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REGINA

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Naval Assistance to Britain

(Ottawa Citizen).

It may be taken for granted that all Canadians are in favor of the Dominion sharing a portion of the burden of the naval defence of the Empire. The only questions at issue are when and how this should be done. Many of the strongest Imperialists have hitherto seen a difficulty in accomplishing this, in what may be termed a businesslike way. There are certain principles of national organization which it is unwise to ignore. Where money passes between individuals in the way of contribution for the general advantage there is always a formal business agreement or partnership. It would be a very loose way of doing business if a number of individuals were associated together for a specific purpose and contributed money towards the carrying out of a purpose, and yet had no say as to the business policy. In the same way until there is some sort of definite Imperial partnership, which all the over-sea dominions would gladly enter into, it would not be a businesslike proceeding, under ordinary conditions, to vote money to the mother country. Enthusiastic patriots, guided by sentiment, insist that this be done and point to the advantages which Canada derives from the mother country and never pays for. That is very true, but why not have a proper partnership agreement which will put all concerned on a businesslike basis? The humblest country lawyer could draft such an agreement. Whereas, Great Britain does so-and-so, and so-and-so, for the benefit of Canada, Australia, New Zealand and South Africa—it is agreed that each one of these shall contribute so much to the Imperial navy; that there shall be an Imperial council of which the various high commissioners shall be members and that each and all of the over-sea dominions shall be represented in that Imperial council in proportion to their interest in the partnership, as represented by its proportion of the total expenditure on the navy. And there you are.

A whole fabric of the British Empire rests upon Britain's naval supremacy and, if possible, the over-sea dominions are more interested in the maintenance of that supremacy than Great Britain is itself. In contributing to the navy they would be contributing to the integrity of the Empire. It takes but a little thought to realize that in case Great Britain lost command of the sea tomorrow, the immediate loot of the conqueror would be Britain's colonies. Britain might be invaded, as France was invaded, and a war indemnity exacted, after which her shores would be deserted, even as in the case of France in 1870. But even as Germany annexed Alsace and Lorraine, the conqueror would undoubtedly annex Britain's colonies and the Indian Empire. If the conqueror did not, some other nations would, for the moment the British fleet disappeared off the sea. Britain's over-sea possessions would be like a flock of lost children straggling over the globe, with nobody to protect them. Australia would look well as a German colony, and it might fret and fume and talk about "Renevance," even as Alsace and Lorraine did, for a quarter of a century. At one fell swoop Germany would own the greater part of Africa. As for India, that country might put up a fight but it would be a hopeless sort of futile resistance against a nation which controlled the sea route to India; and it may be taken for granted that if Germany once got control there would be an end to the sizzling of socialist discontent among the native population under the iron hand of a military despotism. Malta, Gibraltar and all the little colonies would fall like ripe plums from the tree into the hands of the nation that ruled the waves.

Canada would be in a different position from any other portion of the Empire in the event of a naval disaster. If the conqueror tried to absorb this country, the Monroe doctrine would not automatically prevent it. The theory of that doctrine is that no European power shall extend its holding of real estate on this hemisphere, and the practice of that doctrine would be that if any real estate belonging to European powers changed hands on this hemisphere it would be into the possession of the United States. There is no use of blinking what the fate of Canada would be if Germany became the dominating naval power. Canada would be the price of the United States' refraining from inter-

What Shape Shall it Take?

The question of assisting in the naval defence of the Empire has been brought to a head much sooner than was expected by the surprising information regarding Germany's aggressive policy in naval matters. There appears to be a unanimity of sentiment that Canada should do something, and at once. The opinions collected by the newspapers from the mayors of various municipalities are practically unanimous that something should be done. The proposals as to what should be done may be summarized under three heads:

1. That Canada should present a Dreadnought to the mother country as its contribution to the building program to defeat the aim of Germany.
2. That one or more Dreadnoughts should be built and manned by Canada and retained at Halifax under Dominion control to reinforce the Imperial fleet if required.
3. That Canada should inaugurate its own fleet of smaller vessels for the defence of its own coasts.

There are objections to be urged in connection with all three proposals and the question to be thrashed out is which is the most practical and most effective course to take at the present time. In deliberately considering the situation it must be recognized that any decision must be arrived at with a due regard to the contingency which has precipitated the urgent consideration of the matter. Otherwise, the whole question might be approached with a deliberation suitable to a fixed future policy as distinguished from action necessary in an emergency. It has been said that the Empire is being stamped into action by panic mongers. Opposed to this idea are two cold facts. One is the alleged sensational statement of conditions which has led to the present agitation has been made by the premier of a British government whose policy is retrenchment in military expenditure, rather than augmentation. In the second place Britain is confronted for the first time in a century by a nation whose avowed ambition it is to rival her supremacy on the seas. Such being the case it is necessary for our government to decide whether it will take action on an emergent condition, or will decide on a fixed future policy, or deal with both phases. A strong argument in favor of dealing with the situation as an emergency proposition is that

prompt and decisive action on the part of the over-sea dominions of the Empire may have the result of discouraging German emulation for control of the seas, and that being achieved all portions of the Empire will be afforded time to deal with the great question of safeguarding the naval supremacy of the Empire with that deliberation and forethought which such a great problem renders necessary.

The course which would most completely meet with the approval of the different schools of thought so far as Canada is concerned would be the construction and manning by Canada of one or more first class battleships of the Dreadnought type, which would be retained under our own control, either for the protection of our coasts or for the reinforcement of the Imperial fleet in time of need. This would have three advantages in that these warships would be the nucleus of a Canadian navy, they would not involve a contribution without representation which is objectionable in theory to many Canadians, and they would be an effective answer to Germany's pretensions. To this is opposed the practical difficulty that Canada has not and could not have for a number of years the necessary trained officers to take charge of these battleships. It would necessitate having for some years to come Canadian warships chiefly manned by British officers and petty officers. Whether this would present itself as a condition so undesirable as to dissuade the government from adopting the plan remains to be seen.

Next comes the question of presenting the Imperial government with one or more battleships built at Canadian expense and to become an integral part of the Imperial fleet. The strong argument in favor of this is the likelihood that such reinforcement of the British building program would discourage the persistence by Germany in its determination to construct a fleet which will menace the supremacy of Great Britain on the seas. This is a tangible consideration of our present and future importance as to command the serious attention of our government. If such a result can be accomplished by a present contribution it will go far to ward off the necessity of future naval expenditure both on the part of the mother country and the over-sea dominions because Germany is the only power avowedly threatening that supremacy.

So far as the third proposal is concerned, that Canada should spend its money on a fleet of interior vessels for so called coast defence, it is an absolute waste of expenditure from which neither the Empire as a whole nor Canada as a unit would reap any adequate advantage. Such a mosquito fleet would have absolutely no effect on the vital point of whether Britain or any rival power shall control the seas. So long as Britain controls the sea no European power can invade Canada. If Britain lost control of the seas, the Monroe doctrine would come into effect and the United States would not allow any European power to invade Canada. Apart from these two contingencies any annoyance by isolated vessels of the enemy in the case of a European war would be amply met by our fortifications at Halifax and on the St. Lawrence below Quebec, and by the construction of shore batteries armed with heavy ordnance.

In conclusion it may be well to point out that the lesson of the Russo-Japanese war which caused Britain and other nations to adopt the Dreadnought type of battleship is to the effect that the ultimate question of naval supremacy is decided by the clash of battleship fleets. Cruisers, armored and unarmored, are useful auxiliaries for scouting and annoying the enemy as exemplified by the career of the Vladivostok squadron in the East, but they can effect nothing conclusive. When once the Dreadnought fleets of two nations have met and decided which is victor the hunting down and destruction or capture of all smaller craft is but a question of time. This is the vital fact which should be kept in mind in any action on the part of the Canadian government with the object of assuring British supremacy on the seas.

