



**MEN AT THE OFFICE,
WOMEN IN THE HOME,
CHILDREN AT SCHOOL,**
Who are overworked
mentally or physically
derive great benefit
from Milburn's Pills.

They supply the necessary elements for making good the wear and tear incurred by the present mode of life now prevalent in this age of business and social life. Every day in the week and every week in the year men, women and children are suffering from nervousness brought on by their efforts to keep up to the modern "high pressure" mode of life necessary to this age. Thousands find life a burden and others an early grave. Overwork is often the cause, as it strains the Nervous System and causes Nervousness, Sleeplessness, Nervous Prostration, Faint and Dizzy Spells, and General Debility. The blood becomes weak and watery and eventually causes decline. Milburn's Heart and Nerve Pills are indicated for all diseases arising from a weak and debilitated condition of the nerve centres. From the Atlantic to the Pacific we are receiving letters from people who have used Milburn's Pills with great benefit. Here are two. Others will be sent on application.

NORTONDALE, N.B., Jan. 2nd, 1901.
The T. Milburn Co., Limited, Toronto.
Dear Sirs,—I have suffered for a number of years with a smothering sensation caused by a weak heart.
My whole system was run down and I was very nervous and could not sleep. I got a box of Milburn's Heart and Nerve Pills and by the time I had taken them I was perfectly cured and can recommend them highly.
My mother was also subject to heart trouble and was so bad that the doctors said she could not live.
She took your pills and says they were the means of curing her.
Yours truly,
Mrs. Wm. Cune.

INWOOD, Ont., April 2nd, 1900.
The T. Milburn Co., Limited, Toronto, Ont.
Dear Sirs,—Some time ago I was so run down that I could not do any work. I had distressing shortness of breath, my stomach would be sour and I could scarcely eat anything.
My heart palpitated badly and caused faint and dizzy spells.
I felt weak and nervous, and gave up all hope of ever being cured until my husband procured two boxes of Milburn's Heart and Nerve Pills, and since taking them I feel like a different person. I have been well and able to work ever since.
Yours truly,
Mrs. EDMOND BROWN.

Increase \$30,000 Subsidy

(Continued from the First Page.)
that Ontario had a profitable trade with Prince Edward Island. Anything is that done to facilitate trade and travel to and from that island is beneficial to the other provinces. Therefore, the money that is spent in keeping up this trade and carrying out the terms of union, is not entirely to the advantage of Prince Edward Island, but is an advantage to all the other provinces as well.

Now, I have gone over the first three years of confederation, from 1873 to 1876, to show that no effort, practically, was made to carry out the terms of union. In 1876 the Northern Light was purchased and put upon the route. But she was not designed for that service, and consequently she became a complete failure. So great was the failure that she was unable to perform the service at all for about seventy days each year during the whole time she was on the service. In 1881, I think it was she was icebound for so long a period that the crew and passengers despaired of reaching land. Among the passengers were several women and children, and the provisions running short on board, they undertook to walk from the vessel, a distance of several miles, to land. Night overtook them, and they were subjected to so much cold and exposure that one of the party lost his health and shortly afterwards died. Another of the party was crippled for life. Now, will the Hon. member for South Lanark (Mr. Haggart) say that this was continuous and efficient communication with the mainland? In 1884 a party of twenty-two men undertook to cross by the old method in an open boat, a method that was in vogue fifty or sixty years before the Island joined the confederation. The movements of the Northern Light were so uncertain that they preferred to cross that way to depending upon the steamer. A snowstorm came on, night overtook them on the ice, and they were out for two days and one night. Every member of the party suffered from the exposure, and several of them had to undergo amputation of their limbs. Now will the hon. member for South Lanark say that this was carrying out the terms of confederation? Was this placing us in communication with the Intercolonial Railway and with the railway system of the Dominion?

Hon. Mr. Haggart, the Minister of Marine and Fisheries said in this House that it did.
Mr. Hughes (King's, P. E. I.) Well I suppose the hon. member for South Lanark is not responsible for what the Minister of Marine and Fisheries may have said. I suppose the hon. member for South Lanark has a mind and intelligence of his own, and he knows, or ought to know, whether that was efficient communication or not. Now, so inadequate was that communication by the Northern Light that a committee of parliament in 1883 made this report:
The committee of parliament further recommended that, inasmuch as the evidence taken before them went to show that the Northern Light was fast becoming unfit for service, another suitable steamer should be provided to take her place.

