was justly dismissed with the gratuitous assurance that the country's prosperity was established on such a firm foundation that nothing could happen that would hurt the business of the carriers. Subsequent events show clearly who was right. It is to be hoped that the lesson will teach public authorities to adjust rates in future with more regard to theories formulated with a cheerful ignorance of or contempt for facts and probable developments.—Railway Age, February 14, 1908.

A measure has been introduced in the House of Commons imposing a penalty of \$5 per minute on all late passenger trains, except where physical impossibility can be proven. The late train is, of course, a great convenience, and if it could be brought in on time by an act of Parliament the travelling public would welcome such an act. But it is scarcely likely that trains are delayed just for the purpose of inoffending the public or to suit the convenience of the railways. If the truth were known it would probably be found that the railway companies are as anxious to have their trains running on time as are the people who travel. Indeed many of the accidents that occur to railway trains are attributed to the anxiety of the companies to bring in their trains on time, and it has been seriously suggested more than once that the companies should be punished for such attempts when they are attended by danger. Between a proposal on the one hand to punish for not being on time, and a proposal on the other to punish for making extra efforts to be on time, the railway companies may be puzzled to know just what to do. One thing the companies might be expected to do for the convenience of the travelling public, and that is furnish some more reliable system of train reporting. Many of the reports furnished now appear to be largely guesses. Even the most considerate and best-natured man is liable to turn sour and cranky after he has waited for an hour and a half for a train that reported twenty minutes late.—Woodstock Sentinel-Review, February 25th, 1908.

The Demand for "Reciprocal" Demurrage.

To THE EDITOR:—

Having had the supervision of our distribution, and the application of demurrage rules for nearly ten years, on Canada's oldest railway system, retiring recently after a service of over half a century, I may fairly claim the experience necessary to write with knowledge, also with a degree of disinterestedness on this subject.

The agitation for legislation in the shape of what is styled "reciprocal demurrage," has of course arisen from the inconvenience—in some cases—considerable loss suffered from car-shortage, and slow movement in freight in busy seasons, which is largely caused by a frantic endeavor on the part of shippers to rush the business of one half, or three quarters of a year, into sixty or ninety days. Car shortage is also contributed to, by failure on the part

of merchants and traders to increase and improve their storage and unloading facilities, in the face of a vastly increased volume of business.

This question however seems to be one calling for co-operation rather than antagonism, and there are so many points to be considered affecting both parties in the case, that it would be well to institute a more patient and thorough investigation before any drastic action is decided upon.

The proposed measure really amounts to a penalizing of railways for car shortages, as an offset to collection of demurrage; it is however impossible to discover any reciprocal element here, as demurrage is only levied when shippers and consignees have illegally held cars, the stock in trade of railways, over the very reasonable free time fixed by the Railway Commission; while on the other hand it is sought to penalize the roads, when, from various causes mostly beyond their control, they are unable to supply the cars required by shippers; which inability is, in part, invariably caused, or at any rate augmented by this holding of cars under demurrage, and by the pressure of shippers for cars in great numbers to load to seaboard and other points in the United States; from whence it is always difficult, and in busy times quite impossible, to secure their return within reasonable time.

Demurrage therefore represents a merely nominal charge for unreasonable holding of cars, which act frequently involves other merchants in serious loss; while the proposed penalty on railways is for not doing what they were constructed to do, what it is their highest interest to do, and on the doing of which generally their very existence depends.

Such proposed legislation would seem to have in it more of the spirit of reprisal, than of equity and fair play; and it certainly appears to be quite out of harmony with the generous of British law.

Considered dispassionately, I believe the demurrage system will be found to be really much more in the interest of individual merchants, and the trade of the country, than of the railways; and it should be allowed to stand on its own merits; and as a necessary check upon careless, and oftentimes conscienceless, users of cars. I would suggest however, that the usefulness, as a quickener of movement and distribution to shippers, would be greatly increased if the nominal rate of \$1 was increased to \$2 per car per day, the actual earning power being about \$3 per day per car.

If it is desired to penalize railways for inability to fill reasonable orders for cars, then the only legitimate reciprocal measure would be to also make it obligatory on shippers to pay a penalty to the roads, on failure on their part to furnish freight to load the cars offered, say up to given number per week, or per month.

This would place both the parties on an equal footing of real reciprocity, while the so-called "Reciprocal Demurrage" is a misnomer, entirely lacking in appropriateness and equity.

W. H. ROSEVEAR.

Montreal, Feb., 1908.

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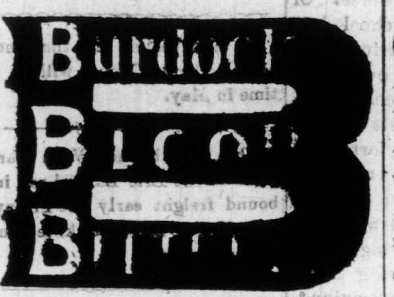
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Muscular Rheumatism.

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.

Deep down in every woman's heart is the craving to be wanted by some one, the desire to be found necessary to some one. And, not having gods or angels to pick from, she is content with man. It is rather lucky for us.

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IT CAN HAVE BUT ONE RESULT. IT LEAVES THE THROAT OR LUNGS, OR BOTH, AFFECTED.

DR. WOOD'S NORWAY PINE SYRUP IS THE MEDICINE YOU NEED.

It is without an equal as a remedy for Coughs, Colds, Bronchitis, Sore Throat, Pain in the Chest, Asthma, Whooping Cough, Quinsy and all affections of the Throat and Lungs.

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ALLEY & CO.

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G. Lyons & Co.

Sept. 4, 1907—3i

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—OF—

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