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Driver: 'Tain't intended for a ton. It's two tons.

Coal merchant: Beg pardon, Go head.

Minard's Liniment cures Neuralgia.

Adam looked at his life partner. "Noticed any caterpillars in the apple tree yet?" he asked.

"No," she answered.

"I'll go out and look it over," he muttered. When he came back he shook his head. "Guess they ain't created yet," he said.

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

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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.

When you're alone within your flat you might save wrath by hanging out the statement that, I'm at the bath.

Lady (with some hesitation)—"I—o—o wish to look at some false fringes."

Tactful Salesman—"Certainly, madame. What shade does your friend wish."

Mrs. Paven—"Oh, yes—we can trace our ancestry back—to—to well, I don't know but we've been descending centuries."

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Whenever the liver becomes deranged, and the bile ducts clogged, liver complaint is produced, and is manifested by the presence of constipation, pain under the right shoulder, yellow complexion, yellow eyes, slimy-coated tongue and headache, heartburn, jaundice, sour stomach, water brash, catarrh of the stomach, etc.

Liver Complaint may be cured by avoiding the above mentioned causes, keeping the bowels free, and arousing the sluggish liver with that grand liver regulator,

LAXA-LIVER PILLS.

LIVER COMPLAINT.

Mr. Geo. Fawcett, Hamilton, Ont., writes: "Having suffered with liver complaint for years and tried all sorts of remedies, I was advised to try Milburn's Laxa-Liver Pills. I must say, that after taking two vials of them, I feel quite a new man, and can strongly recommend them to anyone."

Price 50 cents per vial or 5 for \$1.00, at all dealers or mailed direct by The T. Milburn Co., Limited, Toronto, Ont.

THE HERALD

WEDNESDAY, APRIL 7, 1909
SUBSCRIPTION—\$1.00 A YEAR.
PUBLISHED EVERY WEDNESDAY
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JAMES MCISAAC,
Editor & Proprietor.

Canada and The Imperial Navy.

Two articles from the Ottawa citizen, on our first page, dealing with Canada's obligations in connection with the Imperial Navy, were written before the debate on that question came up in the House of Commons.

"That in the opinion of this house, in view of her great and varied resources, of her geographical position and national environments, and of that spirit of self help and self respect which alone befits a strong and growing people, Canada should no longer delay in assuming her proper share of the responsibility and financial burden, incident to the suitable protection of her exposed coast line and great seaports."

The debate had been looked forward to with the greatest interest; as the subject is one of the utmost importance, and this interest had been intensified by the extraordinary awakening caused by this subject in the Imperial Parliament. It is not wonderful, then, that the galleries of the House of Commons at Ottawa were crowded, when it was learned that this was the set subject for the day already named.

"A more eloquent and stirring appeal to Imperial patriotism has seldom been heard in the commons of Canada than that wherewith Mr Foster urged the adoption of his resolution. Sir Wilfrid Laurier's reply was almost equally gratifying from the view-point of elocutionary effort, yet the sense of something wanting was the impression which the occupants of the galleries must have carried away with them.

Although Mr Foster labored under the disadvantage of urging the adoption of a resolution framed necessarily without reference to conditions and contingencies of recent developments in the problem of sea supremacy, he made it clear that an immediate and adequate response to the demands of present Imperial exigencies would be welcomed by the opposition.

But, on behalf of the government, Sir Wilfrid Laurier, ignoring this invitation, contented himself with reiterating well worn compliments to the puissance of Britain's navy and equally familiar and inconsequential assertions of

Canada's willingness to do her utmost for the Empire in time of need. But for the present, the probable time of trial, nothing more than mere declamation—a waving of the flag and a waiving of responsibility unto a more convenient season. In this spirit Sir Wilfrid moved a substitute resolution. With the landable enough object of avoiding even the semblance of party division upon so serious a subject, Mr Borden entered into negotiation with the leader of the government.

"This house fully recognizes the duty of the people of Canada, as they increase in numbers and wealth, to assume in larger measure the responsibilities of national defence; "This house is of opinion that under the present constitutional relations between the mother country and the self-governing dominions, the payment of regular contributions to the imperial treasury for naval and military purposes would not, so far as Canada is concerned, be the most satisfactory solution of the question of defence;

"The house will cordially approve of any necessary expenditure designed to promote the speedy organization of a Canadian naval service in co-operation with, and in close relation to, the imperial navy, along the lines suggested by the admiralty at the last imperial conference, and in full sympathy with the view that the naval supremacy of Britain is essential to the security of commerce, the safety of the empire and the peace of the world;

"The house expresses its firm conviction that whenever the need arises the Canadian people will be found ready and willing to make any sacrifice that is required to give to the imperial authorities the most loyal and hearty co-operation in every movement for the maintenance of the integrity and the honor of the empire."

Eloquent speeches were made by the Leader of the Opposition and several other members on both sides of the House and this resolution was unanimously adopted. In its editorial comment on the debate and the resolution, the Ottawa Citizen, to which we are indebted for most of our information on the subject, has the following:

"CANADA'S BEST WISHES."

"Little New Zealand, in recognition of the Empire's need offers the Mother Country a \$10,000,000 Dreadnought. Canada, ignoring the Empire's need as voiced in the speech of its statesmen, offers the Mother Country an expression of its high regard, coupled with the cynical assertion that it does not propose to be stampered into any such liberality. That was the effect of the premier's amendment to Hon. Mr. Foster's motion in the house yesterday.

"The speech of Mr Foster was one of the most statesmanlike utterances ever delivered in the house of commons. It rose above party politics, urged several courses by which the present emergency in Imperial naval affairs might be met and concluded with the courteous assurance to the government that whatever method it was pleased to select that would meet the present emergency as well as

provide for a future permanent naval policy on the part of Canada, would receive the loyal support of his Majesty's opposition.

"Sir Wilfrid Laurier complimented the honorable gentleman upon the able manner in which he had outlined the situation, and at this point the whole house applauded. There was apparently a feeling that the leader of the government would play up to the situation and that a united parliament would do something at once appropriate and wise. Then, instead of frankly accepting the free hand which Mr Foster's address had left open for the government to take advantage of, Sir Wilfrid rather weakly remarked that the honorable member had failed to specify in set terms what the government should do. In the next breath he made it clear that it did not matter what Mr Foster might have proposed, for the simple reason that the government did not intend to do anything in the way of assisting the Empire at the present time. On the contrary, the government took its stand on the pronouncement at the Imperial conference of 1902 at which it was understood that each of the over sea dominions would provide the nucleus of a fleet to look after its own coasts, and he mentioned that while New Zealand had offered a Dreadnought, Canada did not propose to be stampered into the imitation of its action by any over-night panic. In support of his position he cited the fact that Australia had not done so, but also mentioned that that colony in pursuance of the understanding of 1902, had entered upon an expenditure of some \$9,000,000 to establish a local fleet. Instead of this helping the case it holds up Canada as being in the position of having done nothing in pursuance of the understanding of 1902 and now refusing to do anything in the emergency of 1909. The remainder of the prime minister's speech consisted of protestations of loyalty to the British empire; a fervid oratorical appreciation that the salvation of modern civilization depended upon the supremacy of Britain's Imperial power, leaving the muted inference to be drawn that so far as Canada was concerned this salvation was expected to be free.