Well, another suitable steamer was not provided for five years after that, and yet in face of this testimony it is said by hon. gentlemen that the terms of confederation were carried out. As the Minister of Marine and Fisheries stated this afternoon, so impressed was the government of that time with the inadequacy of this boat, with her unsuitableness, that an order was issued from the Department of Marine and Fisheries limiting the number of passengers that she was allowed to take on any one trip. Now, Sir, do you think, in view of all these difficulties I have narrated, that the communication then provided was conducive to trade and travel between the province and the mainland myself crossed over from the Island to the mainland in 1881 or 1882, and no man who has not crossed there by these boats

has any idea of the hardships to which we were exposed. None but the strongest and most robust men would undertake the passage, none but people who were compelled by some grave reason would undertake it at all. They had to be strapped to the boat, so that if they fell overboard, as was a frequent occurrence, they could be dragged up again by some of the other passengers or crew.

Now while provision was made for carrying the mail in this antiquated way, no provision was made by the Government for bringing passengers across even in open boats. The passengers had to pay whatever fare was demanded, and to work their own way. Then when they got to Cape Tormentine they had to drive forty miles, over the winter roads, in open sleighs, to Amherst before they could make connection with the Intercolonial Railway. It was provided in the terms of the union that from the date of union, an efficient and continuous steam communication, winter and summer, should be preserved between the Island and the Mainland. But, will any man who will read the history of this question say that the Dominion Government maintained the terms of the bargain? They did not even do as was recommended by this committee in 1883. The committee recommended that when people were obliged to cross in an open boat, houses should be built on each side of the straits, so that when passengers got to their destination they might have some place to which they could go and warm themselves and change their clothing; and that there should be on each side some place where boats could be hauled up and put under cover, and be in a fit condition to commence the service the next day. Although that recommendation was made in 1883 by a parliamentary committee, it was not carried out. There was nothing done in that respect for three years afterwards. This is what Sir Alexander Campbell, speaking in the Senate in 1884, said:

I am surprised to hear from my Hon. friend opposite that the boat-houses have not been built. I called the attention of the Minister of Marine (Mr. McLellan) to the matter last session, and he told me that the boat-houses would be provided. I shall again call his attention to that question and to the various suggestions that have been made.

That was in 1884. In 1885, the next session the same gentleman said:

My hon. friend from Prince Edward Island, who introduced this subject to the notice of the House has, I think just ground for complaint, I am sorry to think perhaps against myself, although really, as he has almost admitted, I am not responsible for the non-execution of the measures which from time to time, I have been authorized by the Government to promise in this House. I remember quite distinctly the undertaking which I gave that the boat-houses should be constructed one on each side of the ferry. I made that promise with the authority of the then Minister of Marine and Fisheries, and as is my constant practice, the very day the promise was made, I wrote to the Minister of Marine and Fisheries, that, pursuant to what he had told me, I kept it in mind. I afterwards called attention to it, and there were reasons which were more or less sound—I can hardly say sound—which made the delay more or less excusable. It was thought for a time that the orders had been given, and that the boat-houses were in course of construction.

For three years after the promise had been made and after the necessity had been pointed out by the parliamentary committee, no boat-houses had been erected, nothing was done to improve the crossing of boats there and the conditions remained the same as they had been for several years before the Island came into confederation. Up to 1888, when the Stanley was constructed, no proper bona fide attempt was made to carry out the terms of union in this respect and consequently Prince Edward Island had, by every rule of equity and justice, claim against the Dominion government for the non-fulfilment of the terms of union. There is no question that the people of the Island suffered very severely in consequence of this matter. As has been already shown in the debate, the people of Prince Edward Island were obliged to send their agricultural products to the provincial and other markets during a short time in the fall of the year when the markets were at their lowest. They had no communication with the mainland during the winter. The merchants were obliged to import all the goods wanted for five or six months ahead in the fall and to pay interest on these large importations. If you want to fully realize what the Island did suffer on account of the non-fulfilment of these terms you have only to turn up the records of traffic that have been made since the two steamers were put on this route. The trade of the Island has been so great, that as the Hon. Minister of Marine and Fisheries showed here to-night, it has gone on developing and increasing every year since an honest effort was made to carry out the terms of the union. We have still further proof that this effort has developed and increased our trade. Last year the net earnings of the Prince Edward Island Railway, in consequence of the facilities that were given to trade with the other Provinces of the Dominion of Canada during the winter season, were \$7,000 and over greater than in any other period of the history of this railway, and this year, in consequence of the two steamers being put on the route and greater facilities being supplied, the net earnings of the railway will be between \$15,000 and \$20,000 greater than the year before. The net earnings of the Prince Edward Island Railway will, if they go increasing as they have been increasing during these last two years and as they are likely to continue, will return to the exchequer of this country an amount equal to the amount we are now placing to the credit of that Province so that as a financial transaction the Dom-

