

THE MORNING GUARDIAN

WEDNESDAY, MAY 27, 1908.

THE STATION SITE.

The unwillingness of the Railway authorities to accept of the George Street site for the new railway station has led to a revival of the plan long ago advocated in these columns for an extension of the railway line along the harbor front, with the station at Queen Street. The proposition is by no means new; it is on the contrary quite an old one. It is also claimed that a suitable site can be had at Queen Street with the extension made thus far, at less cost than would be incurred by locating the station at George Street.

The unanimity with which the Great George Street site was agreed upon at the last meeting of the Board of Trade called to consider this question did not mean that the proposed extension along the harbor front had ceased to be desirable. There are the best of reasons here, as in all seaport towns with railway connection that the Railway shall have the fullest practicable communication with the shipping docks. The feeling rather was that no point farther east than George Street could be accepted by the city, and there are many who had rather not see a new station built at the present time than to have it built farther east than that thoroughfare. It is quite natural, therefore, since the Railway authorities will not accept the George Street site that a more western location shall be demanded.

There is no question that a new station is urgently needed together with greatly improved terminal facilities generally. Next year we shall have the bridge and the Southern Railway open for traffic and this will make new demands for better means of transfer from the Railway to the shipping visiting the port and vice versa. Things move slowly at Ottawa at the best, and there is a sad tendency there to forget the needs and the just demands of the people in the eastern section of the Dominion. Just now new and very large demands are being made for further assistance to great railway projects in the west. If therefore we are to hope to secure our rights the City must present a united front and make known in an emphatic way our views of the situation. It seems fitting that at this stage the City Council, the Board of Trade, and perhaps a citizens' meeting should renew their efforts to influence the action of the Government.

If this is not done there seems a danger, notwithstanding all that has been said and done, that our silence may be construed into consent that the new station may be built either at Prince Street or still farther east. In that case we may bid farewell to any railway connection with the wharves along the harbor front for perhaps a generation to come. There is much at stake in this matter. Moreover this is the time to strike. There is an election coming in the comparatively near future—perhaps within the present year. Our right to have the new station, where the people want it and where it will best accommodate the largest number and afford the greatest facilities is undoubted. Everywhere the company railways are seeking central locations for their stations in all cities where it is practicable at whatever cost. A firm and united insistence upon our rights is what is needed at the present time. If right steps are now taken we are not without hope that they may be crowned with success.

THE RIGHT OF WAY.

According to The Patriot there is a proposal which has been discussed between Messrs McKinnon and Wear with the Government at Ottawa that the City shall provide the right of way for the extension of the railway along the harbor front. The Patriot intimates that the cost of the right of way would be but moderate, and that a considerable portion of the route would be over City property. Now we see no reason why the City might not give a free right of way over its own lands in order to secure the benefit which would almost certainly accrue from the extension. It is another and different question when it comes to the City buying private property and presenting it to the Government.

We do not think that the Government ought to ask this of the city, or to drive any hard bargain with us in the matter. At the same time we feel that if the extension could not otherwise be obtained it might pay the City to provide the entire right of way. The matter is one for calm, dispassionate consideration and we have no desire to arouse any prejudices. But the Dominion can much better afford the cost than the City can afford it. As to what cities in the Northwest may have done in the way of free sites and rights of way, it may be said that the cases are not parallel. Those cities are not seaports; in many cases land is abundant with them and they can offer for railway terminals and

tracks land which has cost those cities little or nothing.

Our case is parallel with that of St. John, where the Government has expended hundreds of thousands to acquire land to extend its terminal accommodation. Why should Charlottetown be treated differently from St. John? We shall be glad, however, to hear what can be said on the other side. We want the proposed extension and improvements, but it seems clearly the duty of the Government, which controls both the Railway and the winter steamers, to provide at its own cost the means for easy connection between the Railway and the shipping which enters our harbor.

We are glad that Father Burke in his letter elsewhere has called attention to the reputed quality of our cheese on the British market last year, and hope that the suggestions made may be earnestly considered by the parties directly interested, and promptly acted on. It would be nothing short of a calamity to our agriculture, indeed to our provincial life which is so closely bound up to this science, if the great dairying branch, were crippled or eliminated by any marked inferiority in its produce. We can do some things well here, and one of the things we thought we could do best was cheese making. Let us therefore, strive to remove the defects which our goods are said to suffer from in Britain by careful manufacture, efficient inspection and good shipping facilities. We certainly cannot be satisfied with a shilling less per ewe than Ontario, Quebec or New Brunswick, when, all things right, we ought to command a shilling more. To work, then, dairymen; your pockets and your honor are at stake!

STARTLED

By some sudden sound she drops the vase upon the floor. She is nervous and may be told that nervousness is a luxury which only a rich woman can afford to indulge in.

Nervousness has cost many a woman her position. Sometimes when women run machinery every the price of nervousness is mutilation—a finger lost or perhaps the whole hand crushed. Nervousness in women is commonly but a symptom of womanly disease. It is useless in such cases to "doctor" for the nerves alone. Cure the diseases which attack the delicate womanly organism and nervousness will be cured also.