"The zenith of absurdity was reached when, after referring in slighting terms to the apprehension expressed regarding Germany's projects in the Imperial house of commons by the leaders of both parties, Sir Wilfrid declared that, if it were true that Germany was preparing for Great Britain a mortal blow such as that country dealt to France in 1870, Canada stood ready and willing to assist the Mother Country in such an event in every manner that the dictates of loyalty and gratitude could afford. Also a great many more eloquent periods to the same effect. That, in the event of such a mortal blow being dealt, as suddenly and with such secret preparations as preceded the overthrow of France, it would be then entirely too late for Canada to do anything to avert the blow was a mere detail that did not enter into the eloquent prime minister's sounding peroration. It takes three years to build Dreadnoughts, but in less than three weeks after war was declared Russia's naval power in the East was crippled by Japan, and, once crippled, never regained the ascendancy.

"It was the same old story as in 1899,—an eloquent expression of our highest regards for the Mother Country, but— "In the evening after a lengthy debate the amendment was amended into, perhaps, more decent shape, but, as far as the present emergency is concerned, it means nothing."

Three dollars and eighty-four cents is not a very large amount; but the fact that such an order was given to a man who had not supplied to the Government the lumber therein specified or anything else, for which it could be considered payment, establishes the fraudulent principle of giving away the public money—the people's money, without any return. The discovery and exposure in this case is only the in setting of the thin end of the wedge; it opens up a phase of public fraud liable to lead to unlimited possibilities. It is quite likely this discovery is only grazing the fringe of a system of public plunder that is going on all round us. It is not much wonder huge annual deficits are piled one on top of the other; it is not much wonder our Provincial debt has become so formidable, as to place us on the verge of financial bankruptcy. How could matters be otherwise when Government henchmen have a free hand to loot the Provincial treasury for the furtherance of political schemes? Fortunately, in the case under review, the schemers overshot the mark, and brought about their own exposure. Mr McKenzie is not the kind of man who would accept money under false pretences, even to reimburse him for the loss of his property.

Apart altogether from the looting of the public treasury and the squandering of the people's money, see to what dreadful depths of moral degradation the perpetrators of these shady performances sink, for fear of losing the favor of the Government. Mr Daniel McKenzie supplied no piles to the Government for the work in question; but he receives a Government order, purporting to be for piles. The issuer of the order well knew that McKenzie supplied no piles. Yet this man Lavers swears to the Commissioner of Public Works that he bought piles from McKenzie, and swears that he issued no road orders for work that was not performed or for material not furnished for the bridge. Is this not a scandalous condition of things? See to what dreadful depths people will sink when once they start on the downward path!

A matter of importance to our farmers is the meat question, which was up for discussion during the session. In reference to this matter Mr James Kennedy read a letter showing that the price for fresh killed hog in Quebec at present is from 10 1/2 to 10 cents. He urged the Com-

missioner of Agriculture to do everything in his power, when at Ottawa, to make arrangements enabling us to put our meat products on the Canadian markets. The committee of members from both sides of the House that had this matter under special consideration presented the resolution agreed upon. The resolution was then moved by Mr James Kennedy and seconded by Captain Read, and unanimously adopted by the House. The resolution was as follows: Whereas the greater part of our meat product consists of carcases of animals owned by farmers and retail butchers and slaughtered by them on their own premises respectively. And whereas provision is made for the shipping of such under the Meat and Canned Food Act of Canada without inspection. And whereas no such provision is made for dealers in said products to the great inconvenience and loss of the producers. Therefore resolved, that in the opinion of this House the Department of Agriculture of Canada be requested to so alter and modify the regulations under the said Act in such a manner that the dealer, merchant or trader purchasing from retail butchers or farmers, shall receive the same privilege as to shipping carcases of animals or portions thereof for consumption in Canada as is extended the farmers and retail butchers under Clause 5 of said Act, provided that each carcass or portion thereof so shipped shall be capable of identification by a number or other significant mark placed upon said carcass or portion thereof and shall also be accompanied by the farmer's certificate mentioned in the regulations under said Act, signed by the farmer or retail butcher selling the same, and which certificate shall contain the number or mark corresponding to that placed upon the carcass or portion thereof so sold, and every certificate so made shall be forwarded by said dealer in the same manner as is done by an individual farmer or retail butcher under the provisions and regulations of the said Act.

Echoes of the Session.

A few matters in connection with the recent session were not touched upon in our last issue, for want of space. Some of these are of considerable importance, and are deserving of notice.

In the first place, there is the order given to Mr Daniel McKenzie, of Cardigan, for \$384 in payment for piles he did not supply. The order was given in this way: A man working at the bridge borrowed a crow bar from Mr McKenzie, and while using it at the work it fell into the water and was lost. Mr McKenzie requested him to return the bar or reimburse him for it. A reasonable request, any one would say. But the man was unwilling to pay for it, so then Mr Lavers, inspector of the work, stepped in and said, we will fix it in this way. We will give Mr McKenzie a Government order, purporting to be for piles delivered by him, amounting to more than the price of the bar, and that will satisfy him. In pursuance of this plan, Mr Lavers drew out the order, of which the following is a copy:

COPY OF ROAD ORDER. Road Division No. 11, King's County, No. 158. Georgetown, Sept. 17th, 1908. These are to certify that Mr Daniel McKenzie, of Cardigan, is entitled to receive the sum of Three, 84/100 dollars, being for his labour expended on the 3 Hardwood Piles, 24 feet long, each at 8 on Cardigan B. Which has been completed according to contract and to my satisfaction. WM. W. LAVERS, Road Inspector. To L. B. McMillan, Secretary of Public Works.

Another matter of importance that received a good deal of attention from members of both sides of the House, was the question of our fisheries. Discussion on this subject came up on a resolution, placed on the order paper, early in the session by Mr Agnew, who subsequently became Speaker of the House. The discussion was adjourned once or twice, and came up for final consideration on Friday evening March 26th, the evening previous to prorogation. As this is a question of great importance to this Province, so largely interested in the fisheries, it received thoughtful attention from such practical men as Mr McLean, Mr Prowse, Mr A. J. McDonald, Mr Agnew (who discussed it at length, in committee of the whole), the Leader of the Government and the Leader of the Opposition. As a matter of fact, there were not many members, who did not have something to say on it. After a thorough discussion, the resolution was somewhat amended and finally passed, Friday night, as follows: "That this House ask the Federal Government to take such steps as may be deemed best with a view to preserve, increase and develop the fisheries; that this House urges the appointment of a non-partisan Fisheries Board, composed of a fair representation from this Province, for the regulation and control of the Canadian Atlantic fisheries; and that steps be taken to have this important matter acted upon at the present session of the Dominion Parliament."

The appropriation for paupers, which usually receives attention towards the close of the session, came up for consideration late Friday night. Mr Mathison, Leader of the Opposition, strongly objected to these funds being placed in the hands of candidates in elections, or members of the Legislature. Distribution in this fashion is especially objectionable in election years, he pointed out. Considerable discussion took place on this phase of the matter, the opposition generally favoring the placing of the amounts in the hands of the different clerymen for distribution; in any event to be kept out of the hands of active politicians. Mr Murdoch Kennedy suggested the appointment of a committee from both sides of the House to place the respective amounts for distribution. No sooner had the House, in committee, commenced to vote these appropriations than it was discovered that reductions in the grant

had been made for some districts, while other districts were allowed as much as ever, or even more. It was remarkable that the districts to receive the larger grants were represented by Government supporters; while the reductions were to apply to the districts that had elected Opposition members. This was altogether to palpable an attempt to make political capital out of the pauper grants, and the Leader of the Opposition, Mr McLean and other members on that side of the House, informed the Government in the most emphatic terms that such an arrangement would not be tolerated. They did not, they said, object to reducing the grants; but the reduction must be proportionate all round; otherwise, the Government might make up their minds that they would not get the appropriations through committee for a whole week, if necessary. This manly, determined stand brought the Government to their senses and they agreed to make a reduction of twenty per cent all round, and the appropriations were voted without much delay.