inion of Canada will lose nothing whatever. If the net earnings of the Prince Edward Island Railway go on increasing as they have increased since the facilities for trade have been improved, they will in a very few years represent the full amount the \$30,000 additional subsidy or payment that we are giving to Prince Edward Island. So that in that respect alone the Dominion of Canada will lose nothing by the transaction. That shows clearly that when the Dominion government provides facilities for the trade and commerce of the country between different provinces and between Canada and other countries, it is pursuing a good policy, a paying policy, and a policy that will always give an adequate return directly and indirectly to the people of the country. If the earnings of the Prince Edward Island Railway were \$7,000 greater last year than in any previous year, and if this year they will amount to \$15,000 or \$20,000 more than they were last year, it will give Hon. gentlemen an idea of the loss that the province sustained during the sixteen or eighteen years when these facilities, which were stipulated for in the terms of union, were withheld. I am sorry to think that there should be any sectional difference in this matter. I trust that the Hon. member for Lanark (Mr. Haggart) does not voice the opinion of many Hon. members from Ontario on the other side of the House. I hope and trust that this resolution will pass the House by a very large majority. I believe that the Government of this country is to be congratulated upon having settled this question fairly and equitably, and I believe that Parliament will ratify that settlement, and that Hon. members from Ontario, from the west and from the Maritime provinces will admit that it is a fair and reasonable arrangement. Perhaps it may be thought by some Hon. gentlemen that this is a new question, that it has only then brought up now or since the present government came into power, but such is not the case at all. From the year 1881, right along to the present time the government of Prince Edward Island have memorialized and petitioned, time after time and year after year, the Dominion government upon this question. Wearying and despairing almost of getting any redress of their grievance, as it was pointed out this afternoon they carried the matter to the foot of the Throne and so impressed the justice of their claim upon the Colonial Secretary Lord Granville, that although he stated that the Imperial government has had no authority to interfere in the matter he suggested that the Dominion government should undertake the building of tunnel beneath the Straits of Northumberland at an expenditure of \$7,000,000 or \$8,000,000 in order to overcome the difficulty of carrying out their agreement in this respect. The people and the Governments of Prince Edward Island never allowed this matter to rest, although the government that had been in power from 1878 right along for many years did nothing more than make a bare acknowledgement of the memorials and petitions that were sent to them. But the people of Prince Edward Island hoped for the time when a government would be in power in Canada that would do them justice in this matter, when a Government would be in power to which they might appeal with confidence. Well, they have appeal and they have brought this matter before the present Government and I am proud and glad to be able to say that the appeal has not been in vain. I believe that the Government has considered the matter fairly, reasonably and equitably. It may be, as my Hon. friend (Mr. Lefurgy) stated, that the amount is not sufficiently large, but I believe that the Government have taken a fair and reasonable view of the matter and that they did what they believed to be fair in the interest not only of Prince Edward Island, but in the interest of the people of Canada as a whole. I believe that this Parliament endorsed by the people of the Dominion will ratify this agreement. I hope and trust that when the vote is taken a large majority of the members of the House will support the proposal; indeed I hope that the House will be unanimous in its favor.

For Pains and Lameness use KENDRICK'S LINIMENT.

MINES STARTING UP.

LONDON, May 10.—In the house of commons Mr. Chamberlain informed a questioner that no gold had been produced in the Transvaal since January 1, but fifty stamps started May 4, and a hundred stamps started today.

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Why should you go elsewhere and take chances when we can give you certainty.
How about the spring clothes?
Money back—if anything is unsatisfactory.

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We have a suit at \$7.00 that cannot be beaten for value.
Charlottetown's Greatest Clothing Store.
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PERSONAL MENTION
89 cents.
A lot of Jardiniers worth from \$1.25 to \$1.75 each now selling at

89 cents each.
Come early and make your selection for they are nice ones.
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A brim full of bargains. We keep High Quality Groceries at Low Prices. Buyers who have not visited us will do well to call and see what we can do in the way of
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Among our new samples—You'll find every shade of Ingrain and the handsomest borders shown in town.
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Models of British, French and American designing. Every mill order given special and distinct care, so that suitable style are studied out for each separate customer.
Ladies will please state price, style, complexion, hair, and whether for young, middle-aged, or elderly person. "Flame red" is a new shade this season. Light shades will be most in evidence, such as blues, greys and pinks, while green will be much be worn. For trimmings, large use will be made of foliage, poppies, roses and June rosebuds, light mohair braids, lace and malines.
Toques will be worn more over the face. The Mushroom shape is good for early Spring wear.
Outing Hats, Trimmed Hats and Buznets.
Soldier Hats and Misses' Headwear. Widows' Bonnets, Veils, Borders, Collars, and Cuffs.
Ladies' Dress Caps. Veils and Veilings.
A complete supply of all the latest Trimmings, Feathers, Flower Foliage, etc.
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Best of satisfaction at Moderate Prices.
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