Dr. Pierce's Favorite Prescription makes weak women strong, sick women well. It establishes regularity, dries weakening drains, heals inflammation and ulceration, and cures female weakness. It tranquilizes the nerves and induces refreshing sleep.

"In the fall of 1897, I was troubled with nervousness, headache, heart trouble and female weakness," writes Miss Blanch M. Bracey, of Sala, Oswego Co., N. Y. "Last summer I wrote you and you advised me to try your 'Favorite Prescription' and 'Golden Medical Discovery.' I did so and I began to improve rapidly. Continued taking the medicine, half a dozen each of 'Favorite Prescription' and 'Golden Medical Discovery' for the space of five months, and in less than a year had regained my former health."

Dr. Pierce's Pleasant Pellets clear the muddy complexion.



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Will find here what they desire in variety.

One of the finest lines of pipes we have ever shown and cheaper than ever.

All the leading brands imported tobaccos.

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Tell us your particular tastes. At your service.

A. W. Reddin, Phm. B. Sunnyside.

Rocky Point Ferry Spring 1908.

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| Will leave Ch. Town At 8 p. m. | Will leave R. Pt. at 8.30 a. m. |
| " " " 11 " " | " " " 11.30 " " |
| " " " 2 p. m. | " " " 3 " " |
| " " " 4 " " | " " " 5 " " |
| " " " 6 " " | " " " 6.30 " " |
| SUNDAYS | |
| Ch. Town 9 a. m. | R. Pt. 10 a. m. |
| " " 7.45 p. m. | " " 1.30 p. m. |
| " " 2 p. m. | " " 3.00 p. m. |
| " " 4 p. m. | " " 5.00 p. m. |

MEN'S \$1.00 GLOVES

When price alone is considered, these gloves are banner bargains—when quality alone is considered these gloves are beyond criticism. As it is they speak to you from the double standpoint of price and quality. They are made of Russia leather, the nicest leather yet for gloves for out door wear, made in England and bought away below their real value. They are really worth \$1.50 regular price, come while the sizes are complete \$1.00 a pair.

Soft Bosom Shirts

Perfect fitting "Tooke's" shirts, we are showing a nice line of soft bosom shirts suitable for spring and summer wear at \$1.00 a shirt, made by the celebrated Tooke Bros., and they show the acme of shirt making. If they were made for a prize they could not be made better.

Are You Fussy About Collars!

Lots of men are; every man ought to be. It's easy enough to get an easy fitting collar among our big stock, nearly all made by "Tooke Bros." Come to us for collars, you're bound to find collar satisfaction some where in our big stock.

PROWSE BROS.,

The Only Stylish Clothiers,

The Thomas Organ and Piano Co. ESTABLISHED IN 1832. IT WAS THE THOMAS ORGAN

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 - Diploma at Great Central, Hamilton, 1881.
 - Diploma at Lincoln Co., St. Catharines, 1881.
 - Diploma at Woodstock, 1881.
 - Three first prizes at Hamilton, 1881.
 - Two first prizes at St. Catharines, 1881.
 - Two first prizes at Woodstock, 1881.
 - Bronze Medal—Philadelphia Centennial Exhibition, 1876.
 - Diploma—Glasgow International Exhibition, 1901.
 - Gold Medal and Diploma—The National Engineering and General Trades, Exhibition, 1902, England.
 - Gold Medal and Diploma—Birmingham Industrial Polytechnic Exhibition, 1902.
 - Diploma at "Industrial," St. John, N. B., 1891.
 - Diploma at "Industrial," St. John, N. B., 1895.
 - Diploma at "Industrial," St. John, N. B., 1898.
- We have a large stock of the above organs in five different styles. ALSO—The Famous Newcombe and Mendelssohn Pianos. The Ball Bearing New Home Sewing Machine is a leader. Call and inspect the above at our show room, Kent Street, Prices low and terms easy.

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We have gone through our hosiery stock and picked out all the odd sizes and makes and will sell them at a big discount to-night. In this lot you will find Hosiery for Ladies, Girls, Children and Boys. Buy your hosiery here and save money.

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The very latest thing in ladies' wear, colors white, cream blue, red.

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New Styles, New Patterns Two for 25c.

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- Men's Black Socks 6c per pair.
- Men's Colored Shirts 49c each.
- Boys' Serge Caps 15c each.
- Boys' Cotton Stockings 10c pair.

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Bring the boy in to-day and get him a new suit—one that will wear well—keep its shape—and look well. Made of Moncton Tweed.

Ready-to-wear Hats

Priced for quick selling on Saturday night.

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THE FINEST RANGE OF SUMMER SUITINGS in Tweed, Worsted and Serges ever shown; also a select line of the newest designs of Trouserings and rain proof coatings. SEE OUR NEW SPRING HATS Gents' Furnishings—the largest and best.

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