On Saturday March 27th, after the odds and ends of Legislative work had been cleared up, the Leader of the Government, in reply to a previous request of the Leader of the Opposition, presented a skeleton of the claims to be made on the Federal authorities, by the Government. Mr Mathison made some happy allusions to this and other matters, giving the Government, several pokes under the ribs. Mr Haszard started in to make reply; but he had not proceeded far, when the sergeant at arms was heard knocking at the door. The Lieutenant Governor entered and having taken his seat in the Speaker's chair, assented to the bills and prorogued the Legislature.

Longboat Collapses. In the greatest of Marathon races, held in New York on Saturday last, St. Yves was first, Dorando second, Hayes third and Maloney fourth. Longboat collapsed in the fifteenth mile and Shrub in the twenty-second mile. The time was two hours, forty minutes fifty and three-fifths seconds. It was a contest full of surprises, none being greater than the wonderful success of the unknown Frenchman, who from start to finish, set the pace absolutely beyond the capabilities of his rivals, and ended fresh as a daisy. The race was a rapid succession of sprints, whereas during the first dozen miles Shrub valiantly attempted to secure a lead over the Frenchman; Hayes and Maloney were far in the rear during the greater part of the race, but gained towards the finish, but Hayes was unable to pass Dorando. The afternoon was showery and the track was heavy, so considering the conditions St. Yves' performance was really remarkable.

Longboat was the favorite, but each of the others had his backers. No race since the historic renewal at Shepherd's Bush, London, last year, aroused so much interest. Aside from the competitive features of the struggle, there was a betting interest in the race similar to that of the annual Suburban Handicap. The Frenchman was regarded as the dark horse of the race. The big puzzle was Shrub. He was thought to have more speed than any of them possibly except Dorando, but after his race against Longboat at the Gardens, in which he collapsed, some doubt existed as to his ability to go the distance. [This Henri St. Yves the winner, the French wonder, did not know he could do a Marathon until he made a trial over the Olympic course last fall when he went the route in the reported time of 2:31:23, which is 24 minutes ahead of Hayes' Olympic.

St. Yves then won the Edinborough Marathon, over bad roads, in 2:44:40, competing against 66 entries, after which, at Paris, he travelled 31 miles in two hours time; it is said, or 58 yards better than George Crossland. He won at Paris later, securing first prize by covering the Marathon distance in 2 hours 55 minutes. He is 21 years of age, 5 feet 4 inches in height, and weighs 126 pounds. Dorando has run a hundred races in the last four months, and has suffered very few defeats, although his victories have been mostly one-horse races. Dorando has always defeated Hayes—his race at the London Olympic was almost a victory. Alfred Shrub has never won a race over fifteen miles. His best performance at distance was his win over Dorando at that Buffalo on Feb. 25, by 2 1/2 laps, in the splendid time of 1:34:06 4/5. On Nov. 5, 1895, at Brock Park, Glasgow, Shrub made the world's record for ten miles, reeling off every mile of the first six in less than five minutes. He ran ten miles in 56:23:35. Tommy Longboat's best performance was too well known to be reviewed. He has put it all over Dorando twice, has beaten Shrub for the full Marathon, and has won scores of amateur races, varying in length from 3 miles to 26 miles 385 yards. John J. Hayes, the Yankee Marathoner, has never won a long distance race indoors, but he has captured first place in two amateur Marathons, including the great Olympic. Matt. Maloney, the Trinity Athletic Club runner, is 23 years of age, and never ran a Marathon race before last Thanksgiving. Since that time he has run several, winning two important events. On Jan. 8, 1909, at Madison Square Garden, Maloney defeated a field of 32 starters in a full Marathon.

Winslow advised of the 6th. Say throughout the west, seeding operations have begun and will be general this week. The lovely spring weather continues. From Portage la Prairie west, farmers are all busy and a much larger area than was needed in 1908 is secured. Just what the actual crop area may be is problematical but it will not be under seven million acres in wheat, an increase of three quarters of a million acres over last year.

TRY HICKEY'S PERIQUE MIXTURE It's cool, it's satisfying, it's good. A big blue tin for 25 cents at all druggists and grocers. HICKEY & NICHOLSON Tobacco Co., Ltd. CHARLOTTETOWN, Phone 345. Manufacturers.

For New Buildings We carry the finest line of Hardware to be found in any store. Architects, Builders and Contractors, will find our line of goods the newest in design, the most adaptable and improved, and of the highest standard of merit in quality and durability. Also a full line of pumps and piping. Stanley, Shaw & Peardon. June 12, 1907.

Meet Me at the Always Busy Store

Print Cottons

— IN A — LARGE ASSORTMENT To Select From.

Navy Blues, Blacks, Reds, Pinks, Pale Blues, Greys, etc. At 5 1-2c., 7c., 9c., 12c. and 14c. yard.

Dress Goods

SPECIAL LINES Bradfords 20c., 30c. & 40c. yard. Venetians 50c., 80c. & \$1.00 yard. Tweed 45c. yard up.

Stanley Bros.

Advertisement for Hickey's Perique Mixture, including text about its benefits and contact information for Hickey & Nicholson Tobacco Co., Ltd. in Charlottetown.

Advertisement for Stanley, Shaw & Peardon hardware store, featuring an image of a building and text about their products and services.

KING EDWARD HOTEL.

Mrs. Larter, Proprietress.

Will now be conducted on

KENTSTREET

Near Corner of Queen.

Look out for the old sign, King Edward Hotel, known everywhere for first class accommodation at reasonable prices.

June 12, 1907.

J. A. Mathieson, K. C., E. A. MacDonald, Jas. B. Stewart.

Mathieson, MacDonald & Stewart,

Newson's Block, Charlottetown,

Barristers, Solicitors, etc.

P. O. Building Georgetown.

FIRE INSURANCE.

Royal Insurance Company of Liverpool, G. B.

Sun Fire offices of London.

Phoenix Insurance Company of Brooklyn.

Combined Assets \$100,000,000

Lowest rates and prompt settlement of Losses.

JOHN MACBACHERN, AGENT.

Telephone No. 362. Mar. 22nd, 1906

\$50 Scholarships Free

To the Student making the Highest Marks during next term.

Will YOU win it?

An up-to-date modern business training with no waste time. Write to-day for new prospectus, terms, etc.

Union Commercial College, WM. MORAN, Prin.

Pressed Hay WANTED!

We will buy some good bright Timothy Hay.

G. Lyons & Co

Feb. 10th, 1909-2i

Snappy Styles

-OF-

Solid Footwear

Ladies! Here is your chance, one week only. Box Calf Boots, neat, up-to-date. Cheap any time at \$2.25, now \$1.50, all sizes.

A. E. McEACHEN, THE SHOE MAN.

LOCAL AND OTHER ITEMS

Lord Strathcona has presented Archbishop Bruchet, of Montreal with \$10,000 for the home for incurables.

The election trial of Moliseac vs. Moliseac and Coles set down for hearing at Georgetown, on Tuesday June 1st.

We extend our sympathy to Mr John A. Mathieson, Leader of the Opposition, on the death of his mother, recorded in our obituary column.

News from St. John's Nfld. is to the effect that Governor McGregor has issued a proclamation further postponing the re-opening of the Legislature till Saturday.

Greetings from Mr John A. McLaren of the firm of James Paton and Co. from Paris, under date of March 23, reached us some days ago.

At Regina a little girl named Kilrade, while walking in her sleep went out on the railway track. A train came along and cut her to pieces. She was not missed until early in the morning, when searchers found the body.

Whitney's advice indicates that this will be a record year in building operations. Buildings planned on Portage Avenue alone will cost over \$3,000,000. These include a 12 story building for the Grand Trunk Pacific.

It is understood that the contract for the Elmira Branch Railway has been let to Whitehead Bros Grand Falls, N. B. Work is to be started shortly, and a representative of the contractors will soon arrive in the Province.

Mr. W. W. B. McInnis of Vancouver B. C. ex-M. P., ex Governor of the Yukon, and would be Premier of British Columbia, has a last formal rest for the sale of his political foot. According to Ottawa advice of the 5th inst, he has been appointed a County Court Judge.

The winter steamers have been suffering again. The Stanley, after leaving here last Thursday has been unable to get back to Charlottetown since. Both were ice-bound Monday and yesterday, till the afternoon when a change of wind enabled the Stanley to get into Georgetown. The mail reached here about 6,30 last evening.

The apparent failure of the seal catch in the Gulf of St. Lawrence, is reported at St. John's Nfld. The sealing steamer Harlow was home empty. The Harlow reported that the sealers Neptunia and Southern Cross are also without success and that the Viking Lakard and Kite had been sighted and are probably equally unsuccessful.

A despatch to Lloyd's London, from Punta Arenas, Chile says the steamer Oak Branch struck what is supposed to have been a derelict in the straits of Westminister and was abandoned in a sinking condition. The first officer and six of the crew and a passenger landed safely, but the captain and twenty persons are missing.

The dates and places have now all been fixed for the election trials. They are as follows: L. McDonald and John McLean, Souris April 20th; J. H. Cummins, Charlottetown May 15th; John Agnew, Alberton May 28th; Moliseac and Cox and J. A. Mathieson, Georgetown June 1st; Joseph Road and James Kennedy, J. E. Wyatt and J. A. Moell, Summerside June 18th; Murdoch Kennedy, Charlottetown June 22nd.

C. M. Daniels, of New York, broke the world's record for a 220-yard swim in the East Liberty Aquatic Club, Pittsburg last Saturday night in a national championship event, under the auspices of the American Athletic Union. Daniels' record was 2:25, 2:5, three seconds less than the world's record, held for the last three years by Kieranan, of Australia. It is seven seconds less than the distance ever had been made before in America.

Direct communication between Chicago and New York by trolley became a reality last Monday night when a two-car train pulled in over the tracks of the Kensington and Eastern Railroad, completed less than 15 minutes before. The spans the last gap in the system across the continent to Chicago from the eastern seaboard, and the trip over the lines operated by electric power is now possible. The route is roundabout but the dreams of the electric railroad promoters have been realized.

Mr. Murdoch Kennedy: When the \$300,000 was withdrawn from capital, in the dim and distant past, before he, Mr. Kennedy, was born, five members of the Government party were supporting the Conservatives who did that deed, and Mr. Cox was one of them. How he came to go over to the other side could easily be told. Mr. Cox - if you can tell, can't Mr. Kennedy - they had a floating bridge at Morell. It went adrift one day, and Mr. Cox got aboard and floated over to the other side. If it should ever get adrift again Mr. Cox may, perhaps, float back. (Laughter).

The House of Commons was, last Friday evening the scene of a sensational outburst lasting some time, and almost requiring the services of the Sergeant at Arms.

During a discussion regarding the Departmental Investigations, Mr. Foster, pointing to the Prime Minister, said: "Droist, McAvity and Halliday have profited by these transactions, once these men? Does he intend to try to get the money back, and, if not so, is it that he himself has shared in the proceeds for party purposes?" Sir Wilfrid Laurier, during his reply denied ever having profited by his position, and added, "I never manipulated the people's money, I never manipulated trust funds." Then pacifism broke into a chamber reconciled with excited and angry shouts - no one apparently making himself heard above the clamour. Finally Laurier withdrew his remarks, and the debate was resumed.

LOCAL & OTHER ITEMS

Noticing a five pound tin of blasting powder in the coal he was shovelling into a locomotive at Brookville, Ont. Thomas Magraw promptly removed the explosive, and saved the railway from a bad accident.

Robert Chyston, seventy years of age, while walking on the Dartmouth Lake, opposite Halifax, on the 1st inst fell through and was drowned. Efforts were made to save him but without success.

Plans for a \$2,000,000 candle power searchlight for the illumination of the Niagara Falls, at a cost of \$50,000 have been accepted. Two batteries of searchlights will be used, one on either side of the river.

President Taft has induced the Roosevelt tennis court into a cow pasture. Mrs Taft has bought a cow and it now grazes and "mooes" where Roosevelt and his tennis cabinet were wont to caper and "love all."

Thirty-four hours out from St. John's the Allan Line, Sardinian arrived at St. John N. B. last Sunday night. Capt. Henry reports vicious weather in the bay. He said that many mishaps may be expected, as it was one of the wildest storms he ever experienced.

The dwelling of Albert Stiret, a farmer at Eno, Ont., was burned last Thursday night, and two children, aged seven and five were burned to death, and other members of the family were slightly burned but escaped by jumping from the upper windows.

The suit for \$20,000, damages brought by Hon. George E. Foster against Mr. M. Carney, ex-M. P., for statements made in the last election campaign, has been settled out of court. The counsel have had several conferences with the result that Mr. Foster has decided to accept an apology from Mr. Carney.

When the Legislature assembled at St. John's Newfoundland on March 30th a very member was present. Several efforts were made to elect a Speaker, but Premier Morris was unsuccessful at the parties stand 18 each. A deadlock was the result. This was reported to the Governor who prorogued the Legislature for one week.

During the Holy Week the services in the Cathedral are as follows: Commencing this Wednesday evening 7 o'clock will be sung on Wednesday, Thursday, and Friday evenings at 7 o'clock. The solemn morning services commence on Holy Thursday and Good Friday at 8 o'clock, and on Holy Saturday at 7.30. At 3 o'clock Friday afternoon, the "Way of the Cross," will be solemnly performed.

Two thousand five hundred men employed in the western mines are on strike on account of orders issued by President Sherman. The Crow's Nest Co. granted terms to these men, while other operators refused, and the men, who were about to accept the agreement after long negotiations, suddenly decided to insist on equal terms with the Crow's Nest mines. So say the advice of the 3rd inst from Calgary.

While detectives were searching about the Kirade home Hamilton, last Wednesday afternoon, they found empty cartridge shells in the ward immediately east of the house. If this report is true these shells are the most important things yet found. Detectives searched all through the adjoining yards at the time of the murder, but as the snow was deep, they found nothing. During the last few days the snow has disappeared.

The Government ice breaker Mont Calm, which had been working at the Cape Ronge ice bridge since the eighth of February succeeded on April 1st in breaking her way through and the bridge was sent on its way down stream. As a result it is expected that the opening of navigation at Montreal will be the earliest on record, the opening generally being delayed on account of the ice bridge holding at this point.

Melbourn advises March 30th say: The Premiers of New South Wales and Victoria have decided to offer one Dreadnought to the Imperial Government on behalf of those respective States. This offer is the result of negotiations between the two States, undertaken since it became apparent that the Commonwealth Government was not prepared to take any steps. The subscriptions will be made on a basis of population. New South Wales contributing \$4,000,000, and Victoria \$3,000,000.

The Lenten sermon in the Cathedral on Sunday evening last was by Rev. John B. McIntyre. His theme was the passion of our Lord, and his text was from the 5th verse of the LIII. chapter of the prophesy of Isaiah: "He was wounded for our iniquities he, was bruised for our sins." The discourse was an eloquent exposition of the passion of our dear Lord. The terrible sufferings of our Saviour, the enormity of sin which caused those sufferings and the obligations resting on Christians to rise from the lethargy of sin and aspire to a life of sanctifying grace were all earnestly and eloquently set forth by the Rev. preacher.

The Solemn Services of Holy Week commenced in St. Dunstan's Cathedral on Sunday last, Palm Sunday, by the solemn blessing of the palms. His Lordship the Bishop officiated at the blessing, assisted by Revs. F. J. McDonald, as deacon, Marianne McDonald, sub-deacon and Rev. Dr. McLellan, master of ceremonies. After the distribution of the palms, the Bishop and clergy proceeded in procession to the vestibule of the church, where the ceremony appropriate to the feast was carried out. After returning to the Sanctuary, Solemn High Mass was celebrated by Rev. Father Hogan, the other officers being the same as at the blessing of the palms. In consequence of the length of the services and in view of the evening service, there was no sermon at the High Mass.

DIED

At Harrington, April 4th Annie Stewart, widow of the late Ronald Mathieson, aged 75 years. Funeral took place yesterday at 2 p. m., from the residence of Dr. Mathieson, Brackley Point Road.

At Monticello, Lot 42, on March 16th, Catherine E. daughter of James and Mrs. Carter, in the 19th year of her age. May her soul rest in peace.

At the residence of her brother, Hugh McIsaac, Goose River, Lot 42, on March 29th, after a week's illness of pneumonia in the 57th year of her age, Margaret McIsaac. Funeral took place on the 31st March to St Peter's Bay, and was very largely attended, showing the high esteem in which she had been held in the community. May her soul rest in peace.

At the Carney Hospital Boston about a week ago, Mrs. McDonald, relict of the late Angus McDonald of this city. Her remains were brought home and her funeral took place last Sunday afternoon, R. I. P.

In this city, on March 30th, Annie, beloved wife of Frank Savidant, in the 20th year of her age. R. I. P.

In this city, on April 1st, Mrs. Catherine Callaghan, aged 75 years. R. I. P.

At Powell Street city, on Sunday morning 4th inst. Harold, second son of A. E. McEachern and Mrs. McEachern aged 9 years. May his soul rest in peace.

Suffer little children to come to me and forbid them not: for of such is the Kingdom of Heaven."

The Market Prices.

Table listing market prices for various goods: Butter (fresh) 0.22 to 0.25, Butter (sub) 0.21 to 0.22, Calf skins 0.09 to 0.00, Ducks per pair 0.80 to 1.00, Eggs per doz 0.18 to 0.19, Flour 1.00 to 1.25, etc.

If you want anything at any time, and cannot come yourself; just drop us a postal, and we shall be pleased to send you samples and give you any information of any line of goods offered in a first class store like ours, Stanley Bros.

Our store has gained a reputation for reliable Groceries. Our trade during 1908 has been very satisfactory. We shall put forth every effort during the present year to give our customers the best possible service.—R. F. Maddigan.

Trunks and Valises.—When you want to go travelling I can fit you out with a trunk, suit case, grip, telescope, or anything else you need. Dont forget my prices are the lowest.

H. H. BROWN The Young Men's Man.

There's a chill in the air that says in language plainer than words, "Get your overcoat ready." The overcoat is an absolutely necessary part of every man's apparel. It is essential to comfort that the coat should fit well. Ask to see our overcoats, try them on, note the style, fit and finish. We will please you in price as well. Prices vary—\$5.00 and all the way up to \$25.00 each.—Prowse Bros., Limited.

Men who wish to be well dressed are finding out the merits of our clothing. This store has struck up a more extended acquaintance this spring with men who dress well than ever before. That's only natural. Its decidedly to your interest to get acquainted with our clothing. All the latest styles. Every suit is the tip-top as to style and the height of good taste. While the price is much lower than clothing of equal merit would cost elsewhere.—Prowse Bros., Ltd.

I am showing the largest range of Fall and Winter Caps you ever saw. Prices from 50 cents to \$1.50 I can fit any man's head or suit any man's purse.

H. H. BROWN The Hat and Cap Man



Now Sir!

"Honest Injun," We want to ask you a question.

IT'S THIS: If the price tags were not on our Clothing would you not think they cost much more than they do?

Our Kind of Clothing

Have a habit of looking much more expensive than they really are.

We are confident that we have just the Spring Suit you'll like, and will be pleased to show it to you any day you are ready to look at it—COME TO-DAY.

Spring Overcoats \$5, \$8, \$10 & \$12

Spring Suits \$5, \$7, \$10, up to \$18

NEW SPRING HATS

Right this way, Sir, with any Hat idea you may have. We have every new shape that's going, that's correct. There are higher priced Hats than ours, but there are no better ones.

If you want the best that money can buy, come to us, it's here waiting for you.

PRICES. \$1, \$1.25, \$1.50, \$2, up to \$5.

PROWSE BROS., Ltd.

Charlottetown's Big Departmental Store.

STANLEY BROS. Our mail order department gives immediate and careful attention to all orders received by mail or telephone.

There is no reason why you should not enjoy all the advantages of a large and carefully selected stock. We can do as well for you as any house in Canada. Absolute satisfaction guaranteed or your money back. We prepay the freight on all parcels over \$5.00 in value.

Stanfield's Underclothing. This make of Underclothing is worn by at least half our people in the Maritime Provinces. I am showing it in all weights and sizes. Prices from \$2.00 per suit upwards.

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

Besides securing a sound, practical business training, you have a chance of winning the \$50 scholarship at the Union Commercial College. Enter now. Full particulars on request. Wm. Moran, Prin., Charlottetown.

Go to Brown's for your Fall Suit or Overcoat; he will save you a dollar.

H. H. BROWN The Young Men's Man. 158 Queen Street.



Price \$2.50 Amherst Boots

Are the Farmer's friends.

Made from Solid Leather throughout, counters, in soles and heels. They stand up and stand the strain of hard wear through all kinds of mud, slush and wet.

Table listing prices for Amherst Boots: Men's Amherst Boots \$1.60 to \$2.75, Women's " " 1.25 to 1.75, Boys' " " 1.50 to 2.00, Girls' " " 1.10 to 1.35, Children's " " 1.00

Alley & Co.

Montague Dental Parlors

We guarantee all our plate to give perfect satisfaction or money refunded.

Teeth pulled and extracted absolutely painless.

A. J. FRASER, D. D. Aug. 15 1906-3m

CANADA, Province of Prince Edward Island.

In the Probate Court, 8th Edward VII., A. D. 1908.

In re Estate of Annie Coffin, late of Morell, in King's County, in said Province, widow, deceased, testatrix.

To be sold by public Auction, on Wednesday, the fourteenth day of April, A. D. 1909, at the hour of ten o'clock in the afternoon, in front of the premises at Morell Station, in King's County, aforesaid, under and by virtue of a license granted by the Surrogate Judge of Probate of the said Province, on the 20th day of November, A. D. 1908, to the undersigned, Alexander McAnlay and William A. Lewis, executors of the last will and testament of the said Annie Coffin, deceased.

All that tract of land situate at Morell, in Township Number Forty, in King's County, aforesaid, bounded and described as follows, that is to say: Commencing at the junction of Murray Street with the Morell Bear Road and running along the Morell Bear Road north a distance of fifty feet, or until it meets Ambrose Berry's line fence; thence west a distance of sixty feet to the line owned by R. N. Cox; thence south along the said R. N. Cox's eastern boundary line to Murray Street, aforesaid; and thence east along said Murray Street a distance of thirty-six feet to the place of commencement. Also all that other tract of land at Morell, aforesaid, described as follows, that is to say: Commencing at a point on the east side of the Morell Bear Road one hundred and ten feet southwardly from the Main Post Road near Morell Hall; thence along Morell Bear Road southwardly to a distance of one hundred and fifty feet; or until it meets the northern boundary line of a lot of land sold by Robert Coffin to John Hogan; thence eastwardly along said John Hogan's north boundary line for a distance of one hundred feet; thence north parallel to the said Morell Bear Road for the distance of one hundred and fifty feet; thence in a westerly direction parallel to said north boundary line of John Hogan's lot to the said Morell Bear Road for the distance of one hundred feet or to the said Morell Bear Road; and thence east to the place of commencement, containing by estimation one third of an acre a little more or less, together with the buildings and appurtenances to the said lands belonging or in anywise appertaining.

Dated this fourth day of March, A. D. 1908.

ALEXANDER McALAY, WILLIAM A. LEWIS, Executors.

EENEAS A. McDONALD, Proctor. March 10, 1909-6t

CANADA, Province of Prince Edward Island.

In the Surrogate Court, 8th Edward VII., A. D. 1909

In re Estate of George McAvity, late of St. Peter's Bay, in King's County, in said Province, trader, deceased, intestate.

To be sold by public Auction, on Wednesday, the fourteenth day of April, A. D. 1909, at the hour of ten o'clock in the forenoon, on the premises, under and by virtue of a license granted by the Surrogate Judge of Probate of the said Province, on the 22nd day of February, A. D. 1908, to the undersigned Margaret McAvity, executrix of the personal estate and effects of the said George McAvity, deceased.

All that tract, piece or parcel of land situate lying and being at St. Peter's Bay, in King's County, aforesaid, bounded and described as follows, that is to say: On the north and northeast by the Fortune Road, on the west by the St. Peter's Bay Bridge, on the northeast and east by land of Ambrose Somers, and on the south by the March on the bank of the river, together with the dwelling house thereon, being the land for some years past occupied by the said deceased.

Dated this fourth day of March, A. D. 1909.

MARGARET McAVITY, Administratrix.

EENEAS A. McDONALD, Proctor. March 10, 1909-6t

Calendar for April, 1909.

Table with columns for Day of Week, Sun Rises, Sun Sets, Moon Sets, High Water a.m., High Water p.m.

Itching Skin

Distress by day and night—That's the complaint of those who are so unfortunate as to be afflicted with Eczema or Salt Rheum—and outward applications do not cure. They can't.

The source of the trouble is in the blood—make that pure and this scaling, burning, itching skin disease will disappear.

"I was taken with an itching on my arms which proved very disagreeable. I concluded it was salt rheum and bought a bottle of Hood's Sarsaparilla. In two days after I began taking it I felt better and it was not long before I was cured. Have never had any skin disease since." Mrs. L. E. WARD, Cove Point, Md.

Hood's Sarsaparilla

ride the blood of all impurities and cures all eruptions.

to expect a continuance of the practices which, notwithstanding the clause in the act of 1879 had been continued during twenty years in prejudice of the interest of policy holders. The obvious answer to this was that two wrongs do not make a right and that because \$25,000 policy holders had not secured the benefit of that clause during 20 or 30 years was no reason why the shareholders should increase the tax under it seven fold and at the same time endeavor to abrogate the policy holders' rights entirely. On the whole it seemed to be the cynical disregard on the part of the corporation of the rights of its policy holders, rather than the extent of the effect on those rights, that actuated the hostility of so many members of parliament. As usual the government stood by the corporation and finally those opposed to the bill only succeeded in giving it the six months hiatus by a resort to the technical objection already referred to.

Dominion Parliament

The most interesting event of the week was the unanimous acceptance by parliament of Lord Strathcona's gift of two hundred and fifty thousand, the revenue from which, for all time to come, is to be devoted to the encouragement and instruction in drill and rifle shooting among the pupils of our public schools.

The throwing out of the Canada Life bill was accomplished by attention being directed by one of the vigilant members, Mr. S. Sharpe, M.P., to an innocent looking sentence of eight words in the notice to policy holders which precluded the introduction of the bill. Thus do the best schemes and most expensive lobbying gang at aglee. This technicality was only resorted to when it became apparent that the government was disposed to buck the bill, though not as a government measure. The debates on the Canada Life bill have been so extensive that possibly the average reader has failed to grasp the kernel of the matter. Prior to 1899 the capital stock of the Canada Life amounted to \$125,000,000. In that year it was raised to \$1,000,000. By an act passed twenty years previously it was decided that the shareholders of the company could not deduct from the general earnings a percentage by way of interest on the capital stock before distributing the profits among the policy holders. When the item of interest was only about five per cent. on \$125,000,000 the item was seemingly trifling, but when the company saw fit to increase the capital to \$1,000,000,000 the item became one of importance and is likely to become more so in the future. A bill has consequently been brought in to cut out this provision in the act of 1879 and it has met with vehement opposition on both sides of the house, but mainly from the Conservative wing, while the members of the cabinet have given the bill active support. The minister of justice gave his deliberate official opinion in the house on the matter, but it was rather amusing that, while the honorable gentleman was evidently anxious to help the bill through, his legal opinion was at direct variance with that of the company's legal adviser who had appeared before the committee. Hon. Mr. Aylesworth took the view that the clause in the bill of 1879 did not give the shareholders power to deduct their interest first and that there had evidently been a mistake in the wording. The company took the other view that the wording of the clause had always meant what they wanted, but that the company desired to remove any element of doubt.

As a member very shrewdly put the case, here is a class of shareholders representing \$1,000,000,000 of interest in a company trying to have the rights of policy holders representing \$25,000,000 interest in the company legislated away. Those interested to the extent of twenty-five million had not even been properly notified that their vested rights were to be dealt with by parliament. A notice had been published in the Canada Gazette and a few daily papers referring to several purely routine matters for which legislation was to be asked and sandwiched in among these notices was the innocent looking sentence already referred to. "Defining the provisions as to division of profits." Even members of parliament, who are policy holders of the company, confessed that until the bill came up in committee they had no idea of its scope or what these eight words were intended to convey. The minister of finance, in supporting the bill, pointed out that the shareholders had insisted when they put up \$75,000,000 of new capital that the profits were to be distributed in the same way as when the capital was only \$125,000 and they had a right

"I can truthfully say that I believe that, but for the use of your Emulsion I would long since have been in my grave. I was past work—could not walk up-hill without coughing very hard."

THIS, and much more, was written by Mr. G. W. Howerton, Clark's Gap, Va. We would like to send you a full copy of his letter, or you might write him direct. His case was really marvellous, but is only one of the many proofs that

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is the most strengthening and re-vitalizing preparation in the world. Even in that most stubborn of all diseases (consumption) it does wonders, and in less serious troubles, such as anæmia, bronchitis, asthma, catarrh, or loss of flesh from any cause the effect is much quicker. Do not delay. Get a bottle of SCOTT'S EMULSION—be sure it's SCOTT'S and try it. ALL DRUGGISTS

In a particularly able speech Mr. D. McKenzie, M.P., drew attention to the necessity of some steps being taken to preserve the soft coal market in Eastern Canada, for the Nova Scotia mines. He pointed out that since 1906 the importation of United States soft coal into Canada has increased from 57,000 tons to 432,000 tons. In 1907 over 4,200,000 tons of Nova Scotia coal were consumed in Canada, while the United States only purchased a little over 12 per cent of the output.

Voluntarily statistics were placed on the part of Hansard to show the importance of the coal industry in the employment of labor and capital and a strong plea made that Canadians should use their own coal in preference to American coal. After hearing all that could be said on the subject Major Currie, M.P., put rather a crimp in the arguments of Mr. McKenzie by asking what the respective prices of Nova Scotia, and American soft coal were at the pit mouth. Mr. McKenzie was unable to state the prices of American coal, but said the Nova Scotia coal cost about \$3.00 per ton at the pit mouth. Major Currie then told the house that as a coal user he would be more than pleased to give the preference to our own coal even at a loss, but that while American coal costs only about 85 cents at the pit mouth, Nova Scotia mines ask \$2.50 a ton. This is a very large discrepancy and would explain the ability of the Nova Scotia coal companies to earn large dividends.

There has seldom been such an expenditure of absolutely wasteful expenditure as in the case of the \$1,000,000 now being spent by the government on the so-called Newmarket canal. The only two places served by this incipient waterway are the village of Holland Landing and the town of Newmarket. The total assessment of these two places only amounts to \$780,000 and their population is 445 and 2,125 respectively. Not only in this case but there is not enough water available to float anything in the canal, so that \$80,000 more is proposed to gather enough water to wet the bottom of this great marine ditch. Even when this expenditure takes place the allegation is that the engineering figures are grossly inaccurate. The minister stated that a creek existed which the engineering report stated would furnish 507 cubic feet of water per minute at its minimum flow. Dr. Sproule said that he had personally jumped across this creek a thousand times and that to speak of it delivering 507 cubic feet per minute was so totally absurd that the man who made the statement must be a champion Assolant.

Hon. Mr. Graham, the minister of railway and canals has a Mark-Twainish streak of humor and when asked to explain what the canal was for and how the expenditure could be justified he launched into an essay that touched on almost every phase of artificial waterways short of the canals in Mars and ended up by giving no information whatever about the \$1,000,000 expended. When Mr. Borden pointed out that the probable tonnage was expected to go over it, the minister said he had made no estimate. Apparently this was the last thing thought of in entering upon the \$1,000,000 expenditure.

Behind the brazen record of extravagance is the story that prior to the general election of 1904 the construction of this unique canal was initiated on the petition of nine electors of North York, which petition was not for the construction of a canal but for the deepening of the mouth of the Holland river. Subsequently the constituency was carried by the Whitney government, whereupon it was decided that something would have to be done and a larger deputation was framed up to wait on the government and propose the building of the canal. Since that nearly \$1,000,000 has been spent on the work which was originally estimated to cost \$200,000, and the end is not yet. Hon. Mr. Aylesworth who now represents the constituency endeavored to prove an alibi in the house by shouldering the "credit" for this public work on his predecessor, but Sir Wilfrid Laurier came out manfully and plainly stated that it was a "mistake" had been made where the government was going on with it anyway. And so, by a straight party vote an amendment to stop this "wanton misuse and waste of public money" was negotiated.

State Telephones

Mr. I. B. Lucas, who represents Centre Grey in the Ontario Legislature, is anxious that the Province should emulate the example set by Manitoba and Alberta and buy out the existing telephone companies. If the Government cannot see its way clear to do this, Mr. Lucas will be satisfied if it will seek from the Federal Government full authority and power to control and regulate the business within the limits of the province, allowing the Federal Government to retain the control and regulation of inter-provincial business. Mr. Lucas has an idea, theoretically enticing, that every farm house in the land should have telephone communication. Unfortunately this belief is accompanied by another, that such communication can be afforded at a slight annual charge, entirely overlooking the

fact that this is an impossibility if the service given is to be first class, and any other kind of a service is worthless. The conducting of most businesses becomes cheaper the larger they become, but this rule is reversed in the case of the telephone, for the more connections there are available the greater becomes the cost of providing the service per individual unit. Moreover, the installation that would be sufficient in the case of a small "party" line, becomes inefficient when an attempt is made to link it up with a high class long distance line. Standardization is imperative if the cost and facility of conducting business are to be kept within bounds. There is a popular fallacy that the telephone is something like the railway in the exchange of business at junction points: The comparison would be correct if the little branch line could be expected to haul passengers who arrive at the junction on a sixty mile an hour train away at the same speed, or run 100 ton mogul locomotives on 56 pound rails and light bridges. No one expects the branch railway to do this, and there is no reason why it should. The telephone differs in that the branch line must be equal in efficiency to the trunk line, or the efficiency of the latter is reduced to that of the former. This explains why connections are refused to independent companies, which, while they may be satisfactory as self-contained units, are not adapted for connection with a highly efficient trunk line. Much has been made out of the alleged success of the Alberta and Manitoba provincial telephone ventures. Where that success lies it is impossible to discern. It was not indicated in the financial statement of the year's operations issued by the Manitoba Government. The Alberta system has not been under control of the Government long enough to create a financial record. The only true guides in respect to state ownership and management of the telephone are to be found in the experiences of foreign states, and in not one of these is there a service in existence which would be tolerated on this continent by any community which has had the benefit of a privately owned and well managed service. As for cheapness, the dangers are illustrated by the experience of the independent concerns in this country and on the other side of the line, dividends being decidedly rare and failures comparatively common. The less the state has to do with the telephone the better for all concerned.—Montreal Gazette.

Wheat Crop, 1908.

The estimated production of the province of Alberta, for winter wheat crop of 1908, was 2,397,588 bushels, yet the quantity of winter wheat inspected to 28 February, 1909, was 2,828,700 bushels, showing an increase of over 431,000 bushels and it is now expected that the yield for this kind of wheat will exceed the 3,000,000 bushel mark. The acreage first reported for wheat in Saskatchewan has been increased by over 1,300,000 acres and is now estimated at 3,703,563 acres producing for 1908, a crop of 50,600,000 bushels for that province. The total wheat acreage for the three Western provinces for 1908, is now estimated at 6,813,020 acres, yielding 105,149,354 bushels. It will seem from this that the wheat yield for the past year was, in reality, much above the estimate sent out at the time of harvest. At one time it was currently reported that the yield would not exceed 70,000,000 bushels. These reports were of course unofficial, but emanated from Winnipeg, and were whispered about as an ominous intimation, at the time, that the crop would be almost a failure. This was not early in the season but during and after harvest. It could be understood that in case a crop failure did occur Western people might be tempted to minimize it as much as possible in order to prevent injury to the prospects of the Northwest. But why seemingly well known people should spread reports so greatly at variance with the truth is something difficult to understand. It is now satisfactorily settled that the wheat crop ran well over the 100,000,000 mark, and competent official information is to the effect that in view of the increase acreage the crop of 1909 may reach 150,000,000 bushels for the whole Northwest.

Much importance is being attached to the shipments of Western grain to Asia and Mexico via Vancouver, and as pointed out in these columns some weeks ago, Calgary is becoming a center for the collection of grain for shipment westward, even as Winnipeg is for the eastern route, though as yet on a much smaller scale. The official estimate shows that for the six months ending March 31st, over 3,700 cars were inspected at Calgary, of which 1,124 carried grain west, the total shipment to Vancouver being over 1,500,000 bushels